

# Hawaiian Gazette.

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WHOLE 2731

## REASON FOR! THEO. RICHARDS' DISCLAIMER

**Pinkham Got After His Camp—Mrs. Thompson, Sanitary Expert, Backs Up Rath—Palama Lanes Visited by Garbage Carts.**

Editor Advertiser: The half has not been told. The conditions in Palama are not sanitary. I have found swill thrown under houses to avoid garbage bills. In New York and other Eastern cities no one pays for the removal of garbage. Some of the lanes and environments of Vineyard, Liliha and King streets need attention. I have found tuberculosis, trachoma, scabies, Manila itch and other contagious diseases prevalent in that quarter. I have visited sections where the landlord believed me an inspector and swept up garbage. In that quarter garbage and debris of all kinds are prevalent. I have visited families where the mother and seven children had itch and in another case eye disease. I am surprised that money and every available assistance has not been put in use to check dangerous diseases now prevalent in Honolulu. Best doctors and surgeons should be employed and paid suitable remuneration to watch over the public health.

(MRS.) A. H. THOMPSON,  
Sanitary Director of Kindergartens.

The four lines of criticism of the sanitary status of Palama quoted from Theodore Richards yesterday got him into trouble. With an eye on reprisals President Pinkham and Dr. Pratt hurried in the morning to the Richards camp on Vineyard street and found it so filthy that, as Pinkham said, several hundred dollars would be required to put it in good shape. Richards seems to have got wind of this and to head off exposure he sat down and wrote Pinkham a letter of disclaimer and apology. This letter astonished Mr. Rath as much as it did the Advertiser reporter who had taken down the timorous Theodore's exact words. But it did not save the Vineyard street camp from exposure at Pinkham's hands. Nor did it alter the facts about Palama, the sudden appearance of garbage carts in that quarter yesterday showing that the need of sanitation had not been overstated. Additional evidence of the state of things is given in a letter from Mrs. Thompson, the director of sanitation in the kindergartens, which appears elsewhere.

### THE CLEANING UP.

Taught something by the public outcry, President Pinkham yesterday decided that the conditions in Palama might be bettered, so he had a gang out rooting around among some of the more offensive heaps of garbage. Desha lane was cleaned in good style, except for its worst hole, a house on the Ewa side, just off King street, where a boarded fence conceals a filthy place caused by defective plumbing. But the lane itself was made clean.

The makai side of King street did not attract the president and the outrageous nuisances behind some of the tenement blocks were not abated.

Late yesterday afternoon Mr. Rath received a copy of Theodore Richards' letter to the Board of Health. "It is a queer thing, his doing that," said Mr. Rath last night. "I don't understand his motive in retracting his statements. He saw the conditions himself, and said they were insanitary. I fear Mr. Richards is a weak sister."

President Pinkham also made a personal inspection of the Palama district yesterday morning and by high noon that already certified-to-be sanitary district had received a partial cleaning. The inspectors, under Mr. Pinkham's orders, cleaned out a set of tenements on the Waikiki side of Desha lane.

Mr. Pinkham then called on Social Settlement Worker Rath. Mr. Rath was away on his duties, but the president of the Board then asked Mrs. Rath where he could find her husband and seemed anxious to consult with him.

When Mr. Rath returned he immediately called up the president of the Board of Health.

"This is Mr. Rath. I understand you called to see me this morning."

"If you want to see me I am at the Board of Health's office. You can see me here, if you have any business."

"I merely thought you wished to see me, so I called you up. I've no time now to call on you," said Mr. Rath.

"I called him up from sheer courtesy," said Mr. Rath afterwards. "Seeing he had called to see me I thought it only decent to put myself in communication with him. But I'm not hunting him by any means. I've chased him long enough."

The Board of Health also got suddenly active on the makai side of Hotel street near Maunakea and ordered some of the Chinese there to clean things up, their toilets being in filthy shape.

Garbage barrels have been set out in Desha lane for the first time and much filth, heretofore neglected as sanitary, will, by order, now be dumped in these.

## BONAPARTE AFTER THE SOLACE.

WASHINGTON, D. C., Sept. 9.—Secretary Bonaparte has determined that an investigation shall be held as soon as possible into the affairs of the Solace, which makes trips between San Francisco and Manila. At the termination of each voyage of that vessel passengers on board, officers attached to the vessel and members of her crew have filed complaints against the general conditions prevailing on board and made all sorts of charges against those in authority. Considerable curiosity exists in the navy department just why there should be so much trouble and why turmoils should continue from voyage to voyage, without any improvement in the situation. It appears from complaints that the mess bill of \$1 a day is excessive and that better food is to be had on the Atlantic station for half the price; also that two officers derive an income from his mess fund, that only one express

company in San Francisco and Manila is allowed to come on board to get baggage and that certain articles of food supply are, as one complainant expressed it, a menace to public health and in one of the official communications which arrived at the navy department it was alleged that the butter was without a single virtue and that on one occasion people at the table unanimously expressed their sentiments by a prolonged action which consisted in placing olive stones in individual plates of butter in the presence of an officer who was supposed to be responsible for it. There are many humorous incidents reported which of themselves hardly justify departmental consideration, but there have been so many complaints and so much discussion seems to exist on board the Solace that Secretary Bonaparte has finally decided that something must be wrong. If it should be that any officers of the ship should be changed, that action will be taken regardless of personal feelings in the matter.

## TO INVESTIGATE THE KNOCKERS OF HAWAII

**Promotion Committee Gets After Detractors of Honolulu's Charms—Fred Smith Joins Committee—Art Contest.**

The Promotion Committee met yesterday afternoon, present being J. A. M. Johnson, J. McCandless, A. E. Gartley and E. I. Spalding and Secretary Boyd.

Fred Smith of the Oahu R. & L. Co., was appointed a fifth member of the committee.

It was decided to forward the following communication:

Mr. J. B. Jensen,  
Box 711, Salt Lake City, Utah.

Dear Sir: We have received the following from our Los Angeles agent:

"The enclosed card is that of a man who is here representing a large Utah coal company, that are to build a short branch to connect with the 'Salt Lake,' put in coal bunkers at San Pedro and secure if possible the contract for coaling the government vessels. He claims that their coal is of a superior grade for this purpose as it contains less than one-half per cent of sulphur, with high percent of carbon, about 56. Owing to the mines, road and bunkers as well as having capital for a steamer line, he is very anxious to know whether he can do business with the islands, would like to know where the government gets their coal, price paid, quality, and source of supply; as well as general market for a good article at lowest possible figure; please give your personal opinion.

"Also, are there any large freight contracts on the islands that could be secured for a steamer line? He has been advised that there are two sugar firms, that are not in the 'Trust,' is that true. His idea is to carry freight, at low figure on account of having their own coal, and cargoes from here; adding passenger service at \$100 round trip, say twice a month; from San Pedro. They claim to have a capital of \$3,000,000, and fine backing."

In response thereto we beg to submit to you a few facts and figures which may be of service to you. You will appreciate that we offer only our opinions; that it is seldom that we go further than to give bare statistics on such matters, urging that our correspondent come down and look over the field in person, to have that close and intimate acquaintance with conditions which will result in complete satisfaction whatever is done.

There exists no reason why any steamship company should not come into this port and do business with Hawaiian merchants and shippers. This of course must not be taken to include the sugar factors. Under contract the sugars are moved to San Francisco or New York for refining. This would seem to cut out business for San Pedro.

The U. S. Navy Department has practically three sources of supply for coal, England, Pennsylvania and West Virginia. The naval coal sheds are fairly well stocked, the stocking going on each alternate year. The army gets its coal from Nagasaki now, it being brought over by returning transports. Time was when all coal was purchased from local dealers, but this was too expensive and so the order was made to have returning transports bring coal to this port.

The stock carried is not large and the draft upon the yards is not heavy. The two trans-Pacific Steamship companies keep supplies, as well as the local Inter-Island Steamship company. It would be very hard to guess just what is the cost of these cargoes.

All these coals are of a bituminous nature. Occasionally the Navy gets some coal from England (Cardiff), and this year will restock its bunkers with about 12,000 tons. The Australia coal, more largely used than any other, comes in at from \$5 to \$6 per ton, duty paid, cargo lots.

As to a general market, the use of coal has been declining steadily since the introduction of fuel oil. Where at one time 3,000 tons of coal were used per month, by a string of plantations along the Oahu railway on this island, now less than 1,000 tons are consumed. For illustration we add statements of importations for the fiscal years ending June 30, 1904 and June 30, 1905:

### UNITED STATES CUSTOMS SERVICE.

Coal Imported From Foreign Countries Into the District of Hawaii for the Year Ending June 30, 1904.

Countries.	Tons.	Value.
Australia.....	155,688	\$394,049.00
British Columbia.....	7,985	31,943.00
England.....	6,789	25,173.00
Germany.....	49	173.00
Japan.....	1,997	6,466.00
Total.....	172,508	\$457,888.00

Coal Imported From Foreign Countries Into the District of Hawaii for the Fiscal Year Ending June 30, 1905.

Countries.	Tons.	Value.
Australia.....	56,370	\$125,837.00
England.....	7,987	27,208.00
Germany.....	101	345.00
Japan.....	13,448	38,449.00
Total.....	77,886	\$191,839.00

So much for coal figures.

The passenger business to Hawaii suffers materially from the fact that only one ship is in the San Francisco-Honolulu trade and the other vessels plying between the Coast to the islands are through ships, which can neither always accommodate travelers nor general return passage with first rate cabins. Personally we know of many travelers who have turned away from Hawaii because of these conditions, and many more who could not get away when they wished. This will partially explain the small figures of travel during some months of the past year. We feel that there will be a heavy increase in business and that every would-be passenger can secure accommodations to his liking. Especially we are convinced that this will be the case when there is a steamer line from Los Angeles, the center of tourist travel. The following are figures showing inbound and outbound travel at the port of Honolulu these being only first-class passengers by steamers; the sailing vessels being about balanced in arrivals and departures:

Arrivals, Departures.		
1904.		
July.....	240	322
August.....	253	291
September.....	214	268
October.....	242	128
November.....	268	182
December.....	289	102
	1606	1294
1905.		
January.....	205	94
February.....	202	212
March.....	267	142
April.....	167	282
May.....	212	288
June.....	261	265
July.....	219	249
August.....	198	289
	1731	1821

We beg to enclose a clipping from the morning newspaper which will show imports and exports, giving you a basis for calculation of our trade outside of sugar. It would afford us pleasure to meet you or your representative here that we might go over the ground personally. We would welcome an opportunity to answer any question that you might ask.

Believe us very truly,  
THE HAWAII PROMOTION COMMITTEE

(Continued on Page 5.)

## TREATY READY FOR SIGNING

**Prospects for Popular Privileges Hang Upon the Attitude of Russia's Royal Ruler.**

(Associated Press Cablegrams.)

ST. PETERSBURG, September 21.—The treaty of peace has arrived. The Czar is expected to return tomorrow. The project has been completed permitting discussion by the assembly of political and economic questions and is now awaiting the Czar's approval. Greater press latitude is expected.

### DEMOCRATS FUSE.

SAN FRANCISCO, September 22.—The Democratic municipal convention has decided upon fusion with the Republicans, thereby signifying the indorsement of Partridge.

### GRAFT IN PORKOPOLIS.

CHICAGO, September 22.—Four beef packers pleaded guilty to a charge of conspiracy in accepting railway rebates and were fined in aggregate \$25,000.

### URIBURO GOES FREE.

SAN FRANCISCO, September 22.—Uriburo has been acquitted of the charge of embezzlement, referred by Tetrzinni, the noted singer.

### AFTER THE WAR IS OVER.

TOKIO, September 22.—Admiral Nebogatoff and others are returning home. Admiral Rojstvensky is still confined to hospital.

### DAURIGNAC DEPORTED.

NEW YORK, September 22.—Daurignac, the brother of Madame Humbert, has been deported.

### THE MIKASA EXPLOSION.

TOKIO, September 22.—There is a possibility that the Mikasa was sunk by an exterior explosion.

### RHODES' BROTHER DEAD.

LONDON, September 22.—Colonel Francis Rhodes, brother of the late Cecil Rhodes, is dead.

### THE LESSONS OF WAR.

PARIS, September 22.—The construction of eighteen new submarines has been commenced.

### A BAD SMASHUP.

HARRISBURG, September 22.—Five were killed and eight seriously injured in a collision.

### AMERICA MARU COMING.

YOKOHAMA, September 22.—The Toyo Kisen Kaisha is about to resume its service. The America Maru leaves Kobe for San Francisco Sept. 28.

### AFTERNOON REPORT.

SAN FRANCISCO, September 21.—Ten thousand dollars' worth of watches and diamonds were stolen by a sneak thief from McConnell's jewelry store today. The thief escaped.

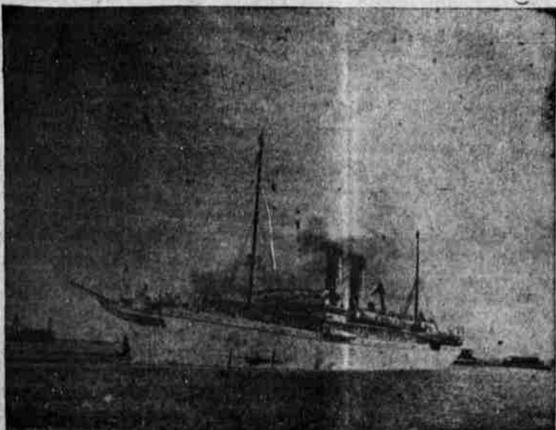
TOKIO, September 21.—The naval armistice between Japan and Russia was signed on September 18.

ODESSA, September 21.—Four steamers started from this place today for Japan to repatriate Russian prisoners now held by the Japanese.

SAN SABASTIAN, Spain, September 21.—King Alfonso has signed the treaty of general arbitration between Spain and Belgium.

PHILADELPHIA, September 21.—The Sovereign Grand Lodge of the Independent Order of Odd Fellows in session here, has decided to meet next year in Toronto.

BERLIN, September 21.—The total number of cholera cases here to date is 222 and the deaths 78.



THE S. S. AMERICA MARU, SHORTLY TO RESUME HER RUN TO THIS PORT.