

THE PACIFIC COMMERCIAL ADVERTISER

WALTER G. SMITH EDITOR. MONDAY JUNE 26

THE SUGAR FACTORS' CAMPAIGN.

Yesterday's Sunday Advertiser gave an account of a radical step taken by the Sugar Factors' Company. That control of the Crockett sugar refinery on San Francisco Bay had been obtained by the Hawaiian planters...

In taking the step that they have, the Hawaiian planters are acting strictly on the defensive—the defense of their natural rights to receive the open market price for their products. For years they have been prevented from doing this by the greed, the iron will and the immense wealth of Mr. Claus Spreckels.

The world's price of raw sugar is made in London and Hamburg. The next most important sugar market is New York.

The price of sugar in Europe is governed by the law of supply and demand, affected within a limited range by speculation. Artificial manipulation of the supply has comparatively little to do with fixing the price, and fluctuations, up and down, take place almost daily.

In New York, the great Sugar Trust, dominated by Havemeyer and his scores of millions of dollars, is able so to manipulate and control the supply of raw sugar that it arbitrarily holds the price of raw sugar at from five to seven dollars under the current European price. Sometimes the difference is greater and sometimes less; but that is about the average. The slight and infrequent fluctuations are indicative of the artificial control exercised over the market.

The daily quotation of the price of 96 degree centrifugals, which is the New York standard, as compared with 88 degree beets, which is the European standard, which appears on the front page of the Advertiser, shows the exact extent to which this control is carried.

For example, the quotation this morning is eighty-six dollars a ton in New York and ninety dollars and eighty cents a ton in Europe.

That is to say, on Saturday last, if the Sugar Trust had purchased raw sugar in Europe, it would have had to pay ninety dollars and eighty cents a ton therefor. By its ability to control the supply and sale of sugar coming to New York, it forced the sellers to take eighty-six dollars a ton for the raw sugar they sold in New York on the same date. The difference goes into the pocket of the Trust.

As Hawaii's annual sugar crop is about 400,000 tons, this shave amounts to about \$2,000,000 a year, which the Sugar Trust arbitrarily takes out of the pockets of the sugar planters of Hawaii and puts into its own.

This is bad enough, but when the Hawaiian planter gets to San Francisco, the natural market for his sugar, he is met by the Western Sugar Refinery, which is owned by Claus Spreckels, and in which the Havemeyer Trust has a half interest, with a demand for a further discount of seven dollars and a half a ton, which they have paid.

Why do the planters pay it? On two occasions they have refused to do so and have attempted to refine their own sugar. In each case the Western Refinery has immediately cut down the price, and kept it so low for such a length of time as to cause the attempt to be abandoned. At the times in question, however, there was no unanimity among the planters. They did not act together. When one was ready to fight, others were ready to compromise.

For the first time, under the Sugar Factors' Company, the island planters are presenting practically a united front. They are going into this fight with well-digested plans, with all the capital necessary, and they are going into it to stay until the strangle hold which the Spreckels refinery has had on their throats is broken.

It was a bright day for Hawaii when the Factors' Company was organized, and it will be a still brighter one when the people of Hawaii can sell their sugar in the world's market for the world's price, without having to ask the permission of, or pay tribute to, any man or combination of men.

The people of the United States should know that this is a struggle of the producer against the arbitrary extortion of an remorseless trust as of the beef or the oil trust. The Hawaiian planters deserve the moral support of all lovers of fair play.

The real meaning and bearings of the coming contest will be fully presented to President Roosevelt and Congress, and the intense interest which has been awakened throughout the Union by the exposure of the illegal and unjust methods of other trusts will cause developments in our case to be watched with unusual interest.

RAILROADS IN THE PHILIPPINES.

The projected building of a system of government-aided railways in the Philippines marks a long step on the road to the civilization of the American archipelago in Asia. The Philippine island group is one of the richest regions, in its natural resources, that the sun ever shines upon. There can be no question about this. Everything that grows in the tropics grows wonderfully well in the deep soil of the islands, the washings of its rivers for thousands of years, and there are regions also where the products of the sub-tropics and even of the temperate zones will flourish. Every mineral known, and most of the precious stones are found there. The pearl fisheries are as rich as any in the world, and are practically inexhaustible.

And of all this wealth, the Spaniards made little although an appointment to the Governor-Generalship of the Philippines in Spanish days was looked upon as a sure way to wealth in a few years. In other words, the Spaniards treated the colony as they treated all of their colonies in later times, and there could be no sure progress under such a system. In developing the natural wealth of the islands, the Spaniards only touched the edges. The one railway in the Philippines, the short line built by an English company from Manila northerly to Dagupan, and touched the edges likewise. The rich interior region was left to the spasmodic efforts of half wild tribes, and was in effect a savage wilderness into which even the Spanish soldier dreaded to enter—and from which he frequently did not come out again when he did enter.

The system of railways proposed by the Americans will exploit this interior region, and necessarily will drive out the natives, slowly but not the less surely. The native must give way before the force of civilized energy and the capital that is behind it—or he must himself become civilized and enter as a factor into the keen competition of modern commercial life. Either way, he must lay aside the bolo and follow the ways of peace. If he chooses to resist for a time, the railway will roll over him, and he will go the way of the American Indian. If he chooses to join the party of progress—as he can, for the Malay is clever though a devil—he will find his compensation in the increased comfort of life under the new conditions, and eventually, perhaps, in national independence. The immediate industrial effect of the building of a system of railways in the Philippines, will be that the balance of the world will find a new market for some of its products, while some parts of it, Hawaii among them, will be compelled to meet a new and very effective competition.

Aprons of the recent belated, though not quite unsuccessful, campaign in Oahu County for government above suspicion of graft, are the following sentiments. They were uttered by speakers at a recent dinner of the Merchants' Association of San Francisco:

If, on primary day, while the bosses are all activity, you say, "Now I lay me down to sleep, I pray the Lord my soul to keep," you will wake up to find out that the devil has gotten in his deadly work. He succeeds at the primaries and controls the nominating conventions only because the great mass of voters fail in their duty.

Repeated attempts have taught me that if decent citizens want to accomplish anything tending to the welfare of good government, they must study the example of the political boss. They must organize; they must program in advance, far in advance, of each political event.

Political graft and civil liberty cannot thrive in the same soil; the one will swallow up and destroy the other.

The Wailuku outfit which is booming Noah Kepoikai for Governor will do their candidate no good by forging endorsements to resolutions in his support. It was a surprise to the people of Honolulu to see H. P. Baldwin's signature attached thereto. It now turns out that the copy of the resolutions sent to the Honolulu newspapers contained a forged signature of H. P. Baldwin. How many more bogus endorsers are named is not known. Mr. Baldwin repudiates the attempt to make him responsible for endorsing Kepoikai.

COMMANDER YOUNG AS HOST AND GUEST

Commander Lucien Young has invited the members of the Curtis Company, now playing a successful season at the Orpheum, on board the U. S. gunboat Bennington at 3 o'clock this afternoon. In the evening Commander Young will attend the performance of the company, appearing in uniform and occupying a seat of honor. It need not be said that a fine bill of amusement will be presented on this occasion.

A BIG BAZE AT 1 A. M.

(Continued from page 1)

and 2 from the Central Station, 4 from the Makiki Station and Chemical 1 from the Central Station responded. One engine was stationed on Maunakea street and the others on King. With seven lines of hose tons of water were poured into the burning building, deluging the fire. The employees of the City Mill rigged a line of hose on their steam pump and aided materially.

It was a spectacular fire. Just as the engines arrived the flames burst out of the entire front of the store and licked their way along the awning of the big mill building. Though the water was a little slow coming it soon came in a big volume and great columns of spray shot high above the buildings, adding to the picturesqueness of the scene.

The police arrangements were excellent, but there was an enormous crowd of people, mostly Orientals, behind the lines. There was a fascination about the roar of the flames, the crash of falling timbers, the thunder of tons of falling water, with the wild shouts of excited Orientals and the purring of the engines as an accompaniment.

The big City Mill, a rice and lumber mill largely owned by Chinese, entirely surrounds the store and hotel. Directly behind the fire and in its path were the machine rooms with thousands of dollars' worth of machinery. Adjoining the mill were the machine shops of the Inter-Island Steam Navigation Co., coal piles, the fishmarket and many stores. If there had been a high wind such as is frequently blowing it would have been almost impossible to save the block. As it was the store is totally gutted, though the frame remains.

The loss to the mill will be very slight, mostly by water, while the hotel will probably have to spend \$300 for repairs. The store that was burned is reported to have belonged to a Chinese who formerly worked for Lee Tom & Co. His name could not be learned this morning. He leased the land.

There was one exciting incident when two men from the chemical company were working with a hose on the roof of the wooden awning in front of the burning building. An engine company was working in from the back when suddenly the water from its hose shot through a window, breaking the glass and frame and nearly sweeping the chemical men from the roof. They stuck to their post in spite of the deluge of water, but were ordered down by the chief.

A Portuguese who was about to open a saloon in part of the store was sleeping in the building and lost all his clothes and his money.

CAPTURED VESSELS RENAMED

The captured war vessels Orel, Imperator Nicolai I, Apraxine, and Senavin, will, it is reported, be renamed Iwami, Iki, Okinoshima, and Minoshima respectively. The destroyer Bedovi will be known as Satsuki.—Japan Times.

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WHEN those hats are getting old and have seen better days,

THEN bring those LITTLE ONES to our store and inspect our

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Children's Sailor Hats, same style as above, of medium blue crash, 35c. ea.

Children's Sailor Hats, white duck, stitched brim, bell crown, 75c. ea.

Children's Sailor Hats, white duck, stitched and bound brim, cord and tassel band, eyelet to raise edge of brim, 75c. ea.

Children's Sailor Hats, crown and top of brim in white, under side of brim in blue, stitched in white, 75c. ea.

Children's Tamoshanters, plain white duck, medium crown, 35c. ea.

Children's Tamoshanters, white pique, with various naval insignia on crown and band 75c. ea.

Children's Tamoshanters, champagne and Yale blue pique, finished in white, insignia button on band 75c. ea.

Children's Tamoshanters, light blue duck, Naval insignia on crown, 75c. ea.

Children's Tamoshanters, light weight woolen serge, in cream, red, navy and black, variously embroidered insignia 75c. ea.

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