

# The Hawaiian Star

DAILY AND SEMI-WEEKLY.

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GEORGE F. HENSHALL .....MANAGER

SATURDAY ..... JANUARY 23, 1909

### EVERYBODY ON BOTH SIDES.

It appears that the community is "on both sides" of the coastwise suspension matter. As this paper urged, yesterday's meeting coupled with its request for suspension of the coastwise laws a strong support of the subsidy proposition. In his address to the meeting Governor Frear said, "we are only asking for temporary relief." Mr. L. A. Thurston, in the course of his remarks, referred to the foreign steamers as "temporary boats," and the resolutions formally adopted by the meeting and cabled to Washington urge a subsidy and clearly bring out the proposition that what is wanted is encouragement of American shipping enterprises, not permanent exemption from coastwise regulations.

### THOSE OLD BRITISH CLAIMS.

Are the "British claims" at last about to be adjudicated? Some of those interested think they are, in view of a report that Secretary Root hopes to settle various matters of this sort before he retires. The following is a Washington dispatch on the subject:

Before Secretary Root retires from the office of Secretary of State, about the middle of January, he expects to sign three treaties with Mr. Bryce, British Ambassador to the United States, settling long standing questions of dispute between the United States and Great Britain. One of these is the New Foundland fishery dispute, which is to be submitted to The Hague court for arbitration. Another refers to the rights of the citizens of the two countries to the use of the boundary waters between the United States and Canada, and a third relates to pecuniary claims.

It is one of the absurdities of international law and custom that claims like these should remain for years unsettled one way or another. Several of the claimants have died now, and if they were entitled to anything are beyond the reach of the justice due them.

### A CONSTANTLY RECURRING SCANDAL.

The report of M. T. Simonton, clerk to Judge Robinson, on delayed estates in the local courts, touches upon one of the most scandalous conditions existing in connection with local government affairs. It is a looseness of system which has led to the most miserable kind of dishonesty, that which cheats widows and orphans. There doesn't appear to be anything in the law preventing estates of deceased persons being indefinitely tied up. In any kind of litigation slow proceedings may amount absolutely to a denial of justice, but in no cases is this more completely true than in the matter of probating estates or handling trust estates. Cases might be cited in which they have dwindled away in the hands of administrators who never reported on them. The Maui circuit has just supplied an example of an estate whose beneficiaries suffered for the necessities of life while the money of the estate was loaned out. In all such matters there should be an absolute rule compelling administrators or trustees to report regularly, and it should be enforced.

A majority of the members of the Merchants' Association who recently passed resolutions against the coastwise suspension were present at the meeting yesterday and concurred in the resolutions asking for suspension. For the sake of consistency therefore and to relieve Delegate Kuhio's secretary, Mr. McClellan, of an embarrassing dilemma, the Association should formally reverse itself. McClellan represents both the Chamber of Commerce and the Merchants' Association. As the matter stands one body has instructed him one way and the other body has given instructions just the opposite.

It appears that the present local liquor law is going to be attacked from two sides. Some of the liquor interests want to amend the law to take away the arbitrary powers of the liquor commissioners, while on the other hand there are various zealous workers who want to campaign for local option. The best thing the community can do is to stand emphatically for a retention of the present law. Its operation almost amounts to local option anyhow, and it is the best system ever devised here for regulation of the saloons. No system can be perfect, but a law which General Woolley declared to be the best that any American state or territory had adopted must be a pretty good regulation system. Certain it is that conditions have improved under its operation.

## LINERS FROM WEST AND EAST

Two liners in the Pacific Mail service arrived in port this morning. The Asia, which belongs to the O. & O. Company but under charter to the Pacific Mail, reached the Heckfeld dock about 8:30. Half an hour later the China docked at the Channel wharf from San Francisco. This afternoon at 4 o'clock the Asia will depart for San Francisco and at 5:30 the China will get away for the Orient. As both vessels brought freight there was a hustling of stevedores along the front during the day.

The Asia, which, owing to the appearance of larger steamers on the Orient, is now a "second rater," had a very rough voyage from Yokohama. She sailed from that port on the 13th and almost immediately ran into rough seas which stayed with her

until within a couple of days of Honolulu. The China, which sailed from San Francisco at 5 p. m. of the 16th, had excellent weather all the way. There was little wind to bother and scarcely any rain. Purser Freeman describes the voyage as exceptionally pleasant. Among the passengers by the Asia is A. J. Francis, the promoter, who is taking the famous constabulary band of the Philippines to the States and for a world tour. This band, which contains about eighty-five pieces, will pass through here on the next transport. Mr. Francis started out immediately this morning to arrange for a series of concerts to be given by it here after the transport arrives. Mr. Francis believes he has a star attraction in the constabulary band, which already has some reputation abroad for musical stunting.

P. G. Bird and Harry Bill, both accompanied by their wives, stop over in Honolulu for the next boat to the Coast. The gentlemen are connected with the Bird, Archer Company, a large wholesale concern of New York. They have been out to Hongkong and other Oriental ports on a mixed pleasure and business visit. F. Clotworthy is a newspaper man

of note who was in Honolulu with the Atlantic fleet last summer. He left the fleet in the Philippines, took a trip through the Straits Settlements, China and Japan, and is now homeward bound.

Dan O'Connell, a Manila newspaper man, is also a passenger for San Francisco.

The China carries few passengers and none of them are of especial note. James J. Dole, for Honolulu, is a nephew of Judge Dole.

W. C. Brunner, a passenger for Hongkong, represents the San Francisco Examiner, and goes to the Far East to do special work for his paper. He is accompanied by his wife.

## ROAD ACCOUNTS UP TO AUDITOR

The Board of Supervisors yesterday afternoon passed over the head of the Mayor salary demands presented by the roads, bridges and parks committee, the demands amounting to \$881.50 and being for wages due employees under Tom Cummins' road overseer. Engineer Gere, Park Superintendent Young and the garbage bureau.

Having passed the demands, the Board passed a motion calling upon Auditor Bicknell to issue warrants for the amounts on the Treasurer for their payment.

Supervisor Cox stated that he would present police payrolls today.

Whether or not an old fire engine belongs to the County or the Territory took up a lot of discussion, but finally "China No. 5" was allowed to go into the hands of the Public Works to do with as it will, to send to another island is so desired.

## THE ELDER MR. FAIRCHILD DEAD

George E. Fairchild, father of Manager George H. Fairchild of Makee Sugar Co., died suddenly in Oakland on January 8. His estate is estimated at \$200,000. Mr. Fairchild was manager of Makee Sugar Co.'s plantation store twenty years ago when Geo. Dole and John Blaisdell respectively managed the Kealia and Kapaun sides of the plantation. Later he was manager of three other plantations. He left the islands a good many years ago but has been a visitor here since. Mr. Fairchild was very highly esteemed in

the councils of the planters as well as the community in general. His demeanor was always cordial and gentlemanly.

### METHODIST CHURCH.

"Are There More Women in Heaven Than Men, or Service and Sex?" will be Rev. John W. Wadman's subject tomorrow morning at 11 o'clock in the Methodist church, corner of Beretania avenue and Miller street. In the evening at 7:30 he will speak on "Men of Wealth and the Laboring Man," with special reference to the labor question as it exists today, here and on the mainland. The public is cordially invited.

### MRS. COOPER LEAVING.

Mrs. Chas. B. Cooper is expecting to leave on the Mongolia for a trip of several months duration. After visiting friends in Washington and New York, she will join Mr. and Mrs. Herman Focke in New York in March and tour Europe, visiting the principal music and art centers.

Fukuda Tatsuda, under life sentence for murder in the second degree, has been pronounced a leper and will serve his time in the jail at the Leper Settlement.

EUREKA, January 11.—The steamers F. A. Kilburn and Ravalli were the only arrivals today and the City of Topeka for San Francisco was the only departure. Sunday the City of Topeka, Ronoke, Acme, Despatch and J. J. Leggie arrived and the steamers Ronoke and George W. Elder and barkentine Mary Winkelman departed. The Winkelman sailed for Honolulu with 494,641 feet of redwood valued at \$10,102.16 and consisting of 20,000 feet of posts, 469,641 feet of lumber and 50,000 shingles.

The historic bark Annie Johnson, Captain Nilsen, of the Matson Navigation Company is lying at Howard-street wharf 3, where a new foremast will be put into her. Smith-Rice Company, the wreckers, were engaged yesterday in unshipping the old mast in a manner which attracted attention by those who visited the front. Two of the yards were placed in position so that a leverage could be had from them to hoist the mast from its resting place and the task was accomplished with remarkable dispatch. The old mast, which is rotten, will be replaced with a new one, using the old yards. The mainmast is to be inspected, but it is believed to be still seaworthy. The job is to be completed in six days.

February 6, Tag Day, will interest everybody.

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