

# Hawaiian Gazette.

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WHOLE NO. 2044.

## Hawaiian Gazette.

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ISSUED TUESDAYS AND FRIDAYS.

W. N. ARMSTRONG, EDITOR.

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## THE BIG BRITON IS A WELCOME GUEST AT HEAD OF HER CLASS

### Visit of Lord Charles Beresford Made an Event.

#### SAYS HE WILL CALL AGAIN

Charmed to be in Hawaii Once  
More—Entertained by Britishers  
and Americans—Party.

(From Saturday's Daily.)

The British colony was in the seventh heaven of delight all of yesterday and the memory of the day and of this morning to 9 o'clock will be fresh and green for many a year. The Americans were a close second in giving attention and doing honor to Lord Chas. Beresford. Conspicuous in the co-operative section were such men as President Dole, Attorney General Smith, Special Agent Sewall, Consul General Haywood, J. B. Atherton, E. D. Tenney. Beresford was in Honolulu as a boy

OFFICIAL  
(Debrett's Peerage.)

Rt. Hon. Lord Charles William De La Poer Beresford, C. B., b. Feby. 10th, 1846; is Rear Admiral, R. N.; as Naval A. D. C. accompanied His R. H. the Prince of Wales to India 1875-6; sat as M. P. for Waterford Co. (C.) 1874-80; and for E. Div. of Marylebone, 1885-9; commanded H. M. S. "Condor" at bombardment of Alexandria 1882 (mentioned in despatches for gallantry, medal with clasp, bronze star, 3rd class Medjidie); has three medals for saving life; served on Lord Wolsley's staff in Nile expedition 1884-85, and in command of steamer "Safia" on Nile was means of rescuing Sir C. Wilson and party as well as saving whole column by action, at Wad-el-Habishi, (twice mentioned in despatches for gallantry, C. B.); was Junior Lord of Admiralty Aug. 1886 to Jan. 1888 and in command of Steam Reserve 1893-6. C. B. (mill.) 1885, m. 1878, Mins., dau. of the late Richard Gardner, Esq., M. P. for Leicester-shire, and has issue living, Kathleen Mary, b. 1879; Eileen Theresa Lucy, b. 1889. Residence: Parkgate House, Ham Common, Surrey; (2), Lower Berkeley street, W. Clubs: Carlton, Turf, United Service, Sav- age.

and made a bit of local history. He was here as officer later in a British ship. He has always cherished most fondly his recollections of Hawaii and her people and was enthusiastically glad to be on these shores again. At the British Consulate last evening Lord Charles said it was his intention to come to the Islands next winter with Lady Beresford and remain for some time. "Yes, I mean this," said he with one of his most gracious smiles. "My wife, when I get through telling of this

ADDRESS TO BERESFORD.

This is the address of Honolulu British Residents to Lord Charles Beresford, delivered at the British Consulate at 11:30 Friday forenoon:

MY LORD:

Britons, by birth or descent, hailing from many climes over which Victoria's flag of empire waves, and proud of the loving ties that will ever bind us in heart-loyalty to our mother land, we greet you, my Lord, with cordial British welcome and with our Hawaiian Aloha.

Your personality, in war, and in peace, has been impressed upon the noble annals of the wise and beneficent reign of Her beloved Majesty, Queen Victoria, whom God preserve.

We, whose happy homes are in this much favored land, recently acquired by the United States of America, appreciate more keenly than others perhaps, the desirability and advantages of a compact union of sentiment and interest between the two great English speaking nations whose prosperity so materially effects our own, and especially so in connection with the commerce of the ancient empires of the Orient which you have recently visited.

May God speed your Lordship's important and benevolent mission in the interest of commerce and peace.

Aloha Oe!

CHARLES CREIGHTON, W. L. STANLEY,  
ROBERT CATTON, CLIVE DAVIES,

DANIEL LOGAN,  
W. S. LUCE, ROBERT McKIBBIN, M. D.,  
Secretary. Chairman.



LORD CHARLES BERESFORD.  
(Photo by Davey on Board S. S. America Maru.)

The "fighting Beresfords" are one of the famous families of England. The head of the house is the Marquis of Waterford, but the present bearer of the title is a boy of twenty-one, and the men who do most to keep the name of Beresford before the world are his uncles, Lord Charles and Lord William, titled by courtesy. The latter is well known as a soldier and a sportsman, and to Americans as the husband of the former Duchess of Marlborough, nee Miss Price, of New York. The former is one of the most popular men in England, and recently made a somewhat sensational reappearance in public life by seeking an election to Parliament as a Conservative in a constituency that had been a Liberal stronghold, and by winning, after an exciting campaign, with just eleven votes to spare.

Lord Charles Beresford is a sailor by profession, and has seen plenty of active service both afloat and ashore. The best remembered episode of his naval career was his command of the gunboat "Condor" at the bombardment of Alexandria, when he took his ship so close under the guns of the Egyptian forts that the rebel gunners could not depress their muzzles low enough to hit him, and his daring elicited the signal of "Well done, Condor!" from the admiral of the British fleet. The Salisbury government's gratification at his recent political success may not be entirely unmixed, for Lord Charles is no docile follower of party. He is a strong advocate of an active foreign policy, and an unsparring critic of the weak points in the British naval and military system. He declared recently that with international relations in their present critical state, a man of war should be building at every slip on the shores of England.

Lord Charles is in prominence just now as a commercial missionary to the Orient and as favoring a business (open door) union of England, America, Japan and Germany.

place again, and when she hears what Mr. Grey, my secretary, has to say, will be eager for the visit, and then it's only a matter of twenty days travel and it's worth the journey. I can think of no more alluring place for one desiring to escape the rigors of a winter on our home island."

Lord Chas. Beresford, as everyone knows, has been in the Orient on a commercial mission. He wishes to secure the open door out there and believes that the United States, Germany and Japan are or should be of the same mind.

H. B. M. Commissioner Kenny and a number of the members of the committee of British residents met Sir

Charles Beresford at the ship America Maru. At 11 the address was delivered and the response made at the British Consulate. At the time there was an informal reception. In the afternoon there was a drive to the Park. In the evening there was a dinner with but a few guests. Then followed the reception and ball. For this affair at the Consulate there was a regular crush of Britishers and Americans. The reception continued for over two hours. Mr. Kenny made the presentations. There was dancing and refreshments were served. The big home of the Commissioner and the beautiful grounds were nicely dressed for the fete.

Lord Charles is quite democratic in his manner. The great navy captain recalled his pranks as a boy in Honolulu and was overjoyed to meet some of his old acquaintances. He had long chats with President Dole, C. B. Wilson, Bruce Cartwright and several others. Lord Charles is a man well along in years, but he is almost boyish in spirit. He was voted just a fine man in every way. He is versatile, a fighter when there is a war, a statesman in times of peace. He has three medals for life saving and about all the other distinctions that any man could covet. The reception lasted till quite a late hour. The guests numbered several hundred.

LORD CHAS. SPEECH.

In response to the address of welcome from British residents, Lord Chas. Beresford said:

Dr. McKibbin and Gentlemen: I feel highly gratified at the kind thought that prompted your cordial address of welcome. While it is very gratifying to a public man to receive expressions of appreciation of his conduct, you are aware that the sentiment of our countrymen is that a public man is always expected to do his best.

I have been very pleased to note the conciliatory and friendly tone of your address in its reference to our kinsmen of the United States of America. The interests of that nation and our own are identical

## World's Record Battleship Visiting Honolulu.

### HER CLASS

#### BULL DOG OF YANKEE NAVY

#### Startling Performances at Steaming and Fighting.

#### COMMAND OF CAPT. BARKER

Made an Easy Run Over From Callao—Awaits Her Servants—Sealed Orders.

(From Monday's Daily.)

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EXTEND ALOHA.

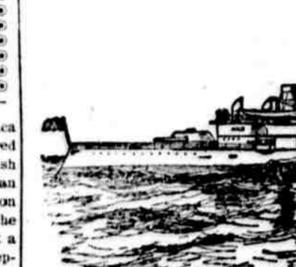
The Advertiser suggests that ample mark be made of the visit of the Battleship Oregon. The "Bull Dog of the Navy," the Dragon of the Santiago fight, is worthy recognition by attention to her officers and men.

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The big battleship Oregon—the pride of the American navy—is anchored in the offing just outside the harbor. Cap-



CAPT. BARKER.



BATTLESHIP OREGON, (BULL DOG OF THE U. S. NAVY), OFF HONOLULU HARBOR.

tain Barker would not assume the risk of bringing his large vessel inside yesterday, especially during low tide. The captain states that he must have nearly thirty feet of water. Soundings will be taken today and the Oregon will be anchored in naval row.

The Oregon was sighted about noon yesterday. It was 2 o'clock before she anchored. The vessel left Callao on January 11 and remained two days at Galapagos Islands taking on coal. Her course from these islands was direct to Honolulu, which port was reached on Saturday. A boat was sent ashore to land three passengers. The passengers landed were Dr. Stephenson, Assistant Engineer Mallory and Assistant Engineer Eckhardt. They were to visit the volcano and then come on to Honolulu either by one of the Island steamers or one of the colliers that is following the Oregon. After remaining off Hilo for two hours, the Oregon took up anchor and proceeded to Honolulu.

Immediately after casting anchor here, a boat was sent ashore to secure mail. Consul General Haywood and Postoffice clerk Kernal's between them, managed to pile up nine bags of mail which had accumulated in their offices. In this mail were Captain Barker's orders. Captain Barker has his reasons for not making his orders public at this time. It is the belief of the officers aboard that the Oregon will remain in Honolulu for eight or ten days at least and that she will then proceed on to Manila. They do not believe that the instructions will send them to Samoa, although such has been published in the Coast papers.

The Oregon will begin to take on coal sometime tomorrow. She has over 400 tons aboard now. Her capacity is 1600 tons.

Captain A. S. Barker, who is in command, is not a stranger to Honolulu. Greetings of aloha will be extended him by many firm friends which he made during his previous visits to this port. The Captain is very much attached to Honolulu, and well might he be, for here it was that he wooed and courted Mrs. Barker. They were later married in San Francisco.

Captain Barker was a member of the Strategy board in Washington during the earlier period of the war. He was given command of the Newark in time to participate in the bombardment of Santiago on July 1 and 2. He is considered one of the most conservative and cool-headed officers in the navy. He will be advanced to be a Commodore in June.

It is understood that Captain Barker will be relieved of the command of the Oregon here by Captain Folger, who is expected to arrive on the Rio de Janeiro on Friday. Captain Folger has just left the command of the New Orleans. He succeeded Admiral Sampson as Chief of the Bureau of Ordnance.

The personnel of the other officers aboard the Oregon include: Lieutenant Commander A. P. Nazro, Executive officer; Lieut. W. H. Allen, navigating officer; Lieut. A. A. Ackerman, watch officer; Lieut. E. W. Eberle, watch officer and flag lieutenant; Ensign L. A. Bostwick, watch officer; Ensign H. Macfarland, watch officer; Ensign R. Z. Johnston, watch officer; Naval Cadets H. E. Yarnell, L. M. Overstreet, C. R. Miller, G. G. Magill, C. S. Kempff, J. N. Jensen and J. Falten; Chief Engineer Perry, Passed Assistant Engineer Moses, Assistant Engineers Lyons, Mallory, Burt and Eckhardt; Paymaster Reynold, Captain of Marines Dickerson, Lieut. of Marines Wynne, Dr. Stephenson, Dr. Haas and Dr. Dennis. Lieuts. Allen and Eberle have been with the Oregon since the date of her commission, July 15, 1896, and have the honor of being aboard during her memorable fight in the Cuban campaign. Capt. Dickens, Lieut. Ackerman, Assistant Engineer Lyons and all the naval cadets, were in the thickest of the bombardments at Santiago, Fort Matanzas and Havana.

The Oregon's complement numbers 500 officers and men. There are sixty marines aboard.

The Iris, a water distilling vessel and the collier Scindia, are trailing after the Oregon. They were scheduled to leave Galapagos two days after the departure of the Oregon and had orders to report at Hilo. Capt. Barker looks for the arrival of these colliers either

Tuesday or Wednesday. It is probable that the battleship with her two colliers, will sail from Honolulu together.

The battleship Iowa had orders to proceed to Honolulu with the Oregon, but at the last moment it was discovered that her boilers were out of order and she steamed slowly to San Francisco to undergo repairs. Unless her orders are countermanded, the Iowa will soon leave San Francisco for Honolulu.

The officers of the Oregon knew nothing of the Philadelphia's movements. They had heard that she was to intercept the Oregon between Galapagos Islands and Honolulu. A recent dispatch, however, stated the cruiser had just completed coaling and was to sail from San Diego on January 27 or 28 for Apia, Samoa, touching at Honolulu for coal and fresh provisions, while en route. The same dispatch mentioned that owing to the foul condition of her bottom, the Philadelphia would not be able to reach her destination before the end of February.

The Oregon was launched in San Francisco on July 15, 1896. She was built by the Union Iron Works of that city. When war against Spain was declared the Oregon received orders to proceed around the Horn and report at Key West. She made a most remarkable trip under the command of Capt. Clark. Not a single piece of her machinery was out of gear during all the many days of this long voyage.

Upon her arrival at Key West she was sent immediately into the Cuban campaign. When the signal was given by Admiral Schley to attack Cervera's escaping fleet, the Oregon was the only vessel really ready for action. But for her the Maria Teresa would have escaped. Her work in the destruction of the Spanish fleet made her the pride of the navy. The Oregon is considered the best battleship in the world today. She still wears her war paint.

(Continued on Page Two.)