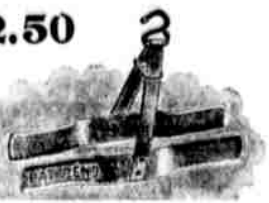


## GOOD-FORM CLOSET SETS



keeps the clothes from getting wrinkled and makes an ideal closet. The only practical closet set manufactured and made either for ladies or gentlemen. Set consisting of 21 pieces only

\$2.50



**E. O. HALL & SON, Ltd.,**  
NEW BUILDING, CORNER FORT AND KING STREETS.

## JUST RECEIVED

### FELS NAPHTHA SOAP

WASHES CLOTHES WITHOUT RUBBING  
REMOVES ALL GREASE AND PAINT STAINS

### SALTERS' GROCERY STORE

#### BADLY BUILT WALL FALLS INTO STREET

(Continued from page 1.)

ann street daily had occasion to examine the mortar used by the Japanese in their work and found it to be absolutely "dead," with none of that sticky quality so necessary when it is desired to put up a building that will at least stand during calm weather.

At the rear of the building, hidden from the view of the inquisitive but to be easily found by any of the authorities who might be taking a casual look was a pile of this self-same mortar and on inquiry, it was learned that this was the old stuff that had once held together the bricks that went to make up the old Kaumakapili church, the ruins of which were recently sold at auction. This then is the mortar that is to be found between every brick of the threatened life destroyer.

Although some of the bricks in the fallen wall had been standing several days and the mortar must have set to some extent, there was not one to be seen on the ground this morning that had any of this mortar sticking to it, so that when the Japanese went to collect this precious material, they had a heap of something that bore more the appearance of a pile of sand than anything else.

It might be remarked in passing that there were no splits in the wall, sending some parts over and allowing others to stand. The line of demarcation was perfect. The wall where it had been started on top of the lower floor wall, fell in its entirety, leaving not one brick to show where another might have stood.

An active Japanese with no appreciation of the artistic and hence of graceful curves, was busy at the place where the wall had been, piling one brick on top of another with quick motions and with regard to neither a straight line or a straight brick. He was trusting to the mortar to do the work.

A number of white men, bricklayers by trade, were standing on the opposite side of the street this morning watching the lively man at his work. He would take a great mass of mortar, or what ought to be mortar, on his trowel, dump it at the most convenient place, take up three or four bricks, put them down on the mortar, or what ought to be mortar, and then hurriedly continue the same operation. The speed of the work was commendable but that is really all that can be said of it.

Complaints have come in from various quarters regarding the character of many of the buildings—both brick and frame—which have recently been erected in Chinatown. There is one tall frame building in the vicinity of the old Kaumakapili church site that is a veritable Leaning Tower of Pisa with the additional acquirement of rocking cradle facilities which now that the people who dwell therein have become used to the motion, acts as a soothing influence to lull them into dreamland.

So much for the way the building regulations are being carried out. Now something about sanitation.

A point which the Oriental builder constantly violates in the existing sanitary regulations of the Board of Health for Honolulu District such as set forth in the building permits, is the regulation regarding air space under buildings. This section, which was put in effect shortly after the plague epidemic, is a very important measure for the preservation of sanitary conditions, especially in the closely packed Oriental quarters. The section reads as follows:

4. Every building shall have on an average at least twenty inches of clear space for the circulation of air between the floor timbers and the ground, and shall have sufficient openings for ventilation in the outer walls to admit a free circulation of air; but, in case this air reaching "ground water level" then space cannot be secured without there shall be no air space, but the floor shall be of concrete or masonry.

Examples of how this law is complied with and how it is frequently evaded can be seen within a block of each other on Hotel street, between Nuuanu and River.

On one side stands the new Mendonca building, carefully constructed in compliance with the building laws,

with the whole ground floor covered with concrete, as neat and sanitary a building as can be found.

Hardly a block from this building Oriental contractors are at present putting the finishing touches on a two-story building on the makai Waikiki corner of Kekaulike and Hotel streets. The section quoted states that "Every building shall have at least twenty inches of clear space for the circulation of air between the floor timbers and the ground," etc. This would naturally be construed to mean that the floor timbers should be twenty inches above the level of the ground but, in this case, as in numerous others the builder gets around the law by excavating a space twenty inches deep under the building.

The effect of this is evident. In place of leaving a space for the free circulation of air, a hole is made which the first rains will fill with slime and filth, making it a veritable cesspool.

By evading the law in this manner, the effect is worse than if the building had been built in direct violation of the building laws and been right on the ground.

This method of doing things is in open violation of not only the sense but also of the wording of the section which specifically sets forth that the space be "for the circulation of air," which is a thing which an excavation can never pretend to be.

#### THE LUXURIOUS COFFEE SACK.

The new coffee sack is another luxurious garment to be added to the requirements of fashion. It is made of muslin and voluminous lace, something between a mantelette and a jacket, but viewed in any light, is charming and graceful, having a turndown collar edged with a pretty double line of wide hanging sleeves.

A bodice which would be invaluable to a young girl or matron is made of black pailletted tulle with blue satin—a full, low bodice of the very latest cut.

In many of the smart blouses Irish lace forms yokes and boleros and sleeve trimmings; others are trimmed with lace worked with paillettes, some are veritable jackets, with deep basques, and there are elbow sleeves on others that reach to the wrist and fall in the new graceful style loosely from the elbow.

The herringbone silk worn unites a good many of the insertions, laces, and cross-cut bands which form the ornamentation. Black blouses with handsome jet trimmings are very much to the fore, and those who want linen shirts of the most dainty description will find them embroidered in white and trimmed with lace.

For evening there are most charming mouseline de soie boleros and others with silver trimmed boleros.

Soft poplin lumiere is a quite delightful stuff in purple, light blue and other delicate colors. It is thin and light and most effective. Spotted muslins will be worn a great deal for blouses, lounging gowns, and the rest.

The tea gowns grow more and more ethereal. They are made of the most filmy materials, with long sleeves, the waists indicated rather than defined, a billowy mass of lace and gossamer material.—Philadelphia Telegraph.

### NEW - TO-DAY

#### NOTICE.

Our Shoe Store will remain open until 9 o'clock tonight and close all day tomorrow, June 11th.

L. B. KERR & CO., LTD.,  
2170-It Hotel and Fort Streets.

#### CLOSING NOTICE.

Our place of business will close at 11 a. m. on June 11th. One delivery in the morning only.

METROPOLITAN MEAT CO.  
2170-It

#### French Laundry

Low, Corner of Beretania Avenue and Punchbowl Street.

**All Work Done by Hand**  
LACE CURTAINS A SPECIALTY.  
J. ABADIE, Proprietor.  
Telephone Blue 3552.

Bulletin, 75c per month

## BOOKCOVERS

should know how to secure those choice books issued from time to time in LIMITED EDITIONS, which I offer for sale at New York prices. These books are rarely advertised and never shown in retail stores.

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Jno. L. STODDARD'S LECTURES, MARK TWAIN, BALZAC, STEVENSON, RILEY, FIELD, ETC., ETC. I sell and recommend the GUNN SECTIONAL BOOK CASES.

**WM. C. LYON,**  
200-201 JUDD BUILDING.

**THROUGH FIRE AND WATER SHIPWRECKED MEN COMESAFE TO PORT AT LAST**

(Continued from page 1.)

Mr. James McKee first brought the report of the burning of the Fannie Kerr and the arrival of Captain Gibbons' boat at Makaweli, all who had heard of a fire in a cargo of coal supposed that the fire in the hold of the Fannie Kerr must have been burning for many days and must have been discovered a long time before the vessel was abandoned.

This was not the case. The story as it now comes from the lips of those who experienced the things they tell about, is far different than people on the waterfront expected.

The fire in the hold of the vessel was not discovered until about thirty-six hours before the crew were compelled to leave the ship.

Benjamin Pearson, one of the two apprentices, was the first to notice something wrong. Second Mate Thomas Miles sent him at about 3 o'clock in the morning of the 28th of May to read the patent log. When Pearson reported to the officer he told him that the record of the log to tell him, "There's a funny smell aft," said Pearson.

"What's it like?" asked the second officer.

"Smells like gas, air," answered the boy.

The second officer lost no time in investigating and ascertained for himself that there was a very strong smell of gas. The odor could not be noticed forward for the wind carried the fumes aft.

The gas was coming from one of the after hatches which had been opened for ventilation. The second officer aroused the captain and all hands were summoned on deck to close the hatches and stop the ventilators. If there was a fire below the captain determined to smother it if possible. Double tarpaulins were put over the hatches and the ventilators were stopped with oakum and canvas.

During the 28th of May no more fumes were noticed, but when some drinking water was drawn from one of the tanks amidships about noon it was found to be hot. The fire seemed to be amidships.

The lifeboats were at once made ready for an emergency, although the captain hoped to the last to be able to overcome the fire, or else control it until he could take the ship into San Francisco or some other port. Later in the day, the water in the tank which had theretofore been hot, was almost boiling.

Between 2 and 3 o'clock in the morning of May 29th, Thursday, while on watch was below sleeping and the other watch was forward, standing by, a terrific explosion suddenly rent the air and the two after hatches were thrown fifty or sixty feet up, falling overboard in their descent. The good ship trembled from stem to stern and rocked with the force of the explosion. When the hatches were shot into the air, great columns of flames burst from the hold of the vessel. Then the flames died down as suddenly as they had arisen and great, dense, black clouds of smoke rolled skyward from the after hatches.

For over twelve hours the crew fought the fire. Coverings were put over the hatches and another attempt made to smother the fire. This had little effect, however, for the gas was bound to escape and the coverings on the hatches could not be kept on.

Fortunately, none of the crew were hurt at the time of the explosion. The steering gear was placed amidships in the Fannie Kerr and the steersman was stationed as he would be aboard a steamship.

At 4 o'clock in the afternoon of Thursday, May 29, the crew were forced to abandon the ship. Captain Gibbons was the last man to leave his vessel, remaining on the bridge, while dense clouds of smoke circled around him and hid the higher yards from view, until every man was safely in the boats.

The sea was very rough at the time and the boats had to be put in the water over the stern. They would have been knocked to pieces had an attempt been made to lower them over the side.

When the boats left the vessel's side there were four of them, two lifeboats, the gig and the dingy. Captain Gibbons, his son, and eight men were in one lifeboat; the mate and ten men were in the other lifeboat; the boatswain and three men were in the dingy. All the boats hoisted sail and sped away, steering about east-south-east.

Two hours after the boats left the ship the dingy filled with water and the captain's boat went to the rescue, taking the second mate and three men into the larger boat. The men who

## SHIPPING INTELLIGENCE

DAY.	TIDES.					
	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Monday	6 10	1 10	6 55	0 55	7 40	1 40
Tuesday	6 25	1 25	7 10	1 10	7 55	1 55
Wednesday	6 40	1 40	7 25	1 25	8 10	2 10
Thursday	6 55	1 55	7 40	1 40	8 25	2 25
Friday	7 10	2 10	7 55	1 55	8 40	2 40
Saturday	7 25	2 25	8 10	2 10	8 55	2 55
Sunday	7 40	2 40	8 25	2 25	9 10	3 10
Monday	7 55	2 55	8 40	2 40	9 25	3 25

First quarter of the moon June 12, 1:24 p. m.

Tides from the United States Coast and Geodetic Survey Tables. The tides at Kahului and Hilo occur about an hour earlier than at Honolulu.

Hawaiian Standard Time is 10h 30m slower than Greenwich time, being that of the meridian of 157.30. The time whistle blows at 1:30 p. m., which is the same as Greenwich, on 9m.

Weather Bureau, Honolulu, June 10.—Temperature — Morning minimum, 65; Midday maximum, 83. Barometer at 9 a. m., 30.01. Steady. Rainfall 0.00. Dew Point 68F. Humidity at 9 a. m., 70 per cent. Diamond Head Signal Station, June 10.—Weather very hazy; wind light SW.

#### ARRIVED.

Tuesday, June 10.  
Am. schr. Sehome, Peterson, 51 days from nitrate ports.  
Str. Mikahala, Gregory, from Kaula ports with sugar and the captain and crew of the abandoned ship Fannie Kerr.  
Str. Kaula, from Hawaii ports with sugar.

#### DEPARTED.

Tuesday, June 10.  
Str. Kinau, Freeman, for Hilo and way ports, at noon.  
Str. Noeua, Mather, for Hawaii and Maui ports, at noon.

#### TO SAIL TODAY.

SAILING TODAY.  
Str. W. G. Hall, S. Thompson, for Kaula ports, at 5 p. m.  
Str. Maul, F. Bennett, for Maui ports at 5 p. m.

#### PASSENGERS DEPARTED.

For Maui ports, per schr. Maui, June 10, 5 p. m.—Mr. Breckons, Mrs. G. Groves, Miss M. Fernandez, Robert Slaughter, T. P. Du Bose, Rev. E. G. Silva, wife and children; Miss M. R. Forbes, W. J. Dyer, A. C. Alexander, W. Seary and wife, James Gunn, wife and child; W. O. Smith and wife.

For Hilo and way ports, per str. Kinau, June 10.—Miss K. Pall, Mr. Phelps, Judge George D. Gear, Miss Herrin, Mrs. Herrin, Mrs. L. P. Dreder, D. Conway, C. C. Eakin, A. N. F. Renton, R. R. Hind, Frank Davey, J. Jackulek, Chas. Thompson, Mr. Wilson, R. E. Alberdine, V. L. Kellogg, J. Meinicke, J. A. Scott, Mrs. Woods, Miss Woods, Mrs. Alexander Russell, T. Paronzi, F. L. Merry, W. H. Lambert and wife, W. J. Phelps, L. S. Plumb, Miss M. B. Combs, Miss C. S. Plumb, P. B. Plumb, Palmer Woods, Miss J. F. Humburg, Miss Humburg, P. R. Heff, L. A. Thurston, W. H. Hodghead, Dr. H. C. Sloggett, W. H. Seimert, Dr. W. S. Porter, Mrs. S. W. Wier.

Were taken from the dingy lost everything except the clothes they wore. The dingy sank. The men who had left the ship in the dingy were Second Officer Thomas Miles, George Farly, Peter Green and C. Peterson.

The boats kept pretty well together until darkness fell. When the sun set the ship was out of sight over the rim of the ocean, although the cloud of black smoke could still be seen.

During the first night the captain's boat separated from the other two. It was arranged that the mate's boat was to take the gig in tow at nightfall every day. Only the two lifeboats had been provisioned. The gig had to depend on the mate's boat for food and water. A cask of water was handed over to the gig from the mate's boat the first day, together with some provisions.

Early in the morning of Friday, the 6th inst., the captain's boat reached Makaweli. The men this boat, while they were sore from sitting in cramped positions in the life boat and were drenched to the skin from the water that was taken aboard, had not suffered at all from want of food. Nevertheless they were uproariously happy when Kaula was sighted.

The mate's boat arrived at Waimea on Saturday morning. This boat had a little longer sail of it than the captain's boat.

The boatswain and three men in the gig are the men who really suffered the most. After the third night the mate's boat did not tow the gig. The boats became separated and the gig went ahead of the mate's boat.

The gig sighted Bird Island on the morning of the fourth day from the burning wreck. She lay off Bird Island for a couple of hours, waiting to see if the mate's boat would catch up. But there was no sign of the mate's boat.

The gig then steered about east-south-east, finally sighting Nihoa, although the men in the gig did not know what land it was they sighted. They knew it was land and were satisfied with that. All the boatswain had to go by was a compass and the order of the mate when the boats left the ship, that he steer about east-south-east.

It was last Friday morning, the 6th inst., and the eighth day from the ship that Nihoa was sighted. It was not until Sunday morning, however, that the men in the gig were able to effect a landing.

On Friday they were very near Nihoa and saw some men running along the beach, waving at them. It was impossible to make a landing, for the winds were not favorable and when the tired and wet sailors took to

# THE GEISHA Shirtwaist

THE QUEEN OF WAISTS  
THE SEASON'S GREATEST PRODUCTION

The selling of the GEISHA WAIST has been so enormous on account of its surpassing excellence that we have found it difficult to supply the demand, but large orders given in advance of the rush in the mainland, which arrived by the S. S. Hyades and Alameda, place us in position to serve our old customers and invite new ones. The GEISHA WAIST comes in the most exclusive styles, the latest conceits and choicest fabrics, all dainty, crisp and new.

The GEISHA WAISTS just received are made of organdies, mulls, lawns, batistes, madras, gingham, mercerized chambrays, china silks and crepe silks, the trimmings always in perfect accord with the materials, but the STYLE of the GEISHA WAIST pleases you most. The sizes are 32 to 44. Ladies looking for size 44 will find them here now.

We sell the GEISHA WAIST at moderate prices. One twenty-five to five dollars—no more than the common kinds are.

A special display this week.

**Whitney & Marsh, Ltd**

#### NEW - TO-DAY

#### NOTICE TO CREDITORS.

Notice is hereby given by the undersigned, who has been duly appointed Administrator of the late H. F. Gibbs, to all creditors of said estate, to present their claims duly authenticated and with proper vouchers if any exist, even if the claim is secured by mortgage upon real estate, to me at my office, room 406, Judd building, within six months from this date, or they shall be forever barred.

F. T. MERRY, Administrator.  
Dated Honolulu, June 10, 1902.  
2170—June 10, 17, 24; July 1.

#### NOTICE TO CREDITORS.

Notice is hereby given by the undersigned, who has been duly appointed Administrator of the late Clara Schneider, to all creditors of said estate, to present their claims duly authenticated and with proper vouchers, if any exist, even if the claim is secured by mortgage upon real estate, to me at my office, room 406 Judd building, within six months from this date, or they shall be forever barred.

F. T. MERRY, Administrator.  
Dated Honolulu, June 10, 1902.  
2170—June 10, 17, 24; July 1.

### THE ORPHEUM

—Commencing—  
SATURDAY EVENING, JUNE 14th.  
For a Short Season Only

**HARRY COGILL**  
—AND—  
**JACK SUTTON'S ENTERTAINERS**  
—IN—

**First Class Vaudeville**

**AIMEE TASMA**  
Clever Performances on the High Wire  
Introducing Original Aerial Wheel Act.

**LENA HARVEY**  
In Series-Comic Effusions.

**DELLA ROSS**  
In a Series of Clever Dances.

**ADALINA SARINA**  
Artistic Exhibitions on the Trapeze.

**HARRY COGILL and MAIE ARLEA**  
"The Booking Agent"

**DAVE CASTON**  
Character Comedian and Hungarian Dancer.

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Patriotic Songstress.

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Juggler—Comedian Extraordinary.

**ROSE AQUINALDO**  
Positively the Most Wonderful Lady Contortionist and Balancer of the Day.

Box office opens at the Orpheum Thursday at 9 a. m.

Regular Prices.  
A - FIRST-CLASS - ATTRACTION.

### Grand Athletic Exhibition

Given under the auspices of the  
**HONOLULU ATHLETIC CLUB,**  
AT THE

**OPERA HOUSE,**  
Wednesday Night, June 11th,

AT 8 P. M.

A Scientific Exhibition of  
**BOXING - FENCING - WRESTLING**  
The best local talent will contest for cash prizes and medals.

The event of the evening will be a 10-round contest for points between  
Lon Agnew and Jack Weedon.

Secure your seats early at  
**WALL, NICHOLS CO.**

SEATS NOW ON SALE.

# JAS. F. MORGAN

Auctioneer  
and Broker

65 Queen St.

### Auction Sale

### Household Furniture

ON THURSDAY, JUNE 12,

AT 10 O'CLOCK A. M.

At the residence of MR. SIEBECKER, third house in Gandall Lane, Emma St., just above Vineyard St., I will sell at Public Auction the entire household furniture, consisting of upholstered Parlor Furniture, Morris Reclining Chair, Sofa, Pictures, Curtains, Black Walnut Bedroom Set, Oak Bedroom Sets, Rugs, Dining Table and Chairs, Crockery, Glassware, Kitchen Utensils and Bridge & Beach Stove.

JAS. F. MORGAN, AUCTIONEER.

### Auction Sale

### Gasoline Schooner "Eclipse"

On Saturday, June 14th,

AT 12 O'CLOCK NOON,

At the Irmgard wharf, foot of Nuuanu street, I will sell at Public Auction, by order of Mr. A. N. Campbell, treasurer Hawaiian Navigation Co., Ltd., the gasoline schooner "Eclipse," fully equipped for service. This includes ropes, anchors, chains, tackle, side lights, boats, etc., etc.

Terms cash, U. S. Gold Coins.

JAS. F. MORGAN, AUCTIONEER.

### TRUSTEE'S SALE

On SATURDAY, JUNE 21,

AT 12 O'CLOCK NOON,

At my salesroom, 65 Queen street, I will sell at Public Auction, by order of Mr. H. T. MARSH, Trustee in re A. E. Nichols, bankrupt.

Two cows, two calves, One buggy and harness, One brass and curry comb, One feed cutter, one dog, One golfing outfit, one seaway, An order on the Wahluwa Sugar Co., Ltd., for 750 shares of its capital stock par value \$100 per share, or \$75,000. Equity in Manhattan Life Insurance Co.'s policy No. 115,628 on the life of Albert E. Nichols, face (death) value of policy \$20,000.

JAS. F. MORGAN, AUCTIONEER.

### FOR SALE !!

### HERE ARE BARGAINS

FIRST—I offer at Private Sale, premises on Beretania street, adjoining residence of C. Huxtable Esq.; 130 feet on Beretania street, 171 feet deep; price \$9000; one-half cash, balance on mortgage 7 1/2 per cent.