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W. N. ARMSTRONG, EDITOR.

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ON BARK HESPER

The Latest Voyage of Notorious Vessel Was a Perilous One.

A REMARKABLE DELIVERANCE

Craft All but Swamped in a Hurri-
cane—Sailing with the Lee Rail
Two Feet Under Water.

The old bark Hesper is very well known in this port, calling quite often. She became notorious several years ago on account of the murder of the mate aboard ship and the subsequent mutiny of the crew. Since then she has often been referred to as a haunted vessel and she has been shunned by sailors. The Hesper's last trip was one of the most eventful of her many interesting and thrilling voyages. A wonderfully well-written account of the perilous traveling is sent by Mrs. Sodengren, wife of the captain. She says, in accounting to a friend:

"KIOCHAU, China.—You must begin to think I have forgotten you, but such is not the case, and when you know the cause of delay you will surely excuse me. The trip to China has not been what it ought to have been. We left Puget Sound with fine weather, which followed us until we reached the vicinity of the Ladrone or Mariana Islands, where we encountered a most severe hurricane, and, unfortunately for us, one of the chain lashings, which secures the deckload, gave way, thereby enabling the lumber to shift and bring the vessel on her beam ends, straining the main rail and waterway on that side so much as to allow the water to rush in, and in twelve hours she was full. We knew nothing of this occurrence until she was overflowing, and the cabin began to fill as well. The night of the storm I was up until morning with the cabin boy, bailing the water out of the bathroom, which I supposed came through the windows, as the force of the water broke some of the glasses. The next morning I found it utterly impossible to get it out, and began to see the drawers push out from their places. It was then I knew something had happened to us."

"I gathered together the few things within reach of me, and had to be carried on deck, as the things were washing about everywhere. My husband had presence of mind enough to have as much provisions as could be carried out, and fifteen bags of flour and meal; otherwise I do not know what we should have done for food, for we were hundreds of miles from any land. The first night we slept in a sail; the next, had a tent over our heads, but just high enough to crawl under. What a blessing that deckload was to us! Any other cargo would have sunk us before we knew anything. After our sleeping places were arranged, the captain concluded to try the ship and see if she would steer, as that was our only salvation; if that was unsuccessful, then we would have to take to the boat, which was rather small for us all, and to carry provisions as well. The stern ports were under water, also the rudder, and the mainyard, the captain says, was four feet under water during the gale. To our utter astonishment, she went along nicely with but little sail. Her lee rail, mind you, was two feet and sometimes more below the water; and good old Hesper, with her hold full, four feet on deck, and all besides she had to drag through the water, made for two days, with a nice breeze, the long run of 100 miles a day. Wonderful, wasn't it? How happy we were to see ourselves going in the direction of land. Better accommodations were then made, and the cook made a fire in a coal oil can and managed to give us some hot coffee. What a treat after living on cold food for several days! You would be surprised to see how well I stood it, but it was merely force of will that held me together. I never had to work as hard as I did then for thirty-one days, trying to get the things dry and wash the salt water out of them."

"We really saved more than I thought we had; but having no dry place to put anything, it was useless to spend so much time over them. Nearly all my most valuable books of views and photos, wearing apparel, etc., were ruined. I felt so badly when I saw so many of my souvenirs lost. Still, what was this loss compared to our lives? Such a man you never beheld as was seen in our little cabin; barrels of beef, pork, coal oil, paints, and numerous other things formed an entire heap in our bedroom, having knocked partitions and doors away in order to enter there. Not a vestige of furniture or bedding was left; if anything was picked up it was useless. On calm days some of the men with an officer would go down and pick up all the loose articles to prevent further damage to the cabin, also the putrid meat. Such a stench! Oh, how sickening! And were it not for the fresh air about us we would have been sick. All the paint, brass, etc., about the deck looked as though it had a coat of stove polish, so you may have some idea of the poisonous gases about us. Within 400 miles of our port we sighted an American transport steamer bound for Nagasaki, Japan, from Manila. She came to our assistance and

"INTER-ISLAND" CHANGES

BY MR. A. HERBERT BOER IS BEATEN

Veteran Agriculturalist Makes a Pointed Report.

VIWS ON LAND HOLDINGS



JOHN ENA. (Stated for the Presidency.)

CAPT. W. B. GODFREY. (Retiring President.)

INTER ISLAND CHANGES.

Capt. Godfrey to Retire from Presidency—John Ena Succeeds

"Yes," said a heavy stockholder of the corporation last evening, "it is a fact this time that there are to be important changes in the Inter-Island Steam Navigation Company organization. Rumors to this effect have become current from time to time during the past five years, but it has invariably been the case that the reports were without foundation in fact. They were simply gossip originating at one time up town, at another time on the water front and once in awhile coming from the other Islands or from the coast, where Hawaiian business affairs are being discussed more and more all the time. On this occasion Capt. W. B. Godfrey has decided finally to retire from the presidency. This of course means a reorganization. There will be a meeting of the directors about the middle of this month, or perhaps a little later. Then the new list will be announced. The changes will not be such as to make any difference in the business policy of the company, its conduct of its own affairs or its attitude towards patrons or others in the same trade."

It is rather understood that Mr. John Ena, now the vice-president of the company, will be promoted to the headship of the enterprising and prosperous concern. It is further believed that the two important posts under the president will be filled by Mr. Jas. H. McLean and Mr. Norman Gedge, who are now prominent in the company and who have been in the service for years. All this is tentative pending word from a couple of directors or heavy stockholders now either on the coast or on Islands other than Oahu.

The Inter-Island Steam Navigation Company is capitalized at half a million dollars and the single hundred dollar shares are quoted usually or regularly at about sixty-five dollars above par. The stock is not very widely distributed, consequently the dealing in it is not frequent. The company is one of

sent me a basket of delicious wines, among them a large bottle of champagne, to be opened immediately in honor of our safe arrival. All the officers complimented my husband on the manner in which he brought the ship into port. They said not one out of a hundred would have chanced such a thing."

HIRAM BINGHAM'S COMEDY.

BERKELEY, Oct. 18.—The committee in charge of the student show to be given in San Francisco on Thanksgiving after the big intercollegiate game, has chosen Hiram Bingham's farce in the curtain-raiser competition. In all, eight undergraduate playwrights contested for first place.

Bingham is an honor graduate of Yale, at present taking post graduate work at the State University. He is the son of Rev. Hiram Bingham, 3d, of Honolulu, and grandson of Rev. Hiram Bingham, 1st, one of the pioneer missionaries to the Hawaiian Islands. Young Mr. Bingham has a taste for chemistry, but is now studying astronomy. He is musical, sings well, and is especially bright in conversation. For some months at Honolulu he was in charge of Palms Chapel, one of the institutional departments of Central Union Church.

Veteran Agriculturalist Makes a Pointed Report.

VIWS ON LAND HOLDINGS

Freight Rates of the Common Carriers—Leased Tracts—Destruction of Forests.

To the Bureau of Agriculture and Forestry:

In accordance with your request to examine into and report upon the condition of the Government forest land, water courses and springs, I submit the following report:

I have for the past ten years called the attention of this Forestry Bureau, and of our Government, to how our once beautiful native forests are destroyed by cattle and horses. [Herbert's Cry in the Wilderness.—Editor Advertiser.]

Thousands of acres of forest have been destroyed, hundreds of thousands of forest trees dead and dying. This is particularly noticeable on Government land under long and short leases. Something should be done at once to stop the destruction, by fencing in the forest and removing the worthless cattle and horses. Your attention is called to Chapter XXX, Section 4, on Forestry Law.

In tours of inspection I notice with regret how the holders of small areas, say from five to fifty acres, are decreasing, and are being absorbed by the sugar promoters and land speculators. The decrease of small areas is particularly noticeable among the native kuliianas on Oahu and within the environment of Honolulu, which have passed into other hands. This is a stubborn, undeniable fact. We find the small native homesteads deserted, the young and middle-aged people have come to our sea ports, only the aged and some children remaining.

This bureau should be the most important department under our Government; even the paramount Board of Health should be subordinate. In Washington, D. C., when a hospital or a site for a schoolhouse is desired the Agricultural Department makes the selection for a location.

The three most progressive nations in agriculture in the world—the Germans and the Americans, and following them the English—have their Agricultural Bureau their leading department.

The Wahiawa, Oahu and American Homestead Associations were organized a year ago under our homestead laws, and settled on barren, unimproved land sixteen miles from Pearl City and ten from Waiialae. In one year these sturdy farmers have done much with very, very limited capital but determined to make for themselves and family a permanent home in our genial climate. Mr. Kellogg, one of the twelve settlers, said a few days ago that he had cleared \$200 from one acre of land in watermelons, tomatoes and small vegetables. Also that he saved \$19 in freight by hauling one load of produce from his place to Honolulu and a return load of lumber in place of having it sent by rail.

A number of complaints come to this Bureau from small producers of all the Islands, complaining of the extortionate charges of our transportation companies; our two large island steamship companies in particular. We claim that our island steamship and railroad companies are not justified in taking the position that their business is to extract as much as possible out of the producer, in order to show a credit balance.

We have on the Island of Oahu alone over 20,000 acres of Government land on which the lease expires in less than two years. This land fronts on the ocean, has Government road, railroad and telephone line running through it. Hundreds of American and European farmers could settle on this land—such men as we have at Wahiawa. There can be no injustice in having this land divided into small holdings, as the present lessees have had the land for the past fifty years for less than 6 cents per acre per annum. But settlers on such land must co-operate. Co-operation is the German farmers' stronghold. It is of various kinds. There are co-operative credit banks, co-operative steam plows, drainage and irrigation. Co-operation is the key to success, and has started and saved many poor farmers.

Looking over the whole field of Hawaiian marvelous and varied industries, I feel an unshaken faith in the future prospects of our horticultural industry. In the next report I will call your attention to the silk, rubber and other important industries.

It is of importance to this Island that the truth should be told regarding the actual conditions here, and the opportunities for a white immigration. A large number of Japanese are coming to these Islands, mostly as contract laborers, for the nominal purpose of entering on the plantations in the sugar industry, but who subsequently find their way to the towns of our sea ports and enter into serious competition with the American and European artisans and small tradespeople. This is clearly undesirable; the Japanese, unlike the Chinese and Portuguese, are not agriculturally inclined.

A. HERBERT.

Victory of British Arms in Transvaal War.

HONORS OF DESPERATE FIGHTING

Invaders Advance Against Shrapnel and Sharpshooters—Fearful Losses on Both Sides.

THE LOSSES.

LONDON, Oct. 23.—An amended list of the British casualties at the battle of Elands Laagte places the number of officers killed at five and the wounded thirty, and the number of non-commissioned officers and men killed at thirty-seven and wounded at 175, the total number of casualties being 247. Ten men are missing. The following list of casualties among the Boers in the battle at Elands Laagte is given:

GENERAL VILJOEN, killed.
GENERAL KOCK, wounded and captured; since died.
GENERAL KOCK'S SON, killed.
COLONEL SCHIEL (German officer commanding the army), wounded and a prisoner.
COMMANDER PRETORIUS, wounded, prisoner.
Several Boer standards captured.
British killed include:
LIEUTENANT HANKA.
COLONEL SCOTT-CHISHOLM.
MAJOR DENNE.
LIEUTENANT FANTMOSE.
LIEUTENANT MURRAY.
LIEUTENANT BRADBURY.
Thirty-one officers wounded.

LONDON, Oct. 24.—The Daily Telegraph has received the following from Lady Smith, dated Sunday, at 3:10 p. m. The Boers, reported to be 6000 strong and under the command of Commandant-General Joubert and President Kruger in person, are again today attacking Glencoe. General Yule, commanding our troops, has moved his camp back into a better defensive position.

LONDON, Oct. 23.—The Daily News publishes the following dispatch from Lady Smith, dated Sunday night: A large force under Commanding-General Joubert and Commander Vogan opened fire on Dundee yesterday. The firing was continued today. The result is not known here.

The Parliamentary Secretary of the War Office, George Wyndham, made a statement in the House of Commons today, saying:

"Lord Wolseley sums up the position in Natal early this morning as follows: 'In the battle of Elands Laagte, October 21, two guns were captured from the Boers, who lost heavily. 'A large column of the enemy appeared advancing from the northwest on General Yule, who consequently had fallen back from Dundee and was concentrating at Glencoe Junction. In this operation we gathered in the wounded and medical attendants left at Dundee. 'General White was in position at Ladysmith and is being re-enforced from Pietermaritzburg. 'The enemy appears to be in large numerical superiority.'"

The War Office received the following dispatch from General George Stewart White, commander in Natal, dated at Ladysmith Camp, 4:45 p. m. today: "General Yule telegraphed me yesterday evening that the wounded at Dundee were doing well." This greatly relieves the anxiety regarding Glencoe, as the British there had evidently not been attacked up to last evening. A dispatch from Ladysmith, Natal, dated 4:15 o'clock yesterday afternoon, has just been received. It is a literal repetition of Cape Town-Glencoe advices of yesterday, and it is regarded as somewhat ominous that nothing has been received respecting the result, especially when viewed in the light of Lord Wolseley's statement that General Yule's force felt it necessary to retire from Dundee to Glencoe Junction. General Yule evidently is in a tight corner, as he now has or had to face the main Boer army under General Joubert. General Sir George Stewart White, the British commander-in-chief in Natal, will undoubtedly detach part of the force which was victorious at Elands Laagte to his assistance. Such a detachment, however, will leave Ladysmith poorly protected against the threatened attack from the west, as General Hunter on Saturday wired that the departure of the force to Elands Laagte left him with only a

(Continued on Page 3.)