

WINE FLOWED ABOUT THE CAPITAL

(Mail Special to the Advertiser.)

WASHINGTON, D. C., February 21.—A great consumption of champagne, reaching into the thousands and even the tens of thousands of bottles, is being recalled in Washington at this particular juncture because of certain legislative occurrences. Only a few years ago—perhaps it was as much as five or six years ago—this town experienced more champagne jags than had ever before been known. People got 'em in broad day light as well as along in the evening when real polite people who know the taste of that intoxicant are supposed to absorb it.

This is being recalled now because Representative Lilley, of puritanical strain from Connecticut, has introduced a resolution of inquiry about the methods a company, which has submarine boats to sell the government, has pursued in influencing the House Naval Affairs committee. That committee recently voted to buy eight of these submarines, where the Navy Department asked for only four.

If all the history of the work, representatives of submarine boats have done to get the government to buy, could be compiled and put on paper it would form an exceedingly interesting book. One chapter would be about that winter of champagne jags. In those days Navy officers were fighting submarines. Those officers were certain the boats would be of little use in warfare. They were invented by outsiders, which was enough to condemn the utility of the boats.

So the campaign with Congress was begun. The then owners of the same type of submarines, which are now involved in Representative Lilley's resolution of inquiry, were willing to burn some money on their venture. They believed in it, and apparently with reason, for the building of Holland boats has become a great industry and the necessity of the boats in modern warfare is now recognized by naval authorities here and abroad. A very clever manager was sent to Washington to take charge of the campaign. One of the boats was exhibited on the Potomac, as long as the river was open. People from Congress were taken down to the river front, placed aboard ship and carried down where the water was deep enough for the new boat to "dive." Some Congressmen, who wanted an experience, like that President Roosevelt wanted some two or three years ago, ventured into the invention and went down under the waters of the Potomac. They saw the machinery work as the boat stood on one end or the other end, and moved upward or downwards horizontally at the option of the man in command. Of course it demonstrated what a wonderful invention the submarine boat was.

But incidentally going and coming to the "dive" there was plenty of champagne and the best quality of Havana cigars. The people interested in the invention preferred to entertain their "guests" royally. Perhaps it was not their fault that some Congressmen drank champagne as though they had never seen it before and never expected to see any more. Congressmen are very like some other mortals. When the drinks and the cigars are free, these people are apt to gorge themselves, especially those who are not well-tutored in genteel manners and customs.

So there was great hilarity on board the ships that plied to and fro on the Potomac on excursions to witness the diving of the submarine. When the river froze over the submarine was taken down to Annapolis, where the water is salt and does not freeze. This was no deterrent, however, to the drinking of champagne by thirsty Congressmen. Annapolis and the naval academy is only an hour away by rail and special trains were chartered to take more Congressmen down to see the boat dive. Great trainloads of statesmanship started for Annapolis at stated intervals, and no train ever pulled out of the Washington station before the champagne corks began to pop. Everybody was expected to eat, drink and be merry, for there were estates as well as drinkables on board.

For these divers excursions there were hundreds of headaches the next day and hundreds of cross and snappy Congressmen. But the campaign eventually won and plenty of the government's money was voted to buy submarines. Nowadays there is no questioning about the wisdom of buying submarines. Millions of money have been invested in them.

However, there is keen competition, and the representatives of the two or three rival companies come down to Washington every winter. Fierce efforts are made to persuade Congress to draw the provisions of the naval appropriation bill so that only one company can possibly be recognized in the bidding. There are fierce efforts, also, to have the provisions so drawn that all the submarine boat builders may have a "look in" on the prospective contracts. Certain members of the

PRINCESS' DEATH COMMEMORATED

Governor Frear read the poem written by Mrs. Ella Wheeler Wilcox on the Princess Kaiulani, and contributed to the Paradise of the Pacific, at the exercises yesterday in commemoration of the death of Kaiulani at the school which bears her name.

The poem is a presentation of the character and thought of Kaiulani as Mrs. Wilcox has conceived it from what she has learned of the Princess since she came here.

The idea of having this poem read at this school by Governor Frear on this occasion was the idea of Alexander Hume Ford. It took place at 11 o'clock in the assembly room of the school. On the platform besides Governor and Mrs. Frear, and Mr. and Mrs. Wilcox were A. L. C. Atkinson, Alexander Hume Ford, Mr. and Mrs. C. L. Rhodes, Burton Holmes, R. K. Bonine, Mrs. Wilson, Mr. and Mrs. De Weese, W. H. Hoopes of Chicago, Ill., Mrs. Robt. Jocelyn of Chicago, and a few others.

The children of the entire school were assembled, crowding the whole room. At the right of the platform on a large easel was a portrait of the Princess. Mrs. Frear, the principal of the school, introduced the Governor who made a brief speech in which he spoke of the interest in the school that was manifested by the presence of their visitors there. He urged the pupils to seek to grow up as useful men and women. He concluded by reading the poem.

Brief addresses were also made by A. L. C. Atkinson and Alexander Hume Ford.

Under the direction of Mrs. Tucker the children sang Aloha Oe and America, and then the younger children under the direction of Miss Alu sang some of their school songs.

Before the exercises in the assembly room the pupils of the entire school were gathered in front of the school building where moving pictures of the salute of the flag were taken by both Burton Holmes and R. K. Bonine. After the exercises in the assembly room both took moving pictures of the children as they were dismissed from the school for the noon recess.

Mrs. Wilcox's poem was as follows:

Dreaming of thrones, she grew from child to maid,
While under Royal Palms, soft fountains played,
She saw herself, in Time's appointed hour,
Ruling her kingdom, by love's potent power,
Her radiant youth, imperially arrayed,
Where tropic suns were tempered by sweet shade,
Protecting love, her pleasant pathway laid,
And there she dwelt, a Princess in her bower,
Dreaming of thrones.

HOW DIPHTHERIA IS CONTRACTED.

One often hears the expression, "My child caught a severe cold which developed into diphtheria," when the truth was that the cold had simply led the little one particularly susceptible to the wandering diphtheria germ. When Chamberlain's Cough Remedy is given it not only cures the cold, but greatly lessens the danger of diphtheria or any other germ disease being contracted. There is no danger in giving this remedy, as it contains no opium or other harmful drug. For sale by Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

Amby McGarry, the lightweight New Yorker, and Joe Seiger, of Denver, fought a six round draw in New York on February 27.

House Naval Committee are known to be friendly to certain types of submarine boats, and it is noticeable that while they have no bottles of champagne on tap, they have well-stocked cupboards in their committee rooms, where friends can always have a drink of "red eye" and a smoke.

All these things have led to charges and countercharges, and also to Representative Lilley's resolutions of inquiry. If a House committee undertakes to investigate, there might be some interesting developments. If the bills for entertainment could be scrutinized there would be amusement, for, of course, in the long run Congress has to foot those bills when it pays such fat prices for the submarine boats.

If the names of Congressmen who find it convenient every few mornings to drop by the hotel where the representatives of the submarines hold forth, could be brought to the public eye, some Congressmen would probably have a hard time getting back next November. At present, no one in Washington thinks it likely that such information will be brought to light.

Involved in the proposed inquiry is the big fight between Republican factions as to whether an enormous battleship program, such as the President wants, shall be authorized, or whether there shall be a more conservative building program. The House Committee on Naval Affairs is split up into cliques that fight one another viciously, in which respect that committee differs materially from the Senate Naval Committee that always holds calmly upon the authorization of new ships. Meanwhile there is a tremendous hubbub in the House, and the submarine boat rumpus is causing a terrible tempest.

ERNEST G. WALKER.

ROOSEVELT, THE MAGNATES AND THE BIG RAILROADS

(Mail Special to the Advertiser.)

WASHINGTON, D. C., Feb. 24.—Great are the railroads. Greater still are Roosevelt and La Follette. Just at present it may be worth while to remember especially La Follette. For a few days Washington has been feeling again as though it were a camp of railroad interests and antagonists, just as it was for many merry weeks two years ago when Congress was brooding over a rate bill.

Railroad men are coming in here daily and they certainly are a lot of sore heads. The President struck out at them anew the other day when he addressed a letter to the Interstate Commerce Commission to prepare data about railroad operation and the conduct of financing projects, as against a possible strike of employees. Like many a Roosevelt output it came as a bolt out of the blue and took everybody by surprise. The Interstate Commerce Commission came right back, as a matter of fact. It said it had all the information the President was likely to want on those subjects. Under the rate law there is a provision for monthly accounting by railroads and this system is so thorough that it furnished about all the President or anybody else would need to know as to whether a railroad had been and is being operated economically and whether there is cause for its reducing its wage scale.

The President intended his letter should act as a preventative of strikes, which the Commissioner of Immigration, Mr. Sargeant, an old labor union man, and others have been telling him were coming. They have also been telling him that the clash would be something greater than it was in 1893 when Eugene Debs got into prison, because the railroad employees are now better organized than they were then and can hold out longer. The railroad Presidents who have been hurrying down to Washington on this and other questions, are grumbling at what President Roosevelt has done to them in the time of their adversity, but the opinion is that he has made it more difficult than ever for the railroads to cut down wages.

And also in this time of their adversity Senator Robert M. La Follette enters upon the scene. He makes the President and all Congress take notice. The Aldrich currency bill was getting along nicely in the Senate. To be sure the Senate has been on the point several days of falling asleep so dull was the debate on the measure. It has a clause permitting the bonds of railroads to be used as a basis for emergency currency.

The great west, now a tremendous factor in National legislation, has been grumbling about that clause, the wisdom of which even some of the great Senate leaders doubted. The Western Republicans insisted that the eastern bondholders would profit chiefly from this provision. It would accentuate the value of their securities. The railroads, however, would like to see the provision become a law. They are feeling the hard times more than any other corporations. Traffic is falling off. Freight and passenger receipts are at very low figures. It is next to impossible to get money for construction work. The outlook for these properties and the hundreds of thousands of their employes is rather dismal.

The giving of their bonds a little preference, such as that proposed, would quicken railroad business. It would be easier to raise money by the sale of bonds, which the national banks would have to for.

One day two or three weeks ago, Senator La Follette, rising from his lone corner of the Senate, gave notice of an amendment that only the bonds of railroads should be accepted when the roads had been appraised to the satisfaction of the Interstate Commerce Commission. That was a step toward the appraisal of railroads, which Senator La Follette was the first to advocate prominently. President Roosevelt only tolerates Senator La Follette. He didn't like to see the Wisconsin Senator come "butting in" with any railroad thunder and at first he frowned upon the appraisal scheme. Then, after hesitating several months, till the railroad rate bill had gone into effect, he embraced the idea.

The railroad presidents groaned when they heard what the President had done. They groaned some more when they saw Mr. La Follette persistently although quietly putting forward that amendment, but they hoped for the best. They might have remarked, "Cheer up, the worst is yet to come." The Western Republicans who do not hesitate to advocate the guaranteeing of deposits in national banks by the government and some other like provisions, even though they be somewhat Bryanesque, kept on grumbling about the bond provision. They grumbled in the Senate and they grumbled in the House and, as Republican leaders of Congress and the President are anxious to get the Aldrich bill enacted into law, they had to take notice. So all at once, while the Aldrich bill debate was still dragging along in the Senate, it was decided that something like the La Follette amendment, without using its language, must be adopted. Rough drafts of a provision have been written out, and in due season will be incorporated into the act as it is printed on fine, thick paper and sent over to the House of Representatives for consideration.

All of which will add to the sorrows

of the railroads that are bonded beyond their real value. It might be mentioned that the railroads out in Mr. La Follette's State of Wisconsin may not be worrying much for they have already been appraised under State law and this may satisfy the Interstate Commerce Commission. The new provision, whatever it may be, will not mean that all railroads must be appraised, as was originally proposed by Mr. La Follette, so that there could be a substantial foundation upon which to estimate what freight and passenger charges should be, but it does mean that watered securities of railroads will have difficulty in passing muster with Treasury officials as basis for emergency currency notes to be issued by national banks.

Incidentally the entire transaction demonstrates how Mr. La Follette is becoming a power in the United States Senate. He is a little man in stature, and when the Senate virtually ostracized him for his independent views and his determination to advance them, he gritted his teeth and kept right on. But he insisted on putting Senators on record and fought through the deadly rollcalls. Some of the older Senators saw long ago that he must be reckoned with. Certainly more will be heard of La Follette.

He is a radical Republican and proud of it. So is President Roosevelt and says so. The conservatives do not like his little ways. But, entirely apart from the merits of what Mr. La Follette advocates, he is growing legislatively because he catches the favor of the great Western constituencies. He is strong up and down the Mississippi valley, where Roosevelt is also strong. He is strong because he is fighting railroads and other big corporations where he thinks they are doing wrong. The same is true of President Roosevelt. Eight years ago the politicians were saying nearly the same things of Theodore Roosevelt that they are now saying about La Follette, which does not necessarily mean that La Follette is as great a man as Roosevelt or will be. It is simply stated to show that the man is getting ahead in Washington because of the ideas he advocates in season and out of season.

The railroad officials, who are now flocking to Washington, come as supplicants rather than as antagonists, in which latter role they flocked to Washington two years ago. Then they organized big lobbies here. Expensive attorneys took up winter residence in the highest priced hotels and there was much coming and going. They were defiant, or most of them were.

Now they are pleading for clemency and for considerate treatment. They say that earnings have decreased, that dividends are being cut, so that the stockholders already have to suffer from the industrial depression. Then why should not the wage earners share in the loss, rather than take it all out of the stockholders' pockets or even force the railroads into bankruptcy?

One railroad system, already in bankruptcy, is trying to reduce wages on the Seaboard Air Line, with thousands of miles of tracks extending from Washington down into Florida. The federal courts are likely to approve a reduction of wages there, with the result that the federal administration can not interfere. The outcome is awaited with interest in the railroad world. The whole question of railroad economics and the question of the part that railroads have in furthering or restricting the prosperity of the country are under serious discussion. Some say that the natural laws of commerce have been interfered with by public legislation and therefore the railroads have been unduly fettered. It is undoubtedly a serious matter, for the railroads make much for the weal or woe of the people. If they are not allowed to charge as much as they ought to suffer for traffic, the public has to suffer in the long run.

Things may come to a pass where the people will have to ask the most cordial cooperation of the railroads to help bring prosperity back. The whole country is praying for it. There are soup kitchens in hundreds of American towns and cities at the present time. Very little is being said about them in the respective localities. If with the coming of spring and summer there is no revival of business, the railroads may come in for some sympathy, especially if it can be proven that they have not been given a "square deal" all round and as a consequence have not contributed as much as they could have contributed, if let alone, to the country's industrial activity and to the employment of laboring people.

Their complaints to Congress and to the administration at this time, extend to other causes than have been mentioned. Railroad presidents have been examining the offices of the Interstate Commerce Commission, pleading for an extension of the time when the nine hour law for telegraphers shall go into operation. That was enacted sometime ago to become operative March 4 next. Railroad operators now in interstate commerce work often twelve hours and more a day. It is, of course, too long. The railroads claim they can not get the extra operators. Perhaps that contention is open to doubt, for many good operators are walking the streets out of a job. The real objection, perhaps, is that it would entail much extra expense at a time when the railroads can ill afford that expense.

The railroad presidents coming to Washington are likewise "kicking" about the employer's liability bills, now before Congress, some one of which is to be enacted before the session is over. But that is one of the minor railroad plights being sounded in every executive, departmental and Congressional office of the National Capital at the present day.

ERNEST G. WALKER.

C. A. Brown yesterday returned from Kaula.

Wounds and Skin Diseases cured by

"THE HOUSEHOLD SURGEON"

Druggists refund money if DR. PORTER'S ANTI-SEPTIC HEALING OIL fails.—Made by PARIS MEDICINE CO., Saint Louis, U. S. of A.

MAY TEST THE SUSPECT LAW

(From Thursday's Advertiser.)

An inspector of the Board of Health, backed up by the Chief of Detectives Taylor and Police Officer Reeves and armed with a warrant, visited the home of Dr. and Mrs. Atcherley yesterday afternoon for the purpose of making an arrest. The person wanted was a leper suspect who had taken refuge with the Atcherleys and who refused to surrender to the authorities until Chief Taylor laid an arresting hand on her shoulder. As a result of the arrest charges of illegal detention and arrest may be laid against the president of the Board of Health and the police officers, Attorney Ashford being present and informing Taylor that his warrant was defective and the authority under which he was acting illegal.

This was the second arrest of the suspect yesterday, an agent of the Board of Health having previously taken her in charge and conveyed her to the office of the board. There, she asked permission to consult with Dr. Atcherley before going to Kailih, the agent accompanying her to his office on Beretania avenue. Arriving there and after consultation with the doctor and his better half, the arrested woman refused to go back to the Board of Health rooms, necessitating the sending for the regular police and her rearrest.

The case is one which will probably be used to test the law and take advantage of an appearing flaw. According to the act of the recent Legislature, any suspect has the right to call in a physician of his own choosing to consult with the physician of the Board of Health on the case, the two doctors having to certify that the suspect is a leper and capable of spreading the disease before he can be sent to Molokai. Should the two disagree a third doctor, agreed upon by them both, has to be called in to decide. In the case of the woman arrested yesterday, she had called in Dr. Atcherley, who had certified that she was a leper but who refused to certify that she was capable of spreading the disease. This made the disagreement and he was notified by the board some weeks ago to select another doctor to consult with him and Dr. McDonald. So far he has not done so and there appears no provision in the law to cover such a case nor to provide for the contingency of the two doctors being unable to agree as to a third.

In the meanwhile the woman has been in large and the contention of the Atcherleys and of Attorney Ashford is that until the third doctor has been selected and the consultation held there is no legal way of holding the suspect in custody. Ashford registered his kick with the president of the board yesterday after the arrest.

GIVEN UP BY SPECIALISTS

CURED BY DOAN'S BACKACHE KIDNEY PILLS.

Miss Emma Shirley, of Kill Buck, N. Y., says: "Kidney trouble mysteriously fastened itself upon me and I ran down so rapidly that in a short time I was a nervous wreck. I had no strength and was so weak and had so much pain I could hardly totter about. I was down in bed for weeks, and could hardly turn over. When I got up I was so nervous, that if anyone looked at me I was ready to cry. My eyesight failed, headaches and dizzy spells racked me, and I had terrible pain in the side. I could not retain my food, my complexion was pasty, and all the time the kidney secretions were awfully irregular. I went to Buffalo and was treated by renowned doctors, but only sank lower and lower until my friends gave me up to die. Through a friend I learned of Doan's Backache Kidney Pills, and after taking two boxes, felt very much better. I kept on until I had used twelve boxes, and was then so greatly improved that I was able to go home to Kill Buck. This was within four weeks after I left my bed, and I hardly dared hope I was well, but so it proved. Though I had lost 18 pounds while in bed, I recovered that and six pounds more. Doan's Backache Kidney Pills saved my life, and I shall never quit praising them."

Doan's Backache Kidney Pills are for sale by all chemists and storekeepers at 50 cents per box, six boxes for \$2.50. Mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

HANDY PONIES FOR THE FLEET TARS

SAN FRANCISCO, February 29.—Sightseeing trips in big automobiles—150 of them at one time—will give the officers of Admiral Evans' fleet the chance of their lives for seeing San Francisco and scenic points near by, if plans proposed yesterday by the committee on sightseeing are carried out. The committee's plans include an expenditure of \$6500 on pleasure trips, picnics and excursions for the officers and men.

Only the officers will be taken in the autos, however, tough little riding ponies being provided for the men. One day will be devoted to taking the officers in the automobiles through the city from one end to the other in parade, and next day the bluejackets and marines will be taken on gallops through the country.

DISCUSSED A GRUESOME MATTER

(From Thursday's Advertiser.)

"If a potter's field be established in Honolulu the number of dead that the authorities will be called upon to bury will increase very many times, such is the nature of our population. Let the people once know that there is such a place and where we have one body to bury now, we will have twenty."

Such is the opinion of Dr. Wayson, expressed at the meeting of the Board of Health yesterday afternoon, when the question of the extension of the Makiki cemetery came up. The speaker was opposed to the extension of the cemetery by one inch, and advocated the burying of indigent dead at Poor City.

"Well, where is the money to come from?" asked President Pinkham. "The money will have to come. Put the issue squarely up to the county. It is an outrage that there should exist such a state of affairs as there is today. Throw the responsibility on the ones who should shoulder it; they will not leave any dead bodies lying around on the corners—at least, not for very long."

President Pinkham explained that at present the expense was not very large and was shared up. High Sheriff Henry furnished the labor for the digging of graves, the county supplied box-coffins, and the Board of Health supplied the dead wagon. If the matter were left to the board entirely, the bodies would be cremated, but many of the poorer people object to that system.

The gruesome subject was brought up partly through a petition from residents of Makiki that no enlargement of the Makiki cemetery be allowed, and partly through a communication from Manager Ballentyne of the Rapid Transit Company, who offered to go to the expense of sinking fifty test pits in the Bishop Estate land at Mollihii to determine the fitness of that section as a cemetery site. The idea of this was, according to the expressed idea of President Pinkham, that a private corporation was contemplating establishing a cemetery there if suitable land could be found and the Board of Health was agreeable. Both the petition and communication were filed, to be taken up later at a special meeting of the board, at which the whole cemetery question will be taken up.

HOVERING POLICE AND ATTORNEYS.

During the meeting there were a number of interruptions. Chief Taylor and Special Policemen Reeves appearing in the hall and confabbing with Secretary Charlock, being followed very shortly afterwards by Attorney Ashford, who hung around the open door with blood in his eye. The police and attorney were interested in the arrest of a suspect to be taken to the Kailih station, and the name of Atcherley was whispered back and forth in the discussions.

RAT-CATCHING CAMPAIGN.

A report from a special committee of the Hilo Board of Trade respecting the disgraceful and unsanitary conditions of the government buildings in Hilo was read and filed away for future action. The report denounced roundly the disgraceful, deplorable, dilapidated and unsanitary condition of these buildings and recommended their removal or improvement. The buildings complained of are on Bridge and Volcano streets.

FREE DISPENSARY WORK.

During the past two months, according to the monthly statistics, the number of cases treated at the government dispensary was 1963, of whom 563 were Portuguese. The Hawaiians, the next numerous to employ the county physician, numbered 127. In addition to the medical cases for the two months, the dispensary staff treated the eyes of 1399 cases. In all, the representatives of twenty nationalities called for treatment at the dispensary each month, these being Portuguese, Hawaiian, Korean, Porto Rican, Spanish, Part Hawaiian, negro, Chinese, Japanese, American, German, Filipino, Galacian, Cuban, Irish, British, Dane, Turk, Arab and Norwegian, given in the order of the number calling, there having been one each of the last five named.

JAPANESE CUSTOM MAY BE STOPPED

The custom the Japanese have, peculiar to themselves, of promiscuous commingling of the sexes in their public bath houses will very likely be stopped in Honolulu within a very short time. The local authorities have never attempted to interfere in the manner of conducting these bath houses, of which there are many throughout the city, as they were used exclusively by the Japanese, who regarded the bathing together of the sexes quite as a matter of course and innocent of the transgression of any law, moral or otherwise.