

JAPANESE EDITORS FILE CRITICISMS OF INTER-ISLAND

Utilities Board Receives Translations Into English of Editorials On Lahaina Incident

TEMPER OF NEWSPAPERS SHOWN TO BE VIOLENT

Tenor of Articles Long Existence Of Alleged Intolerable Conditions Aboard Ships

A special meeting of the public utilities commission will be held Friday night at a quarter to eight o'clock in the offices of the board of public works at the Capitol. The offices of the commission in the Kauikouani building are not big enough to accommodate a public meeting.

The subject under discussion will be the alleged abusive and extortionate treatment of deck passengers by Inter-Island crews. The Japanese press, both in Honolulu and elsewhere, seized upon the accident at Lahaina Landing, May 1, in which a Japanese bride was drowned, as a text from which to preach against the continuance of what the editorials published shortly after show to have been a long standing grievance.

M. Negoro made formal complaint to the commission, accompanying his written protest with a sheaf of editorials from the Japanese newspapers. His personal testimony was merely confirmatory of the editorials; he admitted that it was only hearsay.

Vice-President J. L. McClean of the Inter-Island said at the time of the complaint that it was the first time it ever had been called to the company's attention so far as he knew. The Japanese editors, however, take a different view. They assert that the alleged abuses are of long standing and so generally known that the company could not fail to be aware of them.

At the request of the commission, these editorials have been translated into English and are now a part of its records. The text of the more important editorials in the language of the official translation follows: "Hell-like," says Jitsuguro No Hawaii.

"It is not the Lahaina accident alone which we intend to appeal to the conscience of our people, but we want to bring about a complete change in the treatment of the third-class passengers on board the ships of the Inter-Island, which is cruel and inhuman. Should we remain indifferent as having no direct interest in the matter, our people must suffer forever the intolerable humiliation; we must be content with the Hell-like quarters, and moreover treated there as if we were so many pigs and dogs, kicked and trodden upon."

"Terrible," says Hawaii Shimpo. "This" (the Lahaina incident) "may be regarded not as an accident, but as a terrible manifestation in concrete form of the unjust treatment of third-class passengers by the I. I. S. S. N. Co., of neglecting duties owed to the public and of being so much absorbed in the money making. Now that the coroner's jury has found the Inter-Island Navigation Company guilty, we would expect that the public authorities commission take up the matter and make a thorough investigation of the indifferent and unkind business method of the I. I. S. S. N. Co. with great care and mete out a severe punishment. Otherwise the safety and the improvement of treatment of the passengers cannot be secured."

IT RAINED SOME ALL LAST YEAR

Hydrographic Records Show Heavy Dewes On Many Mountain Slopes

Three rain gauge stations maintained by the hydrographic survey show remarkable records for 1914. Mount Waialeale on Kauai has a record of over 50 feet of rain in the twelve months ending December 31, last.

Table with columns: Station Name, Elevation, In., and In. per inch. Lists stations like Mt. Waialeale, Hanapepe Valley, Wainiha Valley, etc.

SUPERVISORS ASKED TO FIGHT BAD MILK

A letter was read at last night's meeting of the board of supervisors from Albert Waterhouse, president of the bureau of agriculture and forestry, suggesting that the board require local milk producers to obtain and file with the city clerk, a certificate of health of all dairy animals as required by the milk ordinance, and that failure on the part of any milk producer to provide such certificate within a reasonable length of time, shall be followed by the prompt revocation of his permit.

MORE CASES PENDING THAN SETTLED IN YEAR

A report prepared by A. E. Murphy, clerk of the federal court, and F. Leslie Davis and W. Ladd Rosa, his deputies, shows that the United States district court disposed of sixty-two criminal and fifty-nine civil, or a total of 121 mixed cases during the year ending June 30. At the same time there were pending for disposition fifty-three criminal and ninety-eight civil, or a total of 151 mixed cases.

Of the cases finally settled the following was the disposition: Criminal—fifty-five convictions, a great majority of which were obtained through pleas of guilty; seven acquittals. No public offenses were entered. Of these cases forty-three were for statutory offenses.

plained herein have existed so long that the company or its representative officers could not fail to find out if they were defunct. Should the company issue but one word of order prohibiting such acts, that we are quite evident, will end this deplorable state of things at once and forever. "Cruel," says Hawaii Maluichi, Hilo. "That the treatment of the third class passengers by the I. I. S. S. N. Co. is extremely cold-blooded and cruel is a fact well known to the public. That this question, which is of long standing, is still left unopened today is attributable to the fact that the victims are Japanese, Chinese, Filipinos, and Porto Ricans, who have no voice or influence in politics and the fact that they so far have made no effort to call the public attention to this deplorable state of things. It is important that we unite the public opinion and by sustained effort bring pressure upon the I. I. S. S. N. Co. to improve the treatment of third class passengers."

SIERRA WITHDRAWN FOR THREE MONTHS

August, September and October Voyages Are Cancelled For 'Thorough Overhauling'

August, September and October voyages of the Oceanic steamer Sierra have been cancelled. C. Brewer & Co., agents, received a message conveying this information yesterday morning. The Sierra went into drydock at Hunters Point, San Francisco, July 14, after arriving at San Francisco the evening of July 10, a day and one-half late, due to a propeller shaft lost in the voyage to San Francisco, following a broken propeller blade on the voyage to Honolulu. It was announced last Thursday that the next voyage--San Francisco July 20, Honolulu July 28; departing July 31 and arriving at San Francisco August 6--had been cancelled. The announcement of yesterday extends this cancellation until November 9, when the Sierra is scheduled to leave San Francisco, arriving here November 15.

Four Round Trips Off The following voyages therefore are cancelled; arrivals and departures here being given the first date of each set giving arrival and the second departure: July 26, July 31; August 23, August 28; September 20, September 25; October 18, October 23. Four round trips, in all, are off.

Explanation given is that the ship will receive a "thorough overhauling." To a question as to whether she would be in drydock during this three month, J. W. Robertson, manager of the shipping department of C. Brewer & Co., replied that she would be undergoing repairs the whole time, but she will not have to be in drydock throughout.

Mr. Robertson said he did not know the exact nature of the work that would take such a long time. The Sierra's boilers and engines are in good shape, he said, and he could only conjecture that she had been damaged more seriously on her trip to San Francisco that the loss of her propeller shaft.

Naturally, this newest cancellation revives talk that the Sierra will be transferred to the Australian line, and that she might be undergoing alterations to fit her for the longer voyages. If the ship did go to the Southern service, she would have to be fitted with more oil bunker space. One rumor was that she would go on the San Francisco-Tahiti-Australia run, not calling at Honolulu. The three months withdrawal from the Honolulu service might be the forerunner of alterations to that route. That is merely speculation, however. Mr. Robertson said he knew nothing of the Sierra being put on another run, nor of any other vessel replacing her at Honolulu during the withdrawal.

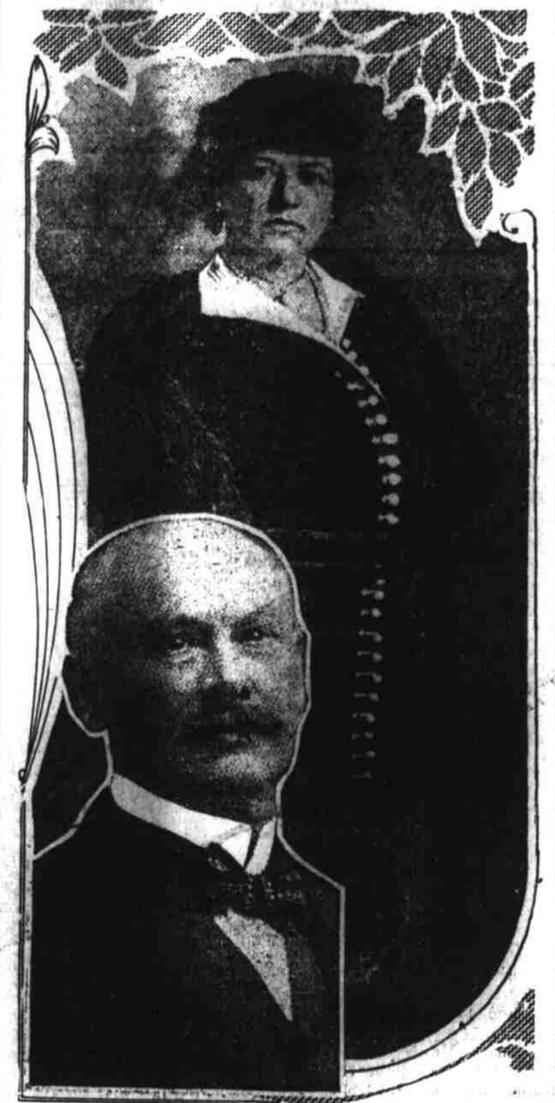
Question of passenger business being dealt with the cancellation of one round trip of the Sierra, but this was relieved in some measure by the action of the Matson line in reserving the steamer of the Matsonia, from Honolulu next Wednesday, for first cabin passengers, and in opening the cabins of the Hilonian, a freight boat only for four years, for one voyage to San Francisco, sailing from Honolulu next Wednesday.

Matson May Help It is presumed that the Matson line will take some steps to relieve the further congestion that now threatens Honolulu, such as continuing the Matsonia and Hilonian arrangements. J. H. Drew, manager of the shipping department of Castle & Cooke, agent said yesterday afternoon that no decision had come, but it probably was premature to expect them soon.

The Sierra's cabin capacity is 240 and stowage sixty, but, of course, the steamer like all others, never was full to her theoretical capacity. It might be said, however, the accommodations for 1000 passengers have vanished. Ships of the Canadian Australasian line, the Makura, and Niagara, undoubtedly will benefit, for, rather than wait, many passengers will go to Victoria and thence into the States. The C.A. ships cannot take passengers direct to the States because of the coastwise shipping laws. The Toya Kisen Kaisha can take only stopover through passengers for San Francisco, and this is true of the Persia of the Pacific Mail line. There still are available the Mongolia, Manchuria, Siberia and Korea of the Pacific Mail and the Ventura and Sonoma of the Oceanic line, but the passengers they can take to the Coast depends altogether on the space left after through passengers from the Orient and Australia have been cared for.

Steel Magnate Arrives In Honolulu With Wife

JUDGE ELBERT H. GARY, Chairman of United States Steel Corporation, and Mrs. Gary, Who Are Visitors In Honolulu



Judge Elbert H. Gary and Mrs. Gary Come Here To See Sights and Rest

THE biggest ironmaster of the world arrived at Honolulu yesterday in the steamer, the Judge Elbert H. Gary, chairman of the United States Steel Corporation, which, since the theoretical dissolution of the Standard Oil Company of New Jersey, is the greatest corporation in the world, and one of the few in the United States having certified to be "good trusts."

This is Judge Gary's vacation. He doesn't want to talk war or peace or business or politics or anything else. He is quite affable about it, as becomes one wholly in control of the situation. Since he left New York, he has permitted himself just one address and no interviews. That address, published in San Francisco, already has reached Honolulu in the mails, and the Judge is just calmly enough to know it. He referred the public of Honolulu to it yesterday, for anything they might desire to know.

In it, he said that though the war will not end immediately, it will end "sooner than anticipated" by many, including some of those who are the most active participants. Losses Cannot Be Endured "The appalling and daily increasing losses to each of the belligerent nations," he continued, "cannot long be endured by any."

The day of political attacks and news, he thinks, is passing. "It is understood," he said, "that many of the subjects which have been under discussion during the last decade, which have been claimed to be political, social or moral, and which have caused disruption, distrust and destruction in business circles, have actually been questions of economics. They should have been debated and decided without reference to effect upon different political parties or classes of society. "First provide food and raiment and shelter for all who are without them, by every reasonable and proper method, and after that the advocate of principles that are political or social or moral will have a responsive and attentive audience."

"Much could be said, if the time and occasion justified, in favor of placing and keeping the man upon the payroll rather than upon the relief roll or the jail roll. Business Is Improving "If I read aright the signs of the times, we may, but, forewarned with confidence to meet improvement of business results, perhaps not so soon, or so rapidly as we could wish, but as certain and as satisfactory as the disposition and the action of the majority of the people themselves will permit."

COMPENSATION ACT CAUSES A RUMPUS OVER DOCTOR FEES

Insurance Companies Adopt California Schedule and Some Physicians Have Accepted Scale

OTHER SURGEONS DECRY ACTION AS UNETHICAL

While Medical Crater Is Found-taining Liability Agencies Hold To Their Pact

The Workman's Compensation Act passed by the last legislature is bringing up more storm clouds than anything which has happened in Hawaii in a long while. The board appointed by the Governor to see that the provisions of the act are enforced admits it is over head in hot water. Employees are at sea and so are their attorneys.

Now the insurance agencies and doctors are crossing swords. The six big insurance companies of the city--Bishop Insurance Agency, Waterhouse Trust Company, Home Insurance Company, Hawaiian Trust Company, Theo. H. Davies & Co., von Huns-Young Company--have combined to handle the business which the new act creates.

They make no denial that they have have formed an organization; that they have not yet organized; that they are working on the basis of rates, flexible in one direction or the other as circumstances compel; that they have fixed the fees which will be paid to physicians and surgeons for services performed and in so doing have adopted the fee schedule at present in force in California.

The doctors enter into the case because of the fee schedule made by the insurance men. Not all of the doctors--because some of them have been retained by the insurance agencies. That is where the rub comes. The doctors who have not been retained claim that those who have been are "cutting rates," charging that the fee schedule fixed by the insurance companies is fifty per cent, and even more, less in many instances than the standard fee which has always been charged in Hawaii.

Insuree as a number of eminently reputable physicians and surgeons have signed up for providing services for the insurance companies the axe is double-edged. Those who have not signed with companies condemn the act of those who have and threaten to make an interesting session of the next meeting of the medical association.

A number of doctors were interviewed yesterday. Some stated that doctors who had been retained for years by local insurance agencies should not be blamed for remaining as retainers with their respective firms because the new act had made it mandatory on the part of the insurance firms to establish a fee schedule as has been done in other places where the compensation law has gone into effect.

On the other hand, certain doctors who were interviewed expressed the view that it is unethical for members of the profession to accept fees such as the insurance companies have outlined. Besides claiming that the fees are fifty per cent and more lower than the usual Honolulu fees they resent having foisted on them a schedule of fees as prepared by California physicians and insurance agents instead of being allowed to fix their own fee schedule.

Heads of several insurance agencies when seen yesterday indicated that they will "stand pat" despite the controversy among the doctors. They declare they will not be dictated to by the doctors. One of them remarked: "If the doctors here don't like our fee schedule we will import doctors who will be satisfied with it. We do not consider it ethical either in our business that a doctor shall come to us and tell us what we shall pay for mending a broken leg or arm on a fee basis and that if he does not get his price that we cannot go into the market and get a doctor who will do the same job and as well for less money. Companies Are Architects "The law provides for the medical treatment we must give, but it is up to us to furnish the doctors when we insure an employer, against loss from injury to an employee."

CARNIVAL TRAFFIC WILL BE REGULATED BY INGENIOUS CODE

Director - General Cooper Announces Telegraphic System For Benefit of Island Visitors

RETURN ACCOMMODATIONS CAN BE HAD IN ADVANCE

Plan Insures Round Trip Passage For Mainland Folk Before They Sail

ALDYKES HONOLULU BAZE. A. It looks like Esperanto, or some one of the other universal languages, but it isn't; it is the new code of the Mid-Pacific Carnival, on which Director-General Cooper was working yesterday, for the benefit of all visitors to the islands.

"As far as I have analyzed the congestion of traffic which undoubtedly exists," said Judge Cooper yesterday, "the focus of the problem is the inability of the traveler to learn at San Francisco what return accommodations he can obtain here on any given date. "The steamship companies keep no charts in San Francisco of east-bound reservations made here. The passenger can obtain the information, if he is willing to pay for it, but he must send a cable or a radiogram to get it, and if the inquiry is written out in full, the expense is heavy."

"Give me this code, the passenger can ask the fullest and most minute particulars in three words at a cost of seventy-five cents by wireless. "Three Words Are Minimum "No message can contain less than three words. Necessarily, the first two words contain the name of the addressee and the city in which he lives, or where delivery is to be made. "In this case," will suppose that a passenger in San Francisco, who has engaged transportation to the islands, wishes to make return reservations of a particular kind, on a certain steamer, at a specified date. I have chosen the longest possible inquiry or order he can make, and this is the way it is compressed into one coded word--Bazeam."

"Please reserve all of cabin number ZE--Thirty four. "MA--Voyage of Sierra January 1916. "The first two words--Aldykes Honolulu--are the address, of course. Similarly, the reply will be addressed to Franz Josef San Francisco two words, and all the meat of the message will be packed into the one word Abastizeu. Again we will suppose the longest, most complicated message possible, and this is the way the code handles it: "AB--Reservations asked for air engaged. "TA--We can give you lower berth for gentlemen in cabin number ZI--Thirty-one. "TE--We can give you lower berth for lady in cabin number ZU--Thirty-three. "Carefully Worked Out "The code has been carefully worked out so that there are no confusing juxtapositions of letters, and has been approved by the managers here of the two wireless companies. An operator receiving code has no context to guide him; so far as he is concerned, the message is pure gibberish; and a good code should be so composed that there is as little likelihood as possible of jumbling the dots and dashes in letters that sound at all alike and stand next each other. "Copies of the code, explaining just what it means, will be filed with the wireless censor, so that there can be no objection on the part of the government, while the war lasts, to sending code by wireless. "The carnival booklet which we shall get out will contain the code and illustrations of its application, like the one I have just given for the guidance of travelers. "Advertising and transportation are the two main subjects to which I shall address myself first, and they have an important connection. "Will Catch Winter Travel "We shall time the carnival so that it will just catch the floodtide of winter travel to California, which, this year, on account of the European war and the two expositions at San Francisco and San Diego, will be heavier than ever before. "On my trip to the mainland late next month, I shall visit the officers of both expositions and explain to them what we propose to expend a substantial sum on a national advertising campaign--just how much the directors have not yet decided, but I shall have the information in plenty of time. "I shall show them dummies of the advertisements we intend to place, which will urge the winter traveler to take in both expositions AND the Mid-Pacific Carnival at Honolulu. "In return for the advertising we give the two expositions, we shall ask them to do everything they can in their own publicity work to urge the traveler to continue his trip to the islands. "Widens Hawaii Publicity "The same argument can be used with the steamship companies and the railways, because it is a sound argument. "body the regulations it is required to formulate under the act for the guidance of employers of labor; and, further, that your committee be authorized, in conjunction with the attorney's department, to prepare instructions for the heads of city departments to govern their conduct in matters arising under the statute in question."

FAMOUS LUAU CASE LIKELY TO REOPEN

Sheriff Rose is in receipt of a letter from Maj. Gen. W. H. Carter with reference to the disturbance which occurred at the mayor's luau at Kapoia Park, last May, and which was investigated by the board of supervisors. It is said that the communication asks for a re-opening of the investigation, with a view to definitely fixing the blame for the conduct of the police on that occasion. The sheriff admits having received communication from General Carter dealing with the luau but declines to give out the letter for publication. General Carter refuses to divulge the contents of his letter until he shall have received an answer from the chief of police.

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