

# FORD AT A CAR WINDOW

## Things He Thought of While Traveling Across Country.

By Alex. Hume Ford.

(On the Train from Chicago to New York.)

As I was leaving my hotel for the train young Thomas (pineapple) hailed me. He is doing good missionary work here, and I am putting him in touch with the Homeseekers' Association, for I hope yet to see in Chicago a window display of Hawaiian products and our pineapples and Kona coffee served within. One of the largest San Francisco firms is to handle fresh pineapples next year. By the way, Thielens was in San Francisco the other day. I met a railway lawyer bearing his name, to whom Thielens had introduced the Hawaiian pine, and the prominent lawyer I met in Southern California was singing the praise of Hawaiian canned pines, which he declared to be better than any fresh fruit he had ever tasted. Thomas tells me one pineapple plantation raises 300 tons of ripe pines in a day, and it costs \$2 a ton to ship them by the Alameda to San Francisco. Wouldn't it be well to make a contract with Brother Cockroft and the selling firm to ship 1000 tons once every thirty-five days, by the Mariposa, and have her touch at Honolulu for them on her way from Tahiti?

I wonder if New York is going to be as responsive as Chicago seems to be, when I preach: "Go west to Hawaii, young man. Go west till you strike Paradise; then stay there." A real paradise would be a novelty to the average New Yorker, and the New Yorker longs for novelty.

### Railroad Needs Completion.

If the railroad from Hilo to the Volcano House were completed it would mean that the Clark cruisers would spend one more day in the Hawaiian Islands and visit Kilanea. If this road will positively be completed within the next two or three months, I wish the president of the concern would so cable Frank Clark, New York city.

I spent yesterday afternoon with Clark and we talked Hawaii. The cruisers will spend two days in Honolulu. (First party of 700 in January, 1910; second party, February 13 and 14, 1910.)

I have assured Clark that our Outrigger Club will pull off a big regatta on the Sunday afternoon of his arrival, and he insists upon offering cups to be contested for.

I have suggested Hawaiian singers and a chaste old Hawaiian dance in the evening on the Alexander Young roof garden—and Mr. Clark is writing to make arrangements. He would cut out Borneo and include Kilanea if the railway were only completed to the edge of the big crater—in fact, he is anxious to do so, but the transportation of the 700 by stage coach is, of course, impossible. Has the railway sufficient rolling stock to transport 700 at one time, I wonder? Will someone please inform Mr. Clark, for the cruisers are to be annual; in fact, two a year?

I talked Hawaiian Island cruises, but Mr. Clark thought Tahiti should be added and a boat, such as the Korae, chartered; he would touch nothing smaller. Nothing can be done this year, but next year I believe Clark

can be induced to venture such a cruise, and I shall keep on trying to tempt him.

### Wants Signposts.

I hope all of our trails out of Honolulu mainland will every one be well equipped with signposts before the arrival of the cruisers. Clark is ordering forty guides, but the signposts would simplify matters greatly. We talked the signposts, but, of course, it is out of the question to send the 700 up the mountain; the signposts at Waikiki will have to take the place of this trip.

### Hawaiian Edition.

The New Age magazine will probably get out a freely-illustrated Hawaiian edition during the year. Editor Moor and I talked it over this morning, and maybe he will join our party next summer and visit the Islands; at any rate, we are to meet again in a few days to talk Hawaiian edition.

Clark and I stop at the same hotel, the Girard. They make good coffee there, and I am sending for some real, raw Kona. Our tables adjoin, and at breakfast we talk on things Hawaiian. I have suggested that when the 700 land in Honolulu, that instead of procuring two car tickets a day per head, that arrangements be made with the street railway company for special berths that will pass the wearer during the day. The object is in part, this, by the way, will be the largest boat that has ever docked at Honolulu. Mr. Clark is anxious to make this arrangement, and I am willing to justify, for he realizes that it is impossible to secure carriages and autos for 700 people, although many will secure vehicles independently. If, however, the carriages and autos for 700 to the Pall can be secured, Mr. Clark will be pleased to arrange. Will Mr. Thurston please bring up the matter of "pass berths" before the street railway committee and have them notify Mr. Clark?

This morning I presented Clark with a plan for a hundred-day cruise. I have suggested that we Hawaii twice, coming and going. He will take the matter up, and just so soon as the Hawaii-Australasian Bureau is opened in New York, the date of the first cruise will be set. There will probably be at least two a year, but on the first one Mr. Clark relies on Australia, New Zealand and Java to help with the advertising, publicity and promotion work. The more he goes into the Pacific matter the more he realizes the possibilities of the cruise. The magazine men also tell me that there is a tendency of the people to turn their faces Pacificward and they are looking in the direction of Hawaii. I do all I can to encourage them in this idea and am securing orders for many copies.

The Atlantic liners have raised their transatlantic rates and the tourist bureaus are sending tourists across the country instead. The people will not stand for the rate. It was Clark who brought the cost of the Mediterranean cruise (he is sending the Arabia again this year, check full from fifteen dollars a day to five dollars a day, and he intends to do the same on the Pacific. I will send perhaps by the next mail the proposed itinerary of the Round-the-Pacific cruises. The rate will be from \$600 dollars a day up, say \$400 from Honolulu back to Honolulu, including all expenses to Fiji, Samoa, around New Zealand, Tasmania, Australia, New Guinea, Java, Borneo, Philippines, China and Japan. Clark is an American, and the only individual (not a company) in the world today who sends a cruise steamer from America to almost every part of the globe. Many Honolulu people have been on his Oriental cruises; they will be glad to see the Arabia, and the Mediterranean cruise when the Arabia touches at Honolulu.

I am ordering my Commercial Advertiser sent to me at the expense of Frank Clark, Times building, Times Square, New York City, for my own perusal and the perusal of anyone in New York interested in our Hawaiian heart and soul in the Hawaiian-Australasian movement and he can wield a giant's strength in Hawaii's favor.

### Ella Wheeler Wilcox.

While in the Century office today I was hailed with a silver "Aloha," twice repeated. It was our friend Ella Wheeler Wilcox, and how she talked



HOTEL FAIRMONT.

Two years ago, when the fire was raging at its worst, the sight of the classic outlines of the Fairmont Hotel, standing out white against the black clouds of smoke, lent hope to the anxious thousands. When the flames swirled fiercely about it, to many it seemed that the last hope was gone. At that time the Fairmont Hotel was just about to open. Three years of time, and more than three millions of dollars had been spent in the construction of the building and the furnishings and furnishings of its interior. How well the building was constructed is evidenced by the fact that it came out of the stress and trial of both fire and its accompaniments without a single injury other than the complete destruction of everything inflammable to be found inside of its walls.

After the reaction of the first month had passed, work was immediately commenced to rebuild and refurnish the entire building, at a cost of over two million dollars, the work of reconstruction went on. Over a million dollars was spent in interior furnishings and furniture, and the magnificent appointments of the house as it stands today speak well for the care and taste used in the selection. The formal opening of the hotel to the public took place on the 18th of April, 1907, just one year after the catastrophe, at which time the Chamber of Commerce gave a banquet in celebration of the event. On the 21st of April, 1907, the doors were thrown open to the public with a splendid reception, to which nearly all San Francisco came.

The hotel was not fully complete at that time. Some of the rooms on the upper floors were not ready, but when the Palace Hotel Company, which formerly operated the old Palace Hotel on Market street, took hold, determined to push things through, the work went on with amazing rapidity. Today, more than any other building in San Francisco, the Fairmont stands a monument to the energy and determination of her citizens.

In it San Franciscans have a hotel of which they can justly be proud, as in the matter of location, it stands

absolutely unsurpassed in the world. In the matter of appointments, service, and exclusive features, which make hotel life pleasant, it is without peer. The Fairmont Hotel today has capacity for taking care of one thousand guests. Its entertainment features are so numerous and so varied that, as has happened many times, as has happened gatherings, including banquets, balls and public meetings, can be held under its roof at the same time, and under such favorable conditions that one assembly scarcely realizes there is any other in the house.

The view from the Fairmont is such as to make the most blasé and experienced globe-trotter stand in wonder and amazement. From its windows (for every room in this magnificent hotel is an outside room) can be seen the superb panorama of the Golden Gate, the Bay of San Francisco, crowded with ships from all parts of the world, the mountains and hills of Contra Costa County on the other side of the bay, with Mt. Diablo 30 miles to the southeast, and Mt. St. Helena over a hundred miles to the northeast breaking the sky-line. In the immediate foreground of the hotel lies the busy city, in which new steel sky-scrapers are rising in place of the old style business houses which were destroyed.

Chinatown, almost entirely rebuilt in a new and better way, is but a few minutes' walk from the door of the hotel. By means of the various street car lines which pass its doors all parts of the city, the ferries and railroad stations, the banks and exchanges, retail business and theater centers, as well as the residence portions of the city can be easily reached.

The Fairmont Hotel differs from almost any similar institution in the number of unique features which it offers for the entertainment of its guests. Because of this, it is easily the social center of San Francisco; you might say, of the State. Just as the old Palace Hotel, which is now being rebuilt on a new and greater scale at the old site on Market street, was one of the most famous hosteleries of the world, and entertained guests of all nations, so the Fairmont, under the same management which so adequately took care of the affairs of the Palace, is most commo-

Hawaii. She leaves tomorrow for the Caribbean cruise, but on her return is keen for helping to organize a banquet at one of the big hotels where all good friends of Hawaii will meet and talk over the glorious times we have had just when in the tropics.

Mrs. Wilcox has extracted a promise that the drama we were to write on the life of the work before her return to New York early in April. Well, it has been soaking in for

months, and I am conceited enough to believe that it is going to be the best, work either of us have ever put out hands to.

I trust Hilo will urge the completion of the Volcano House railway; it means 1400 tourists a year for Hilo.

In New Zealand and Australia it is possible to arrange a year in advance of the summer with the government tourist bureaus for any kind of excursion inland. I am eager for the time to arrive when this will be possible in Hawaii. The Clark cruisers from the Pacific Islands via Honolulu, open up a new era of travel to the Paradise of the Pacific and I believe the time has now come when the Territorial Government can nicely afford to create a Hawaiian Tourist Bureau that will take care of the stranger after he gets ashore, show him the islands and loan him on a bicycle, and be willing to stay—and how can he help it?

I am preaching the doctrine here, that Hawaii is good enough for any white man, and even better, that he is just as welcome there as is the Oriental. Will the government back me up?

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