

Honolulu Star-Bulletin

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EDITOR

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Genius is an infinite capacity for taking pains.—Thomas Carlyle.

MORE PLAYGROUNDS!

There is sound sense and progressiveness in the suggestion made to the supervisors last night that the city should equip more playgrounds for the children of Honolulu.

Honolulu has been stirred up within the last few days by the revelations of the dance-hall evil. The good citizens, the home-loving and home-keeping citizens, have heard with horror of the young girls—yes, and boys—who are learning to frequent a resort that is declared to be a pit of iniquity. And to end this condition, some substitute for the attractions of the dance-hall must be provided.

Raymond Robins, that expert in civic social conditions, told the men of Honolulu that the city is not doing its duty unless it provides open-air spaces and legitimate recreation facilities for its youth.

His words come home with forceful impact now that Honolulu is confronted with the necessity for furnishing wholesome amusement instead of vice-suggesting, fetid entertainments.

The chairman of the boys' work committee of the Men's Club of the Episcopal diocese, Mr. H. A. Giles, and one of the committee's experienced social workers, Mr. J. A. M. Johnson, reinforce the plea for playgrounds made by Raymond Robins. Mr. Johnson, who has worked in the same great city as Robins—Chicago—worked with the newsboys and the night-waifs there, declares that it is better to spend a thousand dollars in providing a playground than a thousand dollars in building an annex to the jail, or in hiring more policemen.

Behind this declaration there is the fact that an ounce of prevention is worth a pound of cure, and if this holds good in disease of the body, does it not hold good, you fathers and mothers, in disease of the soul? Is it not better to give attention to the young girls and boys, standing at the cross-roads between good and evil conduct, than to punish the man and woman calloused with years of sin?

The work urged last night by the Men's Club is work that Honolulu has already found good. The Beretania street playground is a definite factor for social improvement in its section of the city. Honolulu should have a large and well-developed system of playgrounds, administered by young men and women full of the enthusiasm and understanding of youth—who can attract and hold the younger boys and girls that come to them. The board of supervisors is just as much charged with the duty of handling this problem as with the duty of handling the police department or the fire department.

More playgrounds is one plan for fighting the dance-hall and kindred evils. Social circles all over the city, where boys and girls can be given evenings of wholesome entertainment, is another plan that might be developed. The playgrounds idea is offered in specific form and can be carried out quickly.

Then why not get them?

GET THE RIGHT ATTITUDE

Members of the city's waterfront force will find little public sympathy with attempts to block the plan proposed by the harbor board of using a launch system for the transportation of pilots to and from the vessels coming here. Though some of the pilots themselves object to the plan, preferring to stick to the antiquated whaleboat system, they have not shown any good reasons for their attitude. They have argued that the whale-boat is safer than the launch for taking pilots from liners in motion, but even when the harbor board considered a plan of using a whale-boat equipped with a gas engine, the pilots grumbled and one of them openly said that they would oppose any change.

The launch system, it is estimated, would save about twenty-five or thirty per cent of the cost of the service. Though the total saving is not great, the principle involved is important. The harbor board is trying to establish progressive methods here and to make preparation for the vastly increased commerce of the future. It is important at the outset to adopt the right attitude, and the attitude of opposing changes, of opposing even a trial of a new system for which much is claimed, is not the right attitude.

The harbor board is planning great things for the future and great things must be planned if this city is to keep pace with its commercial op-

portunities. Other cities not more happily-placed than the Crossroads of the Pacific are spending millions where we propose to spend thousands.

What some of these other cities are doing may be gathered from the following statistics gathered from various sources:

Anticipating the opening of the American Panama Canal, more than \$1,000,000,000 is being spent for improvements at various ports of the world so as to better handle deep sea commerce. This movement is universal—the United States, Canada, South America, Europe and elsewhere. For this purpose Los Angeles has pledged itself to spend \$10,000,000 if a capable administration may be secured. San Francisco is operating a port development plan under a bond issue of \$9,000,000. London, the world's greatest port, proposes to spend on improvements on the Thames \$70,000,000, one new dock costing \$10,000,000.

Seattle has planned a port expenditure which will require an outlay of \$20,000,000.

Montreal has spent \$17,000,000 and is planning great extensions.

The government of Chile has authorized a \$20,000,000 loan for port improvements at Valparaiso and San Antonio. Valparaiso alone is to spend \$12,000,000 to \$13,000,000. This means improvements of the most modern and efficient character. With the improvement of Pacific ports go proposed important extensions in Pacific coast and trans-Pacific ship services.

Halifax is discussing the outlay of at least \$30,000,000 for port improvements.

Peru, as a pro-American country, has the port improvement spirit, but not yet the wealth or trade for extensive expenditures, such as are being planned by Argentina, Brazil and Chile. In five Brazilian ports the great sum of \$125,000,000 may be devoted to port development. In the next five years \$25,000,000 will be spent on docks at Buenos Aires.

Hamburg, which is finishing the world's greatest steamship, Imperator, is preparing ample accommodations for the new type of passenger vessel.

The city of Havre, France, is making port improvements which will cost \$20,000,000. The port of Boulogne, France, is similarly spending \$6,000,000. The port of Calais, France, is also under development.

Yokohama, Japan, is preparing for the American Panama canal with expansion of harbor limits. Many improvements are under way at the various American and other ports on the Gulf of Mexico.

The latest project of the commissioner of docks of the city of New York provides for port expenditures amounting to nearly \$85,000,000.

In 1913 Philadelphia will probably spend about \$3,250,000.

Boston is starting in on great port improvements requiring an outlay of \$9,000,000, for which the appropriation has already been made. Charleston, S. C., will erect municipal docks and warehouses.

New Orleans plans a cotton warehouse calling for the possible expenditure of \$6,000,000.

Congress has allotted to Port Arthur, Tex., \$2,000,000 for port improvements.

Port improvements at Mobile are also fully commensurate with the functions of that gateway.

Better ports mean bigger and better ships. In 1912 the total gross ship tonnage built in the United States was 292,408. Shipyards in the maritime countries have been working nearer full capacity the past twelve months than has been the case for several years.

That Keefe report, resurrected from the pigeon-holes of former Secretary Nagel's desk, is rather falling flat so far as injury to the sugar industry in these islands is concerned. Though the report makes grave charges against the planters' treatment of labor, its prejudice and lack of basis have been so long exposed that even the frantic efforts of free-trade Democracy have not succeeded in making Keefe's notorious document an argument against the sugar-tariff.

Delegate Kuhio protests that never before have postmasterships in Hawaii been regarded as party patronage. One cheerfully admits that during the delegate's tenure of office the Democrats didn't cut much of a figure.

This is the kind of weather that brings out at least thirty-seven oldest inhabitants.

The most insidious lobby we know of in Washington is that of the New Willard.

YOKOHAMA PAPER DECLARES JAPAN HAS REMEDY

(Continued from page one)

including the right to vote, irrespective of their race, color or previous condition of servitude? The most substantial bar to the success of this course would be racial—not racial prejudice, as Japanese publicists, including Count Okuma, describe it, but racial incompatibility. However, the nearer Japanese have grown to Americans socially, the less becomes that incompatibility, and the necessary five years' preliminary residence of a candidate for naturalization would undoubtedly tend somewhat to bridge the chasm. At the same time, it may be pointed out that Japanese in America do not appear to approach the Americans socially, but live together isolated, preserving their own national customs and even inculcating them on the new Japanese generation which, constitutionally, having been born on American soil, is composed of young American citizens. Indeed, a somewhat 'slim' method of evading this alien land-ownership law, if enacted, would be for Japanese owners to transfer their property to native-born Japanese. But, in any case, this question may direct Japanese attention generally to the advisability of greater social approximation by Japanese in America to the American people as a necessary preliminary of social acceptance.

"As for the second course open to the Japanese government that of granting landownership in Japan to Americans on terms equal to those on which landownership in Great Britain is granted to Japanese we have heretofore pointed out the desirability of such reciprocity, but may be allowed once again to emphasize it. The wording of the clause in the Anglo-Japanese treaty of commerce and navigation of April 3d, 1911, affecting mutual landownership, is so clear that it may be quoted more fully than hitherto. Art. 1 declares:

"They (the subjects of each of the high contracting parties) shall, on condition of reciprocity, be at full liberty to acquire and possess every description of property, movable or immovable, which the laws of the country permit, the subjects or citizens of any other foreign country to acquire and possess, subject always to the conditions and limitations prescribed by such laws. They shall be permitted to lease land for residential, commercial, industrial, and other lawful purposes, in the same manner as native subjects. * * * They shall enjoy constant and complete protection and security for their property. All these wide rights, it will be observed, but particularly the right of purchasing and owning land, are conditional on reciprocity. In other words, a Japanese can only own land in America under treaty on condition that an American can own land in Japan. Yet, as we know, Americans cannot own land in Japan today, so that, as things are, Japanese have no specific ground for protest against California's attitude to Japanese landownership in America. The American-Japanese treaty conspicuously omits to grant landownership to Japanese or Americans in their respective countries of the high contracting parties, so that Japan in this convention has to fall back on the most-favored-nation clause, which admits her subjects to the same privileges in America as Great Britain grants to Japanese in England. But here, it must be noticed, that the conditional character of the British privilege also extends to the granting of the same in America. The American-Japanese most-favored-nation treaty clause expressly stipulates that each country shall enjoy any privilege that either has granted, or may grant, to the subjects of any other state 'gratuitously, if the concession to that other state shall have been gratuitous, and on the same or equivalent conditions, if the concession shall have been conditional.' In the British case, of course, the concession of Japanese landownership is conditional, and the condition is reciprocity. Hence, the importance of Japan regarding this California question from the standpoint of reciprocity, and speedily removing the present bar to alien landownership in Japan, so as to strengthen her position in that question."

A. W. Elliott, for nearly ten years president of the Southern Rescue Mission, has resigned, saying that the underworld women prefer their present life to any other, and he believes there is no solution to the social evil as a whole.

WAR SECRETARY AS ARBITER OF DISPUTE

The dispute between the Board of harbor commissioners and Customs Collector E. R. Stackable, as to their respective rights on the lot lying between the Allen & Robinson and the Oceanic wharves is now to be submitted to the secretary of war, with the merits of the claims of both parties set forth in full.

For the harbor board Governor Frear probably will appear as counsel, that body by resolutions yesterday instructing Chairman J. W. Caldwell to ask the chief executive to place the affair before the cabinet official at Washington.

This lot originally was territorial property, but was taken over by the war department in 1899, without recompense to the territory. For two or three years it was used for coal storage, but in the last twelve or thirteen years has lain idle, so far as the war department is concerned.

During this latter period it has been leased by the secretary of war to Stackable, who in turn has permitted its use by private individuals or corporations. Trouble arose last year when the harbor commission laid its fuel oil pipe line, supplying the various wharves, across this lot. The commissioners declined to sign a permit presented them by Stackable.

Instead, they sought to obtain a transfer of his lease to themselves. Stackable would not consent to this, and the imbroglio has waxed and wanted for nearly a year, until yesterday a letter was received from the customs collector stating that if the permit presented by him was not signed by June 15 he would notify the secretary of war.

The commissioners last year caused the governor to open negotiations with the war department for the transfer of the title back to the territory, arguing that inasmuch as the federal government no longer had any apparent use for it the territory ought to have it for public use. These negotiations have not yet been concluded, but now the governor will be asked to present to Secretary Garrison the territory's position in the matter.

WALTER POMROY IS DEAD AFTER SHORT ILLNESS

Walter Pomroy, for many years the foreman of the Advertiser printing department, is dead. He passed away at the Queen's Hospital this morning, after being ill since Decoration Day when he fainted on the streets.

Loved by many during his life, his death will be mourned by many. It was a year ago that his wife died, leaving him alone with his large family of children. Together they lived at their home on Monsarrat avenue, near Diamond Head, where Mr. Pomroy had looked forward to spending his summer vacation with his daughters and sons, six of whom survive him.

Mr. Pomroy was foreman of the Advertiser for thirty years, and for some time was vice-president of the company. Those who have worked with him find it hard to realize what a loss they have suffered in his death. Always kind and thoughtful, considerate of others, and ready to bear the hardest of the burdens, he worked with his assistants who learned to love him and who now mourn his departure. And in his life at home the same forbearance and even temper marked his actions.

The funeral will probably be under the auspices of the Knights of Pythias, although definite arrangements have not been made. The body is lying at Williams' undertaking parlors.

Thirty still cleaners at the Canton works of the Standard Oil Company at Baltimore have gone on strike because the company refused to compensate them for the change in the color of their hair. The intense heat has turned it either a Titian or rusty red whatever the original color.

A man of Newton county, Arkansas, has broken the record for anti-race suicide, being, at the age of 33, the father of 50 and claiming in all 252 direct descendants.

Senator Tillman of South Carolina is to make a speech in the senate pleading for the passage of his resolution to abolish smoking in the chamber and cloak rooms.

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A strike is on in Washington among the cabinet women against the calling system prevalent at the capital. They will return calls only to senatorial, diplomatic and society circles.

A wedding couple in Los Angeles were given an automobile charivari by over-enthusiastic friends who even stormed the Alexander Hotel, and the bride became so hysterical that a physician was summoned.

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