

WATERFRONT NEWS

SEND OFF FOR OURA AT THE WHARF

Youngsters There to Say Good-bye to Waseda's Also—Tenyo Sails.

The largest crowds of Japanese ever gathered on the waterfront at the Alakea wharf at ten o'clock yesterday morning, when the Oura of the Japanese line departed for Yokohama. The attractions of the Oura, minister of agriculture and commerce for the Mikado, and the Waseda baseball team. The crowd gathered long before the liner sailed. The Oura went aboard hundreds of Japanese yelled banzai, and the Oura was kept up until the Tenyo was in the stream.

Berger was there with the band to entertain the scene with the Japanese and other pieces suited to the occasion. The Oura said that he had enjoyed his twenty-six hours spent in Honolulu and that he was delighted with what he had seen in the city and at several points he visited.

The Oura measured the public that there was a likelihood of war between Japan and the United States. The Oura said that he had enjoyed his twenty-six hours spent in Honolulu and that he was delighted with what he had seen in the city and at several points he visited.

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Captain Graham Retires.

SAN FRANCISCO, August 15.—Captain Robert J. Graham, one of the best-known commanders in the bright army that carried Old Glory to many foreign ports in the days when the lordly American clipper sailed through all the oceans, has decided that thirty-seven years at sea is sufficient for him, and has resigned command of the fast-sailing Bath-built ship Erskine M. Phelps, of which he was skipper for twelve years.

The Erskine M. Phelps, one of the finest and first four-masted steel ships built in the United States, was constructed for Captain Graham by the Sewalls, and from the day of her launching until he retired from sea-going life Captain Graham has been continuously in the vessel, and his record and that of the ship has kept her in prominence in the shipping world owing to the regularity of her long voyages and record passages.

Capt. W. H. Curtis has been selected as commander to succeed Captain Graham.

The Matson steamer Hyades sails from Seattle for Honolulu tomorrow.

The British ship Dumfriesshire, with a cargo of fertilizer, is 118 days out of Hamburg, bound for Honolulu.

The Mauna Kea will arrive early Saturday morning and sail at nine o'clock Saturday night with an excursion crowd for Kauai.

The following sugar is awaiting shipment from Kona and Kau: 1356 bags Punaluu, 10,000 Paauilo, 4279 Honoupa, 4000 Honohaa, 3900 Paauhau.

The British steamer Selsdon, with coal for the local naval station, is 54 days out of Newport News, and the Damara, with the same kind of cargo, is 55 days out of Norfolk. These steamers are expected to arrive this week.

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MARINE REPORT.

By Merchants' Exchange. Tuesday, Aug. 23, 1910. San Francisco—Sailed, Aug. 23, 2 p. m., S. S. Korea for Honolulu. San Francisco—Arrived, Aug. 23, S. S. Wilhelmina, hence Aug. 17. Victoria—Arrived, Aug. 23, S. S. Zealandia, hence Aug. 17.

MARINE TIDINGS.

By Kahuku Wireless. S. S. SIERRA, inbound, 8 p. m., August 23.—1191 miles, light northeast winds, moderate sea, clear weather; will arrive 7:30 o'clock Friday morning. TENYO MARU, outbound, 8 p. m., August 23.—Latitude 22.10, longitude 160.14, 141 miles. NIPPON MARU, outbound, 8 p. m., August 23.—900 miles, light northeast winds, smooth sea, fine weather. S. S. SANTA RITA, inbound, 8 p. m., August 23.—Will arrive Saturday morning.

NEXT MAILS.

Coast, Orient and Colonial. Mails are due from the following points as follows: San Francisco—Per Sierra, Aug. 26. Yokohama—Per Siberia, Aug. 27. Australia—Per Marama, Sept. 13. Victoria—Per Zealandia, Sept. 16. Mails will depart for the following points as follows: San Francisco—Per Siberia, Aug. 28. Yokohama—Per Korea, Aug. 29. Vancouver—Per Marama, Sept. 13. Sydney—Per Zealandia, Sept. 16.

PORT OF HONOLULU.

DEPARTED. Tuesday, August 23. T. K. K. S. S. Tenyo Maru, for Yokohama, 10 a. m. Str. Mauna Kea, for Hilo, 10 a. m. Str. Kinan, for Kauai, 5 p. m. Str. Mikahala, for Molokai, 5 p. m.

DUE TODAY. Str. Claudine from Hawaii, a. m. Str. W. G. Hall, from Makaweli, a. m.

SAIL TOMORROW. Str. W. G. Hall for Hawaii, 5 p. m.

DUE FRIDAY. O. S. S. Sierra, from San Francisco, a. m.

PASSENGERS. Arrived. Per str. Mauna Loa from Kona and Kau, August 23.—James Moses, M. Faria, Mary Harne, M. W. Tschudi, Etta L. Sherman, Kinan Wilder, Miss F. Bendt, C. J. Mcumber, E. L. Strauch, Mrs. M. W. Tschudi, Master F. McRae, Mrs. P. McRae, Miss J. Apela, Fred Leslie, Miss Kamaoaka, Miss Keaeai, Mrs. J. Gabeler, Miss K. Akana, Master A. Silva, Mrs. Peters, Mr. Kanahele, Frank Greenwell, A. L. Greenwell, Mrs. Santos, Mr. and Mrs. J. A. Magoon, Misses E. and K. Magoon, E. Magoon, Master M. L. Magoon, Miss C. Magoon, Mrs. L. W. W. Ables, Miss Ayau, Mr. Peters, L. M. Cox, Mrs. Cox, M. D. F. Spier, Mrs. Kahuahine and child, Miss Knox, Master F. Winter, A. Robertson, Prince Capid, Sam Parker, A. Roth, J. O. Young, Miss Deveraux, Mrs. M. Taylor, Miss D. Taylor, Rev. J. F. Cowan, J. S. Walker, A. M. Brown, W. E. Saffery, Miss E. Saffery, J. Cornero, J. Nokotsu, J. Cromwell, T. A. Barningham, Murashige.

Departed. Per Tenyo Maru, for Yokohama, August 23.—Mr. and Mrs. T. Sumida and two daughters, K. Hiraoka, Y. Soga, S. Kojima, Mrs. Kojima and two children, W. Preuss, B. Meakin, Mr. and Mrs. L. Getz, T. Kamotsi, C. P. Bailey, M. Toy.

Per str. Mikahala, for Maui, Molokai and Lanai ports, August 23.—Misses Berger, Miss Buno, R. S. Hosmer.

Per str. Kinan, for Kauai ports, August 23.—P. A. Ramone, Mrs. Ramone, Mrs. H. Gehring, Miss Steward, D. Lyons, Mrs. Lyons, H. Schultze, Mrs. E. Menefaleo, C. P. Benton, Mrs. Benton.

Per str. Mauna Kea, for Hilo and way ports, August 23.—H. P. Baldwin, J. F. Woods, Maude Woods, J. Vincent, Mrs. Vincent, Miss J. Belton, E. P. Chapin, M. Harris, Miss Harris, Miss K. E. Barn, Miss Gates, Mrs. Capt. Mosher, Miss Mosher, Lucy Wilcox, Mrs. J. S. Canario, Miss Alyn, Miss Lawrence, Rev. D. W. K. White, Sarah White, Mrs. White, Mrs. W. Duker, F. McBrewer, R. H. Lillie, Doctor Hitchcock, Edgar Wood, W. Felmy, Mrs. L. Marks, S. R. Hart, Jas. T. Taylor, E. S. Capellas.

Booked to Depart. Per str. Mauna Loa, for Kona and Kau ports, August 26.—A. Poluna, J. S. Cockett, Mrs. Cockett, H. P. Judd, S. S. Toomey, Mrs. Toomey, Miss Case, Miss L. Meinecke, J. J. Fern, Mrs. Fern.

VESSELS IN PORT. (Army and Navy.) Kukui, U. S. L. H. T., Keriger. (Merchant Vessels.) Fred J. Wood, Am. schr., Grays Harbor, Aug. 6. Jean Baptiste, Fr. bk., Leith, Aug. 1. Helene, Am. schr., Aberdeen, Aug. 19. Mary Winkelman, Am. bk., Aug. 14. Transit, Am. schr., San Francisco, Aug. 3. Florence Ward, Am. schr., Midway Is., Aug. 11. Danmark, Dan. bk., Leith, Aug. 12.

TRANSPORT SERVICE. Dix, from Hon. for Manila, Aug. 11. Logan, from S. F. from Hon., Aug. 12. Sheridan, from Hon. for Manila, Aug. 14. Sherman, from Manila for Hon., Aug. 15.

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FIDELITY and SURETY BONDS

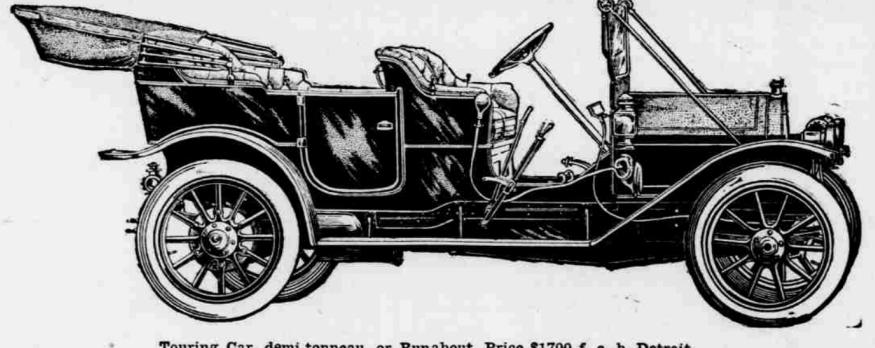
PERSONAL ACCIDENT POLICIES.

We have recently secured the agency of a strong surety company, and are now prepared to issue all kinds of fidelity and surety bonds on short notice; also judicial bonds and contractors' bonds.

The personal accident policy that we are issuing is a very liberal one, covering the members of the insured's family, as well as himself, in many cases. Let us show it to you.

Trent Trust Co., Ltd.

916-920 Fort Street.



Touring Car, demi-tonneau, or Runabout, Price \$1700 f. o. b. Detroit.

Important Improvements in 1911!



INCREASED POWER. Cylinder bore increased from 4 1/4 inches to 4 3/4 inches. This, with more efficient carbureter, (Special Schebler) which is water-jacketed, effects a material increase in power. Piston stroke, 4 1/2 inches. The four cylinders are cast singly, with copper jackets applied, retaining the exclusive Cadillac features throughout. Horse-power, A. L. A. M. rating, 32.4.

INCREASED COMFORT. Wheelbase increased from 110 to 116 inches, making the car ride more easily than ever.

IMPROVED APPEARANCE. Double drop frame, 2 1/2 inch drop, which makes car set lower, and this with the larger hood and more roomy tonneau greatly improves the appearance.

LARGE RADIATOR. The radiator is larger, hence has greater cooling capacity. This is notwithstanding the fact that the Cadillac was never deficient in that respect.

TIMKEN AXLE. Full floating type Timken roller bearing rear axle. This is the same axle as used on a number of America's highest priced cars.

LARGER BRAKE DRUMS. Larger brake drums giving greatly increased efficiency. Contracting and expanding double acting brakes, both equalized.

TWO IGNITION SYSTEMS. Two complete and independent ignition systems, each with its own set of spark plugs. The two ignition systems consist of Bosch high tension magneto and the new and improved Delco system with single unit coil, high tension distributor and controlling relay. Either system alone is efficient for operating the car.

ENCLOSED WIRING. All electrical wiring enclosed in copper tubes.

COPPER MANIFOLDS. Copper manifolds are used for water inlets and outlets in the circulating system.

LUBRICATION. Automatic splash, Cadillac exclusive system.

TRANSMISSION. Three speed selective type sliding gear.

DRIVE. Direct shaft with two universal joints running in oil bath.

TIRES. 31 inch by 4 inch.

SPRINGS. Semi-elliptic front, three-quarter platform rear.

REMOVABLE CLUTCH. Clutch may be removed in a very few minutes without disturbing other members.

The von Hamm-Young Co., Ltd. - - - Sole Agents

MUCH COMPLAINT OF WATERFRONT DUST

Visitors and Residents Suffer from Perpetual Clouds of Dirt and Cinders.

Not one but hundreds of people complain daily of dust on the waterfront. There is seldom a day when the wind does not carry clouds of dirt across the waterfront streets and into the various wharves, and for a person to spend ten minutes in that vicinity and return with clean linen is quite out of the question.

The dirt is not only a source of unpleasantness to resident people, but also to the thousands of visitors who come to the city. People arriving on trans-Pacific and Inter-Island steamers are greeted by great clouds of filth, and by the time they reach King street they have dirt on their faces, cinders in their eyes, and an unwholesome state of mind. They get a bad first impression of the city and the way its streets are kept, and that impression is hard to overcome.

Frequently the public sprinkling carts do not go to the wharves when a big liner is about to arrive, and the passengers have to face all the dust, when it would be little trouble for the board of supervisors to have the much-needed work done by making a rule that when vessels are due to have wagons along the front.

When the French cruiser Montcalm and the United States cruisers Cleveland and Chattanooga were here the dust was blown on deck and through port holes nearly every hour of the time, and the officers and men could not keep their wearing apparel and sleeping quarters in more than half-decent condition.

Thousands of such men come to Honolulu every year, and it is a well-known fact that many people spend when ashore about all they make. Honolulu gets their money, but with conditions such as prevail on the waterfront at the present time these visitors front at the impression that the city cares very little for anything but their money.

JAPANESE LINER TO HAVE A GYMNASIUM

The Genyo Maru, a new liner now in course of construction at Nagasaki for the Toyo Kisen Kaisha, will, it is said, be one of the best equipped passenger steamers on the Pacific. It will have an up-to-date gymnasium. One of the innovations will be an electric horse to be used by persons seeking exercise of a violent nature. Those accustomed to horseback riding will find it a source of pleasure as well as of physical invigoration, and others can take advantage of a good opportunity to learn to ride.

C. Lacey Goodrich, purser of the Tenyo Maru, which sailed yesterday, stated that the Genyo Maru would be far the finest and most commodious liner in the trans-Pacific service.

He said that besides a fine gymnasium the Genyo Maru would have a beautiful palm garden and an orchestra of appropriate size. The Genyo will start on her initial voyage to Honolulu and San Francisco April 1, 1911. It is said there is a probability that with six steamers in the service the oriental company will use the Hongkong, America and Nippon Marus for intermediate service in the Orient in an effort to get much of the traffic now handled by the Pacific Mail Lines China and Asia.

OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Tuesday, August 23, 1910.

TEMP.	WIND	MOON	SEA
70	SE 5	11	1
71	SE 5	11	1
72	SE 5	11	1
73	SE 5	11	1
74	SE 5	11	1
75	SE 5	11	1
76	SE 5	11	1
77	SE 5	11	1
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93	SE 5	11	1
94	SE 5	11	1
95	SE 5	11	1
96	SE 5	11	1
97	SE 5	11	1
98	SE 5	11	1
99	SE 5	11	1
100	SE 5	11	1

WM. B. STOCKMAN, Section Director.

METEOROLOGICAL RECORD.

Every Sunday Morning by the Local Office, U. S. Weather Bureau.

THERM.	WIND	MOON	SEA
70	SE 5	11	1
71	SE 5	11	1
72	SE 5	11	1
73	SE 5	11	1
74	SE 5	11	1
75	SE 5	11	1
76	SE 5	11	1
77	SE 5	11	1
78	SE 5	11	1
79	SE 5	11	1
80	SE 5	11	1
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97	SE 5	11	1
98	SE 5	11	1
99	SE 5	11	1
100	SE 5	11	1

WM. B. STOCKMAN, Section Director.

BEACH BECOMING LONG BLACK LINE

(Continued from Page One.) erick Miller of the humiliating necessity of figuring in the case. According to the law which is the basis for the past and proposed arrests the submerged coal pile on Waikiki reef, or a wrecked cargo of the kind belongs to the owner of the vessel for a definite time. Captain Miller appears to be the purchaser of the coal, or is, at least, the contractor responsible for its removal to safer quarters. However this may be, Captain Miller, who wishes to recover the coal saved by the Hawaiian divers as cheaply as possible, is willing to permit Captain Wall, erstwhile captain of the vessel, to swear to the warrants and cast his shadow on his own operations. Collector of Customs Stackable is confronted by still other knotty problems such as the one he lately solved, which solution resulted in the stationing of custom officers along the beach to collect the revenue. The present problem is "who pays the customs on some several tons of coal washed ashore by the sad waves?" The beach from Cassidy's for one hundred yards towards Waikiki is covered with small pieces of coal, and will soon be nothing but a black line. Of course, the owners of the land, where it has washed up, are doubtless to blame, and the entire lot if collected, would amount to a goodly sum, probably two or three tons, which means ninety cents or so to Uncle Sam.

C. L. HOPKINS

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KING AND NUUANU CHARLIE LAMBERT Good Cold Beer And Other Things

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