

# To Raise the Wreck of the "Maine" at Last.

**A**FTER five years of settling and sinking deeper and deeper into the muddy bed of Havana Harbor, the wreck of the ill-fated battleship Maine is to be raised at last.

Next Wednesday morning the Department of Finance of the Republic of Cuba will meet to take final action on a proposition submitted by Mr. George Richardson, a Chicago engineer for lifting the Maine wreck bodily and towing it back to the United States.

Mr. Richardson's scheme has been pronounced by naval experts and by professional wreck raisers to be the only perfectly practical and feasible plan suggested for lifting the battleship. Among these is Admiral Winfield Scott Schley, who, by the way, has had considerable experience in the sinking of fighting ships and knows a great deal about raising them, too.

Urged by patriotic motives and a desire to achieve lasting fame, many American inventors, ship-builders and wreck-raisers have puzzled hard over the problem of raising the Maine. They began immediately after the awful night of February 15, 1898, when the beautiful battleship was suddenly rent asunder by a frightful explosion, and sent to the bottom of Havana Harbor, where she has lain ever since, her distorted beams barely visible above the water's edge at low tide, to mark the steel-clad grave of two hundred American sailors.

These schemes for raising the Maine fell through or were declared impracticable one by one. Last Spring the Cuban Government advertised for bids for removing the Maine, the sunken wreck being considered a menace to navigation. Not one bid had been sent in on July 1, the date specified for opening the proposals. Mr. Richardson was then working on his plan, but could not complete them in time for presentation.

Just what future awaits the Maine after she is lifted out of the mud and made buoyant once more has not been definitely decided upon. It is probable she will be taken to St. Louis for the World's Fair next year and eventually broken up and disposed of in sections suitable to preserve as souvenirs.

Mr. Richardson's plan briefly stated, is to lift the wreck bodily from its bed of mud to the surface again and give it buoyancy by an ingenious harness of water-

tight casks. The exact details of this part of his plan are being kept a secret by Mr. Richardson at present.

During the years that the wreck has been lying at the bottom of the harbor it has gradually sunk, lock by lock, deeper into the mud. The last measurements taken show that it has now embedded itself to a depth of fifty feet, thereby making the task of raising the battleship a most difficult one.

Mr. Richardson will begin by driving several parallel rows of stout piles at each side of the wreck. These piles will rest on the harbor and will project several feet above the surface of the water.

Upon the piles platforms will be built

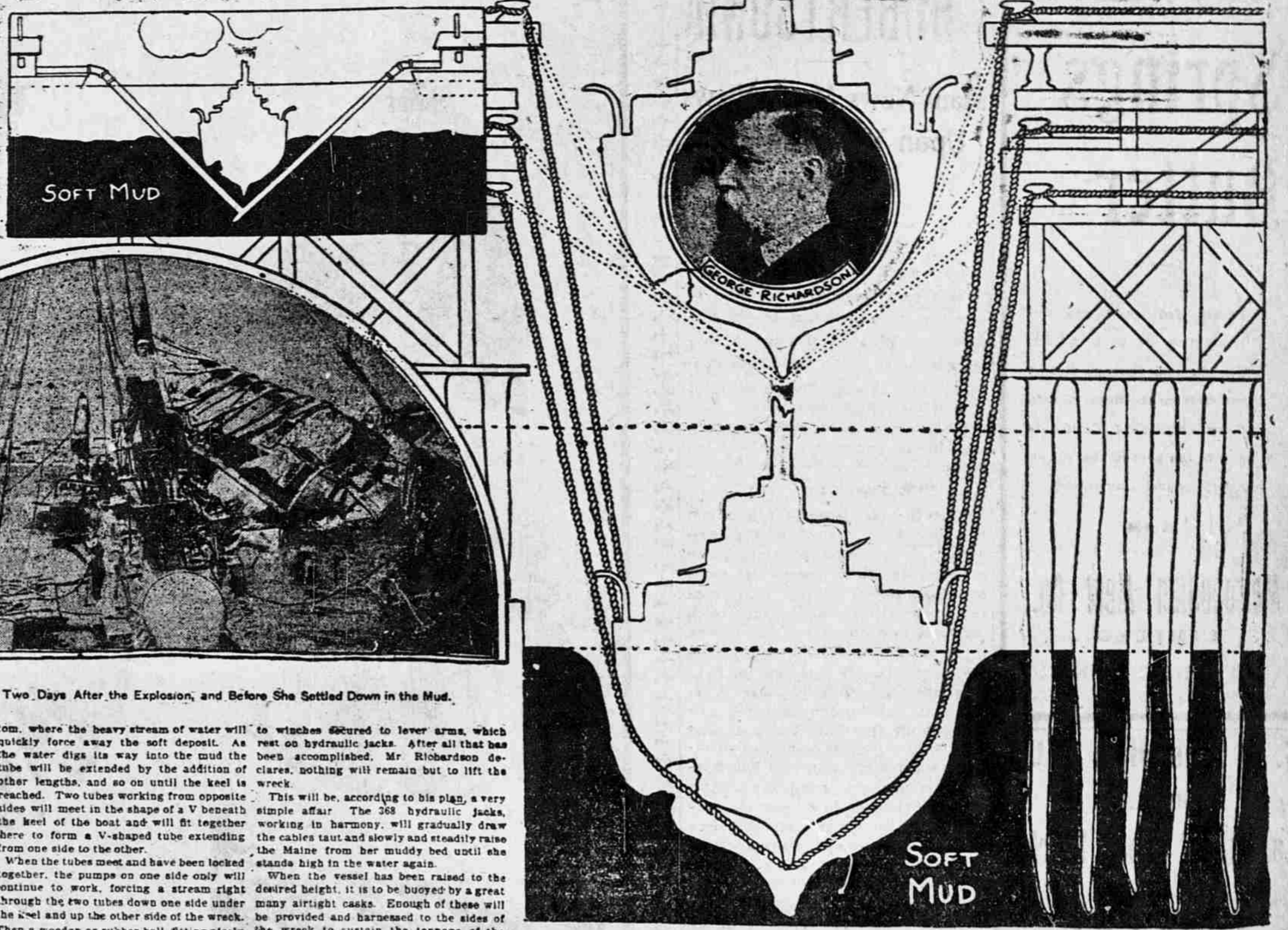
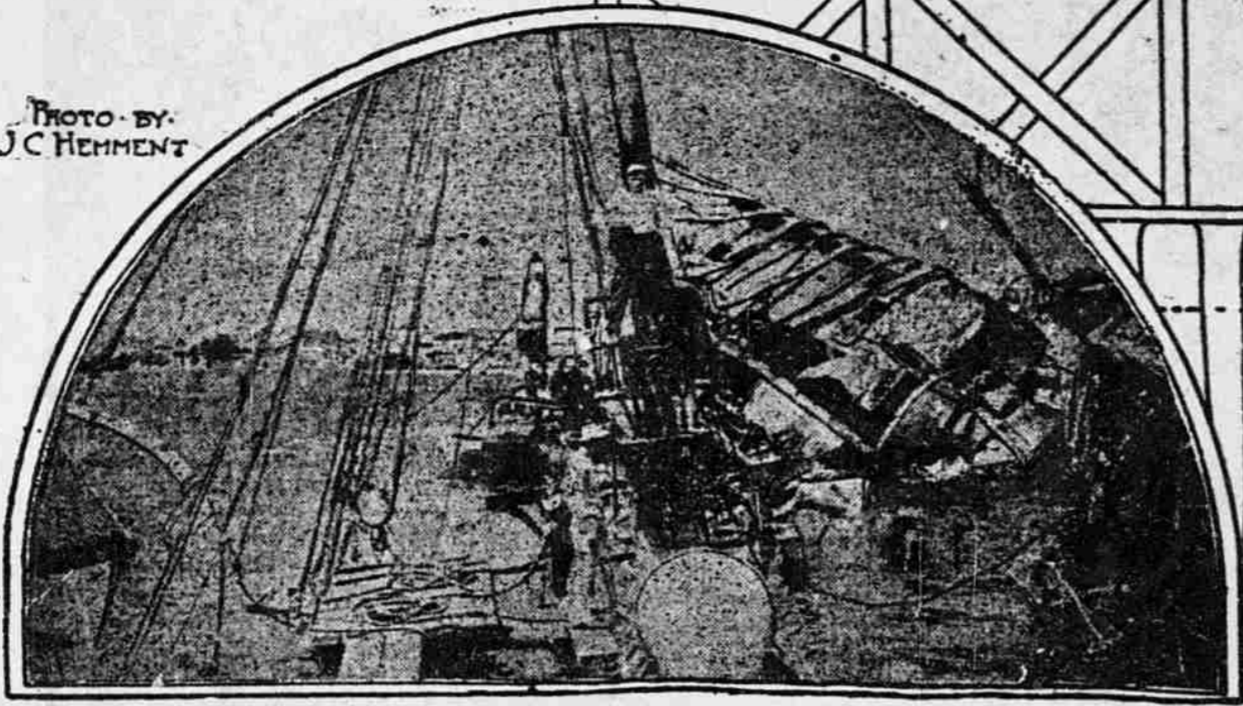


PHOTO BY J.C. HEHMENT



How the Wrecked Maine Looked Two Days After the Explosion, and Before She Settled Down in the Mud.

capable of sustaining an enormous weight. Winches and hydraulic jacks will be set up on the platforms.

The wreck is to be lifted up with great wire cables passing beneath the keel and attached to the winches and hydraulic jacks on the platforms on either side of the ship.

It was in finding how to place these cables beneath the keel that Engineer Richardson solved the most difficult problem that he had to contend with.

begin by sinking two cast-iron tubes, five inches in diameter, from directly opposite sides of the wreck, and at an angle of 45 degrees toward the keel. These tubes, each section of which is about twelve feet long, will be used as hydraulic jacks through which a powerful jet of water is to be forced from the pumps. In the beginning the tubes will be just long enough to reach the mud bot-

tom, where the heavy stream of water will quickly force away the soft deposit. As the water digs its way into the mud the tube will be extended by the addition of other lengths, and so on until the keel is reached. Two tubes working from opposite sides will meet in the shape of a V beneath the keel of the boat and will fit together there to form a V-shaped tube extending from one side to the other.

When the tubes meet and have been locked together, the pumps on one side only will continue to work, forcing a stream right through the two tubes down one side under the keel and up the other side of the wreck.

Then a wooden or rubber ball, fitting nicely into the tube, will be inserted in the mouth and attached to this ball will be a long, stout cord. This cord will be used for drawing through a rope, and the rope, in turn, will haul through the tube the strong wire cable.

This process is to be repeated over and over again until a total of 184 cables have been strung under the wrecked battleship's keel from bow to stern.

The ends of the cables will be fastened

to winches secured to lever arms, which rest on hydraulic jacks. After all that has been accomplished, Mr. Richardson declares, nothing will remain but to lift the wreck.

This will be, according to his plan, a very simple affair. The 388 hydraulic jacks, working in harmony, will gradually draw the cables taut and slowly and steadily raise the Maine from her muddy bed until she stands high in the water again.

When the vessel has been raised to the desired height, it is to be buoyed by a great many airtight casks. Enough of these will be provided and harnessed to the sides of the wreck to sustain the tonnage of the heaviest battleship afloat. Then the Maine will be ready to leave the harbor and be towed home to the United States.

The cost of raising the battleship has been estimated at \$100,000, making allowance for the percentage demanded by the Cuban Department of Finance for all wrecks raised. Engineer Richardson has already received sufficient financial backing to insure the completion of the work.

The same wreck-raising appliances may also be used in lifting the Spanish war-ship Alphonso XII, sunk in the Bay of Maril, and other vessels sunk at Santiago and Manzanillo during the war.

My great ambition since the sinking of the battleship Maine has been to raise it, and I have solved the problem of restoring the lost vessels now lying in comparatively shallow water. I have secured the services of experts to help me in my work.

If I succeed in raising several of the Spanish warships in addition to the Maine I will have as my compensation property that originally cost to construct between \$50,000,000 and \$60,000,000.

## HILO COFFEE SHOP POLITICAL SINKERS.

"The campaign is drawing to a close," remarked the Cheerful Liar, "and I'm rather glad of it. Do you know, I think the Home Rulers have been telling the story about their capabilities so long that they begin to believe the story is a fact. Keolanui really imagines he will make a good sheriff. The latest I have heard about him is his yarn about not arresting lepers. Of course he got the idea from the late Bob Wilcox. No man intelligent enough to vote will believe that an officer of the law will refuse to serve a warrant once it is placed in his hands.

Keolanui may fool some of the Hawaiian voters on this point but he will not fool them all. His yarns remind me of the candidate who, before election, promised the voters to give them any kind of weather they wished.

Keolanui tells the Hawaiians he will not arrest lepers if he is elected sheriff and when the time comes and he has to make arrests of those unfortunates he will put the blame on the Board of Health."

"I wonder who the Oahu Home Rulers will run for sheriff now that Wilcox is dead?" asked the Early Riser. "He died politically a year ago and now he has finished the job."

"Robert was a character in Hawaiian affairs," said the Knocker, "and there is no one to take his place. Oily Bill White has, perhaps, more cunning than Wilcox possessed, but he lacks leadership. White will try to deceive the natives but he can never have the success in that line that Wilcox had. Nor can he ever be the leader. Wilcox overdid the matter and his failure to keep promises made before going to Congress injured him. To my mind there was an element of danger to the Hawaiians as long as he was on the carpet."

"Not more so than with other leaders," said the Cheerful Liar. "The Hawaiian Home Rulers hold the key to the political situation in this Territory and they seem bent on turning it. Unfortunately they made grave mistakes in the selection of candidates for county offices and it is hard to realize that good government will follow their election.

"To my mind the greatest sufferers from the election of the Home Rule candidates will be the plantations," said the Early Riser, "and that means everyone else indirectly. The Home Rulers seem to think that the prosperity of the country depends upon closing up the plantations. Take Blacow, for instance. He is really stronger against Lidgate, who is manager of a plantation as well as chairman of the Hamakua Road Board, than he is against any other individual. He makes no secret of it that he intends investigating Lidgate and dragging him through the mud if there is any in sight. And yet Mr. Lidgate is apathetic regarding the election; he don't seem to care whether the Home Rule party is victorious or not even though he and his plantation interests will suffer by the election of anyone but Republicans. And here is another item: Blacow is sore on Lidgate because he was not given a job of road work that had been promised him. Lidgate, as chairman of the Road Board, gave it to Anton Fernandez. You would think that there would be a little gratitude in Fernandez' composition. But not so. He is working overtime in the interest of Blacow and neglecting the road work for which the Hamakua Road Board pays him to look after. Every candidate on the Home Rule ticket is pledged to down the plantations. Whether they will try to do it or not is another matter. It may only be a battle cry by which to win votes but I as a resident don't want to take any such chances."—Hawaii Herald.

"Well, John," said the eminent personage, who was now an invalid, "who is it wishes to see me now? My biographer?" "No, your excellency," replied the butler, "your physician." "Ah! Almost the same thing. He's at work upon my life, too."—Philadelphia Press.

## MOSQUITOES IN COURT.

In an action just concluded in a Southern court mosquitoes were parties to the suit. A contest was involved of much interest to entomologists and physicians, as well as lawyers. It was in a town whose leading institutions are a college and a cotton factory. In the institution of learning, tertian malaria, in which fever recurs every two days, and quartan malaria, in which the fever recurs every three days, developed among the students.

Members of the faculty, accepting the conclusions of specialists that the microorganism of malaria is transmitted by mosquitoes, sought to discover their breeding-place. In the entire vicinity the only body of water of any size was the pond that supplied power for the wheels of the cotton factory. That water, the professors declared, was undoubtedly the prolific source of the malaria-carrying insects. Appeal was made to the factory owners to drain the pond and substitute steam or electricity as motive power.

This the cotton men would not do, and the authority of the Board of Health was invoked. Its members, having posted themselves upon the etiology of malaria, agreed with the professors that the mill-pond must be the breeding-place of the swarms of mosquitoes that infested the neighborhood. It was, of course, a very serious matter to interfere with the local cotton manufacturing industry, but as the malarial cases at the college were on the increase, the order was given that the dams be demolished and the pond emptied.

The cotton men got a stay of proceedings. In the court contest the lawyers sprung a surprise. They conceded that malaria is spread by mosquitoes and that these insects are aquatic in their origin, but they demanded evidence to prove that any mosquito larvae had ever been deposited or hatched in the mill-pond.

This question only experts could answer, and so in the interests of justice and sanitation eminent scientists of Washington were sent for and commissioned by the court and the parties concerned thoroughly to examine the field. Investigations disclosed surprising conditions. The most minute search failed to locate a single mosquito larva in the mill-pond; but in ditches in the vicinity of the college, in water-filled post holes, in water barrels, old tin cans containing water, in cisterns and old wells, malarial mosquitoes of the genus Anopheles were found to be breeding in vast numbers. More curious still, one of the most prolific sources of the noxious insects was a puddle in the back yard of the Secretary of the Board of Health.

The explanation was therefore furnished the court that mosquitoes seek still water for their hatching-place, with preference for water covered with scum. Running streams, or ponds rippled freely by wind, wreck the frail membrane that supports the larvae of the Anopheles genus. Hence the puddles, ditches, holes, cans, cisterns and wells of this Southern town were turning out countless millions of the pests, whereas the mill-pond, whose stone-built banks were free from algae and whose broad surface was kept in frequent motion by the air, was about the only standing water in the community in which mosquitoes were not breeding.

To satisfy all parties that this condition prevailed, twelve young scientists, recently graduated, were offered a reward of fifty dollars apiece for every mosquito larva found in the mill-pond. These young experts, who knew the ways of the insect, searched the pond with great thoroughness, but as a result of their scientific crusade only one mosquito larva was found, and that in so fragile a condition that it expired before it could be offered in evidence.

As a result, the case of the college against the factory was thrown out of court, and the cotton establishment, employing six hundred people and doing a business of nearly two million dollars annually, was saved the town.

Now a crusade to drain small pools, empty all mosquito-breeding receptacles and pour petroleum oil on ditches where water runs is under way in the vicinity, and the contagion of the scientific work promises to extend to other sections of the South.—Saturday Evening Post.

The Pope's entourage have silenced his family. Its members talked too much to newspaper reporters from all quarters of the globe. His three spinster sisters are now in Rome, but not in a convent. They lodge in a street near the Vatican, which is in a populous quarter of the city, on a third floor. The brother, who keeps an inn at Riese, is about to sell it. Emily Crawford says that the Curia thinks that if it is no harm to be of humble birth, it is not a thing to parade, and that all the talk about the Pope's lowly origin is getting on the nerves of educated Catholics.

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