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GOVERNOR SHOWS GREAT NEED OF LARGER HARBOR

Governor Pinkham's letter to the board of engineers of rivers and harbors, the substance of which was published in the Star-Bulletin yesterday, is given in full below. In this letter the chief executive points to the immediate need of more anchorage room in the harbor, sufficient to accommodate six large steamships at a time.

"The Board of Engineers for Rivers and Harbors, Southern Building, Washington, D. C.

"Gentlemen: As Governor of Hawaii, I reply to your inquiries of May 29 not only from a port standpoint, but from personal residence, observation and experience in several great ports of call in other parts of the world.

"The local demands on the port of Honolulu are being somewhat modified by the substitution of direct shipments to and from the mainland by the following islands, rather than via Honolulu.

"Our largest island, Hawaii, is now being provided at its main port, Hilo, with a very extensive breakwater, partially complete that will assure a most ample harbor for its tributary internal commerce, and such trans-Pacific commerce as may make it a port of call.

"The commerce of the island of Maui is of local origin and no trans-Pacific call port business is expected. At Kahului it has a good protected harbor, which, in some respects, might be improved.

"The island of Kauai enjoys some direct open roadstead shipping connection with the mainland. There is an endeavor to concentrate at one port, so a reasonable showing can be made to apply for a breakwater.

"The territory does not present an unlimited field for internal commercial expansion, but seeks to fully profit by its mid-ocean situation as related to trans-Pacific commerce as a port of call and supply, and particularly that reaching the Pacific Ocean through the Panama canal.

"In considering this question we may well draw a lesson from the great ports of call in the Far East such as Manila, Hongkong, Shanghai, Kobe, and Yokohama, for their experience with through traffic via the Suez canal will be little varied in our future experience in Honolulu.

"We have no great back country to supply, nor is it probable we shall be a great merchandise transfer port, but we expect and aim to be a great supply port, particularly for fuel, water, etc.

"The map of Honolulu harbor, handed you herewith, indicates that, with the wharf improvements decided upon and the probable removal in the not distant future of the navy department to Pearl Harbor and the release thereby of wharves No. 5 and No. 6, all shipping that requires berthing can be accommodated.

"In the ports of call I have mentioned the transient through shipping is accommodated at anchorage, which allows both sides of steamers to be coaled and worked simultaneously.

"The harbor of Honolulu is entirely lacking in space for proper anchorage and the maneuvering of vessels to and from the wharves to the red lines as to course and ships to scale, in final position, for express from wharf or harbor. From this it is perfectly obvious that Honolulu, needs anchorage space and moorings to hold against the swinging of vessels by tide and wind, the former is moderate and the winds are rarely of great effect.

"We should be able to accommodate at one time six large steamships at anchorage with space for lighterage.

"We show how this can be done in the proposed enlargement of Honolulu harbor.

"In justice to this port and anticipated through commerce, it seems to me accommodation to this extent should be immediately provided. If proven insufficient, future extension could be duly made. Variations may suggest themselves to your board. Respectfully submitted.

(Sgd.) "I. E. Pinkham, Governor of Hawaii."

WEBER IN CHARGE OF EXCURSION FROM COAST

Los Angeles and Hollister, Cal., of considerable fame for the efforts of Prof. F. C. Weber, a well-known coast educator, who succeeded in recruiting a party of 18 school teachers, who today are visitors at Honolulu with the arrival of the Matson Navigation liner Wilhelmnia.

Professor Weber, who two years ago organized a touring party that spent some weeks in the islands, delighted for the coast carrying with him a most delightful impression of that visit.

Last year a delegation from southern California made a short stay at Honolulu. The party, consisting of well-chaperoned, will remain here until the sailing of the Matson steamer Manoa on July 21. Under the direction of W. H. C. Campbell the educators will take passage in the Wilhelmnia for Hilo, sailing on Thursday evening, and upon reaching the Crescent City taking train and automobiles for the crater at Kilauea. Returning to Honolulu about Sunday morning, the school teachers will join the Manoa for Kaunohoi, Maui, remaining on the valley island while the Manoa is discharging cargo and taking on sugar at Kahului.

The Weber party is said to have been the life of the ship on the voyage from San Francisco to Honolulu, completed this morning in five days 13 hours and 16 minutes.

As members of a complement of 65 cabin passengers, they entered heartily into a delightful program of entertainments, concerts, dances and deck sports planned under the direction of Captain Peter Johnson, Purser R. V. Menary, Chief Steward George Pastore and others identified with the official staff.

Fine weather favored the travelers on the entire trip. The vessel in sailing from San Francisco on July 13 was supplied with 250 tons of freight, a small portion of which will be transhipped to Hilo. The Wilhelmnia brought 300 sacks of later mail from the mainland.

Nine steerage passengers were numbered with the arrivals.

NOW ABLE TO PROCEED

At the mercy of wind and sea for some hours before the plight of the vessel was made known through telephone to Honolulu, the Inter-Island steamer Keaunoha, in command of Captain Berg and recently going into commission as a carrier between this port and Windward Oahu in the pineapple trade, was believed to be dangerously near the reefs that guard the shores of Kaneohe, near Koko Head, because of a breakdown in her machinery.

The Keaunoha had been chartered by Libby, McNeill & Libby, the pineapple packers, to take cargoes of material from Honolulu to Panama and Kahana, and in returning bring a full consignment of preserved pineapple to transshipment to the coast. The Keaunoha had completed a round trip to the windward ports, and had been dispatched for the lagoon late last night. A basket in the engine broke at an early hour this morning, rendering the Keaunoha helpless.

Captain Berg dropped his anchors and by signals made known his plight. The launches Louise and Helene were soon upon the scene. In the meantime the engineering staff labored with success and the break was speedily repaired while the Keaunoha rode in safety at Waialae bay.

General Superintendent Sheely, in the Inter-Island steamer Waiilele just returned from the island of Hawaii, started, on the scene of trouble, but turned back when the steamer reached a point off Waikiki. It being learned that the damage done the Keaunoha would be repaired and that vessel steam on her course to Waikane and the Koolan ports at 11 o'clock this morning.

The appearance of the steamer, apparently helpless in the rolling surf off the summer residential district at Kahala, caused considerable excitement, and for some hours this morning a host of alarming reports were in circulation.

FIRST VOYAGE, MAKES RECORD

The distinction of being the largest vessel in the world made its record on the new Hamburg-Amerika liner Vaterland, which left Southampton on Friday last on her maiden voyage to New York. She had started from the Elbe on the previous day.

The Vaterland is a slightly enlarged edition of the Imperator, which the same company put on the New York service nearly a year ago, and a third ship, as yet unnamed, but understood to be still larger, will be launched by the Kaiser next month, and will be ready for service a year hence, says the London Times.

The beam of the Vaterland is 100 feet or two feet wider than that of the Imperator, and her overall length (excluding the funnel) is 550 feet, the result being an increase of some 6000 tons in her gross tonnage, which is stated at about 58,000. In general arrangements she closely resembles the Imperator, though she naturally embodies sundry improvements which have been suggested by a year's experience of the former vessel. Her construction, however, presents one striking novelty, which has had an important influence on the design of her interior. The plan universally adopted in the past has been to conduct the smoke from the funnels through the center of the ship, the consequence being that the layout of the passenger spaces has been to a large extent dominated by the necessity for providing for the casings that surround the ducts.

But in the Vaterland the funnels, or at least the two forward ones of the three, take the form of an inverted Y, dividing at their bases on the boat deck into two branches which pass down to the stokeholds, one on each side of the ship. This arrangement, which was thoroughly tested on a small Hamburg-Amerika steamer before being adopted on the new liner, has not only improved the ventilation of the boiler rooms but has also allowed broad alley ways to be along the middle of several of the decks, while on the B deck it permits an extraordinary vista from the restaurant, which is a reproduction of the Ritz-Carlton in New York, through the winter garden and the main landing to the permanent stage at the end of the ball-room, a distance well over 100 yards.

Of other changes as compared with the Imperator the most striking are in the smoking-room and the dining saloon. The former has been greatly enlarged, the officers' quarters, which in the earlier ship stood immediately forward of it, having been removed to the bridge above, so that its windows now command a clear view over the bows. The dining saloon has also been enlarged, and with its length of 135 feet and breadth of 100 feet is able to seat 800 people.

BLAMING EACH OTHER

(By Latest Mail.)

MONTREAL—Now that the first burst of excitement and grief at the loss of life through the sinking of the C. P. R. steamship Empress of Ireland has partially spent itself, and the general public is settling down to await the government enquiry, before giving judgment as to the responsibility for the frightful accident, the controversy between the commanders of the two vessels involved is looming large on the horizon. Doubtless each of them feels badly over the event itself, but at present it seems to be a case of "blaming the other fellow" and shifting the blame as far as possible.

Captain Kendall, of the lost ship, tells the coroner at Rimouski that the captain of the collier Storstad might have prevented loss of life if he had kept the Storstad's nose in the gap she made in the Empress' side. Captain Anderson, of the Storstad, in an interview in Montreal, says he did try to do this, but the Empress was going at good speed ahead and drew away in such a manner that the bow of the Storstad was forced out of the hole.

Captain Kendall's evidence in brief is to the effect that the captain of the Storstad was at fault, first in proceeding ahead when the Empress of Ireland had signalled that she was "under way," but is stopped and has no way on her," and second, in backing from the gap she had made in the Empress' side. Captain Kendall is backed up by his chief engineer, William Sampson and by James Rankin, a marine engineer.

In spite of the willingness of the colonial government of Hongkong to meet the wishes of the commercial and shipping interests of the colony in the establishment of adequate wireless connections with other parts of the Far East, definite action has been prevented by various circumstances and for various governmental reasons and apparently the colony is no nearer a realization of its demands in this line than it was four years ago when an American concern sought a concession from the colonial government for establishing a service in the colony. The colonial government has made an appropriation from year to year for the establishing of a plant and it is now promised that something definite may be done in the course of the coming summer. In the meanwhile the colony is without wireless service except such as is possible from the presence of mail ships and warships in the harbor from time to time which may be in a position to transmit messages within the limitations and restrictions upon such service by local law.

In connection with the proposed Hongkong service considerable local importance is attached to the concession granted by the legislature of the Philippines in its recent special session to the Marconi Wireless Telegraph Co. of America for the establishing of a wireless plant for long distance service, especially to Hongkong, Singapore, Shanghai, Japanese ports, and other points.

The company's concession runs for 50 years and the concern is given the right to construct a plant in the islands for long-distance service, the service not to be allowed within the islands without further authority from the insular government. The company pays 1 per cent of its gross receipts as a tax on its franchise. It must begin the construction of this long-distance plant within two years and complete it within four years. The company's station may consist of two parts, one for receiving and the other for sending. The plant is subject to preemption by the federal or territorial governments in case of war or insurrection.

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HARBOR NOTES

The last of a shipment of lumber having been discharged from the schooner Repeat, that vessel has proceeded to Port Townsend, taking ballast only.

Now at Punaluu, on windward Oahu, the schooner Salvalor is completing the loading of a shipment of preserved pines. The vessel is expected to sail for San Francisco this week.

With between 5000 and 6000 tons of sugar supplied from several island ports, the Matson Navigation steamer Hydades, departing from Hilo for San Francisco on June 23, arrived at the coast on July 4.

A greatly improved mail service between the coast and the islands is being fitted with the inauguration of the new joint steamer schedule in which steamers in the Toyo Kisen Kaisha and Pacific all figure.

Bringing 7831 sacks of sugar and 15 packages of sundries, the Inter-Island steamer Waiilele is an arrival at the port today. Officers report that all sugar has been cleaned out at Honolulu. The vessel met with fine weather on the return trip.

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PASSENGERS ARRIVED

- Per M. N. S. S. Wilhelmnia from San Francisco. For Honolulu, July 7.—Miss Louise Amesbury, Mrs. E. E. Baty, C. E. Blum, Miss Lila Booth, Miss Ida M. Bradley, Miss Lila Brown, Miss May K. Brown, M. J. Brown, Miss Jessie Brunson, Mrs. Eddie M. Collins, Miss Mary Collins, Miss Julia Evans, Miss Ida Purlong, Dr. D. M. Gedde, Mrs. D. M. Gedde, Miss Alice Gray, Miss Katherine Gray, Miss Mary Hall, Miss May Hayward, B. F. Heilbron, F. Higinbarth, Miss Helen Hofmohr, Miss Esther Hofgaard, W. J. Holmes, Miss Alice Hoyt, Miss R. Johnson, Miss Cara Keech, Miss Laura Kelly, Mrs. L. E. Kelly, J. P. Keppeler, A. J. Knight, Miss Clara Laverne, Miss Elizabeth Laverne, Miss Ethel B. Lawson, F. E. Llewellyn, Miss Anna Lloyd, Miss A. McDonald, W. C. McConagie, J. T. O'Connor, Miss Myrtle O'Connor, Miss Veronica O'Connell, Miss Ruby O'Connor, Oscar Promis, Miss Elise Richardson, Miss K. Ruttman, Miss Margaret Sadow, Miss M. Schoenitzer, Miss Eleanor M. Shaw, Miss H. Elizabeth Shaw, Henry Shaw, Mrs. Henry Shaw, Miss Georgia W. Shute, Miss Isabel Smith, Mrs. Mary E. Smith, Miss Lillie Strain, Miss A. M. Teitje, Mrs. Douglas Turner, Miss Helen Wagner, Mrs. Wm. Waterhouse, Miss M. Waterhouse, F. C. Weber, Miss Caroline Weber, Miss Ethel Weight, Miss Laura E. Wood and O. D. Leas.
- Duplicate Time on Long Voyage. Having left Portland April 5, the schooners Samar and Encore, both laden with lumber, arrived at their destinations on the west coast of South America recently, completing the passage in 67 days. The Samar went to Callao and the Encore to Valparaiso. A message relative to their arrival was received by the Merchants' Exchange.
- That they left in company and reached their destination on the same day is regarded in shipping circles as remarkable, particularly when out on such a long voyage. The run was completed in little less than the average time occupied by sailing vessels covering the same course. The Samar was in command of Captain Asmusen and the Encore of Captain Palmgren. Each carried less than 1,000,000 feet of lumber.
- Carrying stores and merchandise for the colony of cable operators and employees at Lanai, Midway Island, some 1100 miles to the north and westward of Honolulu, the schooner Florence Ward, operated by the Commercial Pacific Cable Company, has sailed and is expected to be absent from this port for six weeks. The schooner will return with a shipment of builders' sand.
- Laden with a full cargo of sugar, the Matson freighter Hydades is reported to have arrived at San Francisco on July 4.

DOLLAR COMPANY ORDERS NEW LINER

SHANGHAI—Harold Dollar will be the name of the new off-shore steamer which the Robert Dollar Steamship Company of San Francisco has made arrangements to build on the Clyde for service in the lumber carrying trade from ports on this coast.

"She will be larger than the Robert Dollar, at present the largest of that fleet, and she will have capacity for handling more than 5,000,000 feet of lumber.

The fleet of the Dollar Line is at present composed of the steamships Robert Dollar, Bessie Dollar, M. S. Dollar, Stanley Dollar, Melville Dollar, Hazel Dollar, Grace Dollar and Mackinaw.

It is the intention of the Dollar Line to use several of these steamships in transporting the greater part of 24,000,000 feet of lumber from Victoria and Vancouver island, to be used in the construction of the Toronto harbor works, and the first of these consignments will go via Panama canal immediately after the great waterway is thrown open to ocean traffic. The steamers of the Robert Dollar line are operated principally in the lumber carrying trade, and the more modern of the fleet are especially equipped for this purpose.

Upon the completion of the Harold Dollar she will be the flagship of the fleet. Captain Robert Dollar says the proposed vessel will be built at a cost of about \$280,000.

If turned out at San Francisco or any other American yards he declared that the vessel would cost more than \$600,000.

The vast difference in favor of the builders in San Francisco and England holds to be attributable mostly to the higher wages paid mechanics on this continent.

The Harold Dollar will be operated under British registry, with Victoria as her home port, as is the case with other vessels of the fleet.

Formerly the company owned a coaster known as the Harold Dollar, but over a year ago she was sold and the name changed to Greywood.

All vessels entering the Panama canal will have a pilot who will take the ship to an anchorage from which she may not move without permission from the proper authorities. As soon as the quarantine officer releases a ship each of the other canal officials will go on board, and as soon as the vessel moves toward the canal all her wireless and other signaling arrangements will be under the immediate control of the canal authorities. The duties of a ship will also be turned over to the canal authorities; the moment she ties up to the approach wall of the canal locks. The engines will be locked by the canal officials and a constant watch will be kept on her by a canal guard and an engineer on the ship until after leaving the locks. Pilots are already being trained for this purpose.

Landings Pines on Seaws.

Large scows are employed in the transfer of preserved pines from Punaluu, windward Oahu, to these choicer Salvalor, now loading a full shipment of this product for Libby, McNeill & Libby, the packers, which is destined for San Francisco. The Salvalor is believed will get away for the coast the latter part of the week.

With a full shipment of lumber consigned to the order of Lewers & Cooke, the schooner Robert Lewers is now due at the port. The vessel is now 18 days from Port Ludlow.

In abandoning San Diego, Calif., in favor of the larger freight offering at Los Angeles, the American-Hawaiian line has secured much additional business and at the same time has been able to improve its transpacific schedule because of better docking facilities to be found at the more northerly port.