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HONOLULU H. T., APRIL 29, 1901

EXTEND THE SESSION.

The Legislature has made just as good a record, for the matter of dispatch of business, as any former one. During the past few days, indeed, it would seem to have been beating the record. If the friends of those who are raising an outcry against an extension of the session were in power, there is not the least doubt that the concession of more time would be made by Governor Dole with cheerful alacrity.

There is especial reason why the first session of a legislature, under a new economy, should have all the time for which the supreme power of Congress has provided—not only for the first but for succeeding sessions. If the majority of the Senate and the House desire an extension of the session, the executive should understand that the desire is that of the sovereign people. The argument is just as valid if it were conceded that the desire is a mistaken one. It is not for the executive to direct, but to execute the popular will as expressed through the Governor and his extra-constitutional council begin to study the spirit of American institutions, the sooner will there be easy and plain sailing for the Territory as well as equality of mind for all who have placed in their hands the administration of the laws.

WHAT WOULD YOU DO?

The Territorial tug Eleu is a costly device for Hawaii. Her earnings are on the decrease month by month, until now the total amount she realizes each month will scarcely pay her coal account. There was a time when the old tug made enough money to pay all her expenses, salaries and all, and still leave enough to foot up a fat sum at the end of the year. In addition she was used for the purpose of towing the garbage barges out into deep water and dumping their unsavory loads where it would do the least harm. As long as the Eleu had a monopoly on the business of towing all went well, but when a newer, stronger and faster boat put in an appearance the Government tug caught few tows and has been making a desperate effort ever since to get second money in a two-horse race. Last year it cost something less than \$1000 per month to pay the running expenses of the Eleu and something more than \$500 per month to liquidate the regular payroll of the boat. The amount was slightly more than \$1500 per month. Before the Fearless came she earned more than that amount each month and the difference between her earnings and expenses, together with whatever she saved the Government by towing the garbage scows, are credited to her in one way or another.

But how different it is now. The Government pays as much to maintain the vessel during the time she chases blindly after the Spreckels boat in their races after the evanescent barkentine and the elusive schooner as it did when the Eleu got all the business. Sometimes, when the Fearless is well away toward Barber's Point the Government tug is able to hook onto a vessel off Diamond Head, but otherwise it is short-comings for the Eleu all the time.

The coal bills of the tug loom up like a mountain, when composed with her earnings, and at the present rate of decrease of the Eleu's earnings,

the coal account compared with the amount she brings in will be like the Rock of Gibraltar and an anti-hill, before the summer season is over. Last year the cost of operating the tug was about \$1500 per month and during the first three months of the present year the Eleu made, probably, \$1000, certainly no more. If in addition to this sum, the vessel is credited with \$600 per month for services rendered the Board of Health in towing the garbage scows, the total amount of her credit would be \$2,600, which is a liberal figure. At \$1500 per month, her expenses would be \$4,500 for the first quarter. Thus it appears that there would have been \$1,700 more in the Territory Treasury on the first day of March, 1901, if the tug had been blown up or lost at sea or any old thing had happened to her, and another tugboat hired to tow the garbage scows.

There would have been still more if the Eleu had been sold at auction and the proceeds invested in a boat just large and powerful enough to tow the scows, because such a boat would cost about \$350 a month to operate.

The members of the Legislature are investigating the matter and within a few days they say they are going to propound the following questions to the Superintendent of Public Works:

If, as a plain citizen, your business were losing money and a way was pointed out whereby you could stop a large leak in the damaging expenditures—What would you do? Why don't you do it?

One thing some members of the Legislature would seem needful to learn. That is, when they have performed the legitimate function of introducing a bill on behalf of a private interest—or a public one either—they are not supposed by the people who elected them to act or pose as attorneys in the matter. One would think some of those who have shown they needed this counsel were trying to earn fees, the way they snap and snarl at every amendment offered, in the public interest, to the measures.

Mr. Dickey's proposed amendment to the gas franchise bill was all right and should have carried. Owners of franchises ought to be given no chance to juggle with their accounts so as to evade whatever specific tax is laid upon them. The Senate would do well to look out for the bill when it goes up there and give due consideration to such ideas as those presented by Messrs. Dickey and Emmeluth.

Mr. Emmeluth's proposed amendment to the gas franchise bill was an eminently wise one. One day the people will insist that all owners of public franchises shall be compelled to put things the way they find them, business to disturb public or private property.

Secretary Cooper might just as well reply to civil questions from the Legislature first as last. If he has any hope of a political future in these islands, the Secretary certainly is not displaying evidence of possessing commonsense at present. His obstinacy is ridiculous and will bring him no benefit.

When Willie Hurries.

(As Related by Little Rowland.)
My brother Willie he
Just always lags
And drags—
He's slow as he can be.
And mamma has to say:
"Come, Willie, hurry, pray!"
Whenever she
Wants him to help, 'cause he's so slow
But oh
You ought to hear him when
He says his prayers at night!
I tell you then
He hussels up, all right.
And nearly 'fore I get
To where it says to let
"Thy will be done"—both starting
even, too—
He's through!
—S. E. KISER.

AMUSEMENTS.

The popularity of Josephine Stanton grows apace. The young lady came here with the Boston Lyric Opera Company last year and after she had been here a short time people began to find out that she was a delightful little lady to know personally, in consequence of which her circle of friends became quite extensive, both on and off the stage. On the stage she has a magnetic and pleasing way, off the stage she is bright and friendly and all who meet her make her a friend from the start. The venture she has undertaken, of carrying a large company of principals and chorus away over into foreign countries is one that would "faze" an ordinary individual, for the little lady does not worry any more over the big risk of the undertaking than the singing of a new song. Japan, Vladivostok, Shanghai, Hongkong, Manila and Australia are on the itinerary and she will visit them all and when she leaves each place there will be a host of friends to bid her and her people a bon voyage.

Miss Stanton and her comic opera company will begin their short engagement at the Opera House in the musical comedy, "DORCAS," next Thursday night, April 25th. The sale of reserved seats for the season will begin tomorrow (Saturday) at Wall, Nichols Co.'s at 9 a. m.

Want Yankee Sleeping Coaches.

From a London Cable.
Into such a state has the sleeping car business in Europe gotten that there is an active demand that it be recognized along American lines. American promoters in London are trying to engineer a deal whereby all the property and rights of the Compagnie Internationale des Wagons-Lits shall pass into the hands of Yankee capitalists. King Emmanuel of Italy, it is said, is doing all the can to further this attempt in the hope of securing a thorough reorganization of sleeping car couplings in Europe. He is sending a personal representative to London to confer with the promoters, and it is expected that this representative will arrive here Saturday.

English capitalists say they are willing to allow Americans a monopoly of the business of bringing continental transportation facilities up to date.

King Emmanuel seems determined to have better railways in Italy, and it is said that he has recently received a report from a special envoy sent to the United States to study railway matters.

How Canada Will Curb Trusts.

From the Chicago Tribune.
William Mulock, the postmaster general of Canada, has little fear that trusts will ever seriously interfere with the trade and commerce of the dominion. He declares that when all the industries of any particular kind in Canada have combined, so that production is cut down and prices raised, the authorities have the power to place the articles manufactured by the combine on the free list, thus throwing the markets of the dominion open to the manufacturers of the world. In this way, he thinks, it will be possible to prevent any trust from imposing on its customers in Canada. Mr. Mulock, who is one of the most distinguished members of the Canadian bar, is just returning from Australia, where he went as the representative of the dominion government to be present at the celebration of the Australian federation. He has been a member of the Canadian Parliament almost continuously since 1882, and until last year served as vice chancellor of the University of Toronto.

Discipline for the American Mind.

Mrs. Sherwood in the Smart Set.
The American colony is full of students who come over to study music and painting, to profit by the accurate and accurate mode of teaching as in the schools of law, medicine and science. The exquisitely accurate French mind is of incalculable advantage to the less definite and trained American intellect. Our intellectuals are like our scenery, broad, large, unformulated, lacking outline and definiteness. We need that severe French training to curb our exuberance, to teach us to husband our immense power, as we now use Niagara to run a street railroad fifty miles away.

Not Such a Bad Mrs. Malaprop.

From the Washington Evening Star.
One of our local Mrs. Malaprops has broken out again. A learned gentleman was telling in her presence recently of some discoveries of fossils in Texas, or in some other dry part of the United States.

"They were in a really wonderful state of preservation," said he.
"I'm not at all surprised to hear it," said Mrs. Malaprop, who never is surprised to hear anything. "I'm told things keep forever in those dry climates. The soil is so impregnated with alcohol, you know."

Want a Square Deal.

From the Omaha Bee.
Germany has joined with United States in the demand that all deals in the Chinese game shall be above the board and all cards shaken out of the sleeves. Japan is also of the same mind, and this combination will probably be strong enough to defeat any grabs by means of secret treaties.

Their Only Thing in Common.

From the Minneapolis Times.
Pierpont's favorite dish is corned beef and cabbage, and by that token there's many a poor man who is just as happy when dinner time comes on washday as that much discussed millionaire.

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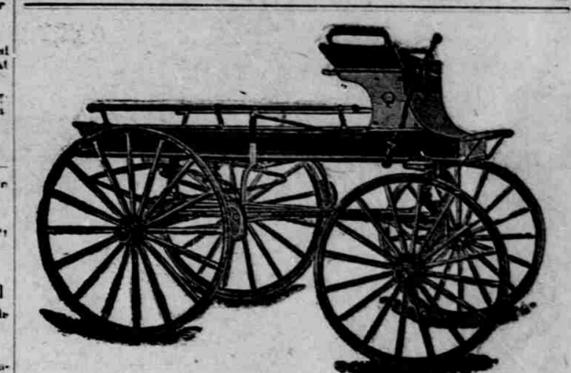
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