

# The Hawaiian Star

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GEORGE F. HENSHALL .....MANAGER  
SATURDAY.....MAY 15, 1909

### A PROBLEM SOLVED.

Some people have wondered what the Woman's Conservation Congress should do to produce tangible results from its imposing membership list and the agitation that brought it into being. For quite a quarter of a century the local press has been advocating conservation in these islands. The Government has been doing a respectable amount of work in that line, with an increasing aid of science as well as of money in recent years, for about the same period of time. Forestry, with the objects of water conservation and intrinsic forest wealth both, has been a special department of united as well as individual endeavor, on the part of the sugar planters nearly as long. Finally, the Legislature of this year ratified a compact between the Government and the planters, or at least the financial interests identified with our leading industry, to carry out conservation methods on a larger scale and with more scientific direction than ever before in Hawaii.

Therefore, curiosity was naturally aroused regarding just the particular line of effort the league of women, organized with much flutter of millinery and voluminous output of eloquent sentiment, was going to take to make trees grow and water run where those phenomena had theretofore been lacking. While the hush of expectancy on this score was fast becoming deep enough to be felt, lo, the Board of Supervisors of the County of Hawaii has suddenly relieved the suspense. While valiantly standing off the array of planters and traders on the proposition of hiring a \$300 a month engineer to direct the building of the county roads, the Supervisors have put themselves in the front rank of up-to-date uplifters by making common cause with the Woman's Conservation Congress. They simply but in courtly manner direct the ladies of that organization how they can make it useful. The fair reformers are asked to plant trees and shrubs and flowers in the parks and along the boulevards of the shiretown. It is a good idea. If adopted by the gentle membership throughout the group, for the benefit of all the towns and chief highways, it will justify the energy, in itself admirable, of organizing the Congress while going far to redeem the good name of the government of the County of Hawaii which has originated so practical a solution of the before-mentioned embarrassing problem.

In an editorial on the Oahu strikes the Maui News says: "The Japs may be doing the country a good turn by being the cause of extra efforts to get into the country a different class of labor to what we now have. A few thousand more Portuguese laborers would be a great boon to Hawaii." This may be set down as a word to the wise, not only among the fomenters of the trouble but those who are withholding influence that might end it.

### NEW ZEALAND TO THE RESCUE.

Plucky little New Zealand has never failed to step into the breach when steam communication between America and the Colonies needed saving. Over and over again when the Australian governments were balking on subsidies, New Zealand took the lead and fairly shamed her neighbors of the continental island into following suit. Once at least, when they had absolutely withdrawn, New Zealand effected a combination between her own Union Steamship Company and the Oceanic Steamship Company of San Francisco whereby the service was continued. When the Canadian-Australian Line started it did not include New Zealand, but after a while she secured a place in the service. Now, when it had become problematic whether the Dominion of Canada and the Commonwealth of Australia were going to continue aid to the line, it is announced that New Zealand which has within a few years past taken on the rank of a Dominion, has decided to continue her subsidy to the service. In all probability Australia and Canada will follow her example. The latest news about the All-Red project for the Atlantic and the Pacific is favorable, after a long period in which it has been held in abeyance between the Imperial and the colonial statesmen. With any prospect of this great scheme for aiding to weld the Empire into increased homogeneity for commerce and

defense coming to a head, the British self-governing countries interested therein are not likely to abandon the Pacific nucleus of the two-ocean steam service, connected by the Transcanadian railway systems, which is proposed.

With the matter of an invitation to the President to visit Hawaii amongst the "important business" announced for its quarterly meeting, the Honolulu Merchants' Association nevertheless failed to assemble a quorum. One should think that the barest chance of fetching a visit from President Taft would have brought out every member.

Probably the Honolulu Merchants' Association is not dead, but it certainly presents an alarming condition of suspended animation.

Agitate till the last faint hope expires for a Presidential visit.

A special invitation from the City and County of Honolulu to the President is in order.

Part of the battle is won when President Taft says he will consider the matter of visiting Hawaii. Every moment now until he reaches a decision should be a busy one for the people of Honolulu, individually and by organizations.

Former Vice-President Fairbanks' reception by the people of Honolulu and the Territory may be taken as a dim foreshadowing of how President Taft will be welcomed.

If Mr. Carnegie does not give the money there will be a chance for some local man to provide a building for the Library of Hawaii from wealth taken out of the Hawaiian soil.

## JOHNSON AT SEA ON DRY LAND.

"Stop her! Back her! What's the matter with that d---engineer." Cries of this kind could be heard in the vicinity of the Seaside this morning. The inhabitants of the cottages on the block bounded by Lewers Road, Kalakaua Avenue and the old Beach road rushed to the windows to see what was the matter. Nothing appeared wrong, though they saw an automobile going past at a high rate of speed. In a couple of moments the same scene was repeated, then again the machine dashed past. Immediately the news was spread that there was an endurance race going on and that the block mentioned had been chosen as the course. Finally someone shouted "Why, it's Captain Pete Johnson, of the Hilonian, I didn't know he could run an auto."

Sure enough it was Captain Johnson but he certainly could run an auto. The only trouble was that he couldn't stop it. When it comes to navigating Captain Johnson is strong. His full pilot's license entitles him to handle any sized craft, but he has never obtained an engineer's license. He vainly tried to find the handle of the gong with which to give the signal of one bell to the engine room, but not being on the bridge of the Hilonian he was at sea, though still on dry land. There was no quartermaster on board to send with a message and T. H. Petrie, the owner of the craft, was lying on the grass in convulsions as he watched his machine speeding around the Seaside block.

Finally Petrie recovered sufficiently

to make a running jump for the machine as it came in sight on its twenty-third round of the course and soon the auto was under control. Johnson at once resigned his job and asked to be put back on the bridge of the Hilonian where he thought he would feel more at home.

It seems that this morning Petrie and Johnson started to come downtown in the former's auto and after it had been cranked someone called the owner one side, leaving Johnson seated in the benzine barouche. He knew how to start the tarnation thing going and did, but when it came to stopping he was in pilikia. Hence the above account which is well vouched for.

## LATEST SHIPPING

Saturday, May 15, 1909.

Brisbane—Sailed, May 13, S. S. Makura, for Honolulu.  
Seattle—Sailed, May 14, S. S. Texan, for Honolulu.  
San Francisco—Sailed, May 14, S. S. Lurline, for Honolulu.  
San Francisco—Sailed, May 15, (noon), S. S. Alameda, for Honolulu.  
Delaware Breakwater—Arrived, May 15, Bk. Nuuanu, from Kaanapali, Jan. 20.  
Eureka—Sailed, May 15, Sch. A. J. Olsen, for Honolulu.  
Mahukona—Arrived, May 13, Sch. O. M. Keflog, from Everett.  
Mahukona—Sailed, May 13, Sch. J. H. Bruce, for San Francisco.  
Newcastle—Sailed, May 8, S. S. Yeddo, for Honolulu.  
Hilo—Arrived, May 10, S. S. Enterprise, from San Francisco.  
Port Allen—Arrived, May 14, S. S. Pleiades, from Kahului.  
Honolulu—Arrived May 14, shp. Glenholm, from Nitrate ports.

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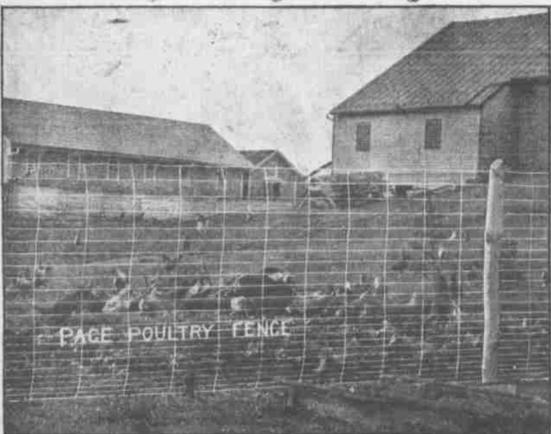
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