

The Hawaiian Star

DAILY AND SEMI-WEEKLY.

Published every afternoon (except Sunday) by the HAWAIIAN STAR NEWSPAPER ASSOCIATION.

SUBSCRIPTION RATES:

Local, per annum \$ 8.00
Foreign, per annum 12.00
Payable in Advance.

Entered at Post Office at Honolulu, Hawaii, as second class mail matter.

Subscribers who do not get their papers regularly will confer a favor by notifying the Star Office; Telephone 365.

The Supreme Court of the Territory of Hawaii has declared both THE HAWAIIAN STAR (Daily) and THE SEMI-WEEKLY STAR newspapers of general circulation throughout the Territory of Hawaii, (suitable for advertising proceedings, orders, judgments and decrees entered or rendered in the Courts of the Territory of Hawaii.)

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GEORGE F. HENSHALL.....MANAGER
WEDNESDAY.....AUGUST 11, 1909

As near as can be made out from the dispatches on the subject Count Zeppelin appears to be recovering from a rumor that he was dead.

Really, it seems almost to be getting necessary to remind some people that the purpose to which the news columns of a newspaper are devoted is supplying the news.

No wonder Kona had a school house riot when the Acherleys were on the spot.

In San Francisco, a citizen who started to build his home with Asiatic labor would very promptly get a lesson that would teach him a bit of enforced patriotism. That city may have carried unreasonable prejudices too far, but it may be noted that California does not seem any longer to be in danger of Japanization.

The jag juror wouldn't have hung the jury either way anyhow. It would have made the time between drinks too long.

A GOOD PLANTERS' POLICY.

It is good news that the planters are still giving chances to the strikebreakers, and that they are refusing to take back the known leaders of the agitation which led to the outrageous strike. We say outrageous because on the first plantation the men walked out, admitting having been well treated, without even giving notice or stating a grievance or a demand, and on another they left the whole machinery of a mill running unattended. We hope to see as many of the strike breaking employees looked after as is possible. Some of them are fit for the responsible positions which the striking laborers showed themselves unfit for.

Honolulu's "building boom" is making good times along River street.

General Manager Schwerin of the Pacific Mail says that Japanese steamers get \$90,000 a trip subsidy and that if Honolulu will see that his steamers get that amount he would spend half of it here. Of course he is speaking of the trip from San Francisco to the Orient and back. If the same proposition, proportionately to the length of the trip, holds good for a big local boat, it might be worth considering.

They may say what they like about the wonderberry, but for ready grafting and abundant production of suckers there's nothing like the marquisqueensberry. The only trouble with it is that it has to be planted in a ring.

Ex-Forester Pinchot's sensational address, as it is called in the cablegram, before the National Irrigation Congress at Spokane, in which he alleged the existence of a waterpower trust, is not a new revelation. Magazine writers have been sounding a loud warning on the subject. Some of the disclosures are startling—not merely those showing the complaisant surrendering of incalculably valuable water rights to grabbers, by different states, and those showing the links joining the existing trusts to the waterpower combination, but some of the methods employed to crush independent producers of waterpower on a small scale are quite as damnable as the Nightrider tactics. Men of engineering skill, of forethought and enterprise, who had staked everything they possessed, with borrowed capital besides, in the development of power for promising localities have been ruined and actually driven into untimely graves by the large financial freebooters who are working out a scheme to monopolize the greatest industrial factor of the future, which is waterpower, over the whole of the United States.

NO MORE BILLBOARDS IN NATIONAL CAPITAL

WASHINGTON, July 22.—No more billboards in the National Capital.

Permits for additional advertising fences and for the painting of advertising on walls of buildings will be refused in the future if a motion made by Commissioner West today is approved by his colleagues on the board of District Commissioners. Engineer Commissioner Judson has announced that he will support such a motion, and that indicates that the die is cast against the billboards.

But the move against the marring of the city's beauty by an over abundance of advertising signs is to go even further.

Besides recommending that the Commissioners decline to issue any more permits for billboards or for signs on walls of houses, Commissioner West further suggests that the corporation counsel determine the power of the Commissioners to revoke permits for such signs already issued. This is also expected to be approved by the District board.

Foreseeing the sightliness of the city seriously marred by innumerable and variegated signs, Commissioner West determined on this action this morning after investigating the number of permits for signs issued recently by the Commissioners and after an inspection trip around the city.

He found from the records, he announced today, that in the last six months the Commissioners have issued permits for the covering of 182 walls of houses with advertisements and for the erection of fifty-six fences for huge display posters. This means that every day one wall in the District in the past half year has been covered with good words for food, clothing or patent medicines, and that a new billboard has been constructed every three days. Besides that, he declared, his desk is covered with applications for further signs.

Yesterday afternoon Commissioner West and Engineer Commissioner Judson went out on an inspection trip around the city. In the vicinity of the Union station special attention was given to the advertising signs, and it was found that there are about twelve houses facing the terminal that are covered with advertisements. Steps have already been taken by the Commissioners to have the billboards in that

vicinity removed and others prohibited, and Corporation Counsel E. H. Thomas will now be asked to determine the power of the Commissioners to revoke permits for painting advertisements on walls, with the ultimate object of wiping out the signs near the Union station and the plaza.

Many letters have reached Commissioner West commending his activity against billboards in the National Capital. One from a prominent business man says that he once heard a lecture on the billboards of Washington at a distant city, and that at its conclusion he really felt ashamed of the city.

Commissioner West's motion to the Board of Commissioners affecting the granting of further permits for billposting is:

"An examination of the records shows that from January 1 to July 15 of the current year the Commissioners have granted permits to paint advertisements upon 182 walls of houses and to allow the erection of fifty-six fences for billposting purposes. In addition to this, there are now pending before the Commissioners applications for permits for five additional fences and for five additional walls of various premises. At the rate applications for these permits have been received the time will not be far distant when the sightliness of the city will be seriously marred by innumerable variegated signs.

"It seems to me, therefore, that the time has arrived when the Commissioners can, in the exercise of a wise discretion, decline to issue any more permits, either for billboards or for signs upon the walls of houses, and I move that all such applications upon which action has not been taken, or for which formal orders have not yet been issued, be not acted upon.

"I further move that the corporation counsel be directed to advise the Commissioners as to their power to revoke such permits for such billboards and signs as in their judgment ought no longer to be maintained."

Commissioner West was called upon this morning by J. E. Shoemaker, president of the Washington Bill Posting Company, who stated that notwithstanding the fact that the large billboard at Massachusetts avenue and North Capitol street was in existence prior to the erection of Union street, he would willingly agree to have it removed at once, and that also all advertisements upon walls which his company has placed upon houses fronting the Union station would be painted out.

Mr. Shoemaker stated that the competition between the firms that erect billboards and paint signs upon houses had been very keen, and that this accounted for the large increase in the applications for permits, but his company had deliberately refused to enter into contract for the painting of a large number of these signs, believing that if the work was overdone public sentiment would be aroused against it.

ST. LOUIS OFFICERS NOT TO BE ARRESTED ON SMUGGLING CHARGE

"No warrants have been issued against any of the officers or crew of the cruiser St. Louis," District Attorney Breckons stated at noon.

"A complaint will be made against one of the petty officers—his name is Perkins—which it is hoped will bring out an explanation of the whole affair."

This information was gained in reply to a question as to whether anything was doing about the charges of smuggling fired off by Collector E. R. Stackable on board the St. Louis, implicating officers of the cruiser, yesterday at the very time Governor Frear was calling on Captain Gleaves. Mr. Stackable having made his visit at that inopportune moment for seeing the commander relative to the alleged landing, without entry or payment of duty at the custom house, of quantities of Samoan tapa and curios, was, according to a published report, asked to await the convenience of Captain Gleaves in a small cabin to which he was directed. It was rather quarters for any long wait and the collector of customs became heated in temper as well as otherwise at

ter a few minutes, and left the room for the deck where the officer of the deck espied him and sent an orderly to order him off and back to the seclusion of the little cabin.

This was too much for the civil official of the United States and he proclaimed to the whole deck of naval officers that he had come aboard to see the captain about that smuggling. He would not wait but go ashore and have the whole bunch arrested.

And ashore he went to see the United States attorney about the arresting part, but as will be seen above the attorney is not taking any rash course in the matter.

LOCAL ITEM.

"Since the price of flour has acquired the airship habit," wrote the village editor, "only the wealthy can afford to eat pie with an 'upper crust.' The poor must go back to the single-decked squash and custard."

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1909 FRANKLIN RECORD CONTEST
HARRISBURG RELIABILITY AND ENDURANCE TEST.—Franklin Model D won the Governor's Trophy, the highest award of the contest. In this run the Franklin's nearest competitor had 96 points penalization.

NEW YORK AUTOMOBILE TRADE ASSOCIATION ONE-GALLON MILEAGE CONTEST.—The Franklin won its class prize, also grand prize, and established a world's economy record by carrying the greatest load the greatest distance on one gallon of gasoline.

PITTSBURG ENDURANCE RUN.—Franklin Model D was the only automobile to make the run of 450 miles without penalization for repairs or adjustments.

WORCESTER RELIABILITY TRIAL.—Franklin Model D won the only perfect score. The technical examination after the contest eliminated thirteen contestants who had clean road scores.

CLEVELAND ENDURANCE AND ECONOMY CONTEST.—Franklin Model D won the highest award. It had a perfect road score and also the lowest gasoline consumption.

CHICAGO 1000-MILE RELIABILITY TEST.—Franklin Model D won a perfect score. The technical examination after the contest caused the penalization of many entrants.

BRETTON WOODS RELIABILITY RUN.—Franklin Model D won a perfect score. In this run it was the only 1909 stock model that was shipped direct from the factory to the contest route. It went through the 1600-mile grid without a single adjustment.

GLIDDEN TOUR.—Franklin Model D and Model H both won perfect scores. In this contest they were acknowledged to be the easiest-riding of all motor-cars, and they had no tire trouble.

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