

# Honolulu Star-Bulletin

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EDITOR

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Good-will is about the only fact there is in life. A man can win almost anything, and, if good-will doesn't come with it, it won't amount to much. He can lose all he has, but if he keeps the good-will of those with whom he has been associated he'll still be rich. I think that's about all there has been to this matter.—Henry Ford, head of Ford Motor Company, in announcing distribution of \$10,000,000 among company's employes.

## ENLIST EVERY GOOD CITIZEN

In these columns from time to time have been published the stories of the experiences of other cities in building up commercial bodies that worked along many lines for the good of the entire community. Recently was told the story of Worcester, Mass. Here is the story of Wheeling, West Virginia:

The Wheeling board of trade was organized in 1890 and has steadily developed in activity and in influence. It is a popular, not an exclusive organization. One need not be an "interest" to belong—one merely need be interested!

In its quarters all sorts of meetings on all sorts of community subjects are held; it encourages such meetings, helps to promote and arrange them. Last year something like 225 meetings, conventions, conferences, etc., were held at the board of trade building, which has become the civic center.

It is dominated not by a president, or a set of directors, nor even by its membership, but by community sentiment.

To illustrate its range of activity, here are some of its achievements:

Secured many new industries; gave Wheeling its first big office building in the board of trade building; organized Wheeling Clearing House Association, uniting banking interests; opened up new suburbs which have added to Wheeling's prosperity; promoted B. & O. improvements involving \$2,000,000 and secured many betterments in railroad reform and other civic improvements; cooperated with the Ohio Valley Improvement Association for canalization of the Ohio river; formed the Wheeling Playground Association for the youth of the city; raised several relief funds; inaugurated the Associated Charities, putting philanthropic work on a modern business basis; organized the West Virginia board of trade for state advancement and upbuilding; put Wheeling on the map by advertising through literature, trade journals and newspapers; advocated Greater Wheeling to extend Wheeling's limits and enlarge population; secured state semi-centennial celebration and took the lead in the big event; led good roads movements and contributed much to making Ohio county roads the best in the state; secured extensive Top Mill road improvements by uniting all interests for the work; gave Wheeling splendid Market-Auditorium, securing franchises, raising stock and forming company for its construction, employed competent engineer to investigate and report on filtration problem.

Honolulu is ready for such a body, for an even greater body, because this city, in its commanding position for world-commerce, has a vastly wider range than any West Virginia municipality.

Committees from the Chamber of Commerce and the Merchants' Association have been named to draft a set of by-laws for the amalgamation of the two bodies. They may well heed the experience of Wheeling, of Worcester, of Winston-Salem, North Carolina, of Oakland—of a dozen other cities, and make the greater commercial body popular in organization and membership.

The time is come when every good citizen of this city may be enlisted in the ranks.

## CLEANLINESS IS POPULAR

The Outlook, commenting on the fact that the "six best sellers" among the new books of 1913 were all clean and wholesome, even if not great novels, states its belief in the popularity of cleanliness in literature.

That belief is well-founded. Two of the novels mentioned, "The Inside of the Cup," by Winston Churchill, and "V. V.'s Eyes," by Henry Sydney Harrison, received considerable attention in Hawaii a few months ago, thanks to Dr. Doremus Scudder's illuminating exposition of them. They were novels with a purpose—but without the tedious solemnity which that hackneyed phrase has come to imply at the hands of reviewers.

Cleanliness is popular not only in literature, but in art, in the drama, in music, in government. The normal mind prefers cleanliness to indecency. What unclean play has stood the test of time—unclean, that is, in its entirety, in its final analysis? Great plays marred by coarseness have succeeded in spite of that flaw, which is instantly felt and regretted by the cultured and the sensitive theater-goer. The mawk-

ish "East Lynne," the badly-constructed, melodramatic "Uncle Tom's Cabin" have won enduring popularity, and beside their remarkable record of success year after year the temporary craze for meretricious importations of theatrical filth from France or for the crude vulgarity of the home-made product fades into insignificance.

In Honolulu a movement has been begun to censor the moving-picture films. It is a movement in which the theater managers should heartily join. They are short-sighted indeed if they do not realize that the confidence of the public in the clean character of the offerings in local houses is the greatest business asset they can win and keep.

## INSULARITY

Senator A. F. Judd not long ago delivered an interesting address on "Honolulu Nei" before the Men's Club of St. Andrew's.

He talked on the civic problems of Honolulu, pointing out some of them. In particular he declared that the greatest need in this city, in the politics of this city, is for men, not for money.

It may have been in the mind of Senator Judd that he was pointing out problems peculiar to Honolulu and Hawaii. If that is so, he has been undecieved, for from far Massachusetts, home of encysted culture, where American government might be supposed to have been reduced to an exact science several generations ago, has come precisely the same plaint that the senator voiced in Hawaii.

The old-timers will well remember Frank A. Hosmer, once president of Oahu College, now a member of the faculty of Amherst Agricultural College. Professor Hosmer read Senator Judd's address and immediately wrote him a letter.

"Our need is the same as yours," he writes. "Your problems are the same as our problems."

It used to be—and still is in some quarters—considered an unanswerable argument to say of some man that he does not understand Hawaii's peculiar situation, or of some method that it would not fit Hawaii's peculiar conditions. Because Hawaii is in the middle of the Pacific ocean, in a climate described (even in promotion literature) as sub-tropical, some people think that human nature here has developed along lines totally different from human nature in the rest of the world—grown a tail, possibly, or sprouted a couple of wings. Nothing could be farther from the truth. The man or the method who is good for anything anywhere else in the world is good for something here. The method that is efficacious elsewhere under a democratic form of government should be efficacious here provided the electors give it enlightened support. The problems of local government in Hawaii differ perhaps in degree but not in kind from the problems in Massachusetts, or New York, or California.

To insist that Hawaii's problems, so far as government is concerned, are peculiar to itself, is to indulge in a form of vanity that is harmful insofar as it handicaps progress toward adopting methods that have proved valid elsewhere.

A Democratic congressman from Ohio has quit, declaring that all he has done under the present administration is to sit around and look wise. Well, isn't that better than to sit around and look foolish?

The proposed Republican party rules will probably be shot full of holes, declares a G. O. P. warhorse. That ought to let in some light, at least.

Kuhio's description in the Congressional Directory is given as "capitalist." This does not, however, refer to residence in Washington, D. C.

Another outburst from South America is to be expected. The Colonel cannot long stand this eruptive rivalry in Japan.

California has kindly decided that it will not contaminate her swimmers if they compete in Hawaii.

Consistency—making the Mexicans walk chalk and letting the Filipinos do as they darn please.

Interlocking directorates are frowned on in Washington. Are there any in Hawaii?

Military aviation continues to be popular, judging by the number of fatalities.

Speaking of trusts, hasn't the president a monopolistic hold on Congress?

# Letters TIMELY TOPICS

[The Star-Bulletin invites free and frank discussion in this column on all legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space to anonymous communications.]

## COASTWISE SHIPPING AND FREIGHT

Editor Honolulu Star-Bulletin, Sir: It is interesting to read the discussions of N. Y. Z. Maxim and Fair Play agent the coastwise shipping laws, but there is one little matter that none of them has picked upon in their discussions at the present time, although it possibly at some time in the past, has been freely discussed. I refer particularly to the government's violation of its own laws. Not so very many months ago several ships of English register called at the port with coal from the eastern states, this same coal to be used by the government. After inquiring how it came that the United States government could ship coal from one part of the United States to the other in foreign bottoms, I was informed that, at the time of the Spanish-American war, American bottoms were hard to get for this purpose, and an act of Congress relieved Uncle Sam of any penalties for violations of his own laws. Today, to my notion, we have an even more flagrant violation of these same laws, under the parcel post system. While I do not wish to be placing myself in favoring the express monopolies, it hardly seems fair to me that the government should be allowed to ship packages in the Japanese or other foreign liners and forbidding the same privileges to the Wells-Fargo, Adams, or any other express company. It seems to me that the express company's money should be used as good to these liners as Uncle Sam's money.

About three months ago I had the extreme (?) pleasure of receiving mail by a Japanese liner that arrived at this port several hours after the arrival of an American bottom, both vessels having left San Francisco at approximately the same time. The government's main reason as explained to a delegation of Honolulu business men for giving the mail to the foreign bottom was that it was good business, as it meant a considerable saving in postal payments. Now, I would like to ask if it is good business for the American government to violate its own laws and save its money? Why should it not give shippers between the mainland and Honolulu, or in fact, between any two mainland ports the same privilege of saving money for themselves? As we have learned from our earliest childhood that competition is the life of trade, why not give us competition? Is it not competition when the Japanese government subsidizes its liners to take mail between two American ports at a cheaper rate than the American bottom can take it? If competition were not allowed between mail carriers, it is very likely, that all mail would be shipped in American bottoms to the detriment of the port of Honolulu, the Oceanic, and Matson lines with an occasional American-Hawaiian liner and one or two of the Pacific Mail boats being the only ones allowed to carry mail, which at best, would be very poor service, and Mr. Business man would arise in all his fury and demand the wherefores and whys. Why should these conditions be allowed to obtain with the mail service when express and freight can not come in under the same conditions?

Maxim wants to know if my beef and mutton bills are any lower than they were before tariff was removed on meat. Most assuredly not, and what is more they will go higher, but why? Mr. Producer in the far-off Antipodes wants the difference between what he formerly received and the then prevailing price for the same, which constitutes the removed tariff. Mr. Freight Hauler, in the form of the steamship trust anticipates the tariff reduction and wants a fraction of a cent more for hauling, and Mr. Retail Butcher in Honolulu has been so used to getting certain prices for the meat he handles that he cannot think of doing otherwise than acting on still another fraction, to show that the high cost of living has hit him so hard that he has to add it, in order to make both ends meet.

Just so long as the American people will allow the men of money to accumulate millions more at the expense of the worker, just so long will the high cost of living continue to agitate this country. It was pointed out to me in no uncertain terms recently that the sugar planters are the ones who are upholding these islands by their money and influence. With the high protective tariff on su-

gar men could afford to ride around in automobiles and enjoy all the luxuries that protective tariff affords, but with these duties gone by the board, automobiles and luxuries also go by the board, and the working man of Honolulu who depends upon the sugar industry for a living should fight tooth and toe to have the tariff reinstated, in order that he may have butter upon his bread.

In one of the San Francisco papers recently I noticed an editorial based upon a report of the department of agriculture that for every \$10 worth of produce or manufactured goods, but \$2 had been paid for the labor in producing these materials. I would like to know who pockets the \$8 or the 400 percent profit on \$2 worth of labor? If that is the ratio under high protective tariff, surely it will not lessen with the tariff removed. So why the awful holler?

These last few statements have slightly depressed from the coastwise shipping law, but I just wanted to try to bring up the point with regard to the high cost of meat with the tariff removed.

Today between San Francisco and Honolulu the first-class passage costs \$65 and no second-class passages are issued, because there is no competition between the islands and the mainland. Between San Francisco and the Orient and the Antipodes, both first- and second-class passages are issued, for the simple reason that, both the foreign bottoms and the American bottoms going to these ports desire the trade. It is true, that they have agreed for the time being, at least, to abide by certain reductions in both classes of travel, but I think, if competition in both freight and passenger carrying was allowed between American ports, that the American vessels would get the biggest share of travel for American people are prone to show their loyalty to the American flag when it is placed in opposition to the flag of a foreign nation, and the flag of the foreign nation would soon get out of the business, which, in the wind-up would return us to just where we are today—travel only on American bottoms; freight rates just as high or higher than they are; but in the meantime the middlemen and merchants would have the opportunity to put a few extra shekels in their pockets and the consumer would never get any more of a "look-in" at any time, except possibly for the short time that he would be allowed to travel for little or nothing—comparatively speaking, between American ports.

As an illustration of what competition will do, I merely wish to refer to the case of Los Angeles and San Francisco traffic. Several years ago, boat fares were higher than railroad fares. Today first-class accommodations can be had for one-half the cost of railroad fare, just simply because several liners of rival companies have been added to the fleet of passenger carriers between these two ports. The same conditions may well be said to obtain to travel between San Francisco and Portland. Why not between Honolulu and San Francisco?

## CHINESE CONSUL CORRECTS REPORT ON NEW MINISTER

Further information on the appointment of a new Chinese minister to Washington shows that his name is Hsia Klai Fu, in place of the name as it appeared at first, Tsia Klai Su. It has not been learned yet how soon he will take up his duties in Washington. A report has gained some circulation that the new minister is an adherent of Dr. Sun, which, Woo Huan, the Chinese consul here, points out, is entirely incorrect. With the receipt of the news here of Hsia's appointment, the information was given out from Chinese quarters that the new minister had sided with Dr. Sun in the fight to overthrow the monarchy, but that since the election of President Yuan he had given the latter his undivided support. This has possibly been construed to mean that Hsia was a Dr. Sun man still, and the consul has asked the Star-Bulletin to correct this impression. He does not touch on the past or present political views of the new minister or his activity one way or another, in the revolution.

**Wanted—Optimism.**  
All the success and all the money which have been showered on this fortunate country have gone to one type of man, namely, the optimists. There has always been, however, another type of man, and perhaps he is a little more than normally prominent just now, which tries to do business on pessimism, but it never pays. This is true of all walks of life.

## For Rent

Piikoi St. 3 bedrooms \$40 Auld Lane, 3 bedrooms \$16.00  
Kalihii off Kam. IV Rd. 3 bedrooms 35 Auld Lane, 3 bedrooms 16.00  
Aioha Lane 3 bedrooms 17 Pua Lane 6.50

## For Sale

We have 2 1/2 acres of land just mauka of new prison site at Kalihii that has been divided into 19 lots and which we will sell on easy terms. Call at our office and see map and prices.

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## LITTLE INTERVIEWS

—MAJ. JULIUS A. PENN: Chalk, why certainly. Allow me.

—JEFF McCARN: This job of federal district attorney in Hawaii is about the busiest one I've struck yet.

—A. L. C. ATKINSON: Michigan is going to play Harvard at football next year and I am already picking Yost's men to win.

—C. E. CALVERT (special harbor officer): A hasty temper is an expensive luxury. I discovered that in Judge Monsarrat's court yesterday morning. It cost me \$10.

—BRIGADIER GENERAL FUNSTON: I'll say goodbye to Honolulu next Friday with sincere regret. My service on Oahu has been more than pleasant, and I'm sorry to leave both the place and the people.

—COLONEL ARTHUR COYNE: Talk about fishing! Captain Neely and I had the real article in Nova Scotia and later in Florida. I'd be afraid to say how many pounds we caught in a single day down south.

—SENATOR A. F. JUDD: Honolulu's civic troubles are the troubles of cities and communities on the mainland—plain American troubles. They are not peculiar to this insular community or to the tropical climate.

—H. P. WOOD: A. P. Taylor's reports from San Francisco concerning

the number of tourists which Hawaii is to receive during the coming months are very enthusiastic. The Carnival certainly will be well attended.

—LLOYD R. KILLAM: The annual meeting of the laymen of Central Union church last evening was an interesting and enthusiastic one. Many schemes are being laid to broaden the work of the church during the coming year.

—PILOT VON HELMS (of San Francisco): My stay in Honolulu is proving most enjoyable. When they neglected to call for me at the sailing of the Sonoma from near the Farallones, they did not hurt my feelings in the least.

—CAPTAIN CHARLES PETERSON: I am convinced that there is something radically wrong with the quality of the bronze that is used in making the last few blades for the Wilhelmina propeller. A change in metal may follow the last accident.

Mr. and Mrs. Charles A. Brown of Massachusetts gave a dinner in the governor's honor in the private dining room of the Alexander Young Hotel yesterday evening. Among those present besides Governor Pinkham and the hosts were Dr. C. B. Cooper and Mrs. Cooper, Mr. and Mrs. H. F. Wichman, Mr. and Mrs. J. S. McCandless, Mr. and Mrs. L. L. McCandless, Chief Justice A. G. M. Robertson and Mrs. Robertson, I. E. Spalding, Mr. and Mrs. Newcomb and Mr. and Mrs. F. L. Halstead.

See what's doing at 112 O'Connell St.

## New Bungalow for Sale On Easy Terms

\$1200 Cash, balance of price--  
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ments. House of 5 rooms. Lot is  
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## Real Estate for Sale

Building lots near town, on Miller street, \$1200 to \$2000, according to size.

Spreckels Tract lots opposite Oahu College, 100x100, for \$1600.

Acre lots at Fruitvale, Palolo Valley, \$600 per acre.

Katmuki, Ocean View and Palolo Hill lots, \$400 and up.

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