

# WATERFRONT NEWS

## HARBOR CHANGES AND MAHUKA SITE

### Talk of Waterfront Convenience and the New Federal Building.

From talk on the waterfront and among those who are interested in the convenience of matters maritime, there would appear to be a great deal to be said concerning probable and contemplated harbor changes and the erection in Honolulu of the long-desired new federal building.

It is not yet by any means settled that the Honolulu federal building is to be put up on the city block bounded by Port, Merchant, King and Bishop streets, known as the Mahuka site, and indeed there are several who believe that it would not be wise to have the quarters of the customs service, the marine hospital service, the lighthouse service, etc., situate so far away from the waterfront as is the location referred to.

There has often been discussed the proposition of cutting the harbor townward, in order to make long slips, and consequently long wharves, near the foot of Port street, so that slips and wharves would run into the area now occupied by the old customhouse, up to Allen street, which would add a great deal of wharfage and accommodate many more vessels. In order that this could be done there would have to be a surrender of the federal lands upon which the old customhouse stands to the Territory, it being understood, under such arrangements, that the customs force would be accommodated in the new federal building. But there is no certainty of the federal government surrendering the present site of the customhouse to any such plan, or for any other reason, and as yet there is really nothing to determine that the customhouse will not remain on the same site, if not in the same building. That it will not continue very long to be the same building is assured, for the reason that the present historic ruin of an ancient day would hardly endure in decency for very long.

Collector of Customs E. R. Stackable was asked yesterday, as custodian of the local property of the United States treasury department, what he thought of the Mahuka site for customhouse business, but it was learned that the collector was not in a position to render any opinion at this time. He has probably made certain reports and recommendations to Washington, and it is only right on his part to remain silent in these matters until statements are made from Washington.

The present customhouse is most conveniently situated for business as far as members of the force and shipping interests afloat are concerned, though shipping interests ashore might find the federal building on the Mahuka site more to their liking.

When the naval station is moved to Pearl Harbor and the Territory acquires the site of the naval wharves, where to build another such wharf and shed as now exist at the foot of Alakea street, and when the channel wharf is taken over by the army, and when the immigrant station is transferred from its present site to the island at the entrance of the harbor, then it is likely that the matter of cutting into the city's foot for deeper slips and greater wharves at Port street, will be seriously considered, providing the customhouse has been moved by that time and the federal government has given the Territory the present customhouse site.

### Effect of Canal on Honolulu.

While it is generally conceded that

### LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Thursday, Sept. 29, 1910.

Time	THERMO.			WIND	WIND	WIND	WIND	WIND	WIND
	Max.	Min.	Mean						
1900	29.6	55	70	55	5	SE	.....	.....	.....
1901	29.66	54	68	75	2	SE	.....	.....	.....
1902	29.67	52	72	77	28	74	6	NE	.....
1903	30.02	53	71	75	1.07	76	6	NE	.....
1904	29.81	48	73	75	1	73	5	NE	8
1905	29.94	48	73	76	.01	65	3	E	8
1906	29.98	54	74	79	.01	66	1	SE	7
1907	30.09	54	73	78	1	65	2	SE	11
1908	30.04	50	70	75	.04	72	4	SE	7
1909	30.19	52	73	75	.02	74	7	E	12
1910	30.10	52	74	76	.02	72	7	SE	8
Avg	29.99	53	72	75	.13	72	5	NE	.....

### WM. B. STOCKMAN, Section Director.

### TIDES, SUN AND MOON.

Day	High Tide	Low Tide	High Tide	Low Tide	Sun Sets	Moon Sets
4	10:32	1:11	11:09	2:20	5:56	5:49
5	10:11	1:30	11:27	2:38	5:51	5:40
6	9:50	1:48	11:45	2:56	5:46	5:31
7	9:29	2:07	12:03	3:14	5:41	5:22
8	9:08	2:26	12:21	3:32	5:36	5:13
9	8:47	2:45	12:39	3:50	5:31	5:04
10	8:26	3:04	12:57	4:08	5:26	4:55
11	8:05	3:23	1:15	4:26	5:21	4:46
12	7:44	3:42	1:33	4:44	5:16	4:37
13	7:23	4:01	1:51	5:02	5:11	4:28
14	7:02	4:20	2:09	5:20	5:06	4:19
15	6:41	4:39	2:27	5:38	5:01	4:10
16	6:20	4:58	2:45	5:56	4:56	4:01
17	6:00	5:17	3:03	6:14	4:51	3:52
18	5:40	5:36	3:21	6:32	4:46	3:43
19	5:20	5:55	3:39	6:50	4:41	3:34
20	5:00	6:14	3:57	7:08	4:36	3:25

Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time while the sun is above the horizon is the same as Greenwich 0 hours 0 minutes. Sun and moon are for local time for the whole group.

the opening of the Panama Canal will revolutionize shipping at the port of Honolulu, there is a contention made by some of the waterfront authorities to the effect that this Territory need not please herself on going to get so much good after all from the world's deep sea traffic. These pessimists declare that the wharfage, pilotage, and other port charges will keep down the number of vessels which will come into the harbor and that the majority of steamships passing through the canal and stopping here will rest content with dropping anchor outside in order to save expenses; and that one or two more big wharves like the Alakea wharf will be enough to accommodate all extra shipping so far as are concerned these vessels entering the harbor.

Critics along this line apparently lose sight of the expense of coaling outside and, incidentally, it does not follow that port charges will be as great when the Panama Canal is opened as they are now. Doubtless, Honolulu will do all she can to encourage rather than to drive away business.

### Baggage Identification Here.

What may develop in the matter of the baggage of passengers from Honolulu being searched here for opium, lies to a considerable extent in the hands of Collector of Customs E. R. Stackable, though that official will be guided by the dictates of Washington in the premises. As far as is known there are to be no immediately announced changes in the system of landing passengers, although the local customs officials will continue to keep a sharp lookout for opium brought in here from any port, whether in the Occident or the Orient. In the event of specific instructions arriving from Washington to the effect that unusual methods must be used here in order to insure freedom from opium importation, passengers arriving from San Francisco or from other coast ports will be obliged to identify every piece of baggage which they want to take ashore. It will mean the added trouble, over the present system, of each passenger declaring his baggage and becoming personally responsible for each piece coming ashore which may belong to him. But the chances are that nine out of ten men and women arriving here from a Coast port, and disembarking here, will pass unchallenged, detentions occurring only where there is reason to believe that opium is being concealed.

### Prince Rupert's Plan O. K.

In view of the British steamship Prince Rupert coming here from Victoria early next year on an excursion, the question has been raised as to whether or not she has a right to land passengers here. The coastwise law prohibits the transportation of passengers in a foreign bottom between American ports, but the Prince Rupert is to carry them between a foreign port and the American ports of Honolulu and Hilo, and return, and is in no way violating any law. There is no parallel between this and the Cleveland case, the latter having brought tourists from one American port to another, from New York to Honolulu, via "around-the-world."

Should the Prince Rupert, on her excursion, pick up new passengers in Honolulu to be landed in Hilo, then she would be violating the law. She may take new passengers from Honolulu to Victoria, on her return, having the same privilege, of course, enjoyed by the Canadian-Australian boats.

### Flourace Ward for Midway.

The Commercial-Pacific Cable Company's auxiliary schooner Flourace Ward, Captain Pittz, yesterday sailed for Midway Island with supplies for the cable operators there, including a goodly store of phonograph records selected for their operatic excellence and entertaining qualities by P. G. Cox. Passengers included Doctor Rice and Operator Parks.

### Red Fish Running Again.

The alalaua are running again, the Hawaiian red fish supposed, when they come in sufficient quantities, to presage some misfortune to the land or to foretell the death of some person high in rank.

In the cool of the night there are scores of men, women and children haunting the wharves with bamboo poles, flicking in the little broilers at a lively rate. These fisherfolk get much pleasure as well as food out of the nocturnal occupation, making a picnic of the sport, taking their midnight lunches with them and whole families engaging in the profitable pastime.

### Coal for Inter-Island.

The British steamship Ardmoat arrived yesterday morning from Newcastle with nearly five thousand tons of coal for the Inter-Island company. She sailed from the New South Wales port on September 9. As soon as the Torsdal has completed discharging the Ardmoat will take her berth in the Bishop slip.

### Shipping Notes.

The average daily discharge of navy coal from the three colliers now here amounts to 1850 tons.

### FAMOUS ENGINEER ADMIRAL IS DEAD

WASHINGTON, September 29.—Rear-Admiral Charles Rafael Roelker, retired, died here today. He was one of the most prominent men in the navy in engineering lines.

Rear-Admiral Roelker was born in Osnabruck, Germany, and rose to his position from an assistant engineer in 1862. He was appointed a commander in 1869 and retired as rear-admiral in 1903. His home was in Washington.

A light stock market yesterday saw a drop in Pioneer, a sale being reported at 215, as compared to 220 for previous sale. There were several modest trades. A McBray and Oahu, at 5 for the former, the latter going between 29 and 30. Brewery fell from 29 to 19.

## MARINE REPORT.

By Merchants' Exchange.

Thursday, September 29.  
Gray's Harbor—Arrived Sept. 28, schr. Helene, hence Sept. 8.  
Hilo—Arrived Sept. 28, schr. W. H. Marston, from Redondo.  
Eureka—Sailed, Sept. 29, Am. schr. J. M. Weatherwax, for Honolulu.  
Port Ludlow—Sailed, Sept. 29, Am. schr. Alice Cooke, for Honolulu.

## NEXT MAILS.

Coast, Orient and Colonial.

Mails are due from the following points as follows:  
San Francisco—Per Manchuria, Monday.  
Yokohama—Per Mongolia, Oct. 8.  
Australia—Per Makura, Oct. 11.  
Victoria—Per Marama, Oct. 14.  
Mails will depart for the following points as follows:  
San Francisco—Per Lurline, Oct. 4.  
Yokohama—Per Manchuria, Monday.  
Vancouver—Per Makura, Oct. 11.  
Sydney—Per Marama, Oct. 14.

## PORT OF HONOLULU.

### ARRIVED.

Thursday, September 29.  
Br. S. S. Ardmoat, from Newcastle, p. m.  
Am. sp. Falls of Clyde, from Gaviota, p. m.  
A. H. S. S. Arizona, from Seattle.

### DEPARTED.

Am. schr. Flourace Ward, for Midway, a. m.  
Str. W. G. Hall, for Kauai, p. m.  
Str. Waialeale, for Maui ports, p. m.

### SAIL TODAY.

Str. Claudine, for Maui and Hawaii ports, 5 p. m.

### DUE SATURDAY.

Str. Mauna Kea, from Hilo and way ports, a. m.

### SAIL SATURDAY.

M. N. S. S. Lurline, for Kahului, p. m.

### DUE SUNDAY.

Str. Kinau, from Kauai ports, a. m.  
Str. Mikahala, from Molokai and Maui ports, a. m.

### PASSENGERS.

Departed.  
Per str. W. G. Hall, for Kauai ports, Sept. 29.—Mrs. D. Kaulike and child, R. W. T. Purvis, Mr. Irwin, G. N. Wilcox, J. Cocckett.

### VESSELS IN PORT.

(Army and Navy.)  
Kukui, U. S. L. H. T., Keriger.  
Thetis, U. S. R. C., Cochran, from cruise, Sept. 8.

(Merchant Vessels.)  
Andrew Welch, Am. bk., from San Francisco, Sept. 22.  
Ardmoat, Br. s.s., Newcastle, Sept. 29.

David Evans, Aberdeen, Sept. 3 (Pearl Harbor).  
Dumfriesshire, Br. sp., Hamburg, Sept. 13.  
Falls of Clyde, Am. sp., from Gaviota, Sept. 29.

Katharine Park, Br. s.s., Baltimore, Sept. 19.  
Lurline, Am. s.s., Weeden, San Francisco, Sept. 25.  
M. Turner, Am. schr., Port Hadlock, Sept. 26 (Pearl Harbor).  
Masunda, Br. s.s., Newport News, Sept. 21.

Torsdal, Nor. s.s., Newcastle, Sept. 25.  
Volnay, Br. s.s., Baltimore, Sept. 19.

### TRANSPORT SERVICE.

Ruford at San Francisco.  
Dix at Manila.  
Sheridan from Nagasaki for Honolulu, Sept. 22.  
Sherman, at San Francisco.

## Letters From The People

### A NUISANCE.

Editor Advertiser:—Kindly published this few lines in your paper:  
To Officer Board of Health: We beg to call your attention to the fact of that empty lots next to Quong On Society on Smith street between Pauahi and Beretania, which those Japanese who placed their horses in there and makes the whole section of block a very bad smell and condition and draw the mosquitoes to our building especially in the night. The people who reside near by is not satisfaction with that smell. If the board of health will take up this proposition, probably those Japanese will withdraw their horses from there. Respectfully yours, L. A. C.

## RIVENBURGH DENIES THE KINNEY YARN

Manager B. G. Rivenburgh of the Democratic campaign stated yesterday afternoon that he had heard nothing of his being superseded by H. W. Kinney, editor of the Hilo Tribune, as helmsman of the Democratic ship of state. Rivenburgh has just taken hold of his new duty, and, as far as he now knows, will remain as manager up to and including the day of election. He was appointed by the county committee to stay where he was put, and he expects to "stay put."

Four young men were in police court yesterday convicted of beating up a soldier in Ala Park, while he was seated with a lady friend, on the evening of September 21. Kinane and Kahowhane received six months' and four days' sentences, respectively; John Peter was discharged with a caution, and the fate of John Santos will be pronounced tomorrow.

# Building Lots for Sale

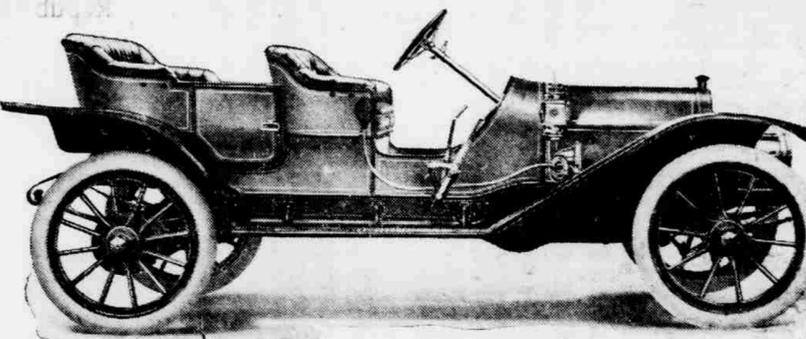
KALIHI, near King Street, 50x100 lot ..... \$ 300.  
KAIMUKI, near Car Line, 75x135 lot ..... 500.  
MANOA, near Car Line, 100x150 lot ..... 640.  
KINAU STREET, large lot ..... 1200.

We have Lots and Homes in all parts of the City for sale. The above are some exceptionally good bargains.

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### Demi-Tonneau (Detachable Tonneau)

#### Standard Equipment: Oil and Gas Lamps, Generator, Splittorf Magneto, Horn and Full Set of Tools.

Color.....Royal Blue with mahogany and solid brass trim.	Radiator.....Vertical tube enameled pressed steel shell.
Seats.....Four or five passenger.	Ignition.....Jump spark, dry battery and magneto.
Wheel Base...110 inches.	Clutch.....Improved cone with coil springs.
Gauge.....56 inches.	Drive.....Shaft.
Tires.....34 x 3 1/2 inches.	Transmission Selective sliding gear on rear axle. Bail lock makes it impossible to cross and strip gears.
Brakes.....Two sets, contracting and expanding on rear wheels.	Speed.....Three forward one reverse.
Horse Power...Thirty.	Lock.....Gear shifting lever can be secured with an ordinary padlock, protecting owner against unauthorized use of car.
Cylinders.....Four—en Bloc.	
Bore.....4 inches.	
Stroke.....4 3/4 inches.	
Cooling.....Water—gear driven pump on same shaft as magneto.	

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