

Energy, Ambition, Cheerfulness, Strength, a Splendid Appetite, and Perfect Health



may be secured by all who follow the example of the young lady who gives this testimonial:

"Every spring, for years, I used to have intolerable headaches and total loss of energy, so that the season which should be welcomed by me was a dread; for, as the warm, pleasant days arrived, they brought to me lassitude and pain. A friend advised me to take

Ayer's Sarsaparilla

I commenced using it and have not had since then the first symptom of headache. My appetite is splendid, and I perform my duties with a cheerfulness and energy that surprise myself. I take pleasure in telling all my friends of the merit of Ayer's Sarsaparilla, and the happy results of its use."

There are many imitation Sarsaparillas. Be sure you get "AYER'S."

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A. AYER'S PILLS, the best family laxative.

For Sale by HILO DRUG COMPANY



We deal in only the best. We deal in the finest lenses. We deal in the best frames. We deal fairly by all. We deal with one the same as with another. We deal with you at the first so that you will deal with us to the last. Factory on the premises.

A. N. SANFORD
OPTICIAN
BOSTON BUILDING, - HONOLULU
Over May & Co.

Hilo Railroad Co.

Short Route to Volcano
TIME TABLE
In effect July 1, 1905.
Passenger Trains, Except Sunday.

7 A.M.	9 P.M.	STATIONS	8 A.M.	10 P.M.
7:00	2:30	lv. Hilo	9:40	5:45
7:05	2:35	ar. Waiakea	9:35	5:40
7:12	2:53	ar. Olaa Mill	9:20	5:25
7:30	3:15	ar. Keauau	9:15	5:15
7:46	3:30	ar. Ferndale	9:00	4:55
8:00	3:55	ar. Mount. V.w.	8:50	4:45
8:20	4:15	ar. Glenwood	8:30	4:25

FOR PUNA:
The trains of this Company between Hilo and Puna will be run as follows:
WEDNESDAY:
Leave Hilo Station, by way of Railroad Wharf, for Olaa and Puna, upon the arrival of the Steamship Kinan, running through to Puna and stopping at Pahoa both going and returning.

13 A.M.	FRIDAY:	14 A.M.
6:00	lv. Hilo	9:55
6:05	ar. R. R. Wharf	9:50
6:15	ar. Waiakea	9:30
6:28	ar. Olaa Mill	9:10
6:58	ar. Pahoa Junction	8:42
7:00	ar. Pahoa	8:30
7:20	ar. Puna	7:35

5 A.M.	SUNDAY:	6 P.M.
9:00	lv. Hilo	4:40
9:05	ar. Waiakea	4:35
9:25	ar. Olaa Mill	4:15
9:50	ar. Pahoa Junction	3:47
10:20	ar. Pahoa	3:35
10:55	ar. Puna	3:20

Excursion tickets between all points are sold on Saturdays and Sundays, good returning, until the following Monday noon.
Commutation tickets, good for twenty-five rides between any two points, and thousand mile tickets are sold at very low rates.
D. E. METZGER,
Superintendent.

To Shippers.

All freight sent to ships by our launches will be charged to shippers unless accompanied by a written order from the captains of vessels.
R. A. LUCAS & CO.

NO BREAKWATER MEANS LOSS TO SHIPPERS.

Board of Trade Make Detailed Report to Engineer Slattery—Hilo Bay Deepest Harbor and Largest Area of Anchorage in Territory—Loss Sustained By Absence of Hilo Breakwater.

In response to the inquiry made by Lieut. J. R. Slattery, Corps of Engineers, U. S. Army, who visited Hilo a few weeks ago for the purpose of preparing the preliminary surveys of the proposed Hilo Breakwater, the Board of Trade of Hilo have prepared an elaborate statement giving an estimate of the increased cost of shipping and loss to shippers by reason of the absence of such breakwater.

All of this information is now in the hands of Lieut. Slattery at Honolulu, who has the breakwater project under consideration and who is preparing estimates as to cost of construction of such a protecting wall across Hilo Bay, which figures and recommendations he will forward when completed to the Chief of Engineers, War Department, for an official report to Congress this winter.

In addition to tables showing the imports and exports, the number, tonnage and draughts of vessels arriving and departing for the past year, a committee of the Board of Trade also went into the subject of the area to be comprehended within such a breakwater. A sketch of the proposed sea wall, beginning at a quarter of a mile east of Coconut Island and extending to the whistling buoy, accompanied the report which has been forwarded to Lieut. Slattery. The Board recommend that the breakwater be so constructed as to include the so-called "pocket" or deep depression within the bay, which would almost double the available anchorage of the harbor. It is also claimed that by including the deep "pocket" within the scope of the breakwater, the shipping would be protected from the winds and high seas which come from the north.

It is understood that Lieut. Slattery approves of the construction along the lines indicated. By the adoption of wider harbor scheme, it is maintained the breakwater can be built practically in shallow water and at a nominal cost.

The report of the Board of Trade in substance, is as follows:
Vessels arriving in the port of Hilo are compelled to stay here three days to three weeks, about half of which time is lost on account of rough weather. This time could be saved if we had proper protection from rough seas, which would result from the construction of a breakwater.

The port of Hilo is the largest port in the Territory of available anchorage and deep enough to accommodate the largest ship afloat and can be entered either by night or day. Upon the completion of the Panama Canal, Hilo will be a port of call and probably a coaling station for the various steamers bound to and from the Canal Zone.

As to the future possibilities of this port in the event of the construction of a breakwater, we beg to say that in the table submitted to you we have figured only on the sugar actually shipped from here during the year 1904, whereas with the completion of the breakwater and a railroad running north, which would naturally follow, we could increase the outgoing sugar from 68,000 tons to fully 150,000 tons, basing this upon the following:

Upon the completion of the Kohala Ditch, now under construction, the Kohala District will increase their annual yield of sugar from their present output of 10,000 tons to 40,000 tons, and the yield of the Hamakua District will be increased from their present output of 36,000 tons to 50,000 tons by reason of larger acreage under cultivation, all of which will probably be shipped through Hilo instead of being sent direct.
In our communication to you

dated June 22nd of this year, this Board failed to include the yield of sugar for the Kau District. This amounts to 18,000 tons and if shipped through this port would bring our outgoing sugar up to 168,000 tons.

At present we are shipping about 60,000 bunches of bananas every year, whereas had we proper protection from the rough weather, wharves would be built and steamers would call at Hilo permitting us to raise and ship a very much larger quantity.

Since you have left Hilo we have ascertained that there is plenty of rock available in the near vicinity to build the breakwater. About one mile distant from town there is a flow of lava from five to twenty feet in depth covering an area of about 200 acres. The Hilo Railroad have tracks running almost to this flow and it is described as being in three layers, the first layer being soft, the second layer being sufficiently hard to be hammer dressed, and the third layer being as hard as flint.

The enclosed estimate of loss to shipping and shippers is based on the actual number of vessels entering and the actual amount of incoming and outgoing freight for the year 1904, and is, to our minds, a very conservative one. We have not based our figures on any probable increase in the future which would amount to fully 50 per cent. The proposed breakwater would do much to increase property values in Hilo and the surrounding country and in every way tend to build up this Island in a commercial sense.

Touching on the item of \$30,000 loss to plantations, plantation landings, property and lumber yards adjacent to the beach, is a very conservative estimate inasmuch as it includes loss to plantations by not being able to rapidly receive incoming freight and ship outgoing sugar, damage done to plantation landings, damages to property, lumber yards, etc., by reason of high seas.

ESTIMATE OF LOSS TO SHIPPERS AND SHIPPING FOR THE YEAR 1904.

During the year 1904 there has entered the port of Hilo:

3 steamers which have been delayed on an average of 3 days each at an expense of \$1,000 a day, making a total of.....	9,000.00
5 steamers delayed on an average of 5 days each at an expense of \$700 a day.....	17,500.00
10 steamers delayed on an average of 4 days each at an expense of \$400 a day.....	16,000.00
15 sailing vessels delayed on an average of 7 days each at \$100 a day.....	10,500.00
5 sailing vessels delayed on an average of 15 days each at an expense of \$150 a day.....	11,250.00
6 lumber vessels delayed on an average of 7 days each at an expense of \$75 a day.....	3,150.00
2 island steamers delayed on an average of 30 days each at an expense of \$150 a day.....	9,000.00
45,525 tons of incoming merchandise on which it is estimated a loss of \$1 per ton was incurred including lighterage.....	45,525.00
68,489 tons outgoing merchandise on which it is estimated a loss of 75c per ton was incurred including lighterage.....	51,366.75
60,000 bunches of bananas on which a lighterage charge of 5c a bunch could be saved.....	3,000.00
Miscellaneous sundries such as pineapples, coffee, and other merchandise not above enumerated.....	2,000.00
Loss to plantations, wharves, landings, property and lumber yards adjacent to the beach.....	30,000.00
Total.....	\$208,291.75

Going into the question of the probable increase in shipping which will follow from the construction of a safe breakwater and the proposed Kohala and Hilo Railroad, the Board give detailed answers to each of the inquiries propounded by Lieutenant Slattery, as follows:

"Would such a railroad be of any particular advantage to these plantations?" Yes, for the following reasons: 1st—All the plantations outside of Hilo bay have to ship their sugar and receive their supplies at rocky landings on the wind-

ward side of the island where the sea is often so rough that loading and unloading is impossible for several days or a week, thus delaying the ships that may be loading in Hilo bay. 2nd—This condition leads to great uncertainty of shipments with consequent uncertainty as to the time of marketing. 3rd—The plantations are put to the cost of maintaining the landings, and of warehousing the sugar until it can be shipped. 4th—The railway can handle the sugar cheaper than does the steamship company.

"Would it cause these plantations to ship a greater amount of their product through Hilo than they now do?" The construction of the Kohala and Hilo railway will not affect the shipment of sugar from those plantations which now ship through Hilo, for the reason that their entire product is now shipped through this port. It would, however, add to the number of plantations so shipping. At present all the plantations lying between Hakalau, on the north, and Olaa and Puna, on the south, ship through Hilo. With the completion of the railroad there would be added to these all those plantations and mills lying between Hakalau and Kohala, with the possibility that those in Kohala might also ship some of their product through Hilo instead of sending it direct. The rate per ton on sugar and merchandise from and to those plantations now shipping through Hilo by the local steamship company, is \$1.60 per ton.

"Could the plantations ship their sugar to Hilo as cheaply by such a railroad, as they now do by sea?" We cannot say whether the rate would be any less by railroad than by sea from those plantations now shipping through Hilo, but the rate from those plantations north of Hakalau, which send their product through Honolulu, would be very much cheaper if sent through Hilo by rail. The present rate by steamer to Honolulu ranges from \$2.50 to \$3.10 per ton, while the rate by rail to Hilo would be from \$1.50 to \$2.25 per ton.

The following tables explain themselves:

AVERAGE ANNUAL YIELD OF THE SUGAR PLANTATIONS OF HAWAII SHIPPING THEIR PRODUCT THROUGH HILO.

Tons.	
Waiakea Mill Co.....	8,753.00
Hawaii Mill Co.....	1,265.00
Hilo Sugar Co.....	8,766.60
Onomea Sugar Co.....	9,985.60
Pepeekeo Sugar Co.....	6,531.50
Honouliuli Sugar Co.....	5,364.75
Hakalau Plantation Co.....	10,237.50
Olaa Sugar Co.....	15,189.00
Puna Sugar Co.....	3,069.66
Total.....	69,162.71

AVERAGE ANNUAL YIELD OF THE SUGAR PLANTATIONS OF HAWAII WHICH WILL SHIP THEIR PRODUCT THROUGH HILO AFTER THE COMPLETION OF THE RAILROAD.

Tons.	
Laupahoehoe Sugar Co.....	5,258.00
Ookala Sugar Plantation Co.....	3,160.60
Kukaiua Plantation Co.....	1,549.90
Kukaiua Mill Co.....	1,548.50
Hamakua Mill Co.....	5,862.00
Pauhanu Sugar Plantation Co.....	7,053.50
Honokaa Sugar Co.....	7,803.12
Pacific Sugar Mill.....	4,545.30
Total.....	36,780.65

AVERAGE ANNUAL YIELD OF THE SUGAR PLANTATIONS OF HAWAII WHICH MAY SHIP PART OF THEIR PRODUCT THROUGH HILO AFTER THE COMPLETION OF THE RAILROAD.

Tons.	
Niuliuli Mill and Plantation.....	1,681.30
Halawa Plantation.....	1,204.20
Kohala Sugar Co.....	3,255.40
Union Mill Co.....	1,702.00
Hawi Mill.....	2,431.60
Total.....	10,274.50

Trusting the above data and enclosed estimate will be of service to you and be the means of the beginning of the construction of a Breakwater, we are,
Yours very truly,
(Signed) JOHN HOLLAND,
Acting President,
(Signed) H. VICARS,
Secretary.

No Need of a Doctor.

Pains in the stomach and attacks of colic come on suddenly and are so extremely painful that immediate relief must be obtained. There is no necessity of sending for a doctor in such cases if a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy is at hand. No doctor can prescribe a better medicine. For sale by Hilo Drug Co.

UNION BARBER SHOP
Agents for the
SANITARY STEAM LAUNDRY
HONOLULU
Leave your packages at the Union Barber Shop.
Delivered by every Wednesday's Kinan
No extra charge. We pay the freight.

PAY FOR THE BEST
IT'S CHEAPEST
AND THAT'S THE CLASS OF WORK EXECUTED BY
CAMERON THE PLUMBER
FRONT ST., Op. SPRECKEL'S BLOCK

PLANTERS' LINE
—OF—
SAILING VESSELS
Direct Line between SAN FRANCISCO AND HILO.
Bark St. Catharine, Capt. Saunders
Bark Amy Turner, Capt. Warland
Sch. W. H. Marston, Capt. Gove
QUICK DISPATCH
For freight and passage apply to
WELCH & CO., Agents, San Francisco
C. BREWER & CO., Ltd., Agents, Honolulu, or
H. Hackfeld & Co., Ltd.
AGENTS, HILO.
NOTICE—Neither the Masters nor Agent of vessels of the "Matson Line" will be responsible for any debts contracted by the crew. K. T. GUARD, Agent.
Hilo, April 16, 1901

THE HILO TRIBUNE'S MAIL CHART
AUGUST, 1905.
MAILS ARRIVE IN HONOLULU AND DEPART AS FOLLOWS:

S.	M.	T.	W.	T.	F.	S.
1 Miowera July 28 *Siberia	2 Korea July 29	1	2	3	Alameda 4	5
6	7	*8x Mongolia	*9 Coptic *Alameda	10	Nebrask'n 11	12
13	14	*15 Ventura	*16 Sonoma	17	*18 China	*19x Nebras'n
20	21	22	*23 Siberia *Aorangi	24	Alameda 25	*26 Manuka
27	28	29x	*30 Alameda	31	Sept. 1 *Doric	*Sept. 2 Mongolia

Vessels whose names appear OVER the date ARRIVE for the Coast.
Vessels whose names appear BELOW the date DEPART for the Coast.
Destination of Vessels—(*) To San Francisco; (†) To Colonias; (‡) To Victoria; B. C.; (§) To Yokohama.
S. S. Kinan departs from Hilo for Honolulu every Friday at 10:00 a. m.
S. S. Mauna Lya's mail closes in Hilo on Saturdays and Tuesdays marked (x) at 2:15 p. m., arriving in Honolulu at daylight three days later.

TWO SPLENDID CLUB OFFERS
TO CASH SUBSCRIBERS ONLY

By Special Arrangement with the publishers, the TRIBUNE is able to present to Cash Subscribers the following offers on monthly magazines in combination with the WEEKLY TRIBUNE.

THE TRIBUNE is the brightest, newest and most up-to-date weekly newspaper published in Hawaii, having a special wireless news service, thereby giving to TRIBUNE readers, up to the hour of publication on Tuesday morning of each week, the latest foreign and cable news, besides general local news.

The Combination Offers are open to new subscribers or renewals. Magazines may be ordered sent to one or several addresses, but orders under this combination offer must be accompanied by draft or postoffice money order.

Publisher's Price
\$2.00—Saturday Evening Post, }
1.00—Ladies' Home Journal, } **\$4.25**
2.50—Hilo Tribune (Weekly)

Publisher's Price
\$3.00—World's Work, }
1.00—Everybody's Magazine, } **\$5.25**
2.50—Hilo Tribune (Weekly)

Send in your orders right away.
HILO TRIBUNE PUBLISHING CO., Ltd.