

EVENING BULLETIN.

A. V. GEAR, Publisher and Proprietor
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WEDNESDAY, JAN. 26, 1898.

Opponents of annexation will doubtless hold up their hands in holy horror at seeing the California railway octopus working for annexation. But the same people think it all right to have the Sugar Trust expending millions against the cause.

"Do or die" would be an appropriate motto for the pushers of sanitation improvements in the Legislature. What is to pay for sewerage in Honolulu will loom up large to the eye of the people's watchdogs, but when cholera was here the price of exemption from such visits looked mighty small at any figure.

Borns lead yet speaks. American citizens pluming themselves upon the liberty of their country, some of them, do not realize how much the "immortal bard" had to do with promoting the cause of all men born free and equal. Among the richest brigade of auld Scotia said and sung last night, however, was that from the mouths of two American citizens—one a past chief and the other a present officer of the Honolulu Scottish Tuistie Club.

In this issue is reproduced the full text of the report of a special committee of the Legislature of 1890 upon the wharf concessions of the Thurston administration to the Oahu Railway & Land Company. While the diction of the document is rather diffuse, its tenor is unmistakable. It clearly lays down the doctrine of exclusively public ownership of all wharves. Had the Government that emerged from the legislative session of that year acted upon the commission of the people, in that report indubitably issued, there would have been no occasion for the present controversy. Perhaps it does not matter after all, with annexation in near prospect, if the Railway is adjudged to have vested rights in the matter from past blunders. The United States Government will have jurisdiction of everything affecting commerce in all Hawaiian ports should the islands come under her flag. If the Railway has vested rights in any navigation security, the United States will pay for it. So it is difficult to see any occasion for heat on either side in the present controversy. Still, attention may be drawn to the fact, which has been brought in question by sundry published reports, that the legislative committee of 1890 made no specific recommendations regarding Honolulu harbor improvement. It simply contends for public ownership of wharves, with the benefits thereby accruing to the public treasury, and indicates that harbor expansion can best be accomplished by operations on the west side of the lagoon. The BULLETIN opposes any enlargement of privileges in the line referred to, which the courts may find the railway owns permanently, but at the same time it urges the adoption of plans that look to the future in any scheme of harbor improvements. Any work that is liable to the necessity of being pulled down to make room for the commerce of the future only means so much money thrown away. Equally objectionable are any plans that involve constructive works more expensive, while with poorer results, than other plans that are in the minds of people who have given thought to the whole question. For instance, the government designer is now at work, with the aid of costly submarine blasting, in carving out

docks in coral rock foundations, while a tender to Mr. Dillingham is in evidence, whereby docks may be dredged out, for costs as compared with dollars presently being expended, on the western and more sheltered side of the harbor to which the 1890 committee refers the Government for harbor improvements. Let no more mistakes be made, gentlemen.

TRAVEL IS INCREASING

Some Facts From the Annual Report of the Pacific Mail.

Increase Has Been in the Very Best Class of Tourist Travel—It Amounts to 25 Per Cent.

If any further evidence than overflowing hotels in this city be needed to show that tourist travel is on the increase, it can be found in abundance in the last annual report of the passenger business done by the Pacific Mail Steamship Company, which has been recently filed with the Inspectors of Halls and Boilers of San Francisco to be forwarded to the proper authorities at Washington. The report is remarkable, showing as it does an increase in travel between San Francisco and the Orient that is little less than phenomenal.

The approximate number of passengers carried on Pacific Mail steamers both to and from China and Japan during the year 1897 was 12,000, which is an increase of over 25 per cent on the previous year and 40 per cent more than the number handled for the corresponding trips during the same seasons of the year 1895. While the report does not distinguish between cabin and steerage and white and Mongolian passengers, yet it is an indisputable fact that the bulk of the increase has been in the cabin and consists of the very best class of tourist travel.

During the previous years the vessels of the Pacific Mail touching at the Hawaiian Islands have always had a passenger list much larger than those vessels bound straight through to Yokohama. Last year, however, it was noticed that the difference was not so great, the vessels going right across carrying nearly as many passengers as those calling at the islands. It was noticed that many of the passengers who went direct to Yokohama on the outward trip took in the Islands on their return. The reason is said to be that many of those who go to Japan and China are on business bent and in a hurry to get through with it. On the return trip these people have more leisure and do their sight seeing. This class of travel is largely increasing consequent on the larger development of the commercial relations of the United States with the Orient.

It is stated that the Canadian Pacific or Empress line of steamers has also done a larger passenger business last year, yet it only amounts to about one-half of the San Francisco outward and inward travel, and the ratio of increase in the southern route is much larger than in the northern. This is accounted for by shorter overland connections at San Francisco with Eastern cities and the opportunity afforded passengers by the southern lines to stop over at Honolulu either way for at least one day, making a pleasurable break in an otherwise monotonous voyage.

With the possibility of shorter passages on this route becoming the rule instead of the exception and the suddenly awakened interest of European nations in Chinese affairs, travel on the Pacific Mail and Occidental lines is bound to increase much more rapidly this year than even in the last, and this naturally leads up to the query, "What is Honolulu doing to accommodate it?"

The Japanese immigrants that arrived this morning by the Riojun Maru consisted of 401 men, 90 women and 16 children.

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Timely Topics

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N. FERNANDEZ.

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