

Harbor Board Grants Rowing Clubs a Slip

But Question Is Who Will Pay For Dredging 10,000 Cubic Yards of Earth

A slip, 100 feet by 300, ten feet deep, on the Waikiki side of which the houses of the rowing clubs would be erected and in which swimming meets could be held, will be included by the harbor board in its plans for the new lumber wharf. This the board pledged itself to yesterday afternoon, at a special hearing.

Two points remain to be settled. One, whether there shall be a roadway on the makai end of the slip and wharf, is unimportant. The other, by what means the dredging of the slip shall be financed, is of greater importance, but it appears probable that the territory eventually will finance it one way or another. The cost will be about \$6000.

The plans as first suggested by Campbell Crozier and as backed by the rowing clubs, the Hawaiian Rowing Association and organizations and business houses of the city went through without a hitch. A slight increase in length of the slip, say to 305 feet, probably will be made. If the roadway is not built at the makai end of the wharf and slip there will be plenty of room.

Many Address Board

A motion by Norman Watkins of the board of harbor commissioners and kokoned by W. H. McClellan pledged the board to draw up the plans for the lumber wharf to allow for the slip. In support of the rowing association's plan several men spoke, representing the clubs, the association, the business interests, the Chamber of Commerce, the Rotary Club, the A. A. U.

A. B. Kroll, chairman of the rowing association's committee that carried through the campaign for the slip to a successful finish, explained the plans of the association. A report by Louis S. Cain, engineer, to the board made these recommendations in brief:

That the clubs be granted the area requested; that a portion of the outer deck be placed on piles to prevent stagnation of the water in the slip; that a twenty-foot bridge on piles be placed across the slip at the Fort Armstrong end; that the clubs furnish in writing the approval of the lumber companies and that assurance of the federal authorities be given that the railroad tracks would be moved to federal property and that the removal would be made before any club buildings were erected; that a right-of-way at least twenty feet wide be left in the rear of the club buildings; that the site be granted subject to revocation on two years' notice. Mr. Cain wrote that the width of the storage space on the pier would be decreased to 112 feet by the slip, but that Mr. Kroll, who is in charge of handling lumber from the wharves for Lewers & Cooke, believed this would be ample; that the reduction in cost resulting from the omission of the deck and fill practically would be balanced by the cost of dredging the slip and placing a curtain wall to protect the slip; and that Chairman Charles R. Forbes, prior to his departure for San Francisco recommended a slip 100 yards long and seventy-five feet wide, but that at this time no assurance had been received from the lumber companies that the 112-foot space would be sufficient.

Fort Armstrong Wishes Neighbors

Capt. George T. Perkins, C. A. C., Fort Armstrong, urged that the plan of the clubs be followed. The fort and the clubs are and will be close neighbors; and the captain said that there was a selfish motive in his appearance, because the fort desired that the clubs remain. He suggested that the roadway across the makai end of the slip be abandoned. Jack Young made the same suggestion.

For the Rotary Club, Ed Towse said that the club, at a meeting attended by seventy or eighty per cent of its 110 members, all business men, had approved of the plan and had instructed him to appear in its behalf. Mr. Towse spoke on the necessity of athletics to keep up the physique of the nation's young men, needed in time of war, and of the long history of the rowing clubs and of what the sport had meant here. Raymond C. Brown, secretary of the Chamber of Commerce, spoke in favor of the plan from two points of view—that of the rowing clubs and of the business interests concerned in the handling of lumber. He had investigated the latter, he said, and did not believe that the slip would cause any pilikia.

Outrigger Club Favors

Guy Buttolph of the Outrigger Club told of the recent organization of a club swimming team, which made the club anxious to see a slip constructed in which meets could be held. George Angus of the Mid-Pacific Carnival wished to see a slip provided. The swimming meets of the Carnival have been among its best features.

A. H. Ford of the Pan-Pacific Club favored the plan. A. E. Larimer of the Y. M. C. A. did likewise, reading a formal letter which stated that the "Y" executive staff unanimously had approved it yesterday. J. Ashman Beavan appeared for the Outrigger Club, reiterated that the club recently had organized a swimming team and urged a 100-yard straightaway course and the carrying through of the original plan.

F. J. Lowrey, president of Lewers & Cooke, said that his company was not opposed to the plan. The lumber, he said, could be handled without trouble.

Commissioner Watkins said that he had no doubt as to the power of the

board to grant the slip, but that he did doubt its power to appropriate money for the dredging of 10,000 yards.

Believes Senate Will Pass

Senator Charles F. Chillingworth followed Mr. Watkins with the statement that an appropriation had been considered. None was made because it was thought well to leave the question to the board, which would acquiesce in the wishes of the public. He believed that the clubs could get the money needed on personal notes of the officers, the money to be repaid by legislative appropriation at the next session. Holdover senators with whom he had spoken had said that they would vote for such an appropriation. This suggestion may be followed, unless the attorney general should rule that the board could do the dredging as an incident to the construction of the wharf. As said, it appears that the saving in expense on the one hand might balance approximately the increased expense. However, this is a question still to be looked into.

Capt. W. R. Foster, harbor master, said that the 112-foot space would be adequate for the handling of lumber and would not interfere except perhaps in forcing a slightly longer haul. The space was more than that of any other wharf, he said. The captain is a member of the Heanani Club. Mr. Kroll said that Pier 7 was 120 feet wide and Pier 6 only eighty.

Chairman W. R. Hobby said that the fill needed for the wharf was 36,700 yards. The material might be had for from five to twenty-five cents a yard, whereas the slip would cost about sixty cents a yard for dredging; but the amount of fill necessary would be cut by about half. C. P. Brown spoke on the width of the slip, asking for the full 100 feet. The houses would project some twenty feet over the water, small boats might be moored in the slip and the launching of a forty-two-foot boat might be attended with risk of damage if the width were decreased.

Prior to Mr. Watkins' formal motion, informed approval of the plan was expressed by Commissioner W. H. McClellan.

ELEVEN MEN HAVE HAD BOXING TITLE

Leonard's Win Over Welsh For Lightweight Championship Leads To Review

(By The Associated Press)

NEW YORK, June 6—The acquisition of the lightweight title by Benny Leonard as a result of his recent knockout victory over Freddy Welsh adds the eleventh name to the undisputed list of championship holders in this class since 1872. Arthur Chambers was the first of lightweight bare knuckle pugilists to establish his claim to the premier position in this class when he defeated Billy Edwards in Canada, September 4, 1872. Chambers generally is accorded the title until 1884, when he retired and was succeeded by Jack Dempsey. The latter soon grew too heavy and advanced to the welterweight division, being succeeded in turn by Jack McAuliffe. He reigned supreme until 1893, when he retired undefeated, being the last of the lightweight champions to lay aside the gloves without a blemish upon his record.

Kid Lavigne, Then Erne

Kid Lavigne then took up the title, and it was not until 1899 that Frank Erne wrested the honors from Lavigne in a twenty-round battle at Buffalo. Some three years later Joe Gans knocked out Erne in a round, and for six years generally was conceded the championship, although Jimmy Britt also claimed it when Gans would not make the weight for him after he had stopped Erne in seven rounds. In the meantime Battling Nelson was rapidly gaining prominence in the division, and after defeating Britt challenged Gans. He lost the first battle on a foul in the forty-second round, but followed with two knockout victories over the negro, and was hailed undisputed title-holder.

Nelson's reign lasted two years, the Dane losing to Ad Wolgast, February 22, 1910, at the end of forty rounds of vicious fighting, when he was both blind and helpless but still on his feet. The referee stopped the battle to save him from further punishment. On November 28, 1912, Willie Ritchie won from Wolgast on a foul in the sixteenth round. Some two years later Ritchie went to London, where he lost his title to Freddie Welsh at the end of a twenty-round bout on the referee's decision. Welsh stayed off defeat for three years, and it was not until his third ten-round battle with Leonard that he was forced to give up the championship.

First Three Undefeated

Not including Leonard's record, it will be seen that in forty five years there have been just ten undisputed title-holders and that the average time of championship possession has been about four and a half years. Chambers, the first of the chain, generally is conceded to have held the honor with little opposition for a period of about twelve years. McAuliffe had an absolutely clear claim to the title for eight years, and was followed in point of duration by Lavigne and Gans. The first three champions retired or outgrew the class, but after McAuliffe's time the title passed from holder to holder as a result of a knockout or referee's decision.

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