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WHOLE No. 2440.

SUES FOR HUNDRED MILLIONS

Huntington Estate Attacked In Courts.

NEW YORK, November 24.—What will probably be the biggest lawsuit ever brought in the courts of the United States from the standpoint of the amount of money involved, has been begun in an action brought by Walter Morsehead, representing the minority stockholders of the Central Pacific Railroad, to recover more than \$100,000,000 from the estate of Collis P. Huntington, which sum the plaintiffs declare the stockholders of the Central Pacific were defrauded by the machinations of Collis P. Huntington, Leland Stanford, Charles Crocker, and Mark Hopkins, known in the gigantic railroad deal of years ago as the "Big Four."

The plaintiffs have secured from the Supreme Court an order to show cause why the executors of the Huntington estate should not file an inventory of the estate, so that they may know how many millions they may recover if the suit is successful, as the entire Huntington estate would undoubtedly be swallowed up, whereupon suits would be begun against the heirs of Leland Stanford, Charles Crocker and Mark Hopkins.

According to the complaint, when Collis P. Huntington and other members of the "Big Four" were officers and directors of the Central Pacific Railroad, organized to build several thousand miles of lines, they gave contracts for the construction of the road to certain equipment and construction companies owned and controlled by themselves.

The complaint, in stating that \$30,000,000 worth of bonds were issued by the United States Government for the purpose of the Central Pacific, says: "In pursuance of these fraudulent arrangements, said Huntington and his associates, from time to time, delivered to themselves, through the instrumentality of said companies, the whole or the greater part of the \$30,000,000 worth of United States bonds given by the Government to aid in the construction of the Central Pacific, and likewise the whole or greater part of the bonds and capital stock of the Central Pacific Railroad, to the total value, as the plaintiff is informed and believes, of upward of \$100,000,000, which bonds and stock were obtained in the pretended payment to the companies aforesaid, and the plaintiff is informed and believes that the construction of the railroad, with all its lines, did not actually cost more than \$50,000,000."

The complaint continues: "And as this plaintiff is informed and believes, said Huntington, from the beginning of said frauds and devices herein alleged, and throughout their pendency, for the most part directed and managed these schemes and conspiracies to plunder said Central Pacific Railroad Company, which schemes and conspiracies were consummated, and resulted in the conversions set forth."

Argument will be had before the Surrogate on December 24, on an order obtained to show cause why the executors of the Huntington estate should not file the inventory. Steps are being taken by the minority stockholders to enjoin the Southern Pacific from issuing more bonds on the Central Pacific Railway with Utah stock as collateral.

Liliuokalani's Claim.

The ex-Queen arrived safely in San Francisco. She will spend some time in Washington and Boston and will return to Honolulu in March or April. She told the Chronicle that she expects Congress to take some action during the approaching session on the Crown lands. During the Congressional recess a Senate committee consisting of Senator Mitchell of Oregon, Senator Foster of Washington and Senator Burton of Kansas, visited the islands and made an exhaustive investigation of many matters in the island territory, including various phases of the crown lands question. Liliuokalani claims that the crown lands, which embrace some of the largest and most valuable sugar plantations in the islands and represent a valuation well up in the millions, are legally her own property and were unlawfully taken from her by the Provisional Government at the time of the overthrow of the Monarchy. She now wants Congress to make some reparation to her for her loss of the property in question. She is hopeful, she says, that the Senate committee headed by Senator Mitchell will make a report to the upper house favorable to her claims.

Boebe Is Out

It is authoritatively stated in shipping circles that L. E. Boebe, now visiting on the Coast, is no longer in the service of the Globe Navigation Company and that he will not return to the islands as their agent.

OCEAN SPANNED BY MARCONI

NEW YORK, Nov. 19.—A special to the Herald from North Sydney, N. S., says: From Cornwall to Nova Scotia the Carlo Alberto, an Italian cruiser, made the transatlantic voyage without once breaking communication with shore. Wireless signals were exchanged from midocean with both the new and old worlds. Finally signals were exchanged between the Marconi stations at Poldhu, Cornwall and Tablehead, N. S. Marconi confirms all this.

Siberia Will Be Fastest

SAN FRANCISCO, Nov. 23.—The delay of the Pacific Mail's new liner Siberia in leaving Newport News for this port is said to be due to the necessity of making alterations which the experience of her sister ship, the Korea, has proved necessary. The Siberia made her trial trip on the Atlantic several weeks ago and was expected to be far on her way to this port by this time, but the voyage of the Korea to the Orient developed the fact that there was great need of a change in the plans of ventilating the forenoon, and the Siberia, built after the same plan, was held at Newport News to be altered in this respect. During her trip to the Orient, it is said, the Korea had a temperature of 180 to 190 degrees in the forenoon, and there was a failure of the funnels to draw this intense heat from that part of the ship. On the homeward run from Japan, along the northern circle, the Korea suffered little from this lack of ventilation and was therefore able to make very good time, but ordinarily, it is said, would be unable to reach a maximum of her speed on account of the lack of ventilation. The Siberia will possess a better system of ventilation, and is therefore expected to be the speedier ship of the two. The Siberia arrived at New York on Nov. 23 and will start for San Francisco, Honolulu and the Orient soon.

Honolulu Man Missing.

F. R. Shunk, a carpenter, who works at Fort Baker, and whose city address is 54 Sacramento street, applied yesterday to the police for assistance to find his son, M. P. Shunk, who disappeared about four months ago. The younger Shunk is twenty-four years old, a painter by trade and a musician and sketch artist for his own amusement. He came from Honolulu six months ago, and the first work he found was at Hunter's point with a pick and shovel. He was there only a few weeks, and his father has been unable to trace him farther. The elder Shunk came from Honolulu eight months before his son. He has no theory of the latter's disappearance, unless that he has gone somewhere else to work and has failed to notify his parents, both of whom are greatly worried. The mother lives in Honolulu.—S. F. Chronicle.

Nicaragua Canal.

WASHINGTON, Nov. 29.—The check in the negotiations with Colombia, relative to the Panama canal, has given great encouragement to the friends of the Nicaragua project, and the first evidence of renewed activity on their part was the appearance at the State Department of Senator Corea, Nicaraguan Minister to Washington. Secretary Hay has several times called the attention of the Colombian government to the fact that under section 4 of the Spooner act if he is unable to obtain control of the necessary territory in Colombia by treaty, then he is required to obtain such territory from Costa Rica and Nicaragua.

To Break Atlantic Record

NEW YORK, Nov. 23.—Should the two new Cunarders that the Cunard Steamship Company is going to have built for the New York-Liverpool trade come up to expectations in point of speed, they will each be capable of making the transatlantic trip in about four days and fifteen hours. This is figured on an estimated speed of twenty-five knots over the short course of 2780 miles between New York and Queenstown. In order to attain this speed the vessels, which are to be 725 feet long, with a displacement of about 27,500 tons, will have to consume about 650 tons of coal each day.

Cuban Reciprocity.

WASHINGTON, Nov. 16.—The pending Cuban reciprocity treaty provides at the outset for a uniform reduction of 20 per cent in United States duties on all imports from Cuba. In return for this Cuba is to admit goods from the United States in most cases at exactly the rates provided in the existing Cuban tariff law, and is to impose higher duties on similar goods imported into the island from other countries. These increases are not uniform, but each section of the Cuban tariff, in many cases each item, has had separate consideration.

Yale Defeats Harvard.

NEW HAVEN (Conn.), November 22.—Yale University defeated Harvard in the annual football game today in unmistakable style. When time was called in the darkness of early evening, the score stood 23 to 0, and Yale's shouting thousands overwhelmed their victorious barons, while Harvard participants with cheer after cheer encouraged their defeated, but plucky fighters.

WU TING FANG IN HONOLULU



WU TING FANG.

Wu Ting Fang, accompanied only by his two secretaries and on his way to China to direct the commerce of that country, and perhaps to change her destiny, is a passenger on the Hongkong Maru. The most brilliant diplomat that China has ever had in America, a student and admirer of our methods and also a student and admirer of Confucius, goes back to his native country "a pretty good American," yet one who thinks that the teachings of Confucius are good and that American business ideas and teachings are also good and may combine the knowledge of the two in such a manner as to produce a marvelous change in the commerce of his country.

Wu is a polished individual. He is a statesman and diplomat, but not one of the order of "know alls." He wants to learn and will interest himself in the most trivial occurrences. He has been four years in America. His term was for three years but he became so popular with Americans that this was extended by the Chinese government. In Washington he did much to break down the prejudices against Chinese. His receptions, balls, and other social gatherings in the national capital were most brilliant. He is a linguist. He has a great knowledge of the history, not only of China, but of the whole world. He tried to be friendly with all whom he met in America. He lectured at colleges and many public gatherings, and counts his personal friends in America by the thousand. His son is now in an American college. Columbia even wanted

Wu as a professor in Chinese languages. Wu is a loyal and devoted admirer of China, but he thinks some of her institutions should be changed. He wishes nothing radical, however. He considers that the time is at hand for China to adopt measures of conservative progress. He believes in railways. In fact, he built the first imperial railway from Tientsin to Peking, and at one time was manager of the Chinese Imperial Railways. One change that Wu thinks is necessary is that China abolish her tsung li yamen, and establish a better foreign office. He wants a reorganization in post and telegraph services.

GREETED BY SEE YUPS.

The Hongkong Maru was boarded by the acting consul, Goo Kim, Dr. Li Kwang Heng, the first secretary of the consulate, Poon Kwai Leung, the assistant secretary, a party of business men composed of Chu Gem, Yee Chin, Wong Kwai, Yin Quon, and L. Ahlo, and L. Akow, Ng. Monwar, E. Wan Sang, Y. Aho, and twenty-two members of the See Yup society, who extended a greeting to the ex-minister and immediately carried him off to the consulate. The five business men were then given an audience with Wu and presented a report of business conditions here, and of Chinese affairs generally in the islands.

While this reception was in progress an Advertiser reporter was permitted to enter the room. Wu shook hands with the reporter. He asked him concerning Honolulu papers. Asked many

SENATORIAL COMMITTEE AFTER JUDGE KALUA'S SCALP

It Will Recommend His Removal and Strongly Urge the Decentralization of the Territorial Government.

WASHINGTON, Nov. 24.—The Senatorial committee that visited Hawaii will recommend to the President that Judge John W. Kalua, presiding over the Second Circuit Court of Hawaii, be removed from office. Charges of incompetency and corruption were made against Kalua during the visit of the committee to the islands, and although Kalua was invited to reply to the charges, he did not attempt to do so.

One of the committee, who is now in this city, said today that among the recommendations would be two of considerable importance. One of these will be that the Governor of Hawaii be shown of much of his power, which at present is entirely too large, in the opinion of the committee, to insure efficient government.

The second recommendation will be the creation of local district governments for certain purposes on the separate islands, which will tend to relieve the Governor of some of his power. For land transfers, prompt administration of local affairs, etc., the present centralized government at Honolulu is said to be inimical to the welfare of the group.

CHICAGO, November 17.—The admission of Chinese to Hawaii, with a provision that they be allowed to work

only on sugar plantations, will probably be recommended by the Senate subcommittee that has recently returned from the islands. Senator Burton of Kansas, who is a member of the committee, with Senators Foster of Washington and Mitchell of Oregon, said today that the sentiment of all classes of Hawaii is in favor of such legislation. While he did not say what the report would be, the manner in which he talked of the situation plainly indicated it. Chinese and Japanese, he averred, are the only races from which laborers in the cane fields are drawn, as the native population is growing smaller. Chinese are barred out by the immigration laws, and the Japanese have raised the price of labor so that the planters are unable to pay it.

The Senator declares there is now an industrial and financial depression throughout the eight islands heretofore unknown, and just the reverse of the conditions in the states. All this is due to the poor state of the sugar industry. He and his colleagues spent nearly two months making their investigations, and according to his statement, there was no class except the Japanese laborers which does not favor the restricted Chinese immigration.

KRUPP THE GUN-MAKER IS DEAD

BERLIN, November 22.—Herr Krupp, the great gunmaker and the wealthiest man in Germany, died suddenly from apoplexy this afternoon at his villa at Huelgel. Herr Krupp had been ill for several days, and a report of his condition was telegraphed daily to his wife, who has been several months in Jena under medical treatment.

The first question that everybody asked was: "Did Herr Krupp commit suicide?" There seems to be no testimony to support this suggestion, the physician in attendance resolutely asserting that the case was simply one of apoplexy. That considerable time elapsed after death before the news was announced is taken by some persons to indicate that the cause of death is somewhat obscure. Near friends of the dead man who were aware of the great mental distress into which the recent publication in the Vorwarts had thrown him—reproduced as it was in adjacent cities and telegraphed over the world—are confident that the charges contained in the story induced his death.

WHAT WU SAID.

He said: "I find that these business men complain bitterly of the unjust way in which the exclusion act is carried out in Honolulu. Of course their business has suffered through the shutting out of the laborers, but they have not made so much objection to this as they have to the outrageous way in which the immigration authorities treat merchants, students, and bona fide travelers. As an instance I can mention that one of these merchants here present had a friend's boy to look after. This young man of 16 years came here to secure an education. He had proper papers. He was asked many questions by the authorities. They quizzed him in so many ways that of course a boy could not answer all of them. Finally the authorities here held him. He was detained for several months and after four hundred dollars had been spent the case was appealed to me. I took the case up and, after a good deal of trouble, the boy was allowed to land. China is constantly working to promote good feeling with America. You want Chinese laborers here, yet you put all sorts of difficulties before her merchants. You interpret the exclusion act in such a way that students are put to an enormous expense in entering this port. You make it hard for Chinese travelers. Merchants cannot bring their families without being subject to heavy expense and great delays. The sooner this is put a stop to the better. What harm comes from merchants' families and their sons coming here for an education? If you wish to keep out the laborers, all well and good, but do not place such difficulties in the way of our merchants."

OFFICIALS IN THE WRONG.

"I think this matter is a serious one," he continued, "and I believe that only a few officials are the cause of the difficulty. I assign their actions to two causes; first, over-zealousness, and second, unfair and unjust interpretation of the law."

"To illustrate. According to our treaty with the United States, a student has a right to come here to study, providing that he has a certificate from our Chinese government that he is a student and does not come to work and that his certificate is also vided by the American consul of the same place he left. The law says that the student can enter the United States with this. Put no, when he reaches here he is stopped by officers. They are told to the certificate that he is coming only for study, and not for work. Yet they submit him to much questioning. They ask if he has money enough to support him while here. How long will he stay in the country? What studies he will take up? And a lot of other questions. I ask you, can any young boy answer all these questions, put in order that an over-zealous official may stop him because he does not give an easily understood reply to all of them? But these smaller officials base their work on a decision of a solicitor of the Treasury. This decision is manifestly absurd and unfair. It says that he must come here with sufficient funds to maintain him during all the time he is here and that he must study to learn the things that cannot be learned in his own country. Under this decision a Chinaman cannot come here to learn English, for he can learn a little of that at home. A merchant cannot bring his young ten-year-old son here to get a first-class education in American style, for the officials would argue that he could learn some of it at home, and that he should only study the higher branches of education here. This is absurd, yet this is just the way they run things. I know of several cases where bona fide students have been detained for long periods and some rejected, by the immigration officials. I cannot enumerate in a few minutes' time all the grievances we have in this connection, yet the records show that there are many."

GOODS OVER-VALUED.

"The merchants only complain against the customs officials is that their goods are over-valued. For in-

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CABLE MATTERS SETTLED

Company and the Government Agree.

WASHINGTON, Nov. 20.—Clarence W. Mackay, president of the Commercial Pacific Cable Company; George G. Ward, vice-president, and William W. Cook, general counsel for the company, had an interview today with the Attorney General with respect to the conditions prescribed by President Roosevelt for constructing a transpacific cable. These conditions were approved by the President in July last, since which time the Pacific Cable Company has not officially notified the Government as to its intention or willingness to accept them.

Today, however, Mackay explained to the Attorney General that the delay was caused by protracted negotiations, which have only been brought to a conclusion within the last few days, to secure a landing place in China to comply with the President's condition that an independent American line should be constructed from Manila to Hongkong, thus giving an all-American through line to the Asiatic continent.

It was this condition that was supposed to be the one that the cable company would be unwilling or unable to comply with. It now announces its ability and intention to construct a line from Manila to Shanghai, a distance of about 1,200 miles, and to have the same completed within a year.

Owing to the claim of the Pacific Cable people that, as they read one of the other conditions, it will practically prevent the necessary relations with existing lines in China to secure the transmission of American messages to interior points, that provision is being recast to obviate misunderstandings and will be submitted to the President in a modified form within a few days.

SOUNDINGS FOR MACKAY.

WASHINGTON, Nov. 21.—Secretary Moody today directed that the Nero soundings be turned over to the Pacific Cable Company. This action resulted from a conference between Secretary Moody and Rear-Admiral Bradford, Chief of the Bureau of Equipment, in regard to the proposition of the Commercial Pacific Cable Company to construct a cable from San Francisco to Honolulu.

The Secretary has authorized the Admiral to turn over the soundings made by the Navy Department to the Pacific Cable Company as soon as the necessary papers have been drawn up. These soundings represent more than a year's work and an expenditure of about \$100,000. As a result of the Secretary's determination to relinquish the soundings to the Government in cable rates and in military use of the cable, it is expected that a cable will be in operation between San Francisco and Honolulu within a few weeks and work then will be pushed on the line between Honolulu and Manila.

It is due to the work of the Nero that Guam is to be a landing station of the Pacific cable. The cable company was disposed to believe that there was an abyss in the vicinity of the island which would prevent the laying of a cable by that route. Admiral Bradford showed the company's representatives enough of the soundings to convince them that the survey of the Nero had made a detour of this abyss, and it was agreed to lay the cable via Guam.

JAPANESE FLEET COMING THIS WAY

SAN FRANCISCO, Nov. 18.—Japan intends to maintain a squadron of war vessels in the Pacific waters of North and South America, and in the near future the nucleus of the fleet may be expected to arrive here from the Orient. Such is the announcement made by C. Aoki, fleet surgeon of the Japanese navy, who arrived at the Occidental Hotel yesterday on his way to Mexico to make a report to his government on the advisability and feasibility of establishing Japanese colonies in that country.

The Freighter Californian.

SAN FRANCISCO, Nov. 24.—The American-Hawaiian Steamship Company's steamer Californian, now forty days out from New York for this port, arrived at Coronet to coal last Wednesday. The new steamer J. L. Luckenbach of the opposition line left New York six days ago for this port, and is to be followed soon by the new steamer Lewis Luckenbach. The two last named steamers are over 3000 tons net register, but are not such great carriers as the American-Hawaiian vessels.

The North police have seized Vorwarts, the socialist organ and Krupp, the gunmaker, will prosecute the editor for libel.