

# THE HAWAIIAN STAR

DAILY AND SEMI-WEEKLY.

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L. D. TIMMONS, MANAGER.  
Business office telephone, 2365; postoffice box, 366.

## Oceanic Steamship Company

### Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
MAY 20	MAY 26	MAY 31	JUNE 6
JUNE 10	JUNE 16	JUNE 21	JUNE 27
JULY 1	JULY 7	JULY 12	JULY 18
JULY 22	JULY 28	AUG. 2	AUG. 8
AUG. 12	AUG. 18	AUG. 23	AUG. 29
SEPT. 2	SEPT. 8	SEPT. 13	SEPT. 19
SEPT. 23	SEPT. 29	OCT. 4	OCT. 10

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.  
Reservations will not be held later than Forty-eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

## C Brewer & Co., Ltd.

GENERAL AGENTS.

## Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA	FOR VANCOUVER.
ZEALANDIA.....MAY 26	MARAMA.....MAY 23
MAKURA.....APRIL 28	MAKURA.....JUNE 20

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

## Theo. H. Davies & Co., Ltd., Gen'l Agents

## Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO
S. S. MANCHURIA.....MAY 22	S. S. MONGOLIA.....MAY 20
S. S. MONGOLIA.....JUNE 12	S. S. PERSIA.....JUNE 9
S. S. PERSIA.....JULY 9	S. S. KOREA.....JUNE 17
S. S. KOREA.....JULY 11	S. S. SIBERIA.....JUNE 30

\*Will call at Manila.

For general information apply to

## H. Hackfeld & Co., - - - - - Agents

## Matson Navigation Co.'s Schedule, 1911

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco.	Sail for San Francisco.
S. S. WILHELMINA.....MAY 16	S. S. HONOLULAN.....MAY 12
S. S. LURLINE.....MAY 20	S. S. WILHELMINA.....MAY 24
S. S. HONOLULAN.....JUNE 3	S. S. LURLINE.....MAY 29
S. S. WILHELMINA.....JUNE 13	S. S. HONOLULAN.....JUNE 13
	S. S. WILHELMINA.....JUNE 21

The S. S. Hilonian of this line sails from Seattle for Honolulu direct on or about May 20, 1911.

CASTLE & COOKE, LTD. GENERAL AGENTS

## American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:
S. S. MEXICAN to sail about.....May 21
S. S. MISSOURIAN to sail about.....June 2nd.
S. S. COLUMBIAN to sail about.....June 14

For further information apply to  
H. HACKFELD & CO, LTD, Agents, Honolulu.

C. P. MORSE, General Freight Agent.

## Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
S. S. CHIYO MARU.....MAY 20th	S. S. AMERICA MARU.....MAY 26th
S. S. AMERICA MARU.....JUNE 20th	S. S. TENYO MARU.....JUNE 2
S. S. TENYO MARU.....JUNE 27th	S. S. NIPPON MARU.....JUNE 23

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### UNION PACIFIC TRANSFER CO., LTD

Furniture Moving, Packers and Shippers of Household Goods. Shipping and Custom House Papers made out and all details attended to.  
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# Shipping And Waterfront News

(Additional Shipping on Page Five.)

## CHINA IS AGAIN SEARCHED FOR OPIUM

When the China came through here from the Orient the Customs authorities received word that there would be an attempt to smuggle some opium ashore. The usual vigilance was augmented by a thorough search of the ship. Several of the customs men were put to work to search. They were dressed in denim overalls, and armed with lanterns and prying devices. Every corner of the ship was searched, and eventually several tins of opium were found. Captain Emory Rice was promptly fined, and the ship proceeded on her way, after having been held for half an hour. It was felt then that there was more opium there, but time precluded the officers from making the search as far afield as was intended.

No word was received here that any opium had been smuggled ashore, so it seemed reasonable to assume that the poppy drug was still there. Accordingly before the China was tied up this morning another gang, or it might have been the same one for it looked so much like the other, was ready to board her, and begin searching right away. The search was kept up until eleven o'clock, when it was evident that if there was any opium on board it had been effectively concealed, so the men were withdrawn, not having come across a single tin. Whether there was any more than that found on the last trip cannot be said. It may be true that the owners had been successful in smuggling it ashore in San Francisco.

**Pacific Mail's Youngest Captain.**  
Chronicle, May 9.—The distinction of being the youngest commander of the Pacific Mail service belongs to Captain Emory Rice, who will begin his third voyage as master of the liner China when she steams out tomorrow for far eastern ports. Captain Rice, who is 34 years of age, stepped into the shoes of "Ninety-Fathom" Daniel Friele, the commodore of the Pacific Mail fleet, when the latter was placed on the retired list recently, after nearly half a century of service on the transpacific run. The China will take out a large list of passengers and a full cargo of general freight for the various ports of call. G. A. Cleghorn, who was transferred to the Siberia as freight clerk, will be succeeded by G. Caldwell, formerly storekeeper on the Manchuria.

**Called at Midway Island.**  
Chronicle, May 9.—Sending a boat ashore at Midway Island to get some fresh fruit and provisions, the officers of the British bark Antiope, arriving yesterday from Newcastle, Aus., found that the few inhabitants of the lonely cable station had received no supplies from the outside since last Christmas. Although they were short themselves those on the island gave the Antiope some provender. The Antiope brought 2073 tons of coal to Hind, Rolph & Co. Captain Mathieson reported head winds and long spells of calms to account for the slow passage of eighty-seven days, during which 10,000 miles were logged. The call at Midway Island was made on April 4. Two weeks later the bark passed through great masses of "Portuguese man-of-war," a strange species of sea life found in tropical waters.

**Crook Laid Off.**  
Chronicle, May 9.—The United States army transport Crook, which returned a few weeks ago from the Philippines, where she was in the inter-island service, has been ordered out of commission. She came in from the stream yesterday and took a berth at the Folsom street wharf, whence she will be stripped preparatory to being sent out into the lower bay for a rest of many months. Before going into active service again the Crook will have to receive considerable repairs, for which, at present, there are no funds available.

The troop ship Logan, Captain Stinson, which is expected home Friday from Manila, will be laid up for a short time on her arrival to undergo a general overhauling. The June transport sailing will be taken by the Buford, which returned recently from a special trip to China with provisions for the famine sufferers.

The Logan is bringing the usual list of cabin passengers, troops and casuals. The organizations include Battery Seven of the Second Field Artillery and Companies Fifty, Fifty-one, Fifty-four and Fifty-five of the coast artillery corps, which have completed their tours of duty in the islands and are destined for forts in the East.

**Crown of Castile For Honolulu.**  
Advances have been received by Fred L. Waldron that the S. S. Crown of Castile will load at London, Bremen, Antwerp, Glasgow and Liverpool during June for this port. Considerable space has already been reserved

for Honolulu and if enough encouragement is given this voyage it is probable a regular line will be established. The steamers in the Harrison line are all A 1, making about thirteen knots and quick discharge. It is expected that the Crown of Castile will make the voyage out in seventy days. Full information can be obtained at F. L. Waldron's office.

**Lurline on the Mud.**  
San Francisco Chronicle, May 4.—While shifting from pier 38 to the Western Sugar Refinery yesterday morning to discharge a part cargo of raw sugar, the Matson steamer Lurline, which arrived Tuesday night from the islands, got stuck in the mud off the Union Iron Works. The steamer spent the afternoon resting on the soft bank and did not get afloat again until high water in the afternoon. The Lurline discharged her forty-five passengers early yesterday morning after an uneventful passage up. Captain Weedon and his officers had plenty to keep them busy in addition to navigating the vessel, the source of their anxiety being the unusual number of small children on board. Seeing that the little tots did not tumble down into the engine-room or roll over the side was the principal pastime of the officers.

**Wilhelmina With Schoolgirls.**  
The Wilhelmina is usually known as the "brideship." This time she was a large number of girls returning from schools on the mainland to their homes in the islands for vacations. Naturally, the Wilhelmina was a lively ship on the way over. After the first night out of San Francisco, the weather was extremely favorable, and the rest of the trip was ideal. The deck was occupied by a happy crowd of young and old, who played all sorts of games, and wound up last night with a mock marriage. It was indeed an excellent trip.

It would seem that the cholera scare is abating, for there were seventy cabin passengers and thirteen in the steerage. There were many tourists, and some were prominent island people returning from holidays on the mainland.

There was a big cargo, and this included a record shipment of beef for here, there being no fewer than 60,000 pounds of fresh beef in the chambers. The rest of the cargo was general, for it embraced feed, fertilizer and 800 tons of cement for the Hawaiian Dredging Co. This is a part of an order for 3,000 tons. In all there were for Honolulu 2,800 tons, for Hilo, 1,200 tons, chiefly fertilizer. There were 342 bags of mail.

All the crew seemed happy, for there were no quarantine restrictions on the boat, and they did not have to look forward to any when they returned from Hilo, as they did on several previous trips.

**Kukui on Repairing Mission.**  
The lighthouse tender Kukui left at daybreak today for Hawaii, where she will effect some necessary repairs along the coast, as well as replenish some of the reservoirs that have become almost empty. She will be away about a week.

### PASSENGERS.

Per S. S. China, from San Francisco, May 16.—B. M. Alexander, Miss Winifred Brailsford, Mr. and Mrs. E. Bretell, Mrs. Albert E. Clay, O. J. Clomcon, W. J. Conroy, Frank Coombs, Mr. and Mrs. J. S. Dinkelspiel, W. Duisenberg, Mr. and Mrs. W. F. Enders, H. R. May, Miss L. May, Miss A. May, Miss Myrtle Radcliffe, Mr. and Mrs. A. H.

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### TIDES, SUN AND MOON.

Full moon, May 12, at 7:38 p. m.

DATE	High Tide Large	Hi. of Tide	Low Tide Small	Low Tide Large	sun rises	sun sets	Moon rises and sets
P. M.	H.	A. M.	P. M.	P. M.			sets
28	1:37	1:3	0:15	7:00	8:25	5:23	0:37
9	2:10	1:4	1:10	7:25	8:22	5:20	0:30
10	2:45	1:6	1:50	7:30	8:14	5:22	0:31
11	3:18	1:8	2:54	8:10	8:04	5:22	0:31
12	3:53	1:9	2:54	8:44	8:04	5:21	0:32
13	4:27	1:9	2:20	9:08	8:00	5:21	0:32
14	4:56	1:9	3:45	9:25	8:00	5:21	0:33

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time whistle blows at 1:30 p. m., which is the same as Greenwich 9 hours 8 minutes. The sun and moon are for local time for the whole group.

## HIGH PRAISE

(Continued from page one.)

because it is more securely established. The property holdings of these races have increased much more rapidly than the population. Their competition has extended to a greater variety of occupations and is backed by larger and more varied resources, both of skill and capital. On the other hand, this population is less shifting, has a rising standard of living, is more exigent for higher wages and better terms of employment than formerly. The oriental population promises by natural increase far to outstrip all other elements of the population, and upon this increase immigration restrictions are not likely to have determining effect. Some unpredictable change in population movements may reverse present tendencies, and the next decennial census may show a smaller number of orientals than at present. But up to date there is no indication of such a change. The smaller proportion of Japanese working on plantations is about compensated by the increase of Filipinos, and it will take a series of years—until the field of employment sought by the Hawaiian-born oriental population that will within a few years reach working age is ascertained—to settle the probable constitution of the future plantation force.

**Seeking Caucasians.**  
"Meantime a bona fide effort is being made by the Territorial government, backed by the large employing interests, to settle a larger proportion of Caucasian workers and settlers in Hawaii. It is doubtful if any large industry upon the mainland has in the past been willing to disregard the economic demand for cheap labor, in consideration of what are at least partly civic motives in securing more costly labor, to the same extent as have the Hawaiian planters. They are willing without reserve to employ all Caucasian workers the Government can bring to the islands, at a wage one-third larger than they pay for nearly as efficient labor brought from Asia.

"Little progress has been made in settling American farmers in Hawaii. Recent changes in the land laws may remedy this to some extent. The Territory is now providing for a public marketing department, to handle produce, and promote markets for small farmers."

One section of the report is devoted to a discussion of plantation laborers, with a comparison of their condition with that of other countries. The following conclusion is reached:  
"Even a person cautious in generalizing would conclude, did his actual observations cover a large field, that the condition of plantation workers in Hawaii is probably better than in any other tropical country in the world where colored races are employed; and from a purely economic standpoint better than in any insular tropical country inhabited by white people. On the other hand, the condition of these workers will not stand comparison with that of large classes of workers in the white labor countries of the Temperate Zone."

**Personal Liberty Protected.**  
Flatly contradicting recently published statements to the effect that vassalage or peonage existed on Hawaiian plantations, the report of the Commissioner of Labor asserts that the personal liberty of the Hawaiian laborer is as fully guaranteed there as anywhere in the United States. On this subject the report says:

"Doubtless some managers and overseers would like to see the old conditions re-established and are coerced by changing legislation and public opinion to adopt new methods while still in their hearts cherishing the spirit of the old regime. Probably also laborers were in individual instances better off under the severe discipline of the contract system than they are under their present freedom, which leaves them victims to their own shiftlessness and vices. But no unbiased observer would question that the mass of working people on Hawaii plantations are now better off than ever before. Their wages are larger, their housing better, their standard of living higher, their opportunities for advancement broader. Moreover, the public opinion of the islands and the sentiment of plantation managers and overseers as a class are predominantly in favor of the changes in administering labor that have occurred, and sympathetic with the progress made by plantation workers under the new system.

"All laborers are free to quit their jobs and to move from plantation to plantation at any time. Laborers desiring to leave in the middle of a

month can usually get their pay to date with little difficulty, and in all instances, so far as observed, without discount. Repeatedly while the agent gathering material for this report was working over plantation books laborers called for their pay, in order to get to other parts of the islands or to their home country. Such payments, except for the delays incident to checking up their time and referring to overseers or timekeepers for data regarding their work and overtime, if any, were never deferred. Unpaid debts of laborers, not covered by wages due them, are a frequent source of loss to plantation stores. Neither the laws of the Territory nor extra legal customs permit the coercion of laborers for debt or to enforce a labor agreement, and nothing resembling peonage exists in Hawaii.

**Room for Improvement.**  
"Nevertheless, room still remains for improvement in plantation labor conditions—a remark that applies equally to mainland occupations. While five years have seen a betterment of plantation housing and camp sanitation, and in many places within another half decade every married couple will occupy a detached cottage and garden, yet the substitution of new residences and the introduction of improved sanitation take time, and occasion expense that in any business enterprise will be distributed over several years. It appears to be the rule that bad housing, poor sanitation, and overcrowding are more common in privately owned tenements outside the plantation limits than upon the plantations themselves. The rate of wages obviously does not permit plantation laborers to adopt the standard of living enjoyed by white laborers in the United States; nor can wages be raised immediately to such a rate. We have no reliable way of knowing whether, taking into account cost of living as well as actual wages, the economic condition of Hawaiian workers is improving faster or slower than the condition of workers upon the Pacific coast. But there is no immediate prospect that conditions in these two places will be equalized. The differences of industries, traditions and race are too great.

**High Wages Here.**  
"However, a comparison of Hawaiian conditions with those of California is hardly a fair one. More properly Hawaii should be compared with other tropical and insular countries, having similar industries. Yet this comparison must be conditioned by important distinctions. Without attempting either to confirm or deny a casual relation between the two facts, there is no cane-producing country in the world, outside the American tariff area, where sugar is so highly protected as in Hawaii. There is no cane-producing country, except Queensland, where the rate of wages is so high for common field labor as in Hawaii. The condition of labor in Hawaii is better than in Madeira and the Azores—white labor countries—for the Territory is now drawing main supply of immigrants from those islands. Wages are higher than in Porto Rico or Cuba, and the material environment of labor is better than in most parts of the West Indies.

**Favorable Conditions.**  
"Furthermore, the autonomy of industry, which reflects itself directly in the general welfare of workers, is probably greater in Hawaii than in any other tropical country. Hawaii is not and never has been a colony. Its industries were built up when it was a self-governing kingdom, almost entirely with its own capital, and instead of borrowing abroad Hawaii is now supplying money to develop plantations in the Philippines, Formosa and the West Indies, and oil fields and mines in California and other Western states, and its capitalists are heavy investors in manufacturing and business enterprises, and owners of business property all along the Pacific coast. Consequently most of the plantations are home owned. Less than 10 per cent of the sugar property in the Territory is subject in any material degree to absentee capital. Men who have become rich in Hawaii sometimes later in life make their homes more or less permanently in Europe or upon the mainland; but their administration of property is conducted in a local spirit. The mere proximity of habitation creates common interests affecting both employers and employes. To illustrate by a single instance from many, it creates a direct personal interest on the employer's part in preventing and combating contagious diseases to which his family may be exposed, far greater than the mere economic motive would be to keep good health among his laboring force did he reside in different country from those laborers."