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Hawaiian Gazette
EST. MODUS IN REBUS.
10-PAGE EDITION.
TUESDAY, SEPT. 1, 1891
"A WAIF."

The Nugget that was Left for the Editor to Read.
The managing editor was tired. He had been up all night putting out his eyes trying to decipher indecipherable writing, turning down that hair-raising story young Bilks had just brought in, and shying empty ink bottles at the concertina on the back fence. There was a tired rap on the door and a man entered the room. "Tramp" was written in his clothes, but his hands were clean and his nails suggestive of attention.

"Can you give me a job?" he asked. "What can you do?" "Oh, anything—set type, do reportorial work, or anything you say." "No, I guess not. The office is full, got more than we want. Good morning." But the man lingered. "I say, partner," he began, "I've just struck it from the Rockies, and am clear down in my lock. Gave you give me a job? I'd do anything—make fires, sweep the office,—anything!" But the tired editor did not look up. "Much obliged, but we do not need your services," he said, briefly, and scratched, scratched, went the busy pen. "Well, if you won't help me, I reckon I'll have to look for a fence corner," the tramp said, somewhat disconsolately, and then, putting his hand in his pocket, he drew out a folded paper, which he threw recklessly upon the table. There's something that happened to me one night up in the Rockies," he said, shortly. "It kept singing itself through my head, so I thought I might as well write it out." He shuffled out as he said the last word, and the busy pen moved tirelessly over sheet after sheet, describing how all newspapers should lend themselves to the encouragement of home talent.

At last the article was done and with a quick sweep the editor was gathering up his loose sheets, when the paper that the tramp had left met his eye. Opening it carelessly, he soon became interested, and when he had read the last line he called the office "devil" and two reporters and giving them a description of the tramp sent them in search of him. But he had vanished as suddenly as he had come, and so these beautiful lines are to go unsponsored. Their tender beauty points many a mind back to childish days, when each night, lips now unused to prayer, repeated at a mother's knee the dear old lines—"Now I lay me down to sleep."

Near the camp-fire's flickering light
In my blanket bed I lie,
Gazing through the shades of night
At the twinkling stars on high;
O'er me spirits in the air,
Silently seem to keep,
As I breathe my childhood's prayer,
"Now I lay me down to sleep."

Sadly sings the whip-poor-will
In the bows of yonder tree;
Laughingly the mountain rill
Swells the midnight melody,
Faintly the birds of night
Fid the air with saddened cries;
Over me seem to cry
You may never more awake!
Lo! I hie if I should die,
"I pray the Lord my soul to keep."

Mid the Stars one face I see—
One the Saviour called away—
Mother, who in infancy
Tanght my baby lips to pray;
Her sweet spirit hovers near,
In this lonely mountain break;
Take me to her Saviour dear,
"If I should die before I wake."

Fainter grows the flickering light
As each ember slowly dies;
Plaintively the birds of night
Fill the air with saddened cries;
Over me seem to cry
You may never more awake!
Lo! I hie if I should die,
"I pray the Lord my soul to take."

— [Birmingham Herald.] —
Seventeen Years In Prison.
Our older residents will remember James C. King, who was for some years connected with C. C. and Abel Harris in the pulp business in this city, in the sixties. He married Anna Stott, daughter of Capt. Wm. Stott, a whale ship master and owner who resided here. Soon after his marriage he attempted to kill Captain Stott by shooting at him with a pistol, near what is now Brewer's wharf. After this affair King removed to San Francisco and, later, to New York City, where he shot and killed a man by the name of O'Neill, who was charged with having more to do with King's wife than he should have had. For this King was tried and sentenced to the State prison for life. The last mail brings advice of his pardon by Gov. Hill of New York, after serving seventeen years at Sing Sing prison. He is now 52 years of age. When he went to prison he had three children.

To those who need a pleasant Tonic for any kind of debility, we can recommend Clements as the best. For sale by HOLLISTER & Co.

DEATH OF H. R. H. THE PRINCE CONSORT.
It is with deep sorrow that we announce the death of the Prince Consort, His Royal Highness JOHN OWEN DOMINIS, who breathed his last at 5 o'clock Thursday afternoon, at Washington Place, in this city. For the past two months he had been suffering from pneumonia and was confined to his room for the greater part of the time, suffering greatly at times from his disease, which baffled the skill of his physician, Dr. G. Trouseau.

Governor Dominis was born at Schneectady, New York, about 1831, making him 60 years old at his death. He came to these islands when he was about eight or ten years old, with his father, Captain Dominis.

In 1849-50 he was in the employ of G. B. Post & Co., of San Francisco, and among his associates there were Mr. Frank Pratt and Colonel Allen.

He returned to the islands shortly after, and was, at one time, employed by Richard Coady & Co., ship-chandlers in this city.

After being connected with this firm for a few years, he became secretary and chamberlain to Kamehameha IV. On the death of Governor Kekunanao, he was appointed Governor of Oahu, by Kamehameha V, retaining the governorship till 1887. He also held, for many years, the office of Commissioner of Crown Lands.

It was during the reign of Kamehameha V that he was married to the present Queen, Liliuokalani.

He was a member of the three Hawaiian orders, having decorations of the Grand Cross of Kamehameha I, Kalakaua I, and the Crown of Hawaii. Besides these he had conferred upon him a number of decorations from foreign countries. He stood high in Masonic circles, being a 33d degree Mason, and a Past Master of the Lodge Le Progres de l'Oceanie, No. 124.

LYING IN STATE.
The remains of the late Prince Consort, Governor J. O. Dominis, were placed in the Throne room of the Palace. At 10 a.m. Friday the public in general were received at the entrance of the Palace by Major James W. Robertson, Her Majesty's Chamberlain. Those who called were passed through the Throne room and out by a door in the rear. From 11:30 to 12 o'clock, noon, Government officials and representatives of the consular and diplomatic corps were admitted.

Around the bier were seated members of the Cabinet, maids of honor to Her Majesty, members of the Supreme Court, and a few others, prominent citizens of the town. On a cushion by the head of the remains were placed a number of decorations with the deceased's sword.

Although early yet the floral tributes were many and beautiful of design as well of fragrance and beauty of flowers.

A number of officers from the Queen's staff were detained as a guard of honor around the remains. In front of the Palace the Royal Band discoursed music fitting for the occasion, while the Household troops were arranged in order by the steps leading to the main entrance to the Palace.

The Charleston.
The United States Cruiser Charleston, Captain George L. Remey, arrived from San Francisco on Friday morning, August 28th, nearly nine days out. She has been anchored in the naval row, where she will receive about 400 tons of coal, to be taken out to her by schooners. Among the ship's officers are three or four new faces. The Charleston will proceed for Yokohama, en route to China, about next Wednesday.

AN EPISODE OF 1902.
THE DESTRUCTION OF THE UNITED STATES CRUISER MILPITAS OFF DIAMOND HEAD.
How the Whole Theory of Modern Warfare was Suddenly Overthrown.

By E. ELLSWORTH CAREY.
On the 9th of May, 1902, the Advertiser received a special phonogram from Lihue, Kanai, as follows:

The strange air-ship has been seen again to-day. For some time our citizens have noticed an air-ship of unusual pattern about the summit of Waialeale. It seems to be of a better build than the few aerial vessels which have been noticed in this country, and one peculiarity of it is that on a clear day it is hardly discernible. It shows no engine or number, as is customary, and the stranger is causing much comment. The occupants of the ship have it under perfect control, and an ordinary wind does not seem to effect its movements in the least.

The reader will recall that our air-navigation began to attract considerable attention about 1898. Several air-ships were constructed, and an attempt was made to establish regular air-lines from the United States to other parts of the world. But all efforts to control the aerial vessels in a wind had proved unavailing. This rendered air-navigation uncertain, and the air-ship companies were not popular. Their lines were used to some extent for mail service and the transportation of light freight, but the public had no confidence in them. Sometimes a steamer would out-strip one across the Atlantic, the steamer time being four days, and occasionally an air craft would make the voyage in twenty-four hours.

Several air-vessels after leaving a place had never been heard from, and many prophesied that in a short time they would be relegated to the second-hand shops.

Of course their apparent usefulness in time of war had caused the whole matter of air-navigation to be carefully considered by the leading powers. An attempt was made to use them in the great Inter-European war which raged from 1894 to 1896, but the results were not satisfactory. In one instance an army division was destroyed in five minutes by terror shells pitched out of an air boat, but something happened to the machinery, and it was soon dashed to pieces, having dropped within range of a Hotchkiss gun, specially mounted for sky practice.

The United States investigated the matter at length, and as a result of the report of the commission, the Government decided that air-navigation could not be successfully used as a means of defense or offense.

This conclusion on the part of the United States Government provoked much adverse criticism. The opposition organs asserted that the Government had private reasons for refusing to adopt an aerial system of defense; they said that \$200,000,000 had been spent on a navy that was practically useless, or would be soon. In a short time an air-ship would be produced that would answer all practical purposes. Such a machine could hover over the United States like an angel of death, and with a few hundred shells of terrorite,* what could all the ironclads of the world avail? An ordinary 100-pound shell filled with an improved explosive, dropped from a hostile air cruiser would destroy any vessel afloat. If one shell was not sufficient, another would finish the work. And, given an air-ship it is just as easy to drop 1,000 shells as one; and just as easy to plunk a 500-pound bomb down a smokestack as a penny cracker.

But all this argument passed unheeded. The government had the ironclad fever bad. Millions were being spent for fast cruisers and big guns, and about 1896 the United States had a navy equal to any two European navies.

For some time prior to 1902, the Hawaiian nation had a claim before the United States Government. The claim grew out of the tariff of 1891, when crude sugars from all countries were admitted free of duty into the United States. Previous to this, a treaty had existed between Hawaii and the United States, which gave Hawaiian sugar in the United States an advantage over sugars from other countries. It was intended to place the Hawaiian planters on an equal footing with the American cause.

(Continued on page 8.)
*The discovery in 1894 of a new chemical combination consisting of C, H2 O, and Hg gave rise to a crop of new and powerful explosives, a thousand-fold more destructive than the old time mixture of aqua fortis and soap grease. These compositions were called terrorite, devastating, chasite, mercuric-etherine, etc., and a pound of refined quick-silver would make 150 pounds of the explosive compound.