

KINNEY THINKS ASIATICS WILL DOMINATE

By C. S. ALBERT

[Special Star-Bulletin Correspondence] WASHINGTON, D. C., March 24.—"In ten years or fifteen years the Hawaiian Asiatic citizenship will dominate the islands unless the interests that are promoting this Asiatic citizenship under the influence of the plantation owners are checked," said W. A. Kinney, a lawyer of Honolulu, who is in Washington to confer with the territorial delegate from Hawaii. The delegate for some time has been fighting the nomination of Gov. W. F. Frear, who was reappointed by President Taft, and who, Mr. Kinney avers, is one of the leading spirits favoring Asiatic citizenship. The delegate made his fight for re-election on the issue that Asiatic citizenship must be checked.

"The Japanese and Chinese are largely in the majority in Hawaii," continued Mr. Kinney. "In a population of 200,000, fully 50 per cent are Asiatics. The number of children born of Asiatic parents in Hawaii and who are rapidly becoming of age, with the full rights of citizens, has increased from 12 per cent to 25 per cent in the last ten years, and in another decade they will outnumber the Hawaiians, or at least be in a position to control the elections in Hawaii. There are approximately 40,000 Hawaiians of legal age. The remainder of the citizenship is made up of Portuguese and whites, and the Portuguese are the only hope we have at this time in our fight against Asiatic preponderance. The Asiatics are increasing at a greater rate than the people of any other race in Hawaii, the Japanese, of course, being in the majority, and while there are some Japanese coming into the islands, their number is growing through births.

"The Hawaiians fear that if conditions are not changed the Asiatic population will become so dominant that the United States government will ultimately be compelled to take away the franchise of all citizens, and Hawaii would then be worse off than at any time in its history.

"The anti-Asiatic forces are advocating the throwing open to settlement of all public lands, most of which now are leased by the sugar planters. Such a policy would encourage immigration from the States and would effectively check the efforts of the plantation owners, who are the ones behind Gov. Frear and others who are in favor of the Asiatics."

BUSINESS ITEMS

Dividends paid on the stock exchange list for March amounted to \$575,800, being as follows: C. Brewer & Co., \$45,000 on \$3,000,000 paid up capital; Eva Plantation Co., \$37,500 on \$5,000,000; Haku Sugar Co., \$7250 on \$1,500,000; Hawaiian Agricultural Co., \$30,000 on \$2,000,000; Hawaiian Commercial & Sugar Co., \$100,000 on \$10,000,000; Hawaiian Electric Co., \$5625 on \$750,000; Hawaiian Pineapple Co., \$8750 on \$700,000; Hawaiian Sugar Co., \$45,000 on \$3,000,000; Honolulu Brewing & Malting Co., \$5000 on \$500,000; Honolulu Rapid Transit & Land Co., common, \$17,150 (quarterly) on \$857,500; Honoumuli Sugar Co., \$7500 on \$750,000; Hutchinson Sugar Plantation Co., \$20,000 on \$2,500,000; Inter-Island Steam Navigation Co., \$16,875 on \$2,250,000; Kahuiki Plantation Co., \$5000 on \$1,000,000; Kapaeha Sugar Co., \$15,000 on \$1,500,000; Mutual Telephone Co., \$9650 (quarterly) on \$386,000; Oahu Railway & Land Co., \$32,500 on \$5,000,000; Oahu Sugar Co., \$425,000 on \$5,000,000; Onomea Sugar Co., \$22,500 on \$1,500,000; Pahang Rubber Co., \$3000 on \$300,000; Paia Plantation Co., \$11,500 on \$2,250,000; Pepee Sugar Co., \$7500 on \$150,000; Pioneer Mill Co., \$40,000 on \$4,000,000; Waialeale Agricultural Co., \$22,500 on \$4,500,000; Waialeale Sugar Co., \$30,000 on \$3,000,000; Waimanalo Sugar Co., \$5000 on \$252,000; Waimea Sugar Co., \$1250 on \$125,000.

REAL ESTATE TRANSACTIONS

Entered of Record April 3, 1913, from 10:30 a. m. to 4:30 p. m. Aug Ahrens to Lau Mon L Bishop & Co to William Mutch Ltd L Elizabeth D Davis and hsb to David Loloilo and wf D Antonia C Felis and hsb to S E Lucas M Laura D Sherman by Regr Notice Ino S Fuller by Regr Notice Oahu Railway & Land Co Notice Sao Martinho Bent Socy of H to Maria C da Silva Rel Ellen B Williams and hsb to Hawn Trust Co Ltd M Elizabeth Foster and hsb to Cecil Brown Tr M C H Thurston and wf to John R Costa D John R Costa and wf to Allen & Robinson Ltd M R Shabata et als to Hawaii Preserving Co Ltd CM & Grant Asahi Theater Co Ltd to M Hida, Grant Entered of Record April 4, 1913, from 8:30 a. m. to 10:30 a. m. Young Men's Savs & Loan Socy Ltd to Jas A Kahakaula et al. Rel Young Men's Savs & Loan Socy Ltd to Jas A Kahakaula et al. Rel Chris Luiz to Julia Luiz D John K Lanakila and wf to F A Schaefer D Julia Kalakiele and hsb to George C Kopa D George C K Kopa to William R Castle Tr M

What a woman doesn't know about a neighbor is just what she wants to find out.

CHALMERS CAR STANDS THE TEST ON THE FIRING LINE

It is on the battle field that a man's mettle gets the acid test. Here is one case where not only a man's mettle but an automobile's metal was subjected to the severest trial and came through with honor unscathed.

During the recent warfare in Mexico City, wounded soldiers lay dying in the streets from exposure and lack of medical attention. On account of the disorganized state of affairs no adequate provision for their comfort and treatment had been made until civilians, unmindful of the danger to themselves, were moved to risk their lives in bringing the wounded and suffering to shelter.

One of these civilians was Senor Jose Requena. He made his newly purchased Chalmers "Six" touring car serve the purpose of an ambulance and for three days and nights he was constantly engaged in the work of res-

cue. Although he drove his car into the very thickest of the fight he escaped absolutely unharmed. When the fact that the car was struck no less than a dozen times is considered, the escape appears to be a miraculous one.

A stone cornice, falling from a building giving way under the terrific bombardment, tore off a door and a part of the running board of the car; a flying fragment of shrapnel plowed its way through the top of the hood; the steering wheel was splintered by a stray ball and the body of the car was literally riddled. At one time every tire was flat, punctured by bullets. Despite the battering the Chalmers never once failed to respond to the will of its driver.

After the big battle the car was placed on display at the salesrooms of Mohler and Degress, Chalmers dealers in Mexico City.

NO REDUCTION IN FEDERAL TRUCK PRICE OF FORD MOTORCARS USED AS STAGE

The Schuman Carriage Company, local agents of the Ford Motor Company, has received a letter, denying absolutely the stories that have been going the rounds that the Ford company is to make a big reduction in the price of their cars. They also brand as false the story that they contemplate selling out to Rockefeller. The letter states that these rumors emanated on the Pacific Coast, and that each and every one of them were manufactured out of whole cloth. The Ford company will go on making and improving their wonderful cars in the future as in the past, producing the greatest car for the money ever turned out from any factory.

Another production record in the automobile industry was shattered last month when the Ford Motor Company built and shipped from its factory more than 17,000 cars. This is by far and away the largest number of automobiles ever constructed in one month by any company. It is more cars than the company built during the entire first year of its existence.

Since the beginning of its manufacturing year in October, when it was announced the company intended building 100,000 cars this season, this announcement, coming close of the heels of that stating the company had built more than 75,000 cars last year, proved almost too startling for those not familiar with this gigantic business to grasp.

When the announcement was first made very few papers in the country quoted it aright, most of them believing that a pardonable exaggeration had been made, or else that the person who wrote the figures had let his fingers slip and had not corrected the resultant error.

But when after the close of December, it was announced by the company that more cars had been built and shipped from the factory that single month than had been built and shipped during October, November and December, last year, the hitherto incredulous began to sit up and take notice.

December, however, was only a beginning. Manufacture began at the Ford factory with a rush with this new year. From the first day of the month until January 13, there was a rapid mounting of production figures. On this latter date all previous records were discounted. The company built and shipped out in this single day 1,336 cars. This figure was not surpassed during the balance of the month.

But those closely in touch with the situation do not think that January, 1913, will go down in history as the banner manufacturing month of 1913 for the Ford Motor Company.

BRAVE WOMAN AT THE WHEEL

Mrs. Emil Erickson, wife of the skipper of the schooner Defender, that sailed from Hana, Maui, for San Francisco on February 18, proved a heroine by the timely taking of the wheel and thereby saving the life of her husband as well as members of the crew.

In a hurricane that beset the schooner Defender for six days on her way from the Hawaiian Islands to this port, and came near sending the vessel and all hands to the bottom, Mrs. Emil Erickson, wife of the skipper, took the wheel when her husband was washed away from it by a mountain-high wave which nearly carried him over the side.

Mrs. Erickson is not unaccustomed to storms at sea, for she spent her honeymoon, in December, 1909, on board the Defender in the terrific storm which sent the schooner Susie M. Plummer and all hands to wreck and death off the Washington coast.

Every year since her first thrilling voyage she has made a practice of spending her vacation in making a trip to the islands with her husband on board the Hind. Rolph & Co. sugar viaduct.

"We are well, but wet," was the answer given by Mrs. Erickson when asked about the storm which tore all the sails to pieces, stove in the forecastle head and stood the vessel on beam ends 20 times the first day, February 22.

"I was not frightened," she continued, "because I reckoned that if we were to go down we would all go together. A woman's place is by her husband in time of storm or trouble."

"There were many times the first five days of the hurricane when I thought the vessel would founder, but there is no place for a man or woman aboard ship who shows the white feather in time of danger."

AUTO NOTES

Owners of the Knox-Martin Tractors recently purchased from the Royal Hawaiian Garage are well satisfied with the way the huge machines are hauling loads around town.

Manager Geo. S. Wells of the Royal Hawaiian Garage reports a number of Locomobiles on the way and from advance inquiries about these cars they will all be sold before arriving. Present owners of the Locomobile speak very highly of the work of these standard cars.

Frank E. Howes of the Associated Garage has sold more 1913 Hudsons this year than at any time in the history of the Associated Garage. The Garage presents a very busy aspect and the demonstrators are continually kept on the go.

H. E. Hendricks, the local agent for the Regal Underslung car has a few 1913 roadsters and touring cars on display at his salesrooms at the corner of Merchant and Alakea streets.

BORN

Some men would do anything for a woman—except go to work. A wise man puts his ears on the job and gives his tongue a rest. Speaking of square deals, a corner in food products is something else.

Money is a mask that makes some vices look like virtues.

Orders For Nearly Every 1913



Have been placed before the season is half over

The Cadillac has enjoyed many successful, many extraordinary seasons.

1913 is eclipsing all former successes.

Never in its history has Cadillac enthusiasm been so strong, so widespread, so pervasive as now.

The new car has literally taken the country by storm.

The handsome lines, the deep, soft upholstery, the yielding springs, the riding qualities of almost velvety smoothness; the quiet engine of abundant power, the flexibility and the remarkable ease of control; the standardization of parts, the durability, the simplicity and the economy of maintenance; the practically 100 per cent efficient Cadillac Delco electrical system of automatic self-ignition and electric lighting, NOW IN ITS SECOND SUCCESSFUL YEAR ON THE CADILLAC; these and almost countless other marks of distinction stamp the Cadillac as a car which leaves nothing to be desired, nothing really worth while which a greater expenditure will procure. The Cadillac production is large—15,000 cars for 1913—just one of the great elements which make possible the Cadillac car at the Cadillac price.

Before the new model was announced, dealers had contracted for this entire enormous out-

put. They had also placed orders for several thousand more, our acceptance of these additional orders being conditioned upon our being able by some means to supply them.

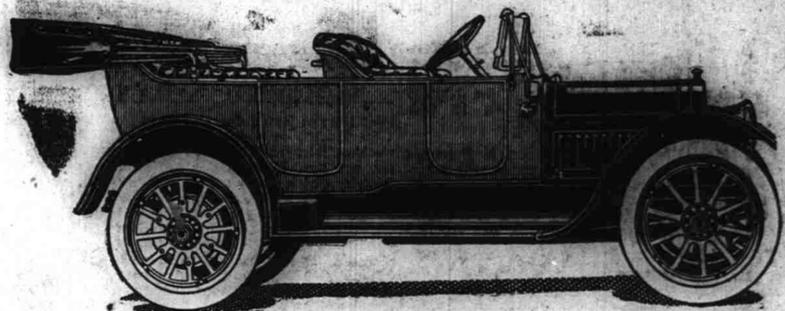
Without seeing the car or even its photograph, more than 3,000 individual purchasers placed their signed orders. They had confidence in the Cadillac car and in the Cadillac Company.

Four thousand of the new cars which have already been delivered have vastly intensified the early enthusiasm. They are proving that the confidence was not misplaced. They are confirming the wisdom of those who placed their orders in advance.

Nearly everyone you meet is—to use a common expression—"Sold on the Cadillac." There seems to be almost none left who are not convinced of Cadillac pre-eminence. As we said at the outset: Orders for nearly every 1913 Cadillac have been placed, and the season is not half over.

It behooves you, therefore, to arrange for as early a delivery as your dealer can give you.

By heeding this advice—given you in all sincerity—you will avoid disappointment. You will also avoid the necessity of compromising on some other car—a proceeding which almost invariably results in an unsatisfied longing in the mind of the man who has once concluded that the Cadillac is the car he WANTS.



1913 CADILLAC TOURING CAR
CADILLAC MOTOR CAR CO., DETROIT, MICHIGAN

The von Hamm-Young Co., Ltd.,

AGENTS, HONOLULU, T. H.

SMITH-ROBINS CAMPAIGNERS DO ROUSING WORK IN THE ORIENT

Recent newspapers and periodicals from the Orient, especially from Shanghai, Yokohama and Manila, and the reports of travelers who have lately visited those cities, speak of the extensive and efficient work being done by the Smith-Robins party in Japan, China and the Philippines. The team recently closed its campaign in Manila and will spend the next few months in Australia and New Zealand. The difficulty of conducting a campaign in Japan and China was very great owing to the members of the team having less knowledge of local conditions. But everywhere they went the religious and social work of the cities received a very definite stimulus; the leaders in Christian and philanthropic enterprises have been inspired to new efforts and have received many suggestions which they were able to put into helpful operation. Not a little of the work of the members of the team had to be done through interpreters, but the Christian work in all countries is now so well estab-

lished that the problem of the interpreter's interest is not what it once was. The following article, written by Galen M. Fisher and appearing in the Japan Evangelist, gives a brief resume of the team in Japan as well as a few of the religious conditions which now exist in that country: "The visitors especially emphasized the extension of the church's evangelistic activity into the factories and homes, and into surrounding towns, and also the application of Christianity in the various forms of social service. In America a number of most excellent Christians have until recently considered that evangelism an insocial service were incompatible, but the Men and Religion Movement has shown them their mistake. Social service means the application of Christianity to improve social, industrial, and civic conditions. As Mr. Robins pointed out, it must always be based upon accurate knowledge, and will only be permanent and effective if it springs from a deep

Christian motive. It will include such practical matters as the improvement of sanitary conditions; reduction of hours of labor for women and the prevention of child labor; the provision of rest and recreation for factory laborers and apprentices; the reform of abuses growing out of money lending and employment bureaus; the utilization of schools and other public buildings for general education and recreation; the study of the causes and removal of the social evil, of consumption, and of contagious diseases.

"In Japan, of course, it is too early for the ordinary church to undertake extensive social service, but it is none too early to implant the idea that the church exists not only to win men to faith in Christ and to membership in the church, but also to inspire men to do all in their power to set up the Kingdom of God in every department of life.

"Before leaving Japan, Mr. Smith had been so frequently asked if there were not some pamphlet which would give a concise exposition of the principles and methods of the Men and Religion Movement, that he finally decided to make it possible for a booklet on the subject to be sent to Japanese pastors all over the Empire. The booklet, in Japanese, has been written by one who collaborated with him in Japan, and is soon to be sent out. Additional copies may be had by applying to the Christian publishing houses in Tokyo, at the nominal rate of five sen a copy."

"On Thursday evening last Messrs. Fred Smith and Robins, the two apostles of the 'Men and Religion Forward Movement,' addressed a mass meeting of Chinese in Manila, and advocated the formation of a Chinese of a Y. M. C. A. in that city. The idea was well received and the speakers met with an enthusiastic reception. These two evangelists of the new type have come to the islands in the course of a tour around the world. They arrived in Manila on Thursday morning on the German liner 'Der Pfleger.' They are to hold meetings in the city, and also in Baguio; they sail in ten days time."

"Extensive daily programs for the members of the team were prepared in Manila. Yes, Cordelia, it is strictly proper to play hymns on an upright piano. A mouse can create as much excitement among half a dozen spinsters as an eligible bachelor. There's nothing platonic about a man's love for himself. Women may look good without being accused of good looks. Instead of taking advantage of their opportunities some men take advantage of other people's necessities. Silence often gets the best of the argument. One can fall despite a fine line of good intentions."