

THE NEED IS GREAT

Bonded Warehouses are Wanted.

ACCOMMODATIONS SMALL

Peacock and Company Would Build To Relieve the Jam if Given a Chance.

The United States customs officials are complaining vigorously of the congestion of cargo on the various wharfs and it looks as if at last something would be done to remedy the difficulty. According to the United States Government laws, bonded warehouses must be private concerns, and it is to the lack of such institutions that the present inconvenient state of affairs in customs circles is attributed.

Customs Officer Stratemyer, on being interviewed on the subject yesterday, said:

"There is a great and urgent need for new warehouse room here. The United States has no bonded warehouse directly under the supervision of the Federal Government. It would be immensely convenient for us if private warehouses were to be established, and I think that there would be a great deal of money made in such enterprises. Some parties are talking of starting private warehouses, and I have heard the firm of Peacock & Co. mentioned in this connection, but whether the enterprise will be private or not I am not in a position to state. We have not to have more storage room, and that's all there is to it.

Honolulu has only two closed docks—the Oceanic and the Pacific Mail Companies—the balance are open docks. No foreign or coastwise cargoes are allowed to be or to be discharged together at the same dock. Treasury Agents Smith and Chance, during their recent visit here, particularly impressed on me the importance of having full and absolute control of all foreign cargoes docked, and advised that every possible effort in this direction be made for the protection of the revenue. As things are today, how can this be satisfactorily accomplished? Foreign and coastwise cargoes must not be stored up, but it is well nigh impossible to prevent this occurring under existing conditions.

There is at present big trouble in getting the cargoes cleaned up, as the only unloading plant is the one on the Pacific Mail wharf and everything is rushed here. The Gaelic cargo is now in the unloading room and the cargo of the Elvira is lying on the Waikiki end of the Pacific Mail wharf. Both cargoes were discharged last Saturday and are still in the way, notwithstanding a general order issued against cargoes remaining over forty-eight hours on the wharf after being landed.

The Thyra is expected daily from Yokohama with 50 tons of general merchandise, and where it is going to be put is not known. If her cargo does not have to be fumigated it can be stowed away under the Ewa end of the Mail wharf wharf. The Kilmorey, with a big foreign cargo, is going to Brewer's wharf to discharge tomorrow, but it is a question whether the Collector will permit this to be done until the coastwise cargo lying here is disposed of. The Kilmorey is also stored from utilizing the Oceanic wharf account of the cargo lying there being of coastwise nature.

It has been proposed to suggest to the

United States Government that the Pacific Mail wharf be solely utilized for the purpose of discharging foreign bottoms and that it be only used for the accommodation of coastwise cargo when not otherwise engaged. As things stand today, we get unavoidably behind with our work, and before we can catch up more work pours in."

Messrs. Peacock & Co. It is understood, have made application to be allowed to establish a private bonded warehouse, and if their application is looked favorably upon will go ahead with the work of construction right away. Such a warehouse will be of infinite assistance to the firm in handling their stock and will also relieve the customs authorities in no small degree.

"The establishment of bonded warehouses, under personal supervision, would undoubtedly prove to be a paying investment," remarked a representative of Messrs. Peacock & Co.

SYSTEM NOT YET WORKING.

Distances seem to be too Great for Wireless Telegraph to Bridge.

The reason for the delay in establishing communication by wireless telegraph between Honolulu and Hilo seems to have been due to the fact that the system has not worked well between Lanai and Hawaii. The instruments at Mahukona are set up and ready for use and so are those on Lanai, but still the system does not work properly and now the experts are busy putting in shape the station on Molokai.

It is likely that in order to communicate with Hawaii it will be necessary to send messages first to Molokai, then to Lanai, then to Maui, and so to Mahukona on Hawaii. This will give many relays but will probably give better service, for the communication becomes less perfect the greater distance the stations are apart. T. E. Hobbs, one of the Marconi experts who are here to install the system said yesterday that it was expected that the system would be in working order in a few days, as soon, that is as the station on Molokai was in order.

RACE TRACK TO BE ATHLETIC PARK

Pan on Foot to Have a November Meet at Kapiolani.

Vivis people say that they will match their mare against Aggravation in four weeks time, and Hollinger may name the distance.

John Cullom, on being told the above remarked that Floris had beaten Aggravation, and that he was not looking for "any of the worst of it." He does not think it would be fair to match a green mare like Aggravation against Floris, a seasoned race horse, at even terms.

Tom Hollinger, on being spoken to on the matter of matching his mare against Sir Casimir at six furlongs, as proposed by the connections of the horse, said that although a mile would suit his mare better, he was willing to split the difference and would make a race at seven furlongs for \$250 or \$500 a side, to be run not sooner than September 1st.

It is understood that overtures are being made to the Park Commissioners whereby the race track shall be leased to the Hawaiian Jockey Club. If the Jockey Club is successful in securing the control of the track, it will be kept in proper order, legitimate racing will be encouraged under their auspices, and the enclosure of the course will be used for cricket, football, baseball and other sports, which the Jockey Club will make a point of furthering.

There is a growing sentiment in town in favor of the Jockey Club arranging a race meeting for one of the national holidays in November, and it is more than probable that such a meeting will be arranged.

ON THE REEF IN DAYLIGHT

(Continued from Page 1)

tossed spray onto her decks. She was now carrying her mainsails and her fore-topsails. It was indeed risky work for the tug, but she had not touched bottom and she was ready to give valuable aid to the jeopardized bark.

Captain Honeyman then appeared on the after-deck and made it known to Captain Brokaw that he wished to make terms. A lively conversation ensued, rendered difficult on account of the Captains having to yell at each other at the tops of their voices. Brokaw yelled that the Dunreggan had better get a lawyer as quick as possible if he wanted to get off the reef. But Honeyman persisted in making a bargain. Brokaw asked what terms were wanted. Honeyman wanted to know what would be charged. The captain of the tug shouted that he would pull the Dunreggan off for \$30,000. The bark's captain offered to submit the matter to arbitration after the vessel was saved. This was agreed to. But Honeyman also wanted it plainly understood that in the event of the bark not being saved there was to be no payment. Captain Brokaw agreed that if he didn't pull her off he wouldn't charge a cent. Not satisfied with all this, Honeyman called three of his crew to witness the agreement and again shouted out the terms. Captain Brokaw agreed for the second time and threw the Dunreggan a line.

It was the work of only a few moments to get a heavy hawser over the side and not many minutes afterwards the powerful tug was pulling away at the big bark for all she was worth. The hawser was made fast around the foremast of the vessel and the tug started pulling on the port side. When the hawser became taut the Fearless came to a stop. All steam was put on but still the heavily freighted vessel didn't budge. She kept up her steady rolling and sometimes appeared to be coming around, but she always returned and Captain Brokaw realized that he had a hard task ahead of him. The Dunreggan did nothing more than churn up a little sand. Sand covers some parts of the coral reef off Diamond Head. The bark seemed, if anything, to be settling deeper.

Not long after 12 o'clock noon the Fearless hoisted a signal for another tug, "Diamond Head Charlie" telephoned this fact to the agents in town and about 1 o'clock in the afternoon the Elou was once more on her way out to the Dunreggan. Not long afterwards the Fearless hoisted another signal reading "How much water shall we have at high water?" Charlie could not answer the signal because he had no fagpole and hasn't had one for years.

Early in the afternoon it was seen that the two tugs would have a tough time of it pulling the bark off the reef, if, indeed, they succeeded in saving her at all. It was realized also that the cargo would probably have to be discharged before anything could be done successfully.

Steamer J. A. Cummins, returning from the other side of the Island, was also willing to lend assistance, but this was not desired, and the Cummins steamed into port. It was expected that at about 3 o'clock in the afternoon the high tide would help the Dunreggan off the reef, but it didn't, and the vessel remained in the same hard and fast position, except that she had evidently gotten in closer to the shore.

About 2 o'clock the United States tug Iroquois went out to the scene and stood by ready to give assistance. Later a boat left the Dunreggan carrying a line to the Iroquois. The Iroquois did no pulling for long time but finally joined in with the Fearless and the Elou had let go her line, and did some big pulling for awhile. Not more than two tugs pulled at a time.

The gasoline launch Union, with representatives of the Advertiser aboard, went to the scene of disaster. The sea was rough and the little launch had no easy task of pushing against the big waves. The young brothers, who own the launch, knew their business, however, and she made pretty good time in the choppy sea.

Early in the afternoon the Dunreggan had taken in every stitch of canvas. At 3 o'clock she was no better off than she was when she first struck. The big steel vessel steadily rolling close by the shore, backed by the towering, rugged mass of

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Diamond head, and the tugs Fearless and Elou, under full steam, pulling with all their might, the Elou nearest to the bark, the Fearless leading in the pull, made a lively picture with the powerful, white Iroquois hovering near. Many people had assembled on the shore to watch and await developments. Hacks and buggies and bicycles could be seen near the light-house and the people themselves could be easily seen from where the Dunreggan lay stranded on the reef. The Advertiser launch went alongside one of the boats from the Dunreggan and it was learned from the sailors that the vessel had eight feet of water in her stern and that the water was gaining at the rate of about three inches an hour. At that rate the bark has now 2 o'clock Thursday morning—almost eleven feet of water in her

stern. The sailors seemed to think there was very little chance of getting the bark off unless a good portion of the cargo was jettisoned. They would have very little to say concerning the matter beyond this, except that a small portion of the cargo had already been thrown overboard.

At 6:30 o'clock the steamer John A. Cummins left the harbor with fifty men aboard to jettison the Dunreggan's cargo. Scarcely forty minutes afterwards she was near the bark and the men were started aboard the vessel. The sea was very rough and it was a difficult matter to put men aboard and occupied considerable time. About sundown the Elou left the scene and returned to port followed shortly afterwards by the Iroquois.

The Fearless was left alone to do the tugging and is still pulling away with all steam up, consuming coal at a rapid rate and yet making no impression on the Dunreggan. The bark is closer in-shore at present than when she first struck; "Diamond Head Charlie" reports her not more than a quarter of a mile off the beach. The continued tugging of the Fearless may at least save the vessel from being carried by the strong current closer to the shore. At any rate, the Fearless is still at it and is likely to keep up her work until the bark is saved or the tug's fuel gives out.

Paul Isenberg, whose residence commands a view of the scene of the accident, says that early yesterday morning he was greatly surprised at the strange action of the Dunreggan in coming so close in-shore. He did not wonder when she struck the reef, and cannot imagine why it was that her captain sailed so dangerously close.

It was 7:45 o'clock yesterday morning when the Dunreggan was sighted off Koko Head. She is 146 days from London and is a bark of 1,477 tons register, built in England in 1892 for T. C. Guthrie. Her draught is 29 feet.

ENGLISH DOGS EAST OF SUEZ.

The acme of ludicrousness has been reached in the following story which comes from Benares. An English lady, wife of an engineer, followed by her dog, was cycling along the road where, as ill luck would have it, a deputy magistrate, a native, resided. The deputy's dog bit the lady's dog. Unfortunately for his "native" master, the "native" dog's intellect had failed to realize the gravity of the offence he committed by not respecting his "European" fellow creature as well as the amount of trouble he thus brought upon his master. "The dog belonging to a European," says the Bengalee, "because the European is its master, is distinctly a superior species as compared to the dog which a 'native' may possess, and some of the respect which is due to the European (despite the recent ruling of Mr. Justice Prinsep) must be paid to his dog." Almost the entire European Benares, it appears, raised a hue and cry against the poor deputy. The poor fellow had actually to apologize for his dog's misconduct to the lady and, by implication, to her husband! But the end of the affair was not here. The Commissioner of the Division wanted to have the unlucky fellow transferred from the station and intimated his purpose to the Lieutenant-Governor. His Honor, of course, failed to agree with the Commissioner, but the latter, we are told, has not yet been disheartened and has again addressed the Government on the subject, having become very anxious for the maintenance of the prestige of his administration.—Lahore Tribune.

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OARSMEN TRAINING FOR FALL EVENTS

Myrtle's Go Into Quarters at Pearl Harbor on Saturday.

The Healanis had a senior and junior boat out yesterday afternoon. Messrs. Jarrett, Renear, Waterhouse and Rhodes were in the former boat.

The Myrtles had their senior and junior crews at work yesterday afternoon, also their four-oared barge. Messrs. Judd, Soper, Lishman and Angus comprised the senior aggregation.

The Lellanis did not practice yesterday, but expect to make a start this morning.

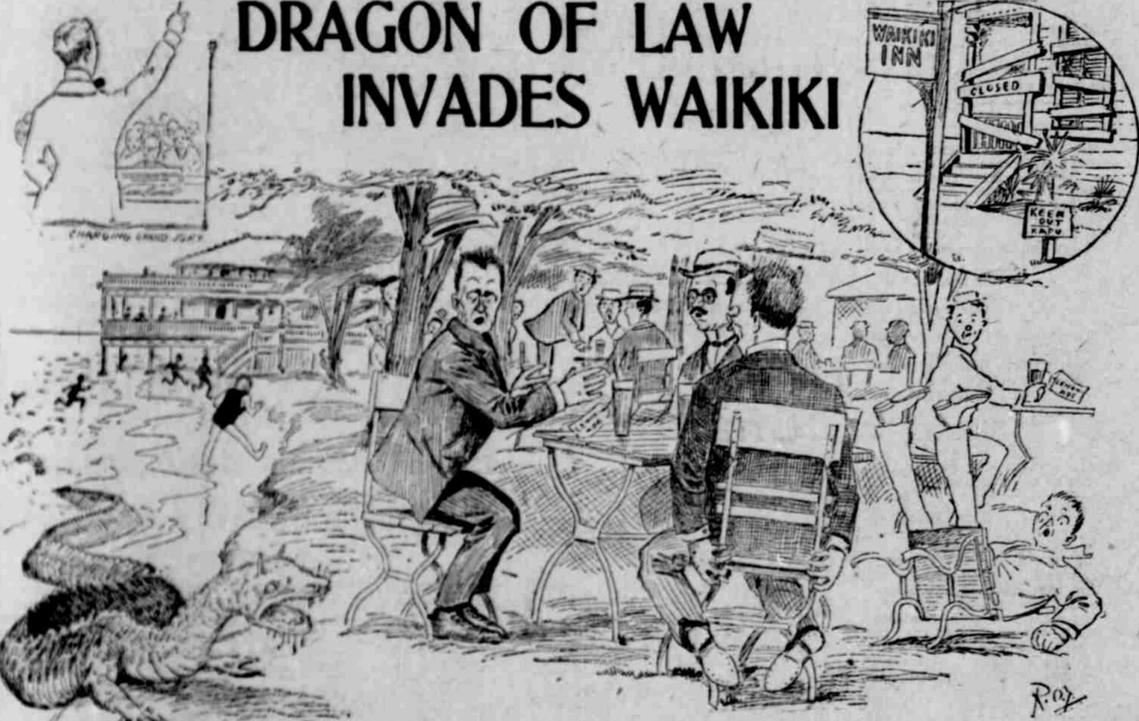
The Healanis will hold a club meeting some evening this week.

Sixteen will be in the party who go down to the Myrtle's training quarters at Pearl Harbor next Saturday. This number includes the captain, trainers and coxswain.

At the meeting of the Board of Directors of the Myrtle Boat Club held last night, the following members were elected: Messrs. H. Simpson, O. St. John Gilbert, R. Sharp and W. Rawlins.

Lady (engaging servant)—You seem to possess every necessary qualification. Have you a sweetheart? Pretty Servant—No, mum, but I can soon get one.

DRAGON OF LAW INVADES WAIKIKI



The Waikiki Inn will not close. Manager Almy said on Tuesday that the Inn would close on Friday. His words were: "I have read the charge of Judge Humphreys to the Grand Jury in regard to the illicit selling of liquor at the Waikiki beach on Sunday. Not wishing to piece myself or any associates in the location of criminals, the Waikiki Inn will be closed on Friday."

Almy is a joker and plays queer tricks with words. Last night he said, in reply to a question, that the Inn would close on the last Friday in March, 1912. "That is the Friday I meant," said Manager Almy. "Instead of closing on next Friday we will renew the festivities on that evening with greater eclat than ever. You see, we were all excited on Tuesday. Coming off over night, we find that we may have it renewed, yet that date is so comfortably far off that we may fix it as a day for balancing the books. This Friday night we will have the Quintette Club to play music and will give a dance and have other delights for our guests."

Now the Advertiser artist—not being a mind-reader—did not know that Almy meant a Friday in 1912, and so he drew the picture above which shows the Inn closed up tight. The sage-looking beastie in the picture is not the sea serpent that is famed in shipping annals but is a type of the law—the law that is watched and just and knows no favorites.

Of course it is an allegory—and allegories are half truth and half fable. A sage may be scared without reason. Judge Wilcox said a few days ago that one of the evils of the beach was the abbreviated costumes worn by the men bathing. The Justice, though a native of Hawaii, is strong against those who would imitate the examples of old time and bathe in too natural a garb. Perhaps the dragon in the picture is after these youths who flee toward the bathing house

and the tremors of the lemonade drinkers are for no cause. The law here says that every hotel may not sell liquor to people on Sundays who are not bona fide boarders. Now the question is, who are boarders?

In New York when the Raines law was enforced every saloon in New York became a hotel. The law said that a hotel was an establishment that had accommodations for six guests, and so all the grog shops bought six cots and put them in a spare room or in the hallways, and so evaded the law.

On Sunday, read the law, only hotels could sell liquor and saloons must close. The saloons with the six cots followed the letter of the law. No drinks might be served except with meals, and so when one ordered a drink the waiter put down with the intoxicant a sandwich.

It was not a common sandwich. One day a stranger to the ways of the Raines law sought one of these hotels for a real meal. He was hungry. "Gimme a square," he said as he deposited his gripack beside him. "Nuttin' but san'wiches goes," said the waiter.

"Well, gimme six," said the countryman.

The waiter thought the poor man joked, and brought the six. With them he laid down a bottle of beer and the hungry guest lost no time. He tugged and he said things under his breath, but he got away with the half-dozen sandwiches and the beer.

The waiter returned to him; he was horrified.

"You ain't eaten them?" said the waiter.

"Sure I have," said the countryman, "but, reewilliker, they wuz tough."

"Tough!" shouted the waiter. "Why, they's rubber and ain't meant to be ef!"

Judge Humphreys says in his amended charge that a man's status as a boarder must be clearly established before he can obtain drinks on Sunday from hotels. Is the day of the rubber sandwich approaching?

Scrofula and Consumption

People tainted with scrofula very often develop consumption. Anemia, running of the ear, scaly eruptions, imperfect digestion, and enlargement and breaking down of the glands of the neck, are some of the more prominent of scrofula symptoms—are forerunners of consumption. These conditions can be arrested, consumption prevented and health restored by the early use of

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