

EVENING BULLETIN

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MONDAY, JANUARY 12, 1903.

The widespread distress caused by the shortage of coal, even after the miners have returned to work, gives the country an idea of what the situation would have been had the President not taken a hand in settling the coal strike.

Wireless telegraph messages across the Pacific are now being talked by western managers interested in the extension of the Marconi system. Since Marconi has conquered the Atlantic with his wireless system there's no saying it can't be done in the Pacific.

The important place Minister Bowen is occupying in international affairs will make missions to South America republics more attractive to the men looking for opportunities in the foreign service. Bowen has made a name for himself that will put him on the slate for higher positions in the gift of future administrations.

Morgan gave all his employees New Year presents in the form of increased salaries and a cash bonus equal to a year's salary. It is pleasant to learn that Morgan does not keep all the money he makes, but the public wants to know how many hundreds saw their business wiped out in order that the Morgan employees might get a raise.

Berlin officials deny that von Hollen has been recalled but state that a minister of superior rank has been dispatched to Washington to deal with the Venezuelan matter. Whether von Hollen is recalled or not the change made indicates that the German side of the difficulty will be presented in a different light on the arrival of von Sternberg.

The cold wave that is now sweeping over the Mainland was predicted by Prof. Lyons during the chilly period Hawaii experienced last week. Lyons' theory that the wave came from Japan and was proceeding eastward is borne out by the cable reports received today. This serves to show the value which the reports from Hawaii can be made to the weather bureau.

The dull sugar market following the new year has been a disappointment to those anticipating the holiday advance would continue. The Cuban treaty very likely has some effect on the situation, but whatever the cause, it is worthy of note that the statisticians dealing with the world's output have not had occasion to change their figures. With the prospective supply falling short of previous years, the higher prices should rule within a comparatively short time.

The record for the year 1902 shows that there has been a considerable decrease in the number of newly organized trusts, the banner year having been 1898. The Federal suit against the Northern Securities Company is given as the cause of this falling off. The general public has been of the opinion that every known industry has been swept into the combinations known as Trusts, and whatever decrease might be noted would arise from a lack of new fields to conquer.

It is gratifying to hear that lantana after all has its good uses. There is enough of it in the islands and its eradication is sufficiently difficult to warrant the belief that the districts finding lantana a benefit will have no cause for complaint. Judging the future by the past the destruction of the shrub on lands where it is considered a pest will occupy sufficient time to enable the full benefit of the valuable properties. There can be no doubt that in some sections of the Territory, lantana has been a land maker. The shrub seems to thrive as well on a lava flow as on fertile lands and the thick roots have prevented washing out the accumulated vegetable matter by heavy rains.

Superintendent Cooper's island trip should be of immense benefit to the Public Works Department in the effort to competently provide for public necessities in the outside districts. The local government bills will take away a great deal of work from this department, but it is nevertheless the Superintendent's duty to be ready to assist the Legislature in providing what funds are needed in the immediate future. He can also, by an intimate knowledge of the districts, greatly facilitate the transfer of his department work to the county or municipal governments to be established. The Public Works Department, now the most important of the Territory, will also be the most important department in each city, town and county organization.

ISLAND MASS MEETINGS.

Mr. Muller's suggestion regarding general mass meetings throughout the Territory to protest against possible legislation which would make of the Kalaupapa settlement a National institution might well be taken up by the Republican committee. There can be no doubt of the prevailing sentiment or of the necessity of party action for the fulfillment of campaign promises. Some question has been raised as to the meaning of dispatches received here bearing on the subject, and it may be admitted that errors may have occurred in the interpretation placed on abbreviated cablegrams. The reports received however tally so closely with the tenor of private information giving tentative forecasts of what might be expected, it is not probable that the published statements far astray from the fact.

Mass meetings throughout the Territory practically at the same hour would be an innovation which would serve a double purpose. Telegraphic communication with the islands makes such a program feasible, and its effect upon the people in establishing closer bonds of unity in public affairs would be most beneficial. Should the Republican committee inaugurate this method, it would attract a widespread attention among men of all factions and parties, and carry greater conviction as to the activity, honesty and determination with which the party follows up its promises.

TAMPICO SAILOR HAS LEG BROKEN

The Globe Navigation Co.'s steamer Tampico arrived from Seattle at about 6 o'clock this morning after a terrible trip of fifteen days. The officers of the vessel describe the voyage as one of the most trying of their experience. From the moment the big freighter left Cape Flattery until these islands were reached she had to contend with strong head winds and stormy seas, running from one gale into another to such an extent that it had the effect of one continuous gale.

The bad weather throughout almost the entire voyage came from a southerly quarter, with the exception of one very strong northwesterly gale. This gale, of January 5, was the worst of the gales encountered and came near costing a couple of the men their lives.

As it is, one man had a leg broken and had to be taken to the hospital immediately upon the arrival of the Tampico in this port.

At 5 o'clock on the morning of January 5, some of the sailors were employed by the forward rigging setting the fore trysail. Suddenly, an enormous wave arose over the starboard bow, and, sweeping like an avalanche over the deck, carried the carpenter and two sailors clear across from the starboard side of the vessel over to the port side.

The rail of the Tampico consists of iron stanchions about four feet high. Between these stanchions run two lines of wire rope.

The carpenter and one of the sailors were carried by the tremendous force of the water between these wires and swept overboard, but luckily both had the presence of mind to catch hold of the wires as they passed between them. Clinging to them with all their might, they managed to hang on and save themselves from a watery grave.

While the carpenter escaped with a bad scare, the sailor was not so fortunate. When he was carried through the wires one of his legs struck an iron stanchion with such force that both bones were broken between the knee and the ankle. Captain Ames set the unfortunate man's leg and managed to bandage it so well that the sailor suffered no pain before yesterday, when the bandage had to be removed, as it had begun to chafe.

The man suffered considerable pain last night, and on the arrival of the vessel here had to be removed to the Queen's Hospital in the patrol wagon. The sailor's name is "Paddy" Wood; he is an able seaman.

Beyond this unfortunate occurrence no damage was done on board the steamer, despite the rough weather. Waves swept over the Tampico's deck from the beginning until the end of the voyage, but nothing was carried away. No vessels were sighted during the trip. Captain Ames states that whatever windjammers bound for this port which had been in the same weather as the Tampico, must have been carried far out of their way.

The Tampico is lying at the Imgard wharf, where she will discharge her cargo. She brings 2,200 tons of freight, included in which is a shipment of 1,000 tons of coal for the United States Transport Service, the Globe Navigation Company having secured the contract to carry all the transport coal for this port.

DIED.

CONWAY—At Kamehameha Boys School, W. A. Conway, Jr., aged 11 years. Funeral Tuesday morning from Bishop Memorial Chapel.

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WAGES HOLD HIGHER

Chicago, Dec. 31.—The wages paid now in the United States are higher than ever before in the history of the country," is the statement made today by Commissioner of Labor Carroll D. Wright.

"There is hardly a subject of such importance on which accurate information is so difficult to obtain," said Commissioner Wright. "Take the recent investigations by the coal strike commission, for example. It is very difficult to ascertain what a miner makes in a given time. He is an employer of labor himself, paying wages of varying sums. Railroad employees are paid wages that are comparatively easy of verification. Many other trades have established schedules of wages. But take the whole country over and it is a great and complex problem.

"The wages paid now in the United States are higher than ever before in the history of the country—that is, the general level is higher. The highest level ever reached before the present high-water mark was in 1892. In 1893 some industries suspended and others reduced wages. For about three years wages fell here and there. This was heralded abroad, and the general impression prevailed that all wages went down. This was not the case. The wages paid in a majority of industries kept right on at the same rate. Then, a few years ago, industries that had cut wages restored them, and this was erroneously taken as a rise. It was merely a rise to the level of 1892. During the last two or three years, however, wages in many industries have been increased over the rates of 1892, while the great bulk of the industries that reduced wages in 1893-96 have fully restored them. The increase in railroad, steel mill and other operatives' wages recently may by several companies is a notable evidence of the upward tendency, at which we all rejoice."

STOP RACE GAMBLING.

London, Jan. 3.—The rapid increase in betting on horse racing in the United Kingdom, especially among workmen, and the evils arising therefrom, are fully acknowledged in the report of the select committee of the House of Lords issued today, but the remedies recommended are not far-reaching. The committee finds that betting is greatly facilitated by the universal practice of the newspapers in publishing startling prices, but the committee is not prepared to recommend its prohibition, as it would tend to encourage dishonesty on the part of bookmakers. It recommends that all advertisements and circulars of sporting "tipsters" be made illegal and favors legislation enabling bookmakers to be imprisoned for betting on the streets with children.

DIVIDE ASIATIC FLEET.

Washington, Dec. 30.—The Navy Department has decided to divide the Asiatic squadron into three divisions instead of two, as at present, and to send out another flag officer. The heavy battleships will be under command of Rear-Admiral Evans, who also will be in command of the entire squadron; the cruisers under the command of Rear-Admiral Cooper, who is to succeed Rear-Admiral Wildes, and a new division comprising the light gunboats will be created under the command of Rear-Admiral Yates Stirling, now commandant of the Puget Sound Navy Yard. The latter will raise his flag on the gunboat Rainbow and will have his general headquarters at Cavite.

GRAND TRUNK COLLISION.

St. Catharine's, Ont., Jan. 3.—The Chicago Express, eastbound, consisting of two baggage cars, two day coaches and two sleeping cars, drawn by an eighty-ton engine, collided today with another eighty-ton engine, running light, just west of Merritt Tunnel, on the Grand Trunk railroad. Fireman Desautel was killed and Engineer Buckitt and Duke and Fireman Horning were seriously injured. Both engines and the baggage car were badly wrecked. Thirty passengers escaped with a bad shaking up, a few bruises and scratches. The cause of the accident is not known.

ELEPHANT MUST HANG.

New York, Jan. 3.—Topsy, the pet of thousands of children when as a famous "baby elephant" she first toured this country with Adam Forepaugh's circus, twenty years ago, is to be hanged at Luna Park, Coney Island. The former pet has become a man-killer and her owners have decided that she must be destroyed.

Topsy has killed four men since she went to "Muhst" a few years ago. John Witting, the only man who can control Topsy, left the employment of her owners recently and no one can be found who will undertake to care for her. A noose of two-inch manila rope will be employed to kill her.

CORNELL WINS AT CHESS.

New York, Jan. 3.—The concluding round of the fourth annual chess tournament between representatives of Cornell, Brown and Pennsylvania Universities was played here today. Rand (Cornell) and Addleman (Pennsylvania) and Atchell (Cornell) and Easton (Brown) drew their games and thus Cornell won the series and the trophy permanently.

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