

HAWAIIAN GAZETTE

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CHARLES S. CRANE, Manager.

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NEWS FROM THE CAPITAL.

Readers of The Advertiser are to be congratulated on the fact that this paper has a Washington correspondent who is able to get the news. Not a story of any consequence affecting Hawaii has been missed and wild guesses and speculations have been carefully kept off the wire. As a consequence, readers of The Advertiser get the news, not only first, but accurately.

On January 15, The Advertiser's correspondent wired: WASHINGTON, January 15.—It was announced here this morning that the President has promised Delegate Kalaniainoa to withhold any appointment to the governorship of Hawaii for the present and to send a special agent to the Islands to investigate the charges made by the Delegate against Governor Frear.

(Special Cable to the Star.)

WASHINGTON, January 16.—No investigation of Governor Frear administration will be ordered, according to statements by officials of the department of the interior, in reply to inquiries made there.

(Special Cable to the Bulletin.)

WASHINGTON, January 17.—President Taft and Secretary Fisher both deny sending a special agent to Hawaii to investigate the charges made by Delegate Kuhio against Governor Frear.

Yesterday, the Bulletin, under poster type, confirmed The Advertiser's scoop, by publishing the following:

(Special Cable to the Bulletin.)

WASHINGTON, January 23.—It is authoritatively announced today that a commissioner from Washington is coming to Hawaii to investigate Governor Frear's administration, as a result of the charges that Delegate Kuhio is making against him.

The name of the man is not known. He is to be selected when Secretary of the Interior Fisher returns to Washington.

President Taft says that the sending of a commissioner empowered to go to the bottom of the charges lodged by Kuhio is the best solution of the trouble.

It is understood the commissioner's identity will not be disclosed while the investigation is in progress.

The wholly ridiculous closing sentence in the above, that "the commissioner's identity will not be disclosed while the investigation is in progress" was added probably to the original cablegram in the Bulletin office. The idea of sending someone to Hawaii to carry on an investigation in which he must necessarily come into contact with hundreds of people and to expect him to conceal his identity, is on a par in the silly class with some of the "charges" which are to be investigated.

THERE MUST BE NO POLITICS IN HEALTH MATTERS.

If, as is reported, there be a movement on foot to modify or cut out altogether the examination tests for agents and employes of the board of health, then it is the part of the general public to speak out emphatically in protest. There can be no object whatever in working against the imposition of the efficiency tests except to retain incompetents in office, and certainly the public, or at least that part of the public that has the best interests of the city at heart, wants no incompetents retained in the board of health service, whatever value to "the party" their services may be. Board of health inspectors are distinctly not wanted for political purposes.

The Advertiser has consistently supported the work of the board of health on the assurances of those at the head of that bureau that they are doing what is possible to eliminate politics from it. We have been perfectly well aware that there has been altogether too much politics in the rank and file, but we have believed that this was in spite of those at the head and not with their sanction. If, however, influence from certain politicians of the city is able to undo the work of those who have prepared the examination papers and who have set a new and proper standard for board of health efficiency, we will be forced to the belief that precinct politics has worked up from the bottom to the top of the bureau and that its usefulness is on the down grade.

Governor Frear should take a firm stand in this matter and peremptorily forbid any official discussion of this matter of the examination tests, insisting on the carrying out of the program to give Honolulu a capable force of inspectors. Whether the test be too severe for the politicians or the politicians' relatives or not, make the inspectors measure up to it if the good of the city requires it.

The taxpayers of this city have poured out their money in health work, believing in the necessity, and are in a position to insist on efficiency in the spending of their money.

HOLSTEIN'S FUNNY ATTITUDE.

National Committeeman Holstein has written to the acting chairman of the Republican national committee in support of Kuhio's charges against Governor Frear, saddling upon the Governor all the sins of omission and commission committed by The Advertiser. The references to the Governor are mainly a repetition of those written for the Delegate by C. W. Ashford, the Democratic wheelhorse, but the references to The Advertiser are something new in the controversy. Inasmuch as this paper has supported Mr. Holstein during his three terms as speaker of the local house of representatives, opposing a movement to elevate an Oahu representative—a white man by the way—for the last session, this paragraph from Mr. Holstein's pen has a curious sound:

A majority of the electorate in the Territory is composed of Hawaiians. I think that history since annexation shows clearly that this majority realized fully the folly of endeavoring to control affairs here by appeal to racial feelings, and has cheerfully acquiesced in the domination of the white race. Yet any attempt on the part of an Hawaiian to go forward is frowned on by the governor's clique. Should the ambition of the Hawaiian be gratified, his every action while holding office, unless he absolutely surrenders his individuality to this same party, is pointed out as an evidence of racial inferiority. Recently, in the newspaper before referred to, expressions were used concerning this part of our electorate which will unquestionably cause every self-respecting Hawaiian, and every thoughtful, honest white voter to refuse longer to follow the lead of those even countenancing the attack.

THE HULA.

Every so often Honolulu has its discussion between the "pros" and the "ants" on the hula question and just so often as it comes up it is settled by the majority reaching the conclusion that it depends upon the hula whether it is objectionable or not. In the present discussion, so far as The Advertiser is concerned, the question is whether the hula as presented on Saturday night at the Opera House ought to be repeated, and the opinion of this paper is that it decidedly should not. In all probability it will not. In our opinion, Manager Kaai spoiled what was otherwise a most admirable program by including in it a dance that proved to be vulgar and which shocked very many in the audience. It is all very well to announce that those who do not care to see the hula may leave before it comes on, but much better would it be to eliminate it altogether.

We may talk as we will of the religious side of the hula, of the poetry of motion, of the fact that to the pure all things are pure, and of the beauty of the idea of retaining the historic folk dance of the Islands, but we cannot get away from the fact that with ninety-nine persons out of a hundred a hula is associated with lewdness, is something to sneak off into the back alleys to see, and which, in the final analysis, as shown in the hula kuli, is nothing but a series of unnatural contortions by women in unattractive costumes, danced to an unmusical combination of uncivilized sounds.

Owing to extra pressure upon available space, The Advertiser is unable this morning to publish communications received on the school question. Some are on hand and others are promised and this live matter will be taken up again in tomorrow's issue.

A CONGRESS WORTH WHILE.

The International Congress of Navigation, to be held in Philadelphia beginning May 25, is something from which is practically certain to come a far-reaching influence upon American methods in the matter of mechanical equipment of seaports. We do not know how it could be done, but it would certainly be of advantage to Hawaii if this Territory could be represented at the congress by the superintendent of public works or by some other engineer whose gain of knowledge could be used for future harbor plans here and in Hilo.

The tremendous significance of the opening of the Panama Canal with all that it means to the growth of American commerce is being realized in advance by the Coast cities that will participate in the new and greater trade, and each progressive American port is today shaping its course to obtain the largest possible share of that commerce. Honolulu must get into line, and the sooner the better.

A wealth of information on the subject of the mechanical equipment of ports will come from the sessions to begin May 25. Among those who are to attend the congress is Herr Bubendey, director of the port of Hamburg, which is probably the best equipped port in the world. The fact that Herr Bubendey is to take part in the deliberations, adds to their importance in the eyes of American commercial authorities who recognize the fact that few American ports are adequately equipped.

That our facilities for mechanical handling of freights are inferior to those provided in Europe is pointed out by Frank W. Hodgdon, chief engineer of the Massachusetts Harbor and Land Commission who will be one of those to address the congress. He states that general cargo is handled in and out of steamships principally by the winches and derricks on the steamships, and lowered or raised from the wharves in the same manner. In the case of foreign freight which is to be examined by customs authorities, the ordinary stevedore's truck is used to transport the goods to storage space or into railroad cars or vehicles.

Cranes which are so frequently seen in European ports are not used in America. One reason for this is that the wharves are principally wooden pile structures not adapted to the heavy concentrated loads which would be brought upon them by cranes. The sheds are as a rule comparatively light structures unsuited for the placement of cranes.

Against this out of date method, all the more surprising in view of the advance of this country in other directions, there are shown the wonderful strides made in Europe for the rapid and economical handling of ocean freights.

To illustrate, take the methods of loading phosphates in the harbor of Sfax, Tunis, which in a single year exported 935,000 tons of lime phosphates. Electricity is the motive power used in loading. The phosphates are conveyed by bands carried by loose rollers. The transference from one band to another is effected by hoppers. By the means of these bands the phosphate is carried twenty-eight feet above the quay level and delivered into the vessel's hold through a movable spout. The loading capacity of this plant is 750 tons per hour.

It is an appreciation of the far-reaching significance of the problems to be discussed at the congress that will make this, in the eyes of all who have to do with the commerce of the nation, one of the most important gatherings held in America.

It is now certain that the attendance of European engineers and navigation authorities will be very large. So far as the attendance of experts from this country is concerned it is now plain that this will be so great as to make this congress in point of numbers among the largest ever held in the history of the international association, and Honolulu, as one of the big ports of America and a port greatly to benefit by the opening of the Panama Canal, should be represented at this world's gathering of experts.

FREAR AND HIS POSITION.

"There shall be no interference with Doctor Pratt," says Governor Frear, and this is just what was to have been expected from him. Governor Frear would not be the man he is if he would agree to accept the least political advantage at the expense of the efficiency of the territorial board of health and any less emphatic reply to the one who would offer him such an advantage at such a price would have been a disappointment to his friends.

It is because Governor Frear occupies the high ground and aspires, as in this case, to be right rather than to be popular, that Kuhio and Holstein declare that he is "not close to the people." This, too, gives him the assured support and backing of those who desire to see the Territory progress. Popularity may be purchased at, too high a price, at times, and this is one of them.

"Being in touch with the people" is epitomized here in the person of Mayor Fern, twice elected as head of the municipal government, although running on the minority ticket, but where is the man of ordinary intelligence who would take the "unpopular" Frear out of the capitol to replace him with the very "popular" Fern? Or who would put Kuhio or Holstein, although "in touch with" and "close to the people" in the Governor's chair?

It is to be hoped that the last effort has been made to continue the crippling of the board of health by the further injection of politics and to seek to prevent the working out of the plans for a wholly dependable corps of inspectors, doing their duty and backed up to the limit.

THE KUHIO INVESTIGATION.

Time alone can tell whether the repeated declarations from The Advertiser's Washington correspondent, that an official investigation of the Kuhio charges is to be made by a special commissioner from the Capital, are correct or whether the repeated denials from the correspondent of the Star are based on anything better than a desire to be contrary. The Advertiser, however, expects within a few days to announce the name of the commissioner and the probable date of his arrival in the Islands.

It is highly improbable that Secretary Fisher will come in person. The present session of congress will not be over until August at earliest, and the secretary of the interior, especially with the expected Alaskan legislation on hand, certainly will not come to Hawaii during the session. As the President has announced that the investigator is to be a "Special Commissioner," it is probable, however, that some one of high position will make the trip. This is all the more probable from the fact that the investigation is likely to take a much wider scope than the mere checking up of the statements of the Delegate and the replies of the Governor. When the commissioner's report reaches Washington, it is rather certain that we will know that we have been "investigated," all right.

"SCIENTIFIC MANAGEMENT" AS LOCALLY APPLIED.

The road department of Honolulu is working on three specified jobs this month, namely: quarry work, to cost \$500; the Manoa road to the Chinese cemetery, to cost \$500, and Jones street, to cost \$100. In addition, general repairs in the fourth and fifth districts are contemplated or under way, to cost \$1228.25. In all, the department proposes to spend in new work and repairs \$2528.25 during the present month, and this is what it is going to cost the taxpayers to have it done:

For road supervisor, \$150; for his chief clerk, \$125; timekeeper, \$115; foreman, \$110; exigency clerk (whatever that is), \$40; team luna, \$85; supplies for the overseer's office, \$50; rent of three quarries, \$90; watchmen at three quarries, \$115; phones at the quarries, \$17.50; foreman of stables, \$85; stablemen, \$262.50; watchmen at stables, \$110; horseboers, \$140; rents, lights and phones in stables, \$47.50; machinists, \$190; harnessmaker, \$50; blacksmiths, \$137.50; materials and supplies for stables exclusive of feed, \$300; feed for stock, \$1200. Total required to enable department to get ready to spend \$2528.25 on the roads, \$3480.00.

TURNING HIS COAT?

With Kuhio attending the official Democratic banquet, marching about locked arms with Ashford, swallowing Democratic doctrines by the steinful and heading the Democratic fight against the Hawaiian Republican administration, no wonder Link McCandless is getting nervous and is hastily organizing his local forces. The Advertiser tipped off Kuhio as the Democratic candidate for Delegate many months ago, and it looks more probable with every day.

A national guardsman in asking to be excused from one of the field problems at headquarters stated that he had a much enlarged field problem of his own—he had taken up a homestead claim in Maui.

The Cleveland will return about February 20, and it is understood that the fleet will try to be anchored at Hilo about that time.

If the health inspectors do not know their business how are they going to tell the householders THEIRS?

If the tax rate is increased to just a little more than a cent, how much will a man who isn't worth a cent pay?

WORLD CRUISE OF THE CLEVELAND, AS TOLD BY ONE OF HER PASSENGERS

(From Thursday's Advertiser)

The story of the Hamburg-American liner Cleveland's cruise around the world, as told by E. A. Forbes, editor of the World's Work follows:

With wide-open eyes that have watched the panorama of a world unfold across 22,000 miles of sea and land, the 534 passengers of the Hamburg-American cruising ship "Cleveland" are again under the American flag. To four out of every five this means a return to homeland and home after an absence of nearly four months; to the fifth it means one more unfamiliar land to be passed in review before sailing for the Fatherland in Europe. It is difficult to know which is more to be envied—the homecomers or the visitors.

The "Cleveland" sailed from New York on October 21 on its long voyage of 110 days around the world, with Captain Dempwolf on the bridge. This ship has made the circuit before, but this is the first time that the cruise has been conducted by the Hamburg-American company itself, and so the voyage marks a new epoch in that part of the history of navigation which records the operations of this line's fleet of 171 ocean steamers.

It has been a remarkable trip and a remarkably successful one, for even the weatherman has remained in a congenial mood. It has not been necessary to nail the dishes to the tables on account of stormy weather nor to flush the vessel with water to prevent spontaneous combustion while passing through the tropical belt. The deceased passage of the Red Sea and of the Indian Ocean was made in weather that was little worse than balmy, and neither the China Sea nor the Sea of Japan was the brooding place of a typhoon while the "Cleveland" glided through its waters. There have been very few days indeed when the passengers might not remain comfortable on the spacious promenade decks.

Wonderful World.

It has been a wonderful world that this party of Americans and Europeans have seen as they have swung around the great circle. First came Madeira, with its flowers and its famous wine and its equally famous laces. Then Gibraltar rose up out of the sea, grand and gray and ominous against the November sky. In striking contrast was the sunny shore of the French Riviera, with drives in the moonlight around Villefranche and Nice and a little cautious flirting with the roulette wheel—which many of the passengers viewed with the same awe that one bestows upon a circular saw in motion.

On a glorious morning, with the prow of the great ship pointed toward a carmine sky, the statue of De Lesseps at Port Said came into view and the West was now in the East. Instead of slowly creeping through the Suez Canal, the passengers here took train for Cairo and sojourned in the city that never wearies and the land that is so old that the passing years add little to its antiquity. Rejoining the ship at Suez, the other end of the Canal, they headed for the farther East.

Bombay, the commercial capital of the great empire of British India, was the next port. Here, as they drove through streets packed with humanity, the travelers saw mankind in the mass and met the odors as well as the sights of the Orient; here also and only here they saw that strangest of all the methods of disposing of the dead—the Parsee "towers of silence" upon which were perching flocks of sleek vultures patiently awaiting the arrival of the next body within their weird banqueting hall.

Splits Into Groups.

At Bombay the party split up into temporary groups to visit different parts of the empire. Some went with the "Cleveland" to Ceylon—"where every prospect pleases, and only man is vile." Some went only to Agra, to see the world's greatest tomb, the incomparable Taj Mahal. Some went only to Darjeeling, on the southern slope of the Himalayas, to see the sun rise on Mount Everest. And a special party of 120 went to all of these places by special train and visited on route those cities of grimly heroic memory—Delhi and Cawnpore and Lucknow. Then all came together again at Calcutta and took ship for Rangoon and its matchless Shwe Dagon pagoda.

The next port was Singapore—the half-way house to the Farthest East, the crossroads of the ocean highways, with its peoples of every race under the sun. Then, a degree southward, they crossed the equator and passed on to Batavia, where they sojourned with the genial little Malays of Java—and did not drink Java coffee. Northward again across the line and then northward, the "Cleveland" caught up the trail of Dewey and steamed into Manila Bay, where the party was met at sea by the famous Constabulary Band, playing the music of the homeland.

Off for Hongkong.

It was Christmas Eve when the "Cleveland" went out of the bay, so Christmas was spent in the China Sea on the way to Hongkong. While the ship lay at anchor here, the party went in riverboats up to Canton and received the heartiest of welcomes from an innumerable multitude of Chinese gathered on the pier, with the flag of their new republic waving everywhere. Back again to Hongkong and across the Chinese Sea, the party celebrated New Year's Day with the Japanese at Nagasaki.

In Japan, where two delightful weeks were spent, the party again divided. Some went in special trains across Japan; some went independently on regular trains; and the others contented themselves with the cities of Kobe, Nara, Kioto, Yokohama, Tokio and Nikko. Then the "Cleveland" put to sea with its prow pointed toward Honolulu and home.

Not an Accident.

The cruise has had the great good fortune to make the circuit of the globe without accident to the ship and without picking up infectious diseases that cause quarantine trouble. There were two deaths at sea, one of which was due to chronic ailment and the other was suicide. The latter was the case of an elderly lady who sprang overboard into the sea between Samartra and Borneo. Another of the passengers—Marcus Jordan, of Baltimore, lived from one of the upper decks and held the floating body until the life-boat reached the spot but the unfortunate woman could not be resuscitated.

Officers in Charge.

The cruise has been in the charge of Mr. C. Vogelbeug, of Hamburg, and Mr. C. Scherer, of Berlin, as the Hamburg-American's representatives, with a staff of nine assistants from the company's offices in Hamburg, Berlin and New York. The commissary department sent along Mr. Martini to make special provision for the cuisine and otherwise add to the comfort of the voyage. At every port Mr. Vogelbeug has had the cooperation of his company's local representatives, who were thoroughly familiar with local conditions. Besides all this, the fine organization of the ship itself, with the captain and First Officer Kruse at its head, has been unwearingly day and night in the effort to meet the manifold requirements (reasonable or otherwise) of so many passengers representing so many nationalities and so many temperaments.

EMIL SCOTT IS NOW AT LIBERTY

(From Thursday's Advertiser)

When the prosecution rested its case in the Emil Scott trial yesterday morning, Attorney Humphreys for the defense made a motion for a directed verdict, and in the afternoon this motion was granted.

The case grew out of the fight on the R. C. Slade several months ago between Union and non-union men. Scott was charged with assault on the high seas.

After the defense rested yesterday morning, Attorney Humphreys asked for a directed verdict on the ground that the prosecution had failed to show the ship was owned by Americans. Judge Dole took the matter under advisement until two o'clock and when court reconvened at that hour the jury was instructed to bring in a verdict of not guilty.

Denied Motion.

Attorneys for Harriman Henry, found guilty of perjury before the grand jury several days ago, presented a motion for a new trial yesterday, but the motion was denied by the court. Then a motion in arrest of judgment was filed, but this was denied also, and Henry will at ten o'clock today appear for sentence.

Louis Coadan charged with perjury before the grand jury will come up this morning for trial. The jury will be empaneled during the forenoon. Coadan is one of the men who have been occupying the attention of federal court recently, Harriman Henry and Emil Scott being other members of the trio mixed up in the fight on the schooner R. C. Slade.

PUMPING DRYDOCK AT PEARL HARBOR

Twenty-five feet of water was pumped out from the first enclosed section of the Pearl Harbor drydock yesterday morning.

This is the first attempt to reduce the water in the section since the new method of pinning down the bottom of the excavation was adopted. Rear-Admiral Cowles, commandant of the naval station, was present when the pumps were started and remained until the twenty-five feet of water had been removed.

The water will be pumped slowly and if there are any indications that the bottom is rising, the pumping will be stopped immediately. When the concrete covering over the pile heads is exposed, a general inspection will be made of the work and if satisfactory to the naval engineers the concreting of the entire section will be commenced.

The second section of 200 feet is now enclosed and in a short time concrete will be poured through tubes to cover the pile heads, the same course being adopted for No. 2 as for No. 1.

ENOUGH PORTUGUESE FOR THE PRESENT

Senhor Canavarrro, consul-general for Portugal, believes that enough Portuguese have been brought to Hawaii, at least for the present. The consul expresses the opinion that if the next immigrant steamer from Europe has a larger proportion of Spaniards than Portuguese, the local Portuguese should not be disposed to feel slighted.

The consul has received no official information that the next ship will bring but a few Portuguese. He believes, however, that it will be much easier for the agents of the board of immigration to get Spaniards, and if so they might continue their efforts in that direction.