

# MARINE

## FRENCH BARK IN TERRIFIC STORMS

### Jean Baptiste a Month Getting Past the Horn—Poured Out Oil in Pacific Storm.

Completing one of the roughest and most perilous voyages ever made between a European port and Honolulu, the French bark Jean Baptiste, bearing a general cargo consigned to H. Hackfeld & Co., arrived late yesterday afternoon. She was one hundred and seventy-two days coming, and after leaving Leith she was delayed three weeks on one occasion and a month on another.

A few days out of Leith the Jean Baptiste ran into the marshes of the coast of France and in the English Channel, and for more than three weeks the bark struggled to get out into the open sea so that she could proceed on her way southwestward to Cape Horn. The bark was in mud a part of the time, and unfavorable winds kept her from getting started. Finally she got started and sailed over rough seas most of the way to the Horn, though she did not encounter dangerous weather until she reached the southern extremity of the American continent.

"When we reached Cape Horn," said Captain Bregeon last night, "we started around, but we did not go far before realizing we were in danger of being swept away by a strong gale. The sea was very rough for several hours, and we decided to put back and wait for better weather."

Captain Bregeon did not speak English, and, luckily for the reporter, Joe Lucas, a local linguist, interpreted the conversation.

"After waiting a few days," went on Captain Bregeon, "we started again. And again we had to withdraw in front of the gale. Time and again we met the same fierce gale and rough sea. Every day or two for a whole month we went out to face the gale, but simply had to go back to save our lives and our ship."

"But our unpleasant experiences in the English Channel and at Cape Horn were not all. After getting around the Horn we were struck by terrific storms off the South American coast."

"For ten days we were in the midst of an awful southeast gale. In order that we might keep the waves from sweeping everything off deck and drenching everybody the water could reach, we poured oil overboard all. With the stern of the ship to windward, we were able to keep from being delivered over to the sharks."

The Jean Baptiste will remain in port several days, and on leaving this port she will probably return to the Atlantic via Cape Horn.

Captain Bregeon does not want his crew to make bad debts in Honolulu. He asked The Advertiser to say that he would not be responsible for bills incurred by men from the Jean Baptiste.

### Liner Asia Arrives.

The Pacific Mail liner Asia had a hard time getting into port yesterday afternoon. She arrived off quarantine shortly after four o'clock and the quarantine inspection was finished in about twenty minutes, but the swells were heavy and the big steamer could not turn her nose toward the harbor without making a complete circle seaward.

She brought one stopover passenger, Dr. H. W. Coe, and the rest of the list was composed principally of tourists going to the Orient or around the world. The Asia brought no cargo for Honolulu and will take very little from here to the Orient. She takes a few stopover passengers.

The Asia will leave at three o'clock this afternoon.

### Logan to Naval Wharf.

The army authorities yesterday arranged with Rear-Admiral Rees to have the transport Logan, which will arrive tomorrow or Thursday from Manila, dock at the naval wharf instead of the Oceanic wharf as has been the custom of transports for several months.

When the matter was mentioned to Rear-Admiral Rees it was suggested by him that the colliers on their way from the Atlantic Coast might need the wharf, but there is no likelihood of the colliers getting here in the next four or five days, and the Logan will have the right of way.

### Big Cargo, Many Passengers.

The Matson liner Lurline is expected to arrive at ten o'clock tomorrow with forty-six passengers and 5495 tons of cargo, including five automobiles for this city. The Lurline will carry 605 tons of her cargo to Kahului. She has fifty-eight bags of mail for Honolulu, and 156 packages of express matter.

The Lurline's traffic, passengers and freight, is larger than usual. She is capable of carrying many cabin passengers, and is coming with only twelve empty berths.

### I. I. Departures Today.

The Mauna Kea will leave for Hilo and gay ports at ten o'clock this morning, carrying a large number of tourists bound for the volcano.

The Kinau gets away at five o'clock this afternoon for Kauai ports, and the Mikahala sails at five o'clock for Molokai ports.

The steamer Mauna Loa is due to arrive from Kona and Kau this morning.

The steamer Libehke sailed for Honolulu at five o'clock yesterday afternoon, carrying a cargo which consisted principally of lumber and fertilizer.

The Nocuau sailed for Kauai ports with fertilizer.

### Shipping Notes.

The bark Benicia arrived at Grays Harbor Sunday from Hilo.

The Mexican leaves Seattle August 6 and the Missouri on the 18th.

The American-Hawaiian steamer Virginia is due from Seattle tomorrow.

The steamer Rosecrans sailed Sunday from Gaviota for Kaunapali. The Rosecrans has a cargo of oil.

so far as practicable, by the instructions of the company as to the time and order of the moving of vessels to and from the wharf.

### Territory May Acquire Wharf on Six Months' Notice.

The Territory may at any time upon six months' notice to the company, given by the superintendent in writing, take over the said wharf, wharf shed and railroad approaches, upon first paying to the company the value of the wharf, wharf shed and approaches thereto, not exceeding, however, the original cost thereof and said addition thereto, as agreed between the superintendent and the company or, if they can not agree, as determined by a majority of three disinterested appraisers, one appointed by the superintendent, one by the company and the third by the two so appointed.

Provided, however, that the company shall have thereafter during the remainder of the term specified in section twelve of this license a right of way for its engines, cars or other rolling stock over and across said railroad approaches and wharf free of charge, it being understood and agreed that the company will keep said approaches in proper repair at its own cost and expense.

Provided, however, that the company shall thereafter allow any public railroad to have the joint use of said rails on said approaches and said wharf upon such equitable terms, conditions and regulations as may from time to time be approved by the superintendent of public works.

### Penalty for Violation of License.

10. If at any time it shall appear that the company is violating or failing to observe or perform any of the terms or conditions herein contained on its part to be observed or performed, the superintendent may give notice in writing of such violation or failure to the company, and if within sixty days thereafter such violation or failure has not been remedied, or, in case the notice applies to a defect in the wharf, wharf shed or railroad approaches, if the company shall not, as soon as may be after such notice and to the satisfaction of the superintendent, have repaired such defect, the superintendent may, by and with the approval of the Governor, remedy any such defect at the expense of the company, the cost of which the company shall forthwith pay to the Territory of Hawaii or its successors in interest; or, at the discretion of said superintendent, with the approval of the Governor, and upon written notice to the company by the superintendent, the company shall pay to the Territory of Hawaii or its successors in interest, as liquidated damages, the sum of fifty dollars per day for each day that such defect, violation or failure remains unremedied.

### Storage Charges.

Provided, further, that the company may impose and collect reasonable storage charges on any and all merchandise which may remain on the wharf more than forty-eight hours after delivery from vessel, provided such failure to remove is not occasioned by the fault of the company, or more than forty-eight hours before delivery to vessel.

Provided, however, that if the government, under whatever form, shall at any time make higher charge or charges for wharfage at government wharves than any of those herein set forth, then and in such case, and so long as such higher charges are made, the company may make charges at the same rate as those charged by said government.

### Subject to Control of Superintendent and of Laws.

7. During the term of this license the wharf, wharf shed and railroad approaches shall be in the possession and under the charge and control of the company, which may make reasonable rules and regulations respecting the use thereof by the public and the embarking or disembarking of passengers and loading or unloading of freight, and such rules and regulations go into effect, they must be approved by the superintendent.

8. Such control and all rules and regulations shall be subject to all general laws respecting wharves and landings of the Territory now in force or which may be hereafter enacted, and which may be hereafter made by the superintendent under the authority of any general law of the superintendent to revise, modify or revoke any such rule or to require any other or different rule; but in any such case, before any revision, modification, revocation or new requirement is made, a hearing shall be given the company.

9. Subject to all provisions of law and to all reasonable regulations made by the superintendent, the harbor master of the port of Hilo shall be guided,

11. The terms, covenants and conditions hereof shall be binding upon and in favor of the superintendent and those succeeding to his powers and duties, and the company and its successors and assigns, respectively, as the case may be.

12. Subject to the terms and conditions hereinafter contained, this license shall continue during the remainder of the term of the present charter of the company and during such renewal of such charter as may be made, but not, however, exceeding the term of fifty years in the aggregate from the date hereof, unless longer continued by further agreement.

### Location of Wharf.

13. The location of said wharf, as shown on the diagram hereto attached and made a part hereof, is subject to any changes which may be found necessary by the United States government in the adoption of the U. S. Harbor Lines.

14. The company shall give to the superintendent, within two years from the date hereof, assurances or guarantees satisfactory to the superintendent that said wharf will be constructed within five years from the date hereof; failure to do which will render the license hereby granted subject to forfeiture in the discretion of the superintendent.

In witness whereof the superintendent has hereunto set his hand and the company has caused these presents to be executed on its behalf by its officers, thereunto duly authorized, the day and year first above written.

### MARINE REPORT.

By Merchants' Exchange.

Monday, August 1, Grays Harbor—Sailed July 31, bk. Benicia for Hilo. Seattle—Arrived Aug. 1, French cruiser Montcalm from Hilo. Gaviota—Sailed July 31, S. S. Rosecrans for Kaunapali.

### MARINE TIDINGS.

By Kahuku Wireless.

S. S. SIERRA, AT SEA, inbound, 8 p. m., August 1.—243 miles from Honolulu; northwest winds, sea smooth, all well.

S. S. LURLINE, AT SEA, inbound, 8 p. m., August 1.—450 miles, light south winds, smooth sea.

S. S. TENYO MARU, AT SEA, outbound, 8 p. m., August 1.—187 miles, smooth sea.

S. S. HYADES, AT SEA, outbound from Port Allen, 8 p. m., August 1.—77 miles out.

### NEXT MAILS.

Coast, Orient and Colonial.

Mails are due from the following points as follows: San Francisco—Per Lurline, Aug. 3. Yokohama—Per Korea, Aug. 6. Australia—Per Zealandia, Aug. 16. Victoria—Per Makura, Aug. 19.

Mails will depart for the following points as follows: San Francisco—Per Logan, Aug. 3. Yokohama—Per Korea, Aug. 6. Vancouver—Per Zealandia, Aug. 16. Sydney—Per Makura, Aug. 19.

The French cruiser Montcalm arrived at Seattle yesterday and will spend a week or ten days there, after which she will sail for San Francisco.

# ISLAND SOLD FOR \$24

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AGENTS

### FREAR PLEASED AT APPOINTMENT

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ent. It is, in a measure, an experiment, and it ought to mean, in the first place, economy. In the narrower sense, economy in the compensation to be paid for those employed for the furtherance of immigration. At present we have to start out anew almost every time, engage new persons, especially for the occasion, at high salaries. Then in the larger view, we have the results of inexperience, lack of training in such matters, which is invaluable in a man so well equipped as Doctor Clark. This is a wasteful policy. This does not mean any reflection upon other employers or employes. It simply means that changed conditions require new methods to be adopted.

What the scope of Doctor Clark's work will be, also can not be determined at present. That will have to work out gradually, and, in my opinion, Doctor Clark himself should be given wide latitude in developing the work in the future. There will be matters of legislation here, and perhaps in Washington, to be studied out; there will be possible sources of immigration and methods of getting immigrants here, to be studied, not merely questions of transportation but questions of acquainting hoped-for immigrants with conditions here, and also to bring in voluntary immigrants, all with a minimum of expense, to the Territory.

### Not Quantity, but Quality.

It is important, that so far as possible, we should not simply go out with the idea of getting as many laborers

as quickly as possible when the opportunity comes, but if we have only small results at first, then we should appreciate a permanent and self-sustaining stream of immigration.

"Then again there will be, perhaps, quite as large a problem in the statistics of laborers and other immigrants, after they arrive. It is poor economy to spend hundreds of thousands of dollars to bring people here, only to see them leave shortly afterwards for the mainland. That means, simply, that Hawaii pays the immigration bills of California. The relations of employers and employes upon the sugar plantations, and in other industries, is quite as important a matter as that of bringing people here.

I trust that the work of Doctor Clark will enlarge even beyond that and take in, not merely the question of bringing and keeping laborers here, but all work to be projected here for the development of the Territory. In other words, that he will in a sense be a public organizer and promoter.

### New Era Opening.

"The Territory is entering a new era. New laws have been passed; conservation in its many phases is coming to the front; we are finding out what the possibilities of the Islands are through topographic and hydrographic surveys; finding out what new products can be raised; how pests can be combated. Our transportation facilities are being developed. The new conditions may necessitate new methods of industry, particularly in regard to the scale upon which industry shall be conducted. All in all, it is necessary that some one with sufficient training shall be able to devote his

entire time to the problems.

"There are many things such as homesteading, relations of capital and labor, new methods of farming, transportation facilities, marketing problems, problems in regard to financial aid to homesteaders, etc., that must be coordinated, and there must be some one with the requisite time and training to shoulder this task.

### Hopes Legislature Will Endorse.

"The employment of Doctor Clark is of a tentative and more or less temporary character at present, but I hope that developments will be such that his employment may become permanent and the scope of his work enlarged, to the extent that conditions require, and if necessary, I hope that the next legislature will make adequate provisions in this direction.

"There will be many things that can be brought under such an officer. For instance, the collection and tabulation of statistics, in other words, the creation of what might be called a permanent statistical bureau which will meet all departments of the government, and all the industries of the Islands, the natural resources, and, in fact, every feature of importance. These statistics can be collected and tabulated and put into shape which will bring out their true value and be of service to all classes of people here and elsewhere."

The Matson Navigation Company announces that the steamer Hilonian will sail from Seattle for Hawaiian ports August 3, and that the Nevada will sail from San Francisco on the 10th.

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