

**WEATHER**  
DEC. 21.—Forecast for the past 24 hours: Time, Temperature, Minimum, Maximum, Wind, Clouds, Visibility, Precipitation for the Hawaiian Islands and vicinity: Saturday, generally fair with light to gentle variable winds.

# The Honolulu Advertiser

Hawaii's Territorial Newspaper

**HILO WEATHER**  
HILO, Dec. 21.—Forecast for the past 24 hours: 9:10, Temperature: Minimum, 65, Maximum, 75, Wind: Variable, Clouds: Partly B. Barometer at 8 a. m., 30.12 Inland Wind, northwest and gentle.

RAYMOND COLL, Managing Editor

THE HONOLULU ADVERTISER, SATURDAY MORNING, DECEMBER 22, 1928.

EDITORIAL PAGE

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### The Vanishing Regime

Often when a man or woman, prominent in their communities, pass to the Beyond, fulsome praises are sounded of the place they occupied in public affairs, and that with their passing, "few are left of the old regime," but in the death of the High Chief Kekaaniau Pratt, who was born in 1834, the phrase has a deeper, truer meaning, for with the passing of Kekaaniau, almost the last leaf in the living history of old Hawaii has been torn from the book.

The High Chief Kekaaniau's rank under the old chieftain system was unquestioned. Neither was her lofty lineage, which was truthfully royal, and which had its ramifications so far back that finally it mingled with legendary history.

Descendant of great kings and queens, chiefs and princesses, whose blood was the highest of all the islands—Hawaii, Maui, Oahu and Kauai—Kekaaniau enjoyed the distinction of one concerning whose ancestry there was no question, no quibblings, no criticisms. Her ancestors were not only kings, but kingmakers. Out of her line sprang those who were destined to have their names inscribed indelibly upon the pages of Hawaii's history—Keouanui, Kalanipoua, Kamehameha I—these standing out more clearly than others, yet the others formed a mass that causes the mind to stagger at the greatness of genealogical lines.

Kekaaniau saw the complete change in Honolulu from a semi-barbaric village in the 30's, just then becoming a city civilized with a few frame cottages, to the up-to-date Honolulu of late 1928, with its absolute modern appearance, its miles of paved streets, its towering buildings, hotels that vie with those of the greatest watering places. Over her head, while she was passing into the last decade of her centenarianism, flew airplanes that had safely crossed the Pacific from California to Hawaii, a contrast to the sailing ships that connected mainland and islands in the 1830's. All of the friends of her youth dropped one by one.

The torches of chieftainship burned brightly and then by one were extinguished. Kings and queens and princes and princesses passed. Monarchy changed into Republic. Republic changed into a portion of the American Republic. Men and women considered old the other day when they were 70 and 80 years of age, and were born 20 to 30 and 40 years after she was born, passed to the Beyond and left her, finally, the sole survivor of an ancient regime that has all but vanished.

When the last watch, according to ancient Hawaiian custom, ceases tomorrow, the kahilis are passed in review, the last chant falters as the chiefess is laid away in the grave, the real, ancient regime of Hawaii may be said to have almost vanished.

**ONE GOOD feature about prohibition is that the people ruined by liquor are the ones who can afford it.**

### Commercial Aviation Arrives

That commercial aviation has made permanent place for itself in American life is the message carried in the annual report of William P. McCracken, Jr., assistant secretary of commerce for aeronautics, just made public. He says it "is no longer on the threshold." It has entered the business structure as a fixed tenant. The review of Clarence M. Young, director of aeronautics for the department, issued a few days ago, told of 11,191 miles of established airways. The McCracken statement discloses that the mileage a year ago was 8,396, the gain in this respect reflecting the general growth of the industry.

The department has busied itself with air transportation for only two years; in that short time it has seen development which makes it stand out among government activities. Flying fields alone show this. They were few and far between when the work was authorized; now there are 353 municipal airports with 890 under construction or proposed. Intermediate fields under the department number 256. The armed forces support 1,356 fields. Here is a picture of progress that commands attention.

Expansion is the watchword of America in the air. Scientists are finally approaching a solution for flying in fog; they are working on the freeing of airplane wings from sleet in cold weather work. The scientists, the pilot, the business man and the manufacturer are alike making speed ahead.

### Speed in the Saddle



—Or, in Chicago Tribune.

### Journal of the First Harbormaster, Honolulu

(Capt. William Paty, 1842-1847 Filed in the Archives of Hawaii) No. 12

It was in this month, that the famous American warship Constellation visited Honolulu. For his defense of Kamehameha III and his defiance of Lord Paulet, the King presented to Commodore Kearsey a feather cloak. Through the efforts of the Archibishop Burea, and personally by Robert Parker Lewis, representing the Bishop, this cloak was purchased last year from the Commodore's heirs, and was later deposited in the Bishop Museum by W. P. Dillingham. Capt. Paty continues:

Wednesday, April 5th, 1843.—This evening at about 10 o'clock our neighborhood was alarmed by a dreadful cry at the house of Mr. Ladd. It proved to proceed from a scuffle with Mr. Greenway, who is partially insane. He threw a heavy lamp at Mr. L., narrowly missing him. He was finally secured and sent to the Fort.

Tuesday, April 11th.—This evening joined the Masonic Lodge just established here by Capt. Le Tullier. My Brother John, F. W. Thompson and R. Davis were taken in at the same time.

Saturday, July 14th.—Arr'd. Brig Maryland, Norton, from Manatua. Received notice of protest of our Barge for \$1000 in favor of W. Sullivan.

Sunday, 2nd.—Arr'd. H. B. M. Sloop of War "Hazard," Bell, Commander, from Tahiti.

Friday, 17th.—Arr'd U. S. Frigate "Constellation" Com'r. Kearny, 47 days from Amoy, China.

Monday, 10th.—Called on Com'r. Kearny and the officers of the "Constellation" on board.

Friday, 14th.—Today the Young Chiefs visited the Constellation and on leaving the ship we had the pleasure of seeing the Old Sandwich Island Flag flying once more. A flag made on occasion of this occasion was hoisted at the Frigate's "fore" and saluted in good style.

Monday, July 17th.—This morning at 11 o'clock I (P. M.) returned from a long conversation with Mr. Greenway, which I think of sufficient importance to note the particulars. About 10 o'clock A. M. I received a note from Capt. Rhodes came to him and by persuasion and remonstrance and very liberal offers of assistance induced him to forego his intention. A few days after, he states, Mr. Skinner in conversation with him evidently wished in some manner to secure himself this showing how distressed his offers of assistance had been, when Mr. G. became aware of his self-interest the intention to assist him as to enter him to shed tears. Skinner tried to buy of him a large lot of sugar which he had on hand and offered him \$6 per lb for it, and finally he paid Skinner (I think from the proceeds of his sugar) \$2000 and shipped the bulk of it under to Sydney in the Julia. Finally they got warm about it and had quite a spat. Greenway told Simpson if he wished to follow in the footsteps of Mr. Skinner to do so, he must be prepared to do so.

We had much other conversation all tending to show that the opinion of Greenway, as well as of the great majority of his creditors, was that there was anything but fair dealing on the part of Simpson & Skinner. (To Be Continued)

### LETTERS FROM THE PEOPLE

(The views, arguments and sentiments expressed in letters in this column are not to be accepted as reflecting the sentiments or opinions of The Advertiser. The editor reserves the right to reject letters or to make deletions in his judgment advisable. To guard against errors letters must be typewritten.)

### HAWAII'S TOURIST INDUSTRY

The advertiser is a member of appreciation for your listing (in this morning's Advertiser editorial) of the tourist industry as third largest of Hawaii's "big business." Your \$10,000,000 estimate of its value annually to this territory shows conclusively how profitable this industry has become here. Actually, for the present year, the figure will probably be nearly \$20,000,000, but let's be conservative. To this might be added much of your \$5,000,000 estimate, which represents the trade traffic shipping for this business increases proportionately with travelers. Twenty million tourist dollars makes an enormous difference in our commerce. But we can do better than more of these dollars—twice as many, no doubt, within a very few years, if we will not only continue but also increase our bid for them through colorful, appealing and continuous advertising.

### DIFFICULTIES MET WITH IN GETTING SONG BIRDS FOR HAWAII

David M. Johnson, who has been active in trying to get birds released in Hawaii, has encountered another difficulty in connection with the prohibition of the territory. Johnson, following the decision of Mr. Reddington to permit the importation of certain specimens into the islands entered into correspondence with the mainland, proposing to buy such birds as might be liberated here.

In answer to an order for cardinals, which are permitted here, Ansel W. Robison, dealer in birds and animals in San Francisco writes: At the present writing we have no cardinals and the cardinals are being put up for sale in Louisiana here, and in no uncertain terms before leaving my office he stated that the state of Louisiana would not permit any person attempting to handle or ship out of that state, any red birds.

The matter of obtaining red birds from Mexico now is quite as difficult. Mexico is progressing and quite recently the Mexican government passed a law that prohibits the exportation of any birds of any kind from that country, unless a permit is made for a permit to export and Washington is cooperating with the Mexican authorities inasmuch as they will not issue biological survey permits to anyone from any Mexican specimen unless the Mexican government's permit number accompanies such permit.

Rob's sets of having some time ago a large lot of cardinals but they were all sold "at a ridiculously low figure." He has now none in stock and the slight hope to get them in Mexico. He quotes Brazilian cardinals at \$10 the pair. These are not very common. Robison offers triangular spotted doves at \$20 the pair. Also a small number of Louisiana doves, but he says that he has no objections to these but they are insectivorous and I am sure they would do well on the islands. I can make you these at \$6.50 a pair.

"I do not know whether Reddington would have objections to these but they are insectivorous and I am sure they would do well on the islands. I can make you these at \$6.50 a pair. He does not care," he says, "in the lists whether or not mocking-birds are prohibited."

Most of the birds that Johnson would like to get for Hawaii and that he has been unable to get here, are probably those which are prohibited by Reddington's ruling. So many of the song birds migrate, so many of them are supposed to threaten crops to that some remaining are like the red bird, impossible to get.

### A Friend

A FRIEND is a person who is "for you always, under any suspicion." He never investigates you. He likes you just as you are. He does not alter you. He never changes his mind. He never betrays you. He never criticizes you. He never compares you with anyone else. He never tells you what you should do. He never tells you what you should not do. He never tells you what you should be. He never tells you what you should not be. He never tells you what you should have. He never tells you what you should not have. He never tells you what you should do for others. He never tells you what you should not do for others. He never tells you what you should be for others. He never tells you what you should not be for others. He never tells you what you should have for others. He never tells you what you should not have for others.

When you have left the train, scores of taxicabs are tugging at your coat tails. They implore and beseech, and judging from the insistence in their voices, you sometimes think they are threatening. You manage to get into your hotel. Long comes a netting service. The cooler must be paid. Number 1 roomboy has trailing behind him No. 2 roomboy, etc. All are anxious to serve, but with the understanding that you pay. And you do, in the end, obediently.

And when you show yourself to the room again, here come a swarm of taxis from nowhere in particular, tooting horns and raising hell generally. They are after business, and they want you to know it. Such demonstrations would never be tolerated in a netting service. Certainly the taxi drivers in Manila never carry on in such fashion.

These fellows race up and down the streets all day long, a continuous procession. They should worry whether you wish to walk a block and back again. Why walk? "Take a taxi," is their slogan.

Back in the gay nineties our promising young Americans were learning the intricacies of bicycle riding. Glance at the pictures of that era and be convinced. Java has waited until the good year 1928 to bring the art to its acme. Here Dutchmen riding down the streets on a bicycle, to the American, offer a comical picture. But it's all in a day's ride. Leading citizens and otherwise ride bicycles. It is not an uncommon sight to see an energetic young fellow with level light eyes, white shirt, along the boulevards, side by side with his lady-love. Yes, the women ride bicycles, too. White Dutch women, young and old.

We wandered into an apothecary—a pharmacy—drug store—and asked for an after-shaving lotion. We were greeted with a blank stare. Soon thereafter we were informed that we were in a drug store, a customer to go out and get a prescription from a doctor. In other words, a drug store in Java is a drug store—and nothing else. We finally obtained a "lotion" in a shop quite noticeable by its result. That's one of the reasons why the taxi drivers pick on him.

We are wondering what would happen if some of the guests at the Royal Hawaiian Hotel in Honolulu, about a year ago, had been so obsessed with the desire to appear in the lobby clad in pajamas, and thus superbly garbed, demand that tea be served? They would probably be voted into the street and invited back to their rooms to await the first bus-house wagon.

But, after all, there are evidences of slowly advancing standards of living. The advent of the automobile is working wonders in Java. Good roads are being constructed, places of interest are being pointed out to the visitor—and the cost of that day when a little more than a little more in its reception of tourists and other foreigners—eliminating the 100 guides as an entrance fee, so to speak—more and more people will come here.

You need to lay aside something more than this for a rainy day.

Ask the Stock and Bond Department of Trent Trust about sound securities. Because the men in the department have had years of experience, they can give you valuable counsel.

### TRENT TRUST Company Ltd.

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### History From The Advertiser Files

**FORTY YEARS AGO**  
Today's 28th anniversary of landing of Pilgrims in the Mayflower at Plymouth, Massachusetts.

**THIRTY YEARS AGO**  
Harry Murray writes Manila that he is now in good health and expects to be home in April next.

**TWENTY YEARS AGO**  
Sammy Gilman is saved from drowning while swimming in reservoir at end of School Street by Joe P. Louis.

**TODAY**  
THOMAS F. RYAN DEAD. FROM WHITEHILL TO M. F. & C. CO. A BIG CLIMAX. WHEN THE DROOP COMES.

Thomas Fortune Ryan is dead at seven-seventeen. Arthur F. Falk came home drunk, shot and killed his son, twenty-two years old, when the sea-battle was a shotgun, saying, "Shoot me; I would rather be dead than the son of a drunkard."

Mr. Ryan got tired of working hard, or decided that he had enough. His fortune may reach \$500,000,000. The man was acquitted in five minutes by the jury, after he testified against his wife and his daughter.

Katherine Swift, eighteen years old, left her father's home to work in Baltimore, Md. When her father ordered her home, she returned, shot herself dead on the doorstep, and was found holding a scrap of paper on which she had written: "Dear Dad, you ordered me home; here I am, Katherine."

Thomas F. Ryan's fortune of half a billion, which might as well have been one or two billions, is based on common sense and imagination. Imagination made him see what could be done with the street car system of New York. Common sense told him "when and where to leave the car" as Mr. Cotton says, and he left the corpse in the hands of others.

Give your imagination a chance. Let common sense control it, and you may make five hundred million dollars. But five hundred million dollars won't necessarily make you happy.

As John E. Madden, of Kentucky, said to Mr. Joseph Uhllein, of Milwaukee, "The important thing is not to die rich, but to live rich."

Mr. Baldwin, in the House of Commons, is asked whether he knows that James Simpson, of Chicago, has been buying up pantries from the walls of Whitehall and selling them in the more modern halls of Marshall Field, in Chicago.

The British war laws passed to prevent exporting these "priceless works of art." Baldwin won't get excited. He knows where the great works of art in the National Gallery on Trafalgar Square came from: he knows that the Elgin Marbles, in the British Museum, were not cut from any British quarry.

Art and money go together. It was because they were the richest family that the Medici were able to do so much for art in their day.

However, the Medici, while buying Greek and other antiquities, as did the Cardinals and Popes, also encouraged living artists. There is not enough of that encouragement in our day. Budget whiskey reached an interesting climax in Chicago.

Secretary Mellon's annual report tells of the comeback of the country's business after reaching a low point in the closing months of 1927. By the end of the fiscal year its recovery was almost complete. Its continued steady improvement has recently been reported by the Department of Commerce and various private agencies. During the fiscal year farmers enjoyed an increase of about seven per cent in the average prices of their crops, which was partly offset by a decrease in output.

**CRITICS NOTE THAT IT COST JAPAN TEN MILLION DOLLARS TO INDUCE A NEW RULER. THAT IS JUST THE SUM IT COST THE PARTIES IN THE LAST ELECTION TO ELECT A PRESIDENT OF THE UNITED STATES.**