

# EVENING BULLETIN

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THURSDAY JANUARY 21, 1909

My Policy—Roosevelt  
My Policy—Taft  
My Policy—Morgan  
wow!  
wow!!!  
wow!!!

President Morgan's policy is evidently not in keeping with the sentiment of important members of his organization. It is to be hoped that Mr. Morgan, who has made a very good record thus far, will not make the error of getting out of touch with the people he is, for the time being, governing.

### SUPPORT OF LOCAL AMERICAN ENTERPRISE.

When Secretary Strawn visited Hawaii the transportation facilities of this Territory presented the extraordinary situation of a fleet of American steamships carrying thousands of tons of our freight to and from the mainland and only two of those steamships offered passenger accommodations. This was the status when the Congressional visitors were here.

The merchants of the city and the business men were a unit in the very sensible conclusion that in case the American lines which carried the freight of the Islands refused to consider the demands for passenger transportation, relief should be given by opening up the barriers of protection.

The American steamship interests were abusing the protective privileges they enjoyed.

Since that time the situation has changed entirely.

Responding to the very righteous local demand, one of these freight lines has added a new steamer with passenger accommodations and has within the last few weeks placed an order for the construction of another steamer with ample and elaborate passenger space to be placed on the run between this city and San Francisco. This steamer involves an investment of a million dollars.

In other words, the Matson Navigation Company has taken steps to make good on the advantages to which the people are entitled under the protection given the American ships.

The fact that local capital has been invested in this line and local money made in the Islands is being turned into enterprises that will further develop the Territory is now used by the promoters of foreign ships in an effort to prove that the support given continued protection of American shipping is based on a selfish interest.

This cannot appeal to the deliberate judgment of the patriotic business men of this city.

When local capital goes into transportation enterprises it is entitled to the support of people who want to see their city grow. We want more of Honolulu capital in the projects with which the progress of these Islands is vitally associated.

The business men of this city, the merchants large and small, have been crying out for a modern steamship of the latest brand for passengers between this port and the Pacific Coast.

Now that they are about to realize on this request, it is not the part of loyal men who build and make for progress to turn about and charge that the evil-minded, dollar-grabbing galleons who put their money into new steamships should be flayed over the head by a criminal with a mallet at every opportunity.

When every American steamship that comes in a regular freight service to these Islands is equipped for and has a license to carry passengers, the transportation service of the Territory will be second to none in the world.

The start in that direction has been made. The people should continue their demand that the lines of freight-carriers shall give this city and the other Islands passenger transportation.

In this manner will a strong fleet of American ships be created and at least Hawaii will have done its share toward the building up of the merchant marine in the Pacific.

How much more satisfactory a po-

sition is this for the Territory of Hawaii than that which is proposed by the men who, just as the American lines are doing what was asked, are assembling followers to create conditions that will strike the flag from American ships, further cripple the few remaining American steamship lines that eke out an existence in the Pacific, force capital to seek investment in foreign ships, and put the passenger accommodations of these Islands eventually in the hands of foreign corporations owning foreign ships, and having no local pride or motive to help Honolulu grow?

If it is selfish greed that has influenced local capitalists to invest their money in American steamships that carry passengers as well as freight, the people may depend on it that the Bulletin will support that sort of greed whenever the opportunity offers.

The only complaint this paper has is that there is not enough greed of this description. Too much local capital is seeking investment outside Hawaii and outside the enterprises associated with its growth.

It is the duty of patriotic citizens to support local enterprises as they would stand by the flag of their Nation.

The man who is forever assailing his own town and the legitimate enterprises undertaken by the people of his own town is of the type that that would sell out his country for a mess of pottage and seek neutrality when threatened by an enemy of the country.

Fortunately there are very few of that stripe in Hawaii.

### SENATOR PERKINS' ADVICE.

The letter of United States Senator Perkins, which for some personal reason the President of the Chamber of Commerce sought to suppress, conveys a warning to the citizens of Hawaii. Men who realize what the tariff means to the prosperity of these Islands cannot fail to

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view with profound distrust any and every measure that may serve to complicate to the slightest extent the campaign for the protection of our industries.

In the list of dangerous measures at this particular time is the bill to suspend the coastwise shipping laws in their application to this Territory.

This is clearly the view of the senior United States Senator from California and we have no doubt, in view of the cablegram from the San Francisco Chamber of Commerce, that he reflects the sentiment of the California delegation. Honolulu must not forget that these particular friends are the permanent supporters on whom this Territory must depend.

These are the men who will always be on hand when the executive officers at Washington change.

These are the stable and proved friends of Hawaii. If they are alienated the loss to Honolulu and the Territory will be irreparable.

Roosevelt is soon to go out of office. Hawaii knows nothing of the attitude that will be taken by his successor on the all-important subject of the tariff.

Our people have ample assurance that President-elect Taft will do all possible for the Philippines. We are absolutely in the dark on how strong an opposition he would offer to a plan to put these Islands on much the same basis as the "island possessions" that are not now organized Territories. In this connection we have the learned opinion of the suspensionists that no such change could be brought about. They also tell us that our tariff schedules will not be interfered with. Perhaps they know more of the future than Senator Perkins. The latter, however, ought to have superior sources of information and his experience should make his judgment good.

No one can question the inalienable right of the citizens of this city to take action that will make the support of the San Francisco business men less hearty.

Honolulu citizens have the constitutional privilege of complicating the tariff issue as applied to these Islands in any manner they see fit and especially by the setting aside, in our behalf, of the protective laws that apply to American shipping.

Our people are entitled to take all the chances they please. They may commit industrial suicide.

There is every good reason why they should not put their necks in the noose, however, alienate their permanent friends and active supporters, or bank on the assurances of those so soon to go out of office and unable to and not desirous of establishing the policy of their successors.

So far as the President is concerned, it should be recalled that he has definitely and pointedly refused to take part in any tariff discussions. Senator Perkins has been selected and speaks from the standpoint of one who will be in the thick of the tariff fight.

The people will know what President Taft will do and what Congress will do after the tariff revision bill is passed and has received the signature of the President.

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Monday, Jan. 25th

## EHLERS

Programs now outlined look favorable to this Territory. How much more dangerous is it therefore for our people to take action that gives our enemies additional ammunition for the campaign that will work ruin to our industries.

### BENEFITS NOT AVAILABLE FOR THE POOR MAN

Editor Evening Bulletin:—The stand taken by those who oppose any change or modification of the coastwise shipping laws is consistent, to say the least. Besides, it has never been shown that such change or modification is in the interest of the masses or the poor man in Hawaii.

If I understand it correctly, the proposed change only effects passenger traffic.

Now there is only a very small percentage of the people of this Territory who travel or who can afford to travel.

On the other hand the tourists who come here are wealthy. Probably 99 per cent of them are tariff beneficiaries in one way or another and it goes without saying that fully 99 per cent of the people who reside in Hawaii and travel or expect to travel are tariff beneficiaries beyond question. It looks a little selfish when they do not wish to discommodate themselves a very little to give American tourists the preference.

Democrats are usually charged with being the only people ready to endorse free trade but it is quite possible to find a Democrat in this territory who is hankering for free trade in passenger traffic. Frank J. Ryan.

Honolulu, Jan. 20, '09.

### PEPEKEO FARMERS

(Continued from Page 1) hundred acres in area, to be divided amongst them. The other association consisted of a smaller number of people who earned a livelihood in Hilo in various capacities.

The Pepeekeo men sent in a personal application, and a few minutes later, on the same day, Pratt received an application by registered letter from the Hilo crowd. The Hilo men kicked, claiming that their application had been delayed in the postoffice; and, as a matter of fact, it had been delayed in the Honolulu office for about twenty-four hours, but as this was not due in any way to the Land Office, and as the law always gives personal applications the preference, Pratt let the Pepeekeo men have the land.

The Administration has decided to open for settlement about fifteen lots ranging from eight acres up to Nahu, which remain from a previous opening. Application has been made for one of these lots, and it has been decided to place the whole bunch on the market.

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### WARNING OF PERKINS

(Continued from Page 1) while the Islands themselves seem to desire to give to foreigners the profits of carrying their protected products to market. Whether this will be made a point against the effort to secure protection for Hawaiian products, only the progress of the tariff hearings and debate can determine.

I am, however, very sorry that a situation has arisen which may be taken advantage of by those unwilling to give further protection to the Islands. I will, however, submit the telegram just received, to the Committee on Commerce, of which I am a member, that your wishes in the matter may be understood in connection with the shipping bill.

Yours very truly,  
(Signed) GEO. C. PERKINS.

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