

## HEAVY BETS THE CAUSE OF BASEBALL ROW

### LEAGUE MET AT NOON AND PUT KEIO TEAM ON CARPET

A meeting of the Japanese local committee which has been influencing the Kelos in their local games, and the representatives of the Oahu League and Athletic Park, was held shortly after noon today in the Hawaiian (Makino's) drug store on Hotel street.

After a warm discussion and a show of stubbornness on the part of the Japs, the Kelos promised to obey the rules if they were allowed to play the rest of the series, and their contract was not regarded as violated.

The management of the series embodied a clause in their contract with the Kelos to the effect that should the Japs fail to complete all games they should forfeit all right to any financial consideration on the part of the league, and that their guarantee should be sacrificed.

This was done on account of the Kelos having quit in the middle of one of their games on the mainland.

There is a very considerable sum in the hands of Treasurer Treadway, and rather than sacrifice their share of the proceeds of the games in which they have engaged the Japanese decided to meet the league's terms and "be good sportsmen" during the remaining games of the series.

The Japanese have filed a written protest in regard to yesterday's game and the matter will be threshed out at a meeting to be held in the office of C. F. Chillingworth tomorrow night at 7:30 o'clock.

It has transpired that heavy betting on the part of the Japanese and their friends was the cause of the row.

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## WILDER TELLS HOW HE WAS HAMPERED AND SUPERVISORS EXPLAIN

**Murray's Statement.**

"The plan of the majority of the board has been the same all along," said Supervisor Murray, "without regard to what Mr. Wilder decided to do. It was to place City and County engineer Gere in general charge of the road work and offer Mr. Wilder a position in the engineer's department. There has never been any wavering as to this intention.

"The board has a perfect understanding with Mr. Gere. The question as to appointments of road overseers was whether they should all be made by one man, or whether the board should make them. I do not think Mr. Gere wanted to make them. In drafting the ordinance it was decided to let the appointments remain with the board. It is thoroughly understood that no one will be appointed who is not satisfactory to the engineer, and as the ordinance plainly says, all the work is to be under his supervision."

**Eben Low Says no Politics.**

Supervisor Low also defended the position of the majority of the board. "There will be no tying up of all road work even if there is a legal contest," he said. "The talk of a deadlock and of double payrolls is all absurd. If there is a contest, work will go on just as it is going on now, until the contest is settled.

"As far as the political end of it is concerned, this board need never have confirmed Wilder in office at all. The

**Wilder's Statement.**

Road Supervisor Wilder has made a statement of his position to a representative of The Star.

He said: "When I first took over the work, there was a deadlock between the Mayor and Supervisors. I did not seek the job. I was a sort of a compromise, and it was thoroughly understood that I was entirely neutral, and that there would be no politics connected with it. That is the stand I take now. I am not siding with any side, that is politically. All I am trying to do is to run the road department in a businesslike way, and on business principles.

**No Cost Records Kept.**

"As far as I can find out there is absolutely no cost records of any kind in the office work performed previous to my taking office. Just the other day Mr. Cummings made the statement that he was in the road department for sixteen years. r. Harris

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Republicans voted with McClellan to confirm him, thinking it would increase the efficiency of the department to have him succeed Johnny Wilson. If they wanted to be partisan they could have refused to confirm him and he wouldn't have had a leg to stand on now. Why should we now be accused of acting politically when we

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## QUESTIONS RAISED CONCERNING LOAN FUND AND BELT ROAD

What is "new" road construction? Can the counties bid on the construction of roads to be paid for out of the loan fund?

Can the proceeds of the loan fund be used for the purchase of land which may be needed for road purposes?

Although none of these questions have yet brought up for a definite opinion of the attorney general, they and probably others similar are sure to have to be answered before the belt road work on the various islands actually commences.

The question of what constitutes new construction must be very definitely fixed, since it seems to be agreed that the money soon to be available cannot be used for repair work. This has been a question that has often been raised in the work being done under the counties; and a few months ago the Central Improvement Committee raised it in connection with a resolution calling upon this county to have all its road work done by contract. Various suggestions were offered at the time, but the question still remains open.

Of course on all of the islands, most of the roads for which the loan

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## HOUSE JOURNAL IS A DISGRACE

private enterprise, be successfully financed on more wishes, good intentions or optimism." There is nothing on the page to show that there is anything the matter with this extraordinary sentence, but a reference to the errata shows that the word "more" should appear in place of "more." This is one of the small errors.

**Other Large Errors.**

But even the 250 tabulated important errors, and the mere errors in spelling, etc., and minor omissions not worth notice, do not complete the list of mistakes. Liberally scattered through the 1200 pages of the book are inserted slips of paper, calling attention to omissions too large to be noted in a Table of Errata.

The mistakes were not made by the printers or publishers. They are the fault of the subcommittee of clerks which had charge of preparing the material. After the printing had been done they were discovered, and Chief Clerk Woodward had all the proofs gone over again. The corrections resulted.

There are many who think the work should have been done all over again, and that the legislature of Hawaii will be disgraced by the appearance of such a book in Washington.

Note—In the preparation of the above table, mere errors in spelling, punctuation, inflection, relation and minor omissions have been overlooked, especially where the intent or meaning can easily be inferred from the context.

The above is the note at the end of seven and a half pages of errata, in small type, in the Journal of the House of Representatives for the session of 1911. The book will establish a new record in Washington, it is thought. It is the duty of Secretary Mott-Smith to send a copy to the secretary of the interior, and that department in Washington probably never received a book like this Journal before.

There are about 250 items in the Table of Errata. They show that the book is almost useless as a record, for errors are thickly distributed all through, and many are vital ones. The first one noted is on page seven. It shows that if Secretary Fisher or anyone else in Washington should happen to read the governor's message he will find the executive saying, "The government cannot, any more than a

## PUNA AND HILO LAND APPLICATIONS NUMEROUS

Homesteads in the Fourth Land Division are more in demand than those offered by the government for entry in the First, Second and Third Divisions, drawings for which have been previously held. This morning, when the application box was opened at the land office, 128 applications were found therein.

There are 113 lots in this division, including those in Puna and North and South Hilo districts.

One of the applications, made by Eugene H. Lyman, was faultily prepared and was rejected, leaving 127 on the eligible list.

Most of the Hilo lands is cane land, a considerable portion of which is now under cultivation, and the price fixed is high, compared with the average best-land prices. Hardly any of it is less than \$50 per acre, and the lots in Kulimano are priced at nearly \$100 per acre in many cases. These lots average probably fifteen acres each, and are sold under a spe-

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## KAPIOLANI ESTATE'S POSITION REGARDING PUNCHBOWL HOMES

"The bill appropriating the \$20,000 for the purpose of cancelling the Kapiolani Estate's lease on the Punchbowl lands was a Republican measure and was not put through to help the estate. From a financial standpoint, the cancellation of the lease, before it expires on August 15 next year, is a good deal a matter of indifference to the Kapiolani Estate, but because of the fact that Delegate Kaiananaole, who is the head of this corporation, was a party to the measure, we want to see the matter carried through in good faith."

This statement was made by C. W. Ashford, attorney for the Kapiolani Estate, in defining the estate's attitude towards the proposed cancellation of the lease on the Punchbowl lands, in order that the Portuguese and other citizens living there may be enabled to get their homes from the government as soon as possible.

**Called on Governor.**

John Colburn, manager of the estate, and Mr. Ashford, called on Governor Frear in connection with the matter. "We did this," said Mr. Ashford, "because of the article in the Advertiser in which the Governor is quoted, and which gives the impression that the executive deems the bill passed by the legislature to have been in the interests of the state, which it was not."

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## BOARD ACTS IN CESSPOOL CASE

The Board of Health has authorized the City and County Excavator Department to keep the cesspool at King and Houghtaling pumped clean, according to terms made for doing this work by the Sanitary and Health Committee of the City and County Board of Supervisors, viz.: two pumpings each month for \$50. Only, according to Dr. Pratt of the Territorial Board of Health, it will require four or five pumpings monthly to keep the cesspool from overflowing and contaminating Waiakapilo stream.

This action of the Board of Health is in accordance with the notice sent out yesterday morning to the Bishop Estate, Allen & Robinson, C. W. Achi and one of the tenants of the property in question, giving them twenty-

four hours in which to attend to the work themselves. The board is proceeding under the newly amended nuisance law, which authorizes the board to abate nuisances at the cost of the property owners where neglect or refusal to comply with orders of the board has occurred. Under this law the cost of such work done by the board becomes a lien upon the property.

In this particular case the cesspool complained of has been a source of vigorous complaint for several months, and was supposed to have had something to do with the late cholera epidemic. The responsibility for remedying the trouble seemed to be so divided, however, that the present measures are the only ones which give promise of being effective.

## ANARCHY IN A LARGE PART OF MEXICO

(Associated Press Cables to The Star.)

SAN ANTONIO, July 20.—Anarchy is reported to prevail in Torreon and Coahuila.

CITY OF MEXICO, July 20.—A plot to assassinate President de la Barra has been discovered.

Lawlessness and pillaging is reported from Pueblo.

**LORDS AND VETO BILL.**

LONDON, July 20.—The veto bill has passed third reading in the House of Lords.

**MORE TROUBLE IN HAYTI.**

PORT-AU-PRINCE, July 20.—The rebels have occupied Cape Haytien and are pillaging. President Simon, with his troops, has fled to Port Royal. His officers are taking refuge in the consulates.

The cruiser Des Moines has been ordered to Hayti.

**ALDRICH, TAFT AND LORIMER.**

WASHINGTON, July 20.—Senator Aldrich testified today before the Lorimer investigating committee that he had not said to President Taft that he urged the election of Lorimer but had merely said it would not be objectionable.

**AUTO DRIVER KILLED.**

MILWAUKEE, July 20.—A strange driver was killed here today by an automobile jumping an embankment.

**FATHER OF SUGAR TRUST.**

NEW YORK, July 20.—John E. Parsons testified today that he originated the sugar combine and believed it beneficial to all concerned.

Morning Cable Report on Page Seven.

## ENGINEER MEYERS SUES HILO RAILROAD COMPANY FOR \$25,400 DAMAGES

Louis Meyers has brought a suit for \$25,400 damages against the Hilo Railroad Company for injuries sustained in a collision between a locomotive of Olaa Plantation Company, of which he was the engineer, and a locomotive of the defendant company on January 31, 1910. Douthitt & Coke are his attorneys.

It is alleged by plaintiff that the collision was caused by wrong running orders given to the conductor of his train by the defendant's train dispatcher at Waiakae, the Olaa Plantation Company having some agreement under which it used the tracks of the latter. In answer to an inquiry by his conductor the dispatcher, it is stated, said the line was clear from Pahoa Junction to Olaa Mill and directed the conductor to proceed upon the journey from the former to the latter point. Meyers had a train of twenty-nine cars loaded with sugar cane attached to his locomotive, and on arriving within a short distance of Olaa Mill, while turning a curve, the Puna train of the Hilo Railroad Company came rapidly in an opposite direction along the said track. Before he could bring his engine to a stop there was a collision, as a result of which plaintiff was hurled violently from the cab of his engine to the ground.

His left leg was fractured in two places between the hip and the knee, his skull and right eye were lacerated and contused, his collar bone fractured and, in addition to such injuries, he was greatly shaken up, disturbed and disordered in his nervous system. He was confined to his bed as a result of his injuries from January 31 to

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## SAYS CRUISERS WERE COMING HERE THIS MONTH BUT HAD TO POSTPONE TRIP FOR REPAIRS

According to a dispatch to the San Francisco Evening Bulletin, emanating from the Mare Island Navy Yard, the cruisers of the Pacific fleet were to have sailed for Honolulu July 15, but the trip was postponed on account of repairs. The dispatch is as follows:

VALLEJO, July 6.—The discovery that the boilers of the flagship California of the Pacific fleet are in bad condition, while the cruiser Maryland is also in need of extensive repairs, will probably interfere with the plans of sending the ships to San Francisco for the teachers' convention, commencing there on July 8, while the proposed cruise to Honolulu, on which they were to have sailed on the 15th inst., their itineraries having already been received, may be indefinitely postponed.

When the ships came here last week it was understood that the California and Maryland would remain only long enough for docking and cleaning, the machinery being in excellent condition, while the South Dakota would remain here for practically three months to permit of the inspection of her military masts. Surveys of the ships since their arrival, however, show that the boilers of the California are in need of repairs approximating six weeks time, while the condition of the Maryland's machinery is shown by the fact that on the trip up the coast from San Diego she burned more coal and made poorer speed than any other vessel in the fleet.

A telegraphic report of the ship's condition has been made to the Navy Department and it is expected that it will result in orders being received here for the ships to remain at the yard until placed in first-class condition.

**SUGAR AT 4.36**

"Raw sugar sold in New York at 4.36c," is the wording of a cablegram received by W. P. Roth this morning. It is expected that a rise in the market quotation, which has been 4.22c for more than two weeks, will shortly be announced.