

MERCHANTS AND PLANTERS HAVE SPICY INTERCHANGE

(Continued from Page 1)

that the reply from the Oceanic Steamship Company, was based upon such refusal, and we believe that if we had been successful in obtaining such guarantee of freight, the Oceanic Steamship Company would at once have forwarded a favorable response.

The suggestion has been made that the association should approach the Hawaiian-American Steamship Company, and endeavor to negotiate with them to convert one or more of their steamers into passenger boats, and it has been indicated that such proposal would be likely to have favorable consideration. On this question your committee is not entirely in accord—the view being advanced on the one hand that we should avail ourselves of any possible opportunity to obtain cheaper passenger rates, and on the other hand it is held that no contract should be entered into that will not guarantee a first-class service at fair rates, and that the Hawaiian-American line consisting of freight steamers can neither give the speed nor accommodations that will meet the requirements. Therefore, we have not endeavored to negotiate, feeling that some definite contract for down freights would be required by the Hawaiian-American Steamship Company. There are ample indications both from the reply of the San Francisco Merchants' Association, and also from personal letters to members of this committee, that the San Francisco Commercial bodies are willing to co-operate with us, but it does

not appear advisable to approach them empty handed, or until we are prepared to make a definite freight proposal from this end.

SUGAR MEN INCONSISTENT.

Your committee have noticed with surprise and pleasure the declaration of the Hawaiian Sugar Planters' Association, as published in the Pacific Commercial Advertiser of January 15, to the effect that they desire to co-operate with other residents of the Territory, in many desirable ways, and that they believe that special efforts should be made to the end of increasing the American population.

It is submitted that the attitude of the Planters' Association in refusing to entertain either of our proposals to them, is inconsistent with such declaration, and we beg to suggest that the guarantee of freight, or support to a subsidy as asked for, would present to the minds of your committee a convincing proof of sincerity and good faith.

With reference to the disavowal of a desire to fill this Territory with cheap labor to the exclusion of American labor, it is submitted that this has already been thoughtlessly done to a point of extreme danger, not only to "others," but also to the sugar interests. This committee nevertheless hail with delight the indicated revolution of ideas, and trusts these may soon take definite and practical form. We submit that no better field of activity in this direction presents itself than in the promotion of tourist travel, as one means of introducing an increase of American population.

Your committee deprecates the tone of the last reply of the Planters' Association, through its president. Neither the Merchants' Association nor this committee has intimated that "there are two distinct camps"—the Planting and the Mercantile—both totally disregarding of the interests of the other," as stated by the letter of the Planters' Association. Nor can this committee see that in presenting some pertinent arguments, that it has "wandered from the original proposition."

CO-OPERATION NECESSARY.

On the contrary, this committee has presented the necessity as well as the desirability of co-operation of all interests, not only to counteract the damage that has already been done, but also for improvement and prevention in the future of such a dangerous preponderance of cheap labor as against the legitimate white citizen, and we should regret exceedingly, if in somewhat forcefully presenting our plea, we should have been misunderstood, or have justly caused the irritation that is apparent in the reply of the Planters' Association.

If on the other hand this discussion may in any way tend to bring about a better mutual understanding, and promote the idea of concerted and joint consideration of all measures that vitally affect the welfare of the whole community, as this question of its future population unequivocally does, then a great advance will have been made.

In conclusion it is submitted that the question of obtaining reduced steamer rates, as a means of inducing tourist travel, is a vital one, that should receive the continued efforts of every member of this association.

Your committee, therefore, submits the above for your further consideration.

We finally recommend that the association also debate the advisability of endeavoring to secure a subsidy from the legislature, and on what lines this should be based.

Respectfully,

(Signed)
J. G. ROTHWELL,
GEO. W. SMITH,
J. OSWALD LUTTED,
A. HOCKING,
M. A. GONSALVES,
J. F. SOPER.

PLANTERS ASKED TO GUARANTEE FREIGHT.

Office of Hawaiian Sugar Planters' Association.

July 23, 1904.

To the President and Members, Hawaiian Planters' Association, City.

Sirs: The undersigned, a special committee of the Merchants' Association, are instructed to solicit the co-operation and assistance of the Planters' Association in behalf of the mercantile interests of this city, to the end of obtaining lower and more equitable passenger fares between this Territory and the Pacific Coast. Conditions of trade in all lines point to the necessity of taking whatever steps may be available towards the improvement of business, and inducing increased confidence throughout the community. The Merchants' Association are convinced that one of the most important and necessary measures to this end, and that which will afford the speediest relief, is the adoption of methods that will induce increase of travel between this Territory and the mainland of the United States.

It is submitted that the present tariff for passenger rates between Hawaii and the Pacific Coast is both arbitrary and exorbitant as compared to other points in trans-Pacific travel, and that such rates are largely prohibitory to the volume of tourist travel that might be enjoyed if more reasonable fares were asked. As a primary method, therefore, having as its object the promotion of increased travel to Hawaii, the Merchants' Association, through this committee, solicit the active co-operation and assistance of the plantation interests in providing a sufficient amount of outgoing cargo to enable and facilitate arrangements to be made with the best available vessel or vessels, either under contract or by charter, providing for such satisfactory passenger rate and service as may be determined upon as feasible and proper. It is estimated that the

required amount of cargo to be guaranteed for such purpose would be about two thousand tons per month, and this committee is instructed to inquire if the Planters' Association, in behalf of the several plantation interests, will furnish such a guarantee, and place the same at the disposal of the Merchants' Association for the purposes specified, it being understood that such freight is to be carried at the same rates as pertain to other concurrent sugar cargoes.

It is represented that, while such a concession from the planting interests would in itself be a slight sacrifice only, and one that appears to necessitate merely a slight adjustment of freight carrying arrangements, a favorable and generous response could not fail to have a beneficial effect in tending greatly to restore general confidence, aside from any material advantage that would accrue to the community as a whole.

Wherefore your kind consideration is urged to the foregoing, and a favorable and early reply solicited,

(Signed)

J. G. ROTHWELL,
GEO. W. SMITH,
J. OSWALD LUTTED,
EMIL A. BERNDT,
M. A. GONSALVES,
A. HOCKING,
JOHN F. SOPER.

Honolulu, H. T., Aug. 15, 1904.
Merchants' Association of Honolulu, City.

Gentlemen: In reply to the letter of your Special Committee, dated July 23, 1904, in reference to the matter of obtaining lower and more equitable passenger fares between the Territory and the Pacific Coast, and wherein you solicit from the Hawaiian Sugar Planters' Association a guarantee of 2000 tons of freight per month to the coast, I am instructed to state by the Trustees of the Planters' Association:

That while the Planters' Association is in sympathy with the project of obtaining lower passenger rates between the coast and this Territory, and believe that the accomplishment of your object would be desirable, and would promote a larger tourist travel, it is, after careful consideration, deemed impracticable to comply with your request for a guarantee of 2000 tons of freight per month.

Yours truly,

WILLIAM O. SMITH,
Secretary H. S. P. A.

SAN FRANCISCO MERCHANTS ARE APPEALED TO.

July 23, 1904.

F. J. Symmes, Esq., President San Francisco Merchants' Association, San Francisco, Cal.

Dear Sir: It has been deemed expedient and desirable by the Merchants' Association of Honolulu to address the Merchants' Association of San Francisco in connection with a matter that it is believed will appeal to the favorable consideration of your very representative body.

The report of a special committee, as adopted by our association, sets forth in itself amply the lines upon which it is sought to actively interest our San Francisco friends, and we therefore beg to enclose a copy of such report for your perusal and endorsement, to such extent as the interests of your community may seem to dictate.

San Francisco has for so long been intimately connected in a commercial sense, not only with Honolulu but with the islands generally, that we have naturally come to the conclusion that in many channels our interests are mutual, and it is in order for you to correct us if we are in error. We feel, however, that we may safely rely on your co-operation and assistance in a contention that must have adjustment sooner or later, and one that is felt by us to be important for early determination. Without, then, repeating the suggestions that are contained in the report herewith presented, our association is anxious to learn if it may rely on the co-operation and influence of the San Francisco Merchants' Association in our effort to obtain more reasonable passenger rates between our respective cities, and we are very desirous that you should advise us at the earliest possible date as to the attitude of your association in the premises, and if your conclusions are favorable, to receive your suggestions and advice.

It is considered here, as indicated in the report of our committee, that our best interests lie with San Francisco, and that there is a greater mutuality of interests between Honolulu and your city than between any other two points that could be named on the Pacific Coast and this Territory, but your commercial bodies may not agree with this view.

May we therefore solicit your courteous consideration of this communication, and of the report above alluded to, and an early response indicating the position you may deem it to your best interests to assume.

Anticipating the pleasure of your reply, we are,

Very truly yours,

(Signed)
J. G. ROTHWELL,
GEO. W. SMITH,
J. OSWALD LUTTED,
EMIL A. BERNDT,
M. A. GONSALVES,
A. HOCKING,
JOHN F. SOPER.

Merchants' Association of San Francisco, Cal., Aug. 5, 1904.

The Merchants' Association of Honolulu, Honolulu, T. H.

Gentlemen: Your communication of July 23rd regarding discrimination in steamship passenger rates between this port and Honolulu has been received and will be submitted to the Board of Directors at its next meeting.

Meanwhile, we note your communication to the Oceanic Steamship Company and would ask you to kindly cable us, briefly, the nature of their reply to your communication. We presume you will receive their reply on the same steamer with this letter or on the following one. If we can know through you what the attitude of the Steamship Company is to your request, it will greatly assist the Board of Directors in determining what assistance,

if any, this association can give in the matter.

Awaiting your advice, we are,
Yours very truly,
THE MERCHANTS' ASSOCIATION OF SAN FRANCISCO,
L. M. KING,
Secretary.

OCEANIC WON'T HELP.

July 23, 1904.

Messrs. Oceanic Steamship Co., San Francisco, Cal.

Gentlemen: Herewith we beg to enclose copy of report on passenger service and transportation, which, after due consideration, was adopted by the Merchants' Association of this city on July 16th, and referred to the undersigned committee with instructions to use every effort for the carrying out of the several recommendations there-in made.

This report is handed you in order that you may be fully apprised of the objects sought to be obtained by the Merchants' Association and the reasons therefor.

In presenting the matter for your consideration it is the province of this committee to invite the attention of the Oceanic Steamship Company to the charges exacted by it for passenger service between Honolulu and San Francisco, which are considered excessive as compared with other points in the Pacific. These comparative charges are detailed in the report above mentioned, and are compiled from the schedule of rates published by your company.

For some time past the efforts of the Merchants' Association, in conjunction with other commercial bodies, have been directed towards inducing an increase in travel to this Territory, but this movement has not so far met with anticipated success, in which, if realized, the ocean transportation companies would undoubtedly enjoy the first and largest benefit.

The through service is unsatisfactory to Honolulu travelers, principally because of the uncertainty of these vessels having any remaining accommodations on arrival here, and also that the best accommodations are naturally and invariably taken up by through passengers.

It is believed that if either a larger vessel than the "Alameda" or an additional boat were put on the run, at moderate rates of fare, the increased travel would soon compensate for the reduction.

The suggestion is made that a rate of \$50 for a single trip and \$90 for the round trip, which is about equivalent to the rates charged by your company to and from Tahiti, would accomplish the desired result.

The Oceanic Steamship Company is first addressed in this matter because it has for many years run the only local boat, and is, therefore, in the best position to consider the practicability of meeting these suggestions. You are therefore courteously asked to advise this committee at your early convenience.

First: If you are disposed to assist the efforts of the Merchants' Association to the extent of reducing the fares between Honolulu and San Francisco, as above suggested, viz., \$50 for single fare, and \$90 for a round trip ticket?

Second: Is it practicable to increase the efficiency of the service by either putting on a larger vessel than the "Alameda," or by providing an additional passenger boat, in the event that we are in a position to supply return freight?

Third: Have you any suggestions to make, either as to reduced fares or increased traveling facilities, between San Francisco and Honolulu?

In the event of your making the desired concessions, every possible reciprocity that can be obtained by or through the Merchants' Association would be cordially extended to your company.

Soliciting an early reply, we are,

Yours truly,

(Signed)

J. G. ROTHWELL,
GEO. W. SMITH,
J. OSWALD LUTTED,
EMIL A. BERNDT,
M. A. GONSALVES,
A. HOCKING,
JOHN F. SOPER.

Oceanic Steamship Company, San Francisco, Sept. 7, 1904.

Committee of the Merchants' Association of Honolulu, Honolulu, Hawaiian Islands.

Gentlemen: Referring to your letter of the 22nd of July, bearing on passenger rates between San Francisco and Honolulu:

We have carefully considered your suggestions, and viewing the question on all sides, and the difficulties involved, we do not see our way at the present time, to put in the reduced rates you suggest for individuals.

We call your attention to the party rate of \$110 now in effect which is good on any steamer of the lines now plying between here and Honolulu, and to return by any steamer.

If a reduced rate were made by the S. S. Alameda, it would not work out satisfactorily for the reason that passengers holding return reduced rate passage orders would insist on returning by the larger steamers, and such orders would not be accepted by the Pacific Mail steamers.

We regret therefore, that it is not feasible to accede your suggestions at the present time to make a differential passage rate by the S. S. Alameda.

We remain,

Yours very truly,

J. D. SPRECKELS & BROS. CO.,
Per L. F. COCKROFT.

PLANTERS FLOODED TERRITORY WITH ASIATIC LABOR.

Merchants' Association of Honolulu, Honolulu, T. H., Nov. 2, 1904.

Messrs. Hawaiian Sugar Planters' Association, Honolulu, T. H.

Gentlemen: The Special Committee on Transportation of the Merchants' Association of Honolulu, have for acknowledgement your communication of August 5, stating that "while the Planters' Association is in sympathy with the project of obtaining lower passenger rates between the coast and this Territory, and believe that the accomplishment of the object of the

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Merchants' Association would be desirable and would promote larger tourist travel, it is after careful consideration deemed impracticable to comply with your request for a guarantee of 2000 tons of freight per month.

This committee believing that our solicitation for assistance to a project of community interest, in which you express sympathy, and offer the opinion that, for the purpose desired, your co-operation would be effective, cannot but feel that the subject has been dismissed by you without the due and careful deliberation it merits; and, therefore, the undersigned with the conviction that our persistence will ultimately result in a better mutual understanding of the prevailing and future conditions in this Territory, take the liberty of further addressing you on the subject, and to present some arguments, which may seem to you to be reasonable or otherwise, but to us, appear only logical and fair.

This committee recognizes and feels that at present, the sugar interests are the mainstay and support of this Territory, and that any action that would place this interest in jeopardy would be both ruinous and ridiculous.

The concessions asked by this committee has in no wise such a tendency. It is simply a natural demand for reciprocity by contingent, but distinct interests, that will always exist concurrently with any prevailing industry.

If the Planters' Association, as representing the material interests of the Territory, is prepared now to assert that it is a matter of indifference, whether or no a proper ratio of white population is maintained here; if it takes the position that such population is not requisite and necessary for the maintenance of good order and government, this committee withdraws its plea. We believe, that no such counsel can prevail among those who constitute the Hawaiian Planters' Association.

We feel that in the pursuit of the one object, of securing the maximum result in profits on sugar, equally important issues are becoming obscured, and we submit, that in consideration of past loyalty and support, freely and unhesitatingly tendered to, and accepted by your association, from the Mercantile community, its first modest request is deserving of loyal and cordial recognition by you. Furthermore, the time is not far distant, when unity of the whole white population will be of greater importance to your interests than at any previous period. We submit that this question of unity of interests is real and not imaginary; we assert that for the sake of our only industry, this country has been inundated with an influx of Asiatic population that threatens to undermine its political security, so far as the Asiatic race is concerned, and that for the purpose of obtaining cheap labor, there have been introduced here twice as many Asiatic laborers as have been necessary for the working of the plantations, and that this has resulted in competition disastrous to all but immediate sugar interests, and that, consequently, the surplus labor which numbers in the neighborhood of 50,000, is engaged in professional, mechanical, and mercantile pursuits, that in a Territory of the United States or in any country legitimately belong to its citizens. There are few occupations that these aliens, imported as plantation laborers, cannot freely enter in competition with American citizens.

Your reply to our respectful solicitation of July 23rd was in effect an abrupt dismissal of the subject, as one that did not concern your interests. Let us reason together: This com-

mittee believes in common with many other representatives of the Mercantile community, that future conditions confront us which unless remedied, will seriously jeopardize our agricultural interests as well as those of a mercantile character.

The questions at issue are not those that will determine alone the profit or otherwise of a certain steamship company, or a temporary advantage of the merchants of this Territory, or the question of higher or lower passenger rates.

It is, however, a pertinent question as to who shall populate and control these islands in the future, and the argument sought to be made by this committee is that the united co-operation of the Anglo-Saxon elements will be necessary to counteract the insinuating, if peaceful aggression of the Oriental. This is a community interest that none can afford to ignore or underestimate, and it is respectfully suggested that the greater the investment, the greater the need of mutual protection.

It is perhaps not generally understood, that notwithstanding exclusion laws, every child born on American soil, has the privilege of citizenship.

Having this fact in view, the following statistics will be of interest.

There were about 9000 native born Asiatics in the Territory as shown by the census of 1900, which means that about 6000 of these will have a voice in our elections within a few years.

Of a total of 19,299 pupils in the schools, there are now 4570 Orientals or 24 per cent of the whole.

In 1900 there were 1252 Japanese children in the schools.

In 1902 there were 1993 Japanese children in the schools.

In 1904 there were 2920 Japanese children in the schools.

In 1900 there were 1289 Chinese children in the schools.

In 1902 there were 1385 Chinese children in the schools.

In 1904 there were 1650 Chinese children in the schools.

In 1900 there were 1250 Caucasian children in the schools.

In 1902 there were 1389 Caucasian children in the schools.

In 1904 there were 1402 Caucasian children in the schools.

During this period of four years the Japanese increase was 116 per cent.

During this period of four years the Chinese increase was 28 per cent.

During the same period the Portuguese children increased 14 per cent.

During the same period the increase of American, British and German children in the schools was 12 per cent.

These Orientals will be entitled to vote in Territorial elections on attaining their majority a few years hence, and with such an electorate there will be necessary a great deal of argument to induce special consideration for the benefit of American citizens, whether planter, merchant, professional or mechanic.

The census of 1900 showed Japanese residents61,115
The census of 1900 showed Chinese residents25,762

Total Orientals86,877

In 1902 there were employed on plantations:

Japanese.....31,029

Chinese.....2,937

.....34,966

The remainder (51,911) must be employed in various occupations as, professional men, merchants, farmers, mechanics, servants and draymen, in competition with the white population.

They enjoy every privilege now of an American citizen, except the voting power. 59 per cent of them were im-

(Continued on Page 4.)

AT AUCTION
BY WILLE FISHER AUCTIONEER

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SATURDAY, JAN. 28, 1905,
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IN THE UNITED STATES DISTRICT COURT OF THE TERRITORY OF HAWAII

In the matter of)
Geo. C. Stratemeyer) In Bankruptcy.
a Bankrupt.)

NOTICE OF SALE OF REAL ESTATE

Pursuant to an order of Hon. S. B. Dole, Judge of the District Court of the United States, in and for the District of Hawaii, given, made and ordered in the above entitled cause, I shall on Friday, the 10th day of February, 1905, at 12 o'clock noon, sell at the auction salesrooms of Fisher, Ables Co., Ltd., corner Fort and Queen streets, Honolulu, all those two certain pieces or parcels of land situate at Kulakohua, Honolulu, Island of Oahu, described as follows: Being lots Eight and half of Lot Seven, Block A, Baseball Tract, situate on makai side of Lunalilo Street, 425 feet NW. of West Corner Keeaumoku and Lunalilo Streets. Size of Lot 75 feet on Lunalilo Street, by a depth of 90 feet.

Terms cash in United States gold coin. For further particulars apply to Theo. F. Lansing, Trustee, or

AUCTIONEERS.