

HILO TRADE BOARD ENDORSES FORBES' PLANS FOR WHARF

Will Be First Unit of Extensive Harbor Improvements For the Crescent City

CREW WILL START SOON TO COMMENCE BORING

Scheme Will Be Laid Before Harbor Board At Its Next Meeting

Construction of a big new wharf at Hilo, as the first unit of an extensive harbor improvement plan mapped out by Charles R. Forbes, superintendent of public works, has been unanimously endorsed by the business men of the Big Island metropolis and will be presented to the board of harbor commissioners by Mr. Forbes at the next meeting of that body.

A crew to begin boring operations will start to Hilo next Wednesday, according to Mr. Forbes, who returned to Honolulu Saturday.

With a unanimity that stands as a record for Hilo, the representative business men of the community agreed to back the harbor improvement plan after it had been submitted by Mr. Forbes to a meeting of the board of trade rooms Friday morning. Some discussion was raised over heading the proposed new wharves from Kubio wharf, and after consideration this idea was abandoned in favor of a plan to start the wharves from the bulkhead shore line. This will necessitate building a unit of the proposed bulkhead to provide for the first wharf. Forbes explained the status of the proposed construction yesterday as follows:

Crew Starts Wednesday

"The crew starts for Hilo Wednesday next to begin boring operations. The proposed wharf will extend six hundred feet out from the shore end of the present structure. Necessary dredging will be about 100,000 yards costing about \$300,000. The scheme will be presented to the board at its next meeting."

According to an account from Hilo Mr. Forbes had a line drawing of the upper part of Hilo Bay on which was outlined his plan at the meeting Friday at Hilo. The drawing showed Kubio and the shore line to Reed's Island rock, along which it is proposed to build a bulkhead. The drawing also showed three wharves from the present Kubio wharf and at almost right angle to it.

After explaining the plan as shown by the drawing Mr. Forbes said to the members of the board:

"We offer to you a scheme like this. These three concrete wharves and slips are six hundred feet long and the slips two hundred feet wide. The wharves will be covered and will be equipped with conveyors. It will require about fifty-six thousand yards of dredging for the slips and over two hundred thousand for the bulkheads along the shore line to a depth of thirty-five feet. It is in favor of concrete, such as the Fort Stevens wharf in Honolulu harbor," added Mr. Forbes. "As fast as the wooden piles of Kubio wharf deteriorate they will be replaced with concrete piles. These slips and wharves will permit six ships to be handled for cargo at the same time. I would like to get complete plans to be submitted to the legislature, and would like to hear any criticism of these plans which are merely tentative."

President William McKay, of the board of trade, and marine superintendent of the Inter-Island Company said it would be better to have the wharves projecting out from the bulkhead shoreline for four hundred and sixty feet.

According to former borings there are three lava flows which have covered the site of Hilo in ancient times Mr. Forbes said last night. He explained these flows there are layers of coral and sand, which indicates that great periods of time have intervened between the flows.

Filler Files Objections

Superintendent W. R. Filler, of the Hawaii Consolidated Railway, who was present at the meeting in Hilo, opposed the idea of the new wharves and slips headed on Kubio wharf. He stated that he would not attempt to run the railroad while these extra wharves were building. He said it would ruin Kubio wharf, and he agreed with Mr. McKay's plan for the bulkhead wharves as the best. He asked if there are any figures available to show the cost of the proposed work.

"Yes, I have an estimate for the work," replied Forbes.

"Well, I don't care about the cost," replied McKay, "what we want in Hilo, and what we need, are wharf facilities."

There followed a detailed discussion, based on the drawing, regarding the feasibility of putting wharves out from the proposed bulkhead line. Harbor Master Mosher of Hilo, stated they should be built along the shore line in the biggest slips.

"If you will build these wharves there I will guarantee to take the steamers in to them," said the harbor master.

G. H. Vears asked about the Hilo railroad wharf and whether anything could be done with that old structure. It was stated that since the building of the breakwater it was not safe for ships to lie at this wharf or in that vicinity.

Proposed Dredging

Mr. McKay suggested that the board of trade take up with the federal government the question of dredging the channels for the proposed wharves and slips beyond the line where the Territory will have to dredge.

BREAKWATER PACT DETAILS PUBLISHED

Surety Company Will Take Over Nearly Two Hundred Thousand Dollar Debt of Contractor

Details of the understanding between George E. Marshall and the American Surety Company were received from Hilo yesterday. Contractor Marshall has an agreement with the American Surety Company whereby the company has canceled the debt of \$146,000 which it claimed Marshall owed. Marshall also has succeeded in getting the surety company to assume liability for another \$50,000 and to pay him \$4000 in cash.

In an interview following the settlement, Mr. Marshall said the other day: "After I stood a siege of two months and did all I could to protect my creditors and myself, the showdown came this week when the American Surety Company came to terms with me. A settlement has been made and my creditors are now fully protected and would be paid by the surety company at once. The first proposition was that he creditors only be paid when the contract is finished, but I would not agree to that, and the consequence is that everybody must be paid at once."

As matters stood, I need the company \$146,000, plus \$50,000, which makes \$196,000. Now the tug Printer and the barges cost \$60,000; the federal government held up warrants for \$43,000; I paid in cash \$38,000 to the surety company; I had \$20,000 of my own money invested in other parts of the plant, and the wharf, breakwater, etc., a Whipple cost \$60,000, making \$1,211,000."

"Against the above amount the surety company now allows me: Cancellation of debt, \$146,000; payment of other debts, \$50,000, and cash to me, \$60,000, making in all \$256,000. These figures show only a benefit to the company of \$9000, but, as a matter of fact, the greatest benefit will be that it will have the opportunity of completing the most profitable part of the whole contract and thus deprive me of the chance of making some money. I have done the pioneering work and the plant is in good running order now, so that the company can now go ahead and make money fast."

"Contrary to the impression conveyed by Mr. Deming to the effect that I was indebted to his company in the sum of \$146,000, and that the plant belonged to the company, the fact is that I was indebted to the company in that sum; but if I were to pay that amount the plant would belong to me, free of my claim of the surety company. The indebtedness represented sums advanced to assist me in the purchase of the plant, and therefore they could not be paid to the company, but the plant belonged to them also."

"I want to leave Hilo with a clear conscience, and I am glad to say that I do not owe a dollar. I also want the public to know exactly how I stood with the surety company. I have explained everything in this statement, and I will stand by it to the last."

Mr. Filler stated it would take a long time to complete this plan and it is necessary to have more wharf space at once. He suggested that there should be one wharf built as soon as possible and that this wharf should be near Kubio wharf.

Mr. McKay pointed out where a wharf could be built at once on the bulkhead line, and that the plant be used without the necessity for dredging and the dredging for the other side could wait awhile.

Harbormaster Mosher said that could help greatly.

Mr. Forbes explained that such a wharf would be built on the bulkhead line, and that it would be a unit of the proposed bulkhead of about 800 feet with the wharf extending out between 500 and 600 feet.

"Can the Matson boats come in to such a wharf?" asked C. C. Kennedy.

"Yes," replied Forbes, "easily. Now gentlemen, does this scheme appeal to you?" asked Forbes.

It is an excellent one, answered McKay. "I like nothing better than to see a man with his own individual opinion."

"You build that wharf at this angle and I will take my ship in to it," asserted Capt. Mosher.

Mr. Vears stated that he believed that the approval of the Matson and American Hawaiian Steamship Companies should be secured for the plan. E. F. Nichols stated that he thought that what would satisfy the steamship men would satisfy the public.

"Let us settle upon this plan and then stand by it," asserted Mr. McKay and every man present agreed that this was the plan to stand by.

INITIAL STEPS TAKEN BY TUNA CANNING COMPANY

With the completion of the preliminary plans for organization, and the site for the factory on the Kona coast of Hawaii practically assured, subscriptions to the capital stock of the Mid-Pacific Tuna Canning Company, a corporation to be organized under the laws of the Territory, will probably be opened this week.

E. J. Boets, acting as attorney for the incorporators, will leave in the Matson Wednesday on a hurried trip to the Coast on business connected with the new industry. It is said, but he declined to state the exact nature of the business, other than to deny that it was with the view of interesting outside capital.

"The company will have a capital stock of \$250,000," said Mr. Boets yesterday. "The stock offered for sale will be offered local investors, the organizers of the company wishing it to be a strictly local concern. And this seems to be as desirable from a sentimental as much as from a business point of view."

Will Make Fertilizer

The cannery will be located on the Kona coast of Hawaii, and will have a capacity of from 100,000 to 300,000 cases of canned fish a year. In addition to canning fish, the concern intends to make use of the waste products by reducing them to fertilizer. Fertilizer of this kind has a value of fifty-five dollars a ton. The company may also make or buy fertilizer. The plant is known as open which is so plentiful of Kona coast.

Already several offers have been received by the incorporators. It is said, from mainland distributors to handle the pack, but so far none of them has been acted on, and it is more than likely that the pack will be handled by local distributors. An advantage would be possessed in doing this, it was pointed out yesterday, in several ways, one of which is promotion, as the canned article would be assured of a Hawaii label, and thus advertise the islands as salmon has advertised Columbia river.

Expert Is In Charge

A. R. Todd, one of the organizers and owner of a little string of schooners, one of which the "Alger," will leave Honolulu this week under charter to Kobe, has been in the fish canning business for twenty years, and is regarded as an expert on trap and purse net fishing.

It is the purse-net which will be used by the local company in getting the fish, though at the same time it will buy fish from independent catchers.

"With a purse-net we will be able to get five or ten tons of fish out of a school in place of one or two hundred fish as the sampans do," said Mr. Todd yesterday. "Such nets are operated from the deck of a craft specially constructed for that purpose. We expect to have two such purse-net and one or two tenders to ply between the coast and the cannery. They will also go along the coast to pick up independent catchers."

"There are fish along the Kona coast in unbelievable numbers. It is a natural feeding ground which they reach for all over the South Pacific. They play along against the current in schools. The weather of Kona is ideal for our purposes. Nowhere have I ever seen such perfect weather. California is not in it either for fish or climate as compared with Kona."

JUDGE COKE NOW READY FOR DUTIES

Took Oath of Office Yesterday and Will Plunge Into Divorce and Other Civil Piliikias

Hon. James L. Coke, one-time territorial senator, and more recently attorney of the public utilities commission, is now third judge of the first circuit court.

Chief Justice Robertson, in chambers at ten o'clock yesterday morning, in the presence of a representative gathering of jurists and lawyers administered the oath of office to the new jurist. Among those present, in addition to the chief justice, were: Associate Justices R. P. Quarles and E. M. Watson, United States Judge H. W. Vaughan and appointing the former to succeed the latter as second clerk in the office of the clerk of the first circuit, Henry Smith; appointing Claus Roberts as clerk of the third division in place of Kahalepuna, and assigning to Judge Coke the civil, jury, and divorce calendar of the first circuit.

On the bench were a number of beautiful cases, among the best of them "Mant Benitez," seat in the Matson yesterday morning from Waikuku.

Miss Ellen K. Dwight will remain in office as court reporter. Judge Coke will later appoint some one to the dual position of second clerk and bailiff.

Judge Coke will begin his court work in earnest tomorrow morning at nine o'clock, he having on hand a generous calendar of divorce and civil cases for trial and other disposition.

The University of Pittsburgh has refused a number of offers this year for post season games. Offers poured into Pittsburgh from managers desirous of pitting their eleven against the famous Warner machine. Tufts, Rutgers, California and Washington were among the teams that issued offers to meet the Pitts eleven.

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SPORTS

Haoles, Japanese and Chinese Plan Cosmopolitan Seaside Club

Nearly 100 persons attended a luncheon given yesterday at the Japanese clubhouse which was recently erected at Waian on the Waikiki side of Pearl City and on the edge of Pearl Harbor. The purpose of the luncheon was to discuss tentative plans for organizing a club that will include in its membership Hawaiians as well as prominent Japanese and Chinese.

According to the plans proposed yesterday the new club will be similar to the Moshiki Club at Waikiki, and will have for its object the bringing together of the cosmopolitan population of Honolulu and for this reason it was suggested that the organization be called the Cosmopolitan Seaside Club.

If the plans proposed go through the organization will be governed by ten trustees, a president, vice president, secretary and a treasurer. It is proposed that several of the trustees shall be natives, the remainder being prominent Japanese. The meeting yesterday also brought out the fact that some prominent native will be selected as president of the club. K. Yamamoto was tentatively suggested as vice-president and K. Shibayama as secretary. It is probable that at a meeting to be held this week these officers will be confirmed. The question of dues also will be decided. According to present plans it is the intention to limit the membership to 100, including Japanese, Chinese and Hawaiians.

The new building was erected by Hanamoto, a prominent Japanese fish agent and owner of rice lands with the intention of using the building as a ten house. The building is only one-half hour from the city and is located on one of the most pretentious spots on the island. It is flanked by well-stocked fish ponds and dinner can be prepared quickly by dropping sets over the side of the launch and cooking the fish on open-air broilers. Two high powered Japanese sampans are connected with the club for use in making cruises of the harbor.

It has been suggested that the new club will be a convenient place for parties making the trip around the island and to stop on the return trip for refreshments. The cuisine will be kept to a high state of excellence and it is further proposed to maintain automobile service direct to the city. The club is located within a few minutes of Waian station.

WILLIE HESTON SETS MARK FOR NUMBER OF TOUCHDOWNS SCORED

Michigan Star Outshone Players of Present Day By Scoring By Plunges

The past football season has made stars in the East and in the West, likewise the North and South of the United States. Every account that you have read concerning the main and gridiron games describes some one who "looks like the greatest ever."

But these stars can hardly glimmer when their records are compared with that of Willie Heston of Michigan. They talk about their Brinklers and Mahans and Barrets, but who of these recent gridiron wonders can show a total of ninety-three touchdowns for his major college career? That is what Willie scored for Michigan. Five point touchdowns gives him a total of 465 points. No other player is within 100 points of that mark.

Heston never played on a Michigan team that lost. In one game the Yost eleven was tied, and that was the Minnesota game that ended 6 all. In that contest Michigan started its march for a touchdown from their own forty-five yard line. It made the sixty-five yards in twelve plays. Heston carried the ball on eleven of these plays. His last effort landed in on Minnesota's two yard strip, and from here Joe Maddock vent the remaining six feet for the touchdown.

Terror Against Chicago

In 1903, the year that Michigan beat Chicago, 28 to 0, Heston gained 237 yards. His teammates carried the ball a total of 260 yards. The total distance covered by Chicago was 180 yards. In that game Heston performed his memorable feat of hurdling clean over Eckersall. Chicago's great quarterback had been instructed by Alonzo Stagg to tackle Heston from behind. "He's too strong for you and you're faster than he is, so you get him from behind," is what Stagg told Eckie, but on this play Heston came thundering down an open field with Eckersall, playing for back, directly in his path. Heston went straight at Eckersall and as Eckie reached for the tackle Heston left his feet. He hurdled the Chicago quarter back and no part of Heston's body touched Eckersall.

Zero For Four Seasons

Columns could be written on Heston's feats at Michigan. He was never really stopped by an opposing eleven. Minnesota came nearer to doing that than any team Heston ever faced. He was a "terror" not for one year, but for four solid seasons in the days when there was no forward pass, but when backs had to smash the line and rush the ball, and when the opposition played only for a line play or an end run. Heston went against a compact defense when he was used, where the back field men of the line, nine times out of ten, go against a line that is weakened to play safety against the open game.

INFLUENCE OF RUBIEN FELT IN HONOLULU SAYS ANDREWS

NEW YORK, November 20.—Nearly 200 men whose connection with amateur athletics extends from New York to Honolulu last night paid a high tribute to Frederick W. Rubien, secretary-treasurer of the Amateur Athletic Union, at a dinner given in his honor at the Hotel Majestic. Fully fifty delegates to the annual convention of the A. A. U. at the Hotel Astor tomorrow were among those in attendance. Justice Bartow S. Weeks of this city presided and presented a solid gold watch to Mr. Rubien as a tribute from his admirers.

Nearly all of the speakers hailed Mr. Rubien as a worthy successor to the late James E. Sullivan, whose place he filled following the death of the venerable sportsman. That even the influence of Mr. Rubien could be felt in far-off Honolulu was attested to by Lorin Andrews, secretary of the Hawaiian association of the A. A. U., in a short speech.

There was every indication from the tone of the speeches that there will be little support given to the New England association at the A. A. U. meeting if the "Down Easters" attempt to take the secretary-treasurer's office away from New York. Everybody agreed that Mr. Rubien had filled the position in a highly acceptable manner.

YALE TO ROW QUAKERS

Cough Guy Nickalls, of the Yale crew, plans to enter his varsity and freshmen eights against Penn on the Schuylkill River next spring. In addition, the Yal will meet Cornell and Princeton in a three-cornered encounter with Philadelphia in the American Henley at Philadelphia and the second feature events with Harvard will be rowed on the Thames at New London, June 22, 1917.

WASHINGTON MAY GO EAST

The University of Washington, of Seattle, in addition to sending its varsity eight oared crew to the Hudson in intercollegiate regatta next year, may send its football eleven to play an Eastern college at the Polo Grounds, New York City, November 17, 1917.

INSANE CHINESE TAKEN TO EMERGENCY HOSPITAL

Armed with a hammer, En Sue Young, Chinese, in a fit of insanity yesterday, tried to police and members of his family for almost an hour in a room of his home on School Street, near Liliha. Fears of his family that he might injure someone, when he began threatening their lives, forced them to call the police. An officer sent out from the station found En Sue alone in his room, armed with the hammer, and defying anyone to enter. The policeman did not want to injure the Chinese in a struggle, so P. J. Stevenson, steward at the emergency hospital, who knew En Sue, and another officer were called to the home. Stevenson removed En Sue, and when the Chinese was off his guard overpowered him with the aid of the policeman. In the struggle Stevenson was struck near the shoulder with the hammer, but not seriously injured. Dr. R. G. Ayer of the emergency hospital intends to have En Sue, who is twenty years old, committed to an asylum.

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