

THE Pacific Commercial Advertiser
A MORNING PAPER.

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AMERICA'S MERCANTILE SHOWING AFLOAT.

A decline in the tonnage of our competitive deep sea shipping has convinced many people that the American flag, unless kept up by the main strength of subsidies, will come ashore to stay. To the carping spirits it will be a surprise to know that, but for Great Britain, the United States would be first today in the ownership of shipping afloat. France is not a decayed maritime power by any means. In 1897 she had 1,779,214 tons at sea. Germany, a great maritime power, was represented by 4,076,175 tons. Italian merchant tonnage figured 1,391,131. Yet in that same year—which is the last one fully detailed by the shipping almanacs of the present year—the United States had a merchant tonnage of 6,938,794. Last year the new American tonnage in sailing vessels was 31,981 and in steamers 481,624. In the foreign trade we engaged 469 steamers with a tonnage of 695,147 and in coastwise trade 9,952 steamers with a tonnage of 4,099,045; and the entire number of documented vessels was 25,425 of which 10,926 were steamers and 14,499 were vessels other than steamers. Of course the number of lake and canal boats and harbor craft in this showing is large; but the tonnage represented on deep water alone is a sufficient indication of a favorable status of the trade. In any event an American steamer counts, whether it runs up and down our coasts or goes tramping abroad; and while the coastwise traffic is monopolized by our own carrying trade the flag will not go ashore.

As to the prospects of any great increase in the foreign trade steamship fleet—the tramps and passenger liners which carry the flag abroad—they depend on the willingness of Congress to adopt a reasonable policy. Subsidies, in the nature of things, cannot largely promote this trade because, in addition to getting subsidies as generous as our own, the foreigners have the advantage of buying ships in the cheapest market and employing the cheapest crews. To compete on a large scale the United States should grant itself the same privilege which it could do without injustice to the domestic shipbuilding industry by leaving in its hands a monopoly of providing tonnage for the coastwise trade, only going abroad for ships which are to compete in foreign trade.

POOR MR. SCHWERIN.

Mr. Schwerin gets scant sympathy anywhere. His speech here caught something from the entire press; and the cable report of his local utterances has aroused the Coast papers, the general opinion of which may be derived from the following leader which saw light in the Portland (Oregon) Telegram. It was headed "More Tear Drops From Mr. Schwerin":

Mr. Schwerin again breaks into print. It is another doleful wail from the tomb. There are other Jeremiahs at large, but surely none that will quite rank with Mr. Schwerin. He is the most industrious, painstaking, persistent, we had almost said pestiferous, wailer that the country boasts. He always seems on the wrong side of the market. If it was said that he was always a bear, it wouldn't begin to express what he is. He's a whole menagerie of bears.

His most recent doleful utterance comes by cable from Honolulu, in which happy land he can not forget his troubles. He is still on the job and everything is still going to the demitition bowwows in a way that literally harrows his feelings. He denies with the directness of a pistol shot that he is going to improve the Pacific Mail steamship service. This will cause no public surprise, for it has never been suspected that he would. What would cause a panicky feeling would be the announcement, if it was sure that it could be depended upon, that the service was really going to be improved. That would startle the country like an earthquake shock. Instead of improving the service, it is more likely, he says, that the Korea will be withdrawn from the China run after this trip. There are those who might suggest that even this would improve the service, but it would be too cruel to tell Mr. Schwerin so.

Everything is going against the Pacific Mail. The Interstate Commerce Commission has it in for it, and through its rulings the New York and Suez Canal lines are favored. What the Pacific Mail really needs is a subsidy from a generous government. Mr. Schwerin doesn't say so, but he does say that the Japanese steamers are subsidized \$90,000 a trip. It would be almost worth while to fork the money right over to the Pacific Mail if it would only make Mr. Schwerin cheer up. But would it? We should have to be shown in regard to this Niobe of Navigators.

Probably nothing will cause Mr. Schwerin to feel right until he finds a way to pay rebates and not get caught at it. At least that was the impression he left here.

OUR SHOWING AT SEATTLE.

While it is a matter of regret that the Governor can not be at Seattle to give the formal address which such an occasion as Hawaii Day calls for, it is certain that the Hawaiian building will be the center of attraction morning, afternoon and evening.

Indeed, it has been a favorite place with the exposition crowd every day; for people who know say that more interest is shown in Hawaii than in any other locality represented at the fair. Alaska and the Yukon are old stories in Seattle, which was the center of the Klondyke excitement from the start; the Western States and Southwestern Territories are three told tales, but Hawaii is new. A true Puget Southerner, up to a few years ago, could not find it on the map. It was known as a distant place in the tropics, but it cut no figure either in fisheries, wheat, lumber or mines. But there came a change in viewpoints. Gradually it leaked out that more money was made every year in Hawaiian sugar than in three years in the gold mines of Alaska; whereupon Seattle made a dead set to have this commercial paradise show itself at the fair. We went, we were seen, and we conquered; and hereafter may count upon Seattle as an admiring friend and ally.

Usually our fair exhibits have not paid. We had a kiosk at Paris during the world's fair before the last, but its commercial results were nil. There were no appreciable gains from the exhibit made at Chicago in 1892-3, though the side-show sequel at San Francisco helped. The Omaha showing was a joke; that at Buffalo scarcely better; and at the more recent Paris Exposition the net result was a junket for those who occasionally watched over the bags of rice and sugar and the photograph of Governor Dole which figured in the small display. But things are different at Seattle. We have something to show, a fine place to show it, and have aroused enthusiasm for trade and personal interchanges between the Sound cities and Hawaii. It is a pity that more Hawaiians are not in Seattle today to help celebrate the fact.

Major Cree's request that the Kaimuki streets, leading to the new cantonment at Fort Ruger should be improved, ought to get results. The locality is busy now and the civic interest as well as the military consideration justifies the proposed outlay. But a short macadamized stretch is needed to connect the Diamond Head thoroughfare with the one that reaches the Kaimuki carline. To construct it would not only make the artillery camp more accessible for supplies but it would complete a sort of belt carriage and auto road for sight-seers. There would be a clear course from the Waikiki turn, around Diamond Head, through the upper part of Kaimuki and down the Wai'alae road and King street to the turn again.

Admiral Swinburne, who went on the retired list yesterday, will have a permanent record in the history of Hawaii. In the troublous times of 1893 he, as the Boston's lieutenant-commander, had charge of the bluejackets who came ashore. He was a discreet officer and nothing that he did gave weight to the ensuing contention that United States forces had achieved the overthrow. Admiral Swinburne's last appearance here was as flag officer of the armored squadron which is about to visit us again.

People who own touring cars should not wait to be coaxed before loaning them to the committee which will show the Congressmen about Oahu island. The committee looks with confidence to aid of this kind on the other islands but is yet uncertain about the showing here. It would much appreciate the offer of enough autos to give the visiting statesmen and their wives a chance to see town and country in the most comfortable and expeditious way.

MOTION PICTURES FOR VISITORS

Bonine Will Show Kalaupapa Films to Congressional Party.

Among the things planned for the edification of the Congressional visitors during their stay in this city is a moving picture evening in R. K. Bonine's new theater in the old Hotel Baths, at which the pictures taken by Mr. Bonine at Kalaupapa will be shown. This will be under the auspices of the Board of Health, and President Mott-Smith or some other representative of the Board will make a short address on the settlement and the policy of the Board regarding it.

The idea in this is to allow the visitors to return to the mainland with a correct impression of life in the settlement, to counteract any preconceived ideas concerning that institution they may bring here with them, and correct any exaggerated or false idea of the place they may form while here.

This decision was arrived at at a meeting of the joint entertainment and transportation committees held yesterday afternoon in the office of Walter F. Dillingham, at which were Mr. Dillingham, chairman of the entertainment committee; T. H. Petrie, chairman of the transportation committee; G. J. Waller, John C. Lane, H. F. Wichman, and R. O. Matheson. The details of the trips of the party on Oahu were gone into and some minor changes decided upon in the itinerary as suggested by the central committee.

The transportation committee is now taking up the matter of securing the services of privately owned automobiles for the three long Oahu trips, two of them around the city and the other around the island. It is expected that there should be no difficulty in getting enough machines to accommodate the party, the owners of machines being generally the men of large interests, who will naturally receive the greatest benefit from the visit of the Congressmen. Besides being an assistance to the committee, the average auto owner will be making a gilt-edged investment by devoting some time to the entertainment of these visitors.

In addition to the entertainment to be given the Congressmen by R. K. Bonine, who will show the best of his Hawaiian views and issue invitations to the fleet officers and local Army and Navy officers, as well as to a number of citizens, it was decided by the committee to offer a place on the program to the Kaahumanu Society, the members of which desire to give a typically Hawaiian entertainment for the Congressmen. The Bonine affair will take place on the evening of September 14; that of the Kaahumanu Society on the evening of the arrival of the Congressional party in Honolulu.

Arrangements were made yesterday to meet the visitors with music, alohas from a large reception committee and leis of greeting. The details for surfing parties, trips to points of interest and visits of inspection to military posts, public institutions and schools were also gone into and discussed. The details to be worked up and looked after were apportioned to the various committee members, who will report back at another meeting to be held this week.

STARTED TO KNOCK OUT APANA.

Police Officer Apana was called to the Winston block about 10:30 last evening, where Setters and Biersik, two marines from Camp Very, were raising a disturbance. Both men were drunk and had assaulted the watchman of the block. When Apana attempted to arrest Setters for assault and battery on the watchman, Biersik jumped in and started to thump Apana. Another police officer came to his assistance and both men were taken to the station-house. Biersik is charged with interfering with a police officer in the performance of his duty.

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