

THE HAWAIIAN GAZETTE

RODERICK O. MATHESON, EDITOR

TUESDAY MORNING FEBRUARY 27, 1917.

THE ADVERTISER'S SEMI-WEEKLY

BREVITIES

(From Saturday Advertiser.) Joe Fraga was fined ten dollars and costs yesterday morning for disturbing the quiet of the night.

The receipts of the Rapid Transit & Land Company for Thursday amounted to \$1930, breaking all previous records for one day's takings.

Frank Guardia was taken to the emergency hospital yesterday morning with his face badly battered. Someone had hit him, on School Street near Frog Lane.

The chamber of commerce has adopted a resolution recommending to heads of government departments that employees who take unjust advantage of the bankruptcy law or are continually harassed for debts be dismissed.

Motorcycle Officer W. B. Ferry was chased by a dog while riding yesterday afternoon. He tried to dodge the dog which ran in front of the machine, upsetting it. Ferry was dragged quite a distance and has a badly abraded knee as a result of his fall.

Orders were received at army headquarters yesterday that Capt. George Steunenberg, Twenty-fifth Infantry, has been retired on account of disability. He is said to be afflicted with heart trouble. Capt. Arthur T. Dalton, Second Infantry, has also been retired for disability.

Librarian Elizabeth M. Richards announced that the Library of Hawaii has been presented with a volume entitled "In the Kaiser's Capital" by Dr. J. F. Dickie, donated by the author. Doctor and Mrs. Dickie are now visiting Honolulu and are stopping at the Royal Hawaiian Hotel.

The question of the repeal of the federal bankruptcy law and the enactment of a new law that will mitigate against misuse of bankruptcy rights will be placed before the Chamber of Commerce of the United States by the Honolulu Chamber of Commerce. The local chamber at its last meeting voted to request the national chamber to take a referendum of the six hundred chambers in the country on the question.

Four Japanese who were injured in an accident on the Oahu Railway and Land Company line recently near Waikakala were witnesses yesterday at a hearing before the public utilities commission which is investigating the accident. A motor-truck in which the Japanese were riding was driven across the railway tracks in the path of a train which was backing up. All the occupants of the truck were thrown out and injured slightly.

(From Sunday Advertiser.) Yoshi and John Kama were arrested on Pier 13 last night by Special Officer W. Yader, on a charge of violating wharf regulations by smoking.

Yesterday's arrests included: John Keilimakaole, David Maluna, John Marks, assault and battery; Cal Leonard, Antonio Torres, investigation; Manuel S. Rosa Jr., gross cheat; Mrs. Frazer, supposed insane; H. Mara, headless driving; Kalkina and Kapaho, safe-keeping; E. S. Rosebuck, detention provost guard.

(From Monday Advertiser.) Five Japanese were arrested last night and charged with gambling.

Owing to the illness of Rev. Lincoln B. Kaunohiwi, chaplain of the house of representatives, Rev. Samuel K. Kamaipili, assistant pastor of Kaumakapili Church, will offer prayer for the lawmakers at the morning session today.

The steamer Mikahala yesterday delivered the following freight from Maui and Molokai ports: Sixteen hundred and sixty-five bags Pioneer sugar, twenty-two bags bottles, twenty-five empty kerosene oil barrels, 250 pumpkins, nine cases eggs, eleven crates chickens, three crates pigs, sixty-five bags, thirty head cattle, 101 sheep, 124 packages sundries.

Louis von Tempaky, "the father of Polo in Hawaii" and his daughter Armine, arrived from Maui by the steamer Claudine on Saturday night, and are leaving by the Manoa on Tuesday for an extensive trip. They expect to take in the Panama Canal—take it leisurely through the West Indies and thence to the United States, taking in the "Derby" in Kentucky, in the spring and New York somewhat later, returning in about six months.

MAUI CHAMBER IS AFTER GOOD ROADS

H. Gooding Field, manager of the Maui Hotel, Wailuku, sends the following letter to The Advertiser which concerns the doings of the Maui Chamber of Commerce at their meeting February 23.

"At a special meeting of the Maui Chamber of Commerce February 24, both the Haleakala and Iao Roads received the unanimous endorsement of the chamber, and instructions were sent to the Maui senators and legislators to endeavor to get territorial funds to help build these roads.

"Mention was made of the fact that Mr. Thurston, as chairman of the committee on roads, at the recent civic convention, laid particular stress on the fact that these two roads were great factors in the promotion of the Islands, from a tourist standpoint. I might state also that all the members present at the meeting yesterday—and there was a large attendance—were unanimous in placing the tourist possibilities of Maui, with its wonderful scenic attractions, as paramount to all other issues.

"The weather around Molokini has settled, and large catches of game fish are daily brought in."

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PERSONALS

(From Saturday Advertiser.) Mr. and Mrs. J. D. Paris of Keala-keku left for their home yesterday on the steamer Mauna Loa.

R. L. Hind was a passenger for Kailua on the steamer Mauna Loa yesterday from Honolulu.

William L. Welsh is back in town again. He arrived by the steamer Great Northern after a short stay in San Francisco.

Mrs. E. C. Waterhouse was yesterday removed from Queen's Hospital to her home on Nuuanu Street. She is convalescing after a lengthy illness.

Judge and Mrs. Walter Hayesolden and daughter, Eleanor, of Waiohenu, Kau, are leaving for their home in West Hawaii this afternoon in the Mauna Kea, after taking in the week's Carnival.

Mr. and Mrs. J. A. Maguire left for Kailua on the steamer Mauna Loa yesterday noon. Mr. Maguire is the president of the John A. Maguire estate, controlling the Hualoa cattle ranch, at Kailua.

Among the many visitors in Honolulu from the other Islands are Mr. and Mrs. D. E. Murdoch of Paia, Maui, who have been in town for the past week as house guests of Mr. and Mrs. John Guild, Mr. and Mrs. Murdoch have many friends in Honolulu, and are being extensively entertained.

(From Sunday Advertiser.) Mrs. W. S. Nicoll, of Hamakua, Maui, is the guest of Mr. and Mrs. J. L. Fleming of Paunoi.

If Mary Newland will call at The Advertiser office she will receive information to her interest.

Mr. and Mrs. E. R. Niemann, of 1107 Beretania Street, welcomed at their home on Wednesday the arrival of a daughter.

Jose G. Serrao, a well known Hilo merchant, did not return yesterday to his Big Island home, but remains over until Wednesday.

Arthur W. Richardson, manager of the H. Hackfeld & Co., lumber department, Hilo, has been in the city this past week for the Carnival.

Mrs. C. E. Pemberton and daughter are visiting in Kona. Mr. Pemberton is continuing his investigations on Mediterranean fruit-fly control for the United States department of agriculture.

Fred O'Brien a well known Big Islander, arrived from Kailua yesterday morning and was taken to the Queen's Hospital where he underwent a slight operation. He was reported as resting nicely by hospital officials last night.

Lau Yee Kan, an Hawaiian born Chinese lad, will leave here today to take up a course of dentistry at the New York Dental college. He was formerly a student at the University of California at Los Angeles. Lau is well known and well liked here by his countrymen.

Mr. and Mrs. W. H. Webber, who are stopping at the Royal Hawaiian Hotel for the last month, and who were booked to sail on the Great Northern, have changed their sailing to March 16. They say, "Honolulu and the weather are too fine to leave for a return to Denver yet."

COAST COMMANDERY BIDS CITY "ALOHA"

Climax of High Jinx Comes Just Before Great Northern Sails Away

If the mystic figure seven has any significance to the California Masons who have owned the town, in common with Honolulu's other visitors, this last week, all the emphasis is on the last best, for all high jinx reached their highest yesterday, the seventh and last day of their stay. By the same token the highest of the very high jinx of their trip across from the Coast was upon their arrival here, the seventh and last day of their voyage.

The fraternal entertainers of the Sir Knights of the California Commandery yesterday turned out en masse to make their going away on the Great Northern a gala number in the Carnival events. Compliments and testimonials of affection flowed like wine—and the aloha cemented between the two commanderies was as real and material as the tokens that expressed it.

On behalf of the local commandery, L. M. Vetlesen presented to Commander McMurry of the California Commandery a handsome silver vase, while to Mrs. J. S. McCandless and Mrs. S. S. Fasson, Commander McMurry, for the California Commandery presented beautiful vases of flowers. The Shriners of the Arab Patrol of Aloha Temple, presented to J. D. McGilvray, potentate of Islam Temple of the Shrine in San Francisco a silver box of cigars for the patrol of that temple.

But the real climax to the Templar farewell festivities was sprung on P. E. Hueter, of the San Francisco Knights, a prominent steamship man of the Bay City. Headed by S. S. Fasson, for the California Commandery, the Shriners of the Arab Patrol of Aloha Temple, presented to J. D. McGilvray, potentate of Islam Temple of the Shrine in San Francisco a silver box of cigars for the patrol of that temple.

In spite of the callousness universally exhibited by a knight in face of danger, Mr. Hueter's face blanched a bit as he thought of all the great cheer that he was going to miss during the four days that the Templars will be again at sea. Tears almost rolled down his face as he thought of this, but before he was totally overcome with emotion he was rushed on board the launch Waterwitch and put back on board the Great Northern in mid-channel, the last Templar to leave Hawaii.

The Charter Convention

The results of the charter convention were not such as to commend themselves to those who have the best interests of the city and county at heart or who had hoped that some progressive step might be taken. Perhaps no better illustration has been afforded in Hawaii of the possibilities and dangers of machine politics, given the opportunity. It seemed plain throughout that a group of political leaders planned to capture the convention and put through a charter designed to serve the purposes of machine politicians rather than those of the community.—From Report of the joint committee of the Chamber of Commerce, Civic Federation, Commercial Club, Ad Club and Rotary Club.

This quotation is a fair sample of the argument that is being made against the adoption for Honolulu of what is much the best proposal for a city government that has yet come within the range of the possible.

One of those who signed the report from which this is quoted was not in Honolulu when the charter convention was formed and consequently may be excused for what he says about it. The others were.

They know, if they paid attention to what was going on prior to the nomination of the delegates to this convention, that both The Advertiser and the Star-Bulletin urged the business men of the city to come out as candidates and later urged the business men to vote for the best candidates in the field. They know, if they really do know what they are now talking about, that the Municipal Research Club canvassed the city for candidates, failing to secure all the men thought desirable and failing then to put into nomination some of the men who did agree to run.

The make-up of the convention was not due, as stated, to the plan of a group of political leaders to capture the convention, but was due directly and solely to the absolute indifference of the so-called "best people" of the city. They turned down the opportunity to become a portion of the convention and were too indifferent to the welfare of the city to even help choose between the candidates offered. It is a cheap excuse to come forward now and attempt to shift the responsibility from their own shoulders.

The Advertiser is not in favor of the result of the work of the charter convention being accepted, holds bolts by the legislature, but is very decidedly in favor of the principle of that charter being accepted and of its main points being incorporated into whatever bill is passed.

The sneers of the critics may very well be ignored. They are, as a reading of their report indicates, founded upon two things only—ignorance of or indifference to real conditions and a feeling of superiority to the ordinary individual.

But the fact that the proposed charter, if adopted, will give Honolulu a small number of elected officials, each independent, responsible and holding office only so long as he makes good, should commend it to the thinking, observing, practical voters, men who believe in grasping the opportunity to make whatever improvement be possible when it be possible.

Crying for the moon will get us no where.

Community Action

THE outstanding lesson of the Carnival is that community effort and action accomplished it. There was much individual effort—more than upon any previous occasion; but there were also a greater number of persons and organizations working toward the common end.

The opinion, alike of kamaainas and tourists who have seen previous carnivals, is that the Carnival of 1917 has been an advance on any that has gone before.

The fact is that through the medium of the Carnival, the community is learning how to work together—how to cooperate to a common end, better than it did in former times; and by that same token, the different nationalities are learning more of each other and what each can accomplish, and to appreciate what each can do better than the others.

This is valuable educational work. It is teaching us a lesson which we needed to be taught; which we do not want to forget and which should be fostered in every possible way.

These suggestions may be thought trite, worn out and stale. May be they are and may be they are not!

Suggestions are not trite, worn out and stale because they have been made before.

The gospel of love has been preached for over 1900 years; but it is as fresh and virile a doctrine as on the day when its principles were first formulated.

With our population of diverse nationalities, languages and social relations, it is only human nature that there should be in Hawaii more than the usual number of divisions and cliques, with differing interests and view points.

In times of stress and excitement, it is easy for these differences to develop serious consequences. Strangers naturally have no confidence in each other, because they do not know one another. Acquaintance begets friendliness; friendliness brings confidence and confidence leads to harmony, cooperation and community progress.

In the opinion of The Advertiser, one of the most valuable features of the Carnival is the fact that it brings into closer and more friendly relations the many nationalities which compose the community. This cannot but have a good effect upon our community efficiency and effectiveness.

May we take the lesson to heart and carry the principle involved into other phases of Honolulu life.

Centering Responsibility

THE one chief fault of the present municipal system of government is that under it there is no fixed responsibility upon anyone for anything. That this is the case cannot be denied. That it is an undesirable condition must be conceded. That this lack of responsibility has resulted in the greater part of the breakdown of the present system of city government has been demonstrated so often by so many that few will be found at this time willing to take up the contrary for debate.

The chief gain to be secured through the adoption of a commission form of government lies in that under such a system there is fixed responsibility—individual responsibility and individual credit for the proper performance or individual blame for the neglect of specific duties. We do not believe that any who have studied the matter of modern municipal charters will deny this.

The outstanding feature of the proposed new charter for Honolulu, as drafted by the charter convention and presented to the legislature, is that it concentrates the executive duties of the civic government in a few hands, specifies for each commissioner his duties, powers and prerogatives and provides that each such commissioner shall be clothed with the full power and saddled with the full responsibility in his particular department. He is responsible to none but the electorate, who holds over him the power of the recall.

It is true, as pointed out by the critics of the proposed charter, that the ballot provided is not the "short ballot," if by "short" is meant the total number of names thereon, because in addition to the commissioners the charter provides for a mayor and a board of six supervisors. As a matter of fact, even though not of arithmetic, a "short ballot" is provided, because the number of important offices is cut down by more than one-half over the present system.

It ought to be obvious to anyone studying the proposed charter that the various commissioners into whose hands is placed the full executive power, must of necessity be men of technical and professional training. To limit office holding to such, under the present electoral conditions, would be an injustice to the greater number of electors and men eligible otherwise for public office. The injustice would be so patent that no legislature would dare enact a charter measure so limiting the number of elected officials. Hence the inclusion of a board of supervisors with legislative powers only.

For all practical purposes, the proposed charter will give Honolulu a commission form of government, with practically all the advantages of that system. It provides for as close an adaptation of the commission form as is possible under the circumstances. It is certainly a tremendous step forward as compared to the present nondescript municipal government, with the authority and the responsibility so diffused that "passing the buck" is the main business of our elected officials. There is little sense in talking of boss rule and professional politicians and the other imaginary bugbears of the "holier than thou" set.

No matter under what form of government we may live, good men have to be elected to office to secure good government.

There is no more reason to suppose that a "short ballot" will of itself produce these good men than there is to suppose that the proposed charter, which provides for supervisors as well as commissioners, is going to eliminate these good men from the responsible offices.

As a matter of fact, it is not more reasonable to suppose that competent men are to be found more easily for the commissionerships when there are six or seven other places to be given to other aspirants who may be politically strong but not fitted by education and training for the executive positions?

Honolulu is not Berkeley, nor at all comparable to a majority of the mainland municipalities where the commission form and the city manager plan are found acceptable to the majority, and it is folly to attempt to put into force here what anyone who knows conditions realizes is now impossible.

Let us get the best we can and then work for something better. Do not scorn the half loaf; it is all we can get at present.

William P. Fennell

W. P. FENNEL, license inspector for Oahu ever since the enactment of the present liquor law, who died in San Francisco yesterday, was a type of official such as this and every other municipality has too few of. Absolutely incorruptible, faithful, conscientious and hard working, "Billy" Fennell had more to do with clearing up the booze situation in this city than any other one man. His absolute fairness brought him the respect and confidence of the liquor men, just as his sterling honesty in word and deed brought to him the full support and confidence of the various license commissioners under whom he worked. Honolulu will miss William P. Fennell, a faithful servant of the public and a good citizen.

An ounce of preparedness is worth a barrel of pork.—Brooklyn Eagle.

A plowshare beaten into a sword can not so easily be beaten back again.—Brooklyn Eagle.

Major-General Wood very frankly uses only its initials when he speaks of the National Guard.—Cleveland Leader.

FREIGHT PILES UP AS SHIPS ARE HELD

Loaded Cars Congest Piers and Tracks Throughout Metropolitan District

NEW YORK, February 11—Cars, cars everywhere, and not a ship to load—this is the literal truth about the freight yards, piers, and tracks in and near the metropolitan districts, since the German submarine activities have held ships in port. The freight yards are literally full of cars, cars loaded to the limit with merchandise waiting ships.

One traveling down the Hudson River from the upper end of the city to the Battery may see floats loaded to capacity with cars and standing idly at piers, which are themselves packed with cars from end to end—and scarcely a tug of a ship with steam up in sight. What tugs were seen yesterday were running up and down the river without tugs, and ferryboats captives were denied their favorite aquatic sport of dodging car floats.

Cars loaded and idle were lying straggled out in long lines on all available tracks under the Pullman on the Jersey shore and where the Pullmans ended; cars were run back from the river in numbers sufficient to make a pile as high as the Pullmans.

Elsewhere it was the same. Wherever cars could be hauled and left they were found—waiting until something happens. Thousands and thousands of wheels, and not one moving—this is what appals railroad men. For not only in the freight in the cars blocked at the expense of shippers, railroads, and consumers, but the cars are urgently needed in other parts of the country.

The railroads have done all they can to release cars. They have raised the demurrage rates, but still the shippers find less expensive to pay the increased rate and use the cars for storage than to unload freight where it cannot be properly cared for and may wait weeks for transportation.

Matters are further complicated by the fact that the cars have been packed in such numbers and under the pressure of such a flood of incoming freight that there is no order to their arrangement. A ship may tie up at a pier ready for freight specifically assigned to it—and the freight may be in cars a mile or more from that pier with other cars filling every track between them and the ship. The cars in the way can't be moved back and the cars desired can't be moved up, so, although the ship is waiting and the freight has technically arrived in the port, the two cannot be brought together.

The Pennsylvania Railroad has made extra efforts to relieve such situations by first going to extremes and then sending out one of its large portable cranes ordinarily used for lifting engines out of ditches. Several times one of these cranes has picked up a car from among hundreds of others, lifted it over several other cars, and deposited it on the track open to the pier.

But such steps only touch the surface of the congestion. While steamship men are waiting to see what the German blockade will do, and while railroads are doing everything possible to prevent the arrival of more cars in the city, thousands now remain idle in the yards and on all track space not actually needed for moving trains.

The impressive thing about the scene, as viewed from several points, is the almost absolute stillness of everything. Cars and cargo where under usual circumstances, men would be busily engaged in unloading, engines in switching, and boats in carrying cars across the river—there is no activity at all—everything is dead and motionless.

The first five days of last week, Monday to Friday, were the biggest days in point of passengers carried in the business history of the Rapid Transit Company. Figures have not yet been compiled for last Saturday, but in the five days ending Friday night the street car company carried 289,729 passengers and 48,275 transfer passengers, making a total of 338,004.

Washington's Birthday was the largest single day on record. On that day the cars transported 74,000 persons.

Superintendent A. Pratt stated yesterday that there were no accidents during the Carnival week. The cars ran on scheduled time with two exceptions, which were during the military parade on Thursday and the Pan-Pacific parade on Monday.

Despatches to the merchant's exchange, received Saturday, state that the Koon of the Toyo Kisen Kaisha fleet left Yokohama on Friday for Honolulu. This would make the former Pacific Mail vessel two days' late and means that instead of arriving Saturday of this week as scheduled, she will arrive the Monday of next week.

No word of the Shinyo Maru's departure has been received as yet officially from San Francisco. Apparently all news of her has been censored, or else she has not sailed. The only report received locally is that she would be twenty-four hours late.

A FORTY YEARS' TEST. Chamberlain's Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

PREPAREDNESS NEED OF NATION IS SHOWN

Conference Committee By A Chart Tells What Our Army and Navy Lack

Additional Men in Both Branches of Service and a Mighty Air Fleet Are Recommended

The conference committee on national preparedness yesterday sent out a large chart containing statistics showing the condition of the army and navy, and recommendations of steps to be taken to make preparedness adequate. "It is hoped through the medium of the chart," said the committee, of which Henry A. Wise Wood is chairman, "to extend public knowledge and increase interest in the vital work of national preparedness. Similar bulletins showing progress or obstacles in the way of upbuilding our national defenses will be issued at intervals."

On the chart the detailed information about ships under construction or not yet begun is given in one table, which shows nine battleships of the dreadnought type projected, four battle cruisers, four scout cruisers, twenty-eight destroyers, sixty-three coast submarines, two fuel ships, two transport ships, one supply ship, one hospital ship, one gunboat, and one ammunition ship. Attention is called to the allegation that difficulties with contractors have caused such delays that "the naval construction program faces a setback of the gravest nature."

The existing navy is treated in another table, which shows 234 ships in full commission and 127 not in full commission. Of those in full commission there are 1 dreadnought, 13 dreadnoughts, 3 armoured cruisers, 2 second class cruisers, 8 third class cruisers, 38 destroyers, 4 monitors, 38 submarines, 3 transports, 18 gunboats, 4 supply ships, 20 fuel ships, 5 converted yachts, 47 tugs, 5 tenders to torpedo vessels, and 14 ammunition, mine, training, surveying, repair, mine depot, hospital, station, training, and receiving ships.

The ships not in full commission are divided into three classes: those in reserve, held ready for service on short notice; those in ordinary, which lack enough officers and men, and those entirely out of commission. Of the ships in reserve there are 10 battleships, 7 armoured cruisers, 4 first class cruisers, 1 second class cruiser, 5 third class cruisers, 11 destroyers, 1 torpedo boat, 2 monitors, 2 gunboats, 2 special types, and 2 receiving and ammunition ships. Of those in commission in ordinary there are 1 third class cruiser, 2 destroyers, 1 monitor, 3 submarines, 12 torpedo boats, and 19 destroyers and other boats.

The ships entirely out of commission are 3 battleships, 1 first class cruiser, 1 second class cruiser, 2 third class cruisers, 1 destroyer, 4 torpedo boats, 2 submarines, 7 gunboats, 1 transport, 1 fuel ship, 2 tenders to torpedo vessels, 9 converted yachts, and 9 vessels unsuitable for war purposes.

The secretary of the navy is quoted as saying that to put all existing ships in commission, "the navy would be short approximately 938 officers, 8049 regulars, and 23,330 reserves, after using 9000 militia and 463 fleet reserves." Another table shows that there are 211 officers in the navy, against an authorized strength of an estimated 3200, and that the present three-year program will require 4487 officers. There are 55,445 enlisted men in the navy, against an authorized strength of 81,322, and a need of 99,809 for the three-year program. In addition 45,870 enlisted men reserves will be needed for the completion of the program.

Details of the plan of the three-year program are given in another table and following this is a statement that channels to important navy yards need to be deepened. Statistics of the army showing strength, deficiencies, and estimated strength after completion of the five-year increment plan are presented, and followed by figures about the national guard and information concerning the present status of ordnance.

At the end of the chart is an "unofficial statement of our needs," which recommends, among other things, an emergency appropriation of \$250,000,000 for the navy, the speeding up of work in ship yards, supplement of the three-year program, the beginning of an air navy, an increase in the size of the naval academy, the introduction of universal military training, a call for the national guard to recruit up to maximum strength, and for 500,000 volunteer troops, and an emergency appropriation of \$250,000,000 for the army.

WILLIAM P. FENNEL. William P. Fennell, license inspector of this city, died yesterday in San Francisco, according to a Marengoism received last night by Honolulu Lodge, No. 616, B. P. O. E. from Herman Kohn, secretary of San Francisco Lodge No. 3. Funeral services and burial arrangements will be announced later. In his message Secretary Kohn said that Mrs. Fennell, who is in San Francisco, requested instructions.

Fennell went to San Francisco a few weeks ago in search of health. He suffered a good deal recently from a carbuncle on the back of the neck, was operated at The Queen's Hospital here and for a time seemed to be on the road to recovery. The deceased was a kamaaina. He was a resident of Puhala, Kau, Hawaii, many years ago and since coming to Honolulu had been license inspector, making an unusually good and painstaking official in this capacity, owing to his constant watch on the liquor traffic of the city.

He was born in California in 1860 and beside the wife, leaves a number of children, all of whom are in Honolulu, with the exception of a son, who left last year for West Point.