

THINGS ARE ABOUT THE SAME IN THE ZONE OF PLANTATION STRIKERS

(From Sunday's Advertiser.)

The situation has not improved any, and it is unlikely that the Japanese will return to work Monday as they said they would when they struck off work last Friday.—Report last night from Ewa plantation.

Everything is quiet here, the situation is unchanged, and we are keeping the mill going. We will finish up the cut cane tomorrow (Sunday), working all day as usual.—Report from Oahu (Waipahu) plantation.

We will not have so many men at work on Sunday as today, but everything is going ahead with the new laborers. The fields are being cleaned up and grinding goes on. Have not heard of any meetings today.—Report from Honolulu (Aiea) plantation at 11 p. m. last night.

Fires at Ewa Plantation.

The following statement issued yesterday by E. D. Tenney, president of Ewa plantation, discloses pertinent speculation with regard to two mysterious fires which started on Ewa plantation after midnight yesterday morning and which, fortunately, were extinguished before much damage was done. Just how these fires started, or who was responsible for them, does not yet appear. Mr. Tenney's statement follows: "During the greater part of yesterday and last night the laborers were holding meetings—the indication seems to be that their original plan of formulating demands, to be submitted to the management, and then returning to work on Monday, will be carried out. This despite the efforts of a rough element, resident on the kuleanas in the Honolulu valley, who have, I understand, endeavored to the utmost extent to influence the laborers to refrain from returning to work.

"Last night at 12 o'clock there was a fire in Field No. 20 and later, at 2 a. m., in Field No. 11—both of these fires were put out promptly by the people living near. The area burned is insignificant—perhaps not more than an acre altogether. I am very doubtful if plantation laborers set these fires, although it is very significant to note that both of these fields are plantation fields; that is, not fields cultivated by contractors, and hence none of the laborers have any direct financial interest in them."

Strike Breakers Plentiful.

Strike breakers are plentiful and the plantations are having no trouble securing men in town at \$1.50 per day to take the places of the striking Japanese laborers. On Friday nearly three hundred men went to Aiea, and yesterday morning two trains were used to transport reinforcements. At 7 a. m. yesterday a special left for Honolulu (Aiea) plantation with 450 men, including Hawaiians, Porto Ricans, Portuguese and Chinese. On Monday more will be sent down, and at the same time it is expected that a draft of "breakers" will be sent to Waipahu. On Monday the Japanese of Ewa plantation who "walked out" on Friday for "a holiday," as they expressed it, are expected to go back to work, and they will then present their demands and await some action on them before finally deciding whether or not

to join the strike by tying up the plantation.

The "strike breakers" take their lunch with them from town and are brought back to town at the close of the day's labor, being paid every day for their toll. As stevedoring work is not plentiful along the waterfront just now there is little trouble in picking up all the labor needed for the work now in hand. Mayor Fern, who is about as closely in touch with the laboring element as any one, was asked to let the Hawaiians who want work, know where they could obtain it. In this way the supply has been steady.

The work at Aiea, therefore, has been picked up and the cane is going toward the mill and grinding is going on as before.

Mead and Jarrett.

R. D. Mead of the Planters' Association and Sheriff Jarrett went down the line yesterday to look over the situation, the Sheriff taking a look at the topography of the country so as to acquaint himself with the location of the various camps where the laborers are quartered.

On a Cash Basis.

When the strike started at Aiea and Waipahu the Japanese storekeepers at once began doing business with the strikers on a cash basis. A reason for this was that one of the big mills of Honolulu which re-snacks Japanese rice and sends it down in batches of a hundred bags at a time, required cash from the storekeepers before they would send new supplies. The strikers will be required to pay as they go along and in this way it is easy to figure when they will come to the end of their purse strings, and look to Makino and Negoro to supply the deficiency of food, etc.

Lured by Promises.

A Japanese laborer from Aiea, who was in town yesterday, stated that he was at the end of his resources already and many more were in the same predicament. However, he said that he and they would look to Makino to supply them, as they had understood Makino to say that he was worth about \$40,000 and could see the matter through while the strike was in progress. If individual demands begin to come upon Makino, the list is sure to lengthen out and the strikers will have ample opportunity to judge whether Makino's "\$40,000" is tangible or not.

CAPTAIN GOODWIN RELATES TALE OF EVENTFUL VOYAGE OF THE BIG SHIP DIRIGO

Struck by lightning, which shattered the foremast into splinters, and springing a dangerous leak below the water line that forced her to make port for repairs at Rio Janeiro, the big ship Dirigo, which arrived here yesterday with 453 tons of coal for Uncle Sam, has had such an eventful passage that her skipper, Captain George William Goodwin, declares that he will never make another voyage around Cape Horn. The Dirigo is one of the finest ships afloat, but Captain Goodwin states that it will take more than money to induce him to run the chances of having to undergo another such experience as he has just passed through.

A story of terrific gales, thunderstorms illuminated by flashes of lightning, and bad weather almost from the beginning of the long voyage away back in October, 1908, until she arrived here yesterday is what the Dirigo brought. Hurricanes in which a smaller vessel would, in all probability, have gone to the bottom were encountered. Mountainous seas that washed the decks and made the vessel almost unmanageable became a part of the daily budget of events. But through it all the old Dirigo stood up, and yesterday morning she was sighted off Diamond Head, being towed to her berth at the Channel wharf late last evening.

Captain Goodwin tells the tale of his eventful trip in few words, with the exciting details left out. He does not tell all he might of the steadfast labor that was performed at the pumps when the vessel was leaking badly, nor does he waste words in the description of the incident when a bolt of lightning shot from the sky and, in the twinkling of an eye, converted what had been a fine piece of sail-carrying timber into a million tiny splinters. Things like these Captain Goodwin doesn't talk over; but they were enough, however, to make him declare that, after over half a hundred trips around the Horn, he'll never make another one.

"We left Baltimore," said Captain Goodwin, "on October 25, 1908. Owing to a heavy gale which was blowing from the eastward, we anchored at Cape Henry and did not proceed to sea until the following Friday.

We then sailed in company with the ship Acme, which was bound for San Francisco, for considerable time. Of course, we stuck on canvas and tried to show a clean pair of heels to each other. For several days we were together, with strong west and north-west winds blowing all the time.

"On Friday, November 6, we had a heavy gale from southeast to south-west, during which we lost several sails and, incidentally, left the Acme behind. The loss of those sails was merely the beginning of our troubles, however, for things came in bunches after that. Of course, the first ill-luck which befell us was when we ran into the gale which delayed us off Cape Henry, thus forcing us to go to sea on a Friday.

"During the terrific wind and the heavy sea which came up, the ship rolled from side to side, creaking and groaning, and, owing to the cross-seas running—one from the northwest and the other from the southward—the decks were flooded fore and aft. It was a nasty situation.

"At four p. m. on November 6 the carpenter came to me and reported that the ship was leaking. He also said that there was a great quantity of water in the hold. I immediately went down in the lower hold, through the lazaret hatch and found the water rushing in through a crack in a plate twelve feet under water. To stop this, if possible, I made a pad out of cotton batting, soaked it in white lead, and placed it over the crack. Then, over this, I fastened a plank that wedged it in and stopped the great part of the inflow of water.

"There was not any water in the hold when the pumps were sounded at eight o'clock that morning, but, when we had stopped the leak, we found that the hold contained two and one-half feet of the brine which had poured in. Perhaps you think I wasn't thankful that the leak was where I could get at it! The crack was twelve inches long, and if it had been in a place impossible for me to reach, I doubt very much if the pumps could have kept the ship on the top of the water.

"Well, we pumped out as much of the water as we could, and then I took up the floor and hoisted the rest up through the lazaret hatch, using big oil-draws to do the work. We were two days getting all of that water out of the ship. As the leak was so far aft, I thought at first that I could build a bulkhead, fill it in with cement, stop the leak, and keep on my voyage. I worked on this scheme for several days, but in spite of all we could do—and we left nothing undone that we could possibly think of—the water continued to force its way through and wash the cement away. We had to hoist from forty to fifty barrels of water out of the hold every day.

"So it seemed that I could do nothing, and I decided to go into Rio for repairs. Two days after the gale we sighted the Acme with her foretopgallant mast gone. She had had a taste of the medicine which the elements had been giving us.

"The following Friday—fateful day—we had another gale, accompanied by thunder and lightning. During this the ship was struck by lightning, the foremast splintering this mast, considerable other damage was done, but we considered ourselves lucky to escape as we did. Between the parallels of 20 degrees and 20 degrees north we had a continuation of thunder and lightning and squalls of hurricane force.

"On the eve of November 24 we saw an unusually large comet which seemed to be standing on its head. It had the longest tail of any comet I ever saw. It was in sight two evenings. We did not get any trade winds until we got to 16 degrees north, and even then the trades were nothing to boast of. We crossed the Equator in 22 degrees, no minutes, and arrived at Rio on December 16, being forty-seven days

from the Cape of Virginia.

"Now what troubles me is to discover where the hoodoo came in! Was it because I sailed on a Friday or because I was in company with the Acme?"

"Our passage from Rio to Cape Horn was uneventful, light winds and fair weather prevailing all the way. We were in Rio long enough to collect a fine crop of barnacles on the ship's bottom, and these made a difference of twenty-five miles per day in our sailing. On the way to Rio we left every vessel we saw behind us, but, on account of the barnacles, we were badly beaten by every windjammer on the trip here. Why, you could paddle a bale of hay faster than this ship will sail in light winds when she is foul. And it's very annoying, especially when a fellow has a cancelling date to his charter so near at hand.

"We took the southeast trades in 28 degrees and had them, very light and steady, the rest of the voyage. We crossed the equator on April 21, in 117 degrees west. From that time until we arrived here today we had had alternate squalls and calms and unsettled trades.

"This eventful passage ends my fifty-sixth and last passage around Cape Horn. I've had enough this time."

Notwithstanding the fact that her cargo is composed of a heavy shipment of coal, the Dirigo came into port yesterday slick and clean as a whistle. She is a beautiful ship, and has splendid cabin appointments, only surpassed by those on the steam liners. Captain Goodwin was greeted by Joe Gilman, who is agent for the owners of the ship, yesterday afternoon, as well as by a number of friends who have become acquainted with the genial skipper during his many visits to this port. Mr. Ray, the first officer on the Dirigo, is also well known in this city, and there was a quota of his friends at the wharf to bid him "aloha" after the long voyage. The Dirigo is docked at the Channel wharf, where she will discharge her coal.

Captain Goodwin wrote the following description of Rio Janeiro, in which port his vessel was laid up for repairs:

"The harbor of Rio de Janeiro is one of the best in the world. The waterfront of the city is one continuous park or garden, and is kept in fine order. They have a perfect electric light system and it is the best lighted of any city I was ever in. I could see the loom of the city lights when forty miles out at sea. The new improvements in the streets and buildings will compare favorably with any city in the world. The United States is well represented by Mr. George Anderson, the Consul General, a courteous and agreeable gentleman who is ready to assist one in any way he can.

"The one great drawback to Rio is the excessive heat in summer. Then everyone who is able lives up in the mountains at Petropolis. The facilities for repairing ships are as good there as they are at any port. Mr. Lage of Lage Brothers Co., one of the most energetic, fair-minded and courteous gentlemen I ever met, has a plant and bonded warehouse where he can store a cargo, repair a ship, or build you a new one if you want it, and send you on your way with pleasant memories of the time you spent at his island. Owing to the excessive duties, everything is very dear, all of which tends to make Rio a good place to keep away from if you can. It is largely owing to American brains and American inventions that it has been possible for both Brazil and the Argentine to cultivate the lands and make the improvements they have. It did not seem to me, however, that they had much use for anything American. I did not see many of our home products in the retail stores, except the Victor talking machine, and you could hear that talking everything but English at every turn. The Dirigo, with the exception of one schooner, was the only merchant ship that had Old Glory flying at her peak during the forty days we were in port. We sailed from Rio January 26, 1909, and I was very glad to get out on the old ocean once more and get a breath of cool sea air."

Bad Company

Not a Home in Honolulu Where This Visitor Is Welcome.

The most unwelcome visitor in Honolulu is any itching skin disease.

Itching Piles, Irritating Eczema, Are bad company. We are glad to get rid of them.

Doan's Ointment will drive them away.

Plenty of endorsement to prove this.

Frank Leibly, of 326 S. Main street, Wilkesbarre, Pa., U. S., says: "It is with much pleasure that I testify to the merit of Doan's Ointment in cases of itching piles. I was afflicted with that trouble for over a year and tried almost everything that was recommended to me without finding relief. Finally I procured Doan's Kidney Pills and a few applications allayed the itching. I was soon completely rid of the trouble and I have had no return of it since. I recommend Doan's Ointment whenever an opportunity occurs."

Doan's Backache Kidney Pills are sold by all druggists and storekeepers at 50 cents per box (six boxes \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

Remember the name, Doan's, and take no substitutes.

The cover for the engrossed resolution of the House of Representatives is presented to ex-Vice President Fairbanks, which he describes as being beautifully bound, was made by G. I. Hammon in the Hawaiian Gazette bindery. It was bound in full dark-green cloth, and artistically filled in the usual Gazette style.

Army and Navy News

Company G, Corps of Engineers, at Fort Du Russy, will be paid off this forenoon by the Army paymaster, the pay aggregating about \$200. The men will receive foreign and domestic service pay having served five days in Cuba in the last month. Then there are many promotions from second-class to first-class privates, the result being tidy sums for each man.

Chinese Warships May Come. A fleet of Chinese battleships is coming to pay a friendly visit to the United States. Within three months it will be anchored in San Francisco harbor.

This information is direct from Prince Tsai Fu, a cousin of the Chinese Emperor, and comes to Otto F. Schiller, engineer of the Downtown Association of San Francisco, who was recently decorated with the order of the Double Dragon by Prince Tsai Fu. At least a dozen vessels will be in the fleet, and of this number more than half will be battleships, says the San Francisco Globe.

The yellow dragon will float at peace in the waters of San Francisco bay, even as the Stars and Stripes floated in Chinese waters, as a visible token of the friendly relations existing between the oldest government of the East and the most powerful of the West.

Annapolis Annual Reunion.

ANNAPOLIS, Md.—The 24th annual reunion of the graduates of the United States Naval Academy at Annapolis will be held at the academy on the Saturday immediately preceding graduation week, May 29. In the afternoon a business meeting will be held at the officers mess, which all the graduates will attend.

At 6 p. m. the annual banquet will be served in Recreation Hall in Hancock, after which formation will be held. This will take place at 7:30 o'clock on Blake row, directly opposite the chapel, and all the graduates will fall in by classes under the command of the senior graduate, the junior graduate acting as adjutant.

Rooms for the night will be provided for those men attending the exercises from a distance, and a record-breaking attendance is expected.

The council in charge of the reunion is composed of Captain C. A. Gove, Commander G. R. Clark, Commander T. G. Dewey, U. S. N.; the Hon. R. M. Thompson, Lieutenant Commander C. B. Britton, Lieutenant Commander A. MacArthur, U. S. N. Professor D. M. Garrison, U. S. N., will act as secretary-treasurer.

Exchange Clerk Left.

Denver Post—Following closely upon the assault on Private Whittaker by Private Charles Gassaway Wednesday, Richard White, cashier of the post exchange at Fort Logan, has disappeared, taking with him some of the funds intrusted to his care—just how much the officers at the fort have refused to reveal.

White's disappearance was reported to the police yesterday morning with a request that he be apprehended.

White handled all of the proceeds of the post exchange, which is in the nature of a general store, and at times has had more than \$1000 in his care. Just how much money was in the fund when he disappeared, and how much of it he made away with, is a matter which the authorities at the post have not yet discovered. An inventory of the stock is being taken to learn whether White took anything in addition to the cash.

White is a member of Company B of the Twenty-first Infantry and has always been considered a straightforward, honest young man. His acquaintances attribute his defection and desertion to infatuation for a young woman in Denver.

The post exchange is financed by levying an assessment on the soldiers at the fort. Dividends from the proceeds are disbursed at stated intervals to the various companies and go into the mess fund.

White left the fort last night, but it was not until this morning that the discovery of a shortage in his accounts was made.

Marine Officer Criticized.

That General Elliot, commandant of Marines, is dissatisfied with the manner in which certain unnamed officers of the Marine Corps perform their duties is clearly evident from the character of a recent general order.

"Having in view," says the general commandant, "the fact that the important duties of officer of the day now fall to many officers of the Marine Corps who have had but limited experience in the performance of garrison duty in the United States, and in consideration of the further fact that such duties have been recently carried out in a manner highly unsatisfactory to the major general commandant, it is directed that commanding officers enforce a rigid performance of such duties."

It was also directed that certain instructions be observed to the letter unless prevented by an unforeseen emergency. One of these instructions is that the officer of the day shall remain in his office during his tour of duty, except when purely official duties require his presence elsewhere. Absence for meals is authorized. The officer of the day is required to visit all sentries three times at least during his tour of duty. Whenever he leaves his office for any purpose he must wear side arms.

"The occurrence of a tour of duty," says General Elliot, "will not be made the occasion for making social calls in the navy yard and obviously not elsewhere. Ignorance of post orders will not exonerate the officer of the day from their non-fulfillment."

Army Woman's Peril.

NEW YORK, April 30.—Mrs. Edwina Hathaway, wife of Captain H. S. Hathaway, U. S. A., and daughter of Louis S. Berg, president of the Mobile, Jackson and Kansas City Railroad, was probably saved from death or serious injury late yesterday, when she was thrown from her automobile in Central Park, through the fact that she had a remarkably luxuriant growth of hair.

When the knuckle joint of the steering gear broke, the machine crashed into a tree and hurled both Mrs. Hathaway and Howard Hoffman, the chauffeur, out. Mrs. Hathaway's head struck the tree, but she was not injured because her hair acted as a cushion.

The chauffeur was so badly injured that the doctors at the Roosevelt hospital believed his condition today to be critical.

Wireless Telegraph Tower.

Upon the advice of experts in wireless telegraphy in the United States Navy no action will be taken by the Navy Department in awarding the contract for the construction and equipment of the wireless telegraph tower at or near Washington until the company seeking the contract has fully demonstrated to the satisfaction of the department its ability to fulfill the requirements.

For this purpose a series of tests, lasting probably three months, will take place at the company's station at Brant Rock, Mass. Lieutenant George C. Sweet probably will be the officer detailed by the department to go to Brant Rock and witness these tests.

New York for Europe.

As soon as the New York goes in commission this month she will be sent to eastern Mediterranean waters if conditions there still warrant the presence of the armored cruisers North Carolina and Montana. The purpose of sending the New York to join the other armored cruisers is to have the three vessels together for drill purposes. It is the intention of the Navy Department to have a cruiser squadron attached to the Atlantic fleet, and the three vessels named will form the nucleus of that squadron. The presence of the warships in the eastern Mediterranean will depend on conditions there.

The gunboat Scorpion, which is at Naples having her boilers repaired and which will be sent to Constantinople for the use of the American ambassador as a dispatch boat, will not be ready for service for at least a month.

FORMER VICE PRESIDENT'S DAUGHTER MUST PAY \$200

The constable law has loomed up big for the party of the Hon. Charles W. Fairbanks. Although Mr. Fairbanks and his wife left for the Orient as per their original itinerary, last week, their daughter Mrs. Timmons changed her plans and decided to return to the mainland. She therefore stayed here and is yet the guest of Governor and Mrs. Prout at "Arenadia."

Then it was that Mrs. Timmons came across the coastwise law. The Fairbanks party came to Honolulu from San Francisco aboard one of the Toyo Kisen Kaisha's fine liners. Traveling on a foreign built ship which flies, of course, a foreign flag, Mrs. Timmons' ticket gave her only the privilege of a "stop-over" in Honolulu and in due time she must continue her journey to her original destination. To stop off

here permanently would involve a fine to the steamship company of \$200, imposed by the Federal government through the customs authorities. When Mrs. Timmons decided to return to the mainland, it was just the same as if she had decided to live here, and the fine of \$200 follows as a natural course. She must continue her journey or pay.

Mr. Fairbanks, as presiding officer of the United States Senate, no doubt has listened to much discussion on ship subsidies, coastwise laws, suspension, etc., but he probably never thought that he or a member of his family would become tangled in the red tape and have to pay a fine just because they decided to travel on a steamer which flew the Sun-burst flag of Japan.

Mrs. Timmons is booked for the Siberia and the Makura, and will sail on whichever vessel has an empty room available.

BARON ROTHSCHILD IS ON NIPPON MARU

Baron Rothschild, a young man of the Austrian branch of the famous European family, is a passenger on the Nippon Maru, bound for the United States, where, it is said, he will go grain-buying. The Baron is accompanied by a valet and by Captain Schwickel of the Austrian Navy.

his teens—of the multi-millionaire family is reputed to have a great dislike to nationality; ergo, the assumed name. Young Rothschild has been on a hunting expedition in India with Captain Schwickel for some time past, and is said to have suddenly developed a thirst for the blood of the great American grizzly. After leaving India the young Baron spent some time in Java. Just how long he intends remaining in the States is not known.

The late Dr. Klytner wrote here a short time ago that he was approaching a turning point in his life. He was very eager to have papers forwarded to him every week, "at whatever cost," as he had an almost morose attitude craving for them. An answer to his letter is still on its way.

Japanese Laborer Not a Tenant

In Re Japanese Strike.—Is a Japanese laborer occupying one of the plantation cottages a lessee or tenant of the plantation, to whom ten days' notice to quit must be given, even after he has, of his own accord, ceased to work for the plantation?

The Hawaiian statute is Section 2089. This statute applies only where the relation of landlord and tenant exists between the parties, according to many Hawaiian cases.

The authorities hold that a servant allowed to occupy a house on the premises of the master without any express letting or any fixing of rent, does not become a tenant of any kind. This is surely true if the occupancy is incidental to the employment and for the benefit of the employer in carrying on the work.

McQuade vs. Emmons, 38 N. J. Law, 397, 399. 106 Mich, 330. 60 N. Y. 231. 32 Century Digest 52, par. 36, and 475, par. 431, and 450, par. 405. See also 18 Enc. of Law 171; 24 do. 880.

"It is not necessary that occupation of a house or apartments should be a necessary incident to the service to be performed in order that the right to continue in possession should end with the service. It is enough if such occupancy is convenient for the purposes of the service and was obtained by reason of the contract of hire."

Bowman vs. Bradley, 151 Penn. St. 351, 17 L. R. A. "If the contract [i. e., of employment] was rightfully terminated, then the plaintiff's right to the house was at an end, and he could be lawfully put out of possession."

151 Penn. St. 351. "The occupation of the house by McQuade and his family was part of his compensation for the performance of his engagement with the defendant; it does not show any demise of the house; the possession of McQuade was the possession of his employer and, when he was dismissed from the service and the legal relation existing between them thereby put an end to, his right of occupation was ended and his longer remaining on the premises of his master was a trespass."

The possession of a servant is the possession of his master, and, if he continues in possession after his employment has terminated, the master has "legal right to remove the furniture and goods therein and to employ the necessary force for that purpose."

60 N. Y. 221. "The master may remove without suit." 38 N. J. Law 397.

TAFT WILL CONSIDER VISIT.

George B. McClellan sent the following cablegram to the Honolulu Chamber of Commerce yesterday: "President Taft now thinks it impossible for him to visit Hawaii, but says that he will consider the matter."

It is reported that C. Holtz will arrange for the construction of a fine modern building on the spot where the Vay building now stands.

DON'T PUT IT OFF.

Don't allow twenty-four hours to elapse without Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home. True, you may not need it within that time, but it is better than any doctor's prescription and worth twenty times its cost in cases of diarrhea, cramp colic or dysentery, which are liable to come on suddenly at any season of the year.—For sale by all druggists, Deason, Smith & Co., agents for Hawaii.