

Honolulu Star-Bulletin

RILEY H. ALLEN - - - - - EDITOR

FRIDAY.....DECEMBER 4, 1914.

Poetry is higher than logic, and the union of the two is philosophy. —John Stuart Mill.

THE RAPID TRANSIT FRANCHISE.

Governor Pinkham's refusal to urge upon Congress the passage of the Rapid Transit franchise extension bill brings this much-discussed and well-thrashed-out subject once more into the arena.

It had seemed to be settled, so far as Hawaii is concerned. Two years ago the territorial legislature passed the franchise bill, after a series of discussions and public meetings which for acrimony of repartee between Governor Frear and Rapid Transit officials, and for thoroughness of consideration on the part of the Merchants' Association and others, ventilated the entire matter as thoroughly as it could be ventilated.

Whether Governor Pinkham has discovered some new and vital facts relating to the financial operations of the company cannot be gathered immediately from a perusal of his letter published yesterday. He has had an expert accountant at work on the company's books for some time and presumably the figures published yesterday are those collected and analyzed under the governor's directions. For a layman, or even for an expert without knowledge of this particular situation, to agree or disagree with these figures is impossible, and the letter itself is not clear as to what points the governor is making in his analysis of the "territory's interest" in the street railway company. The public in general will learn little or nothing tangible from a statistical analysis couched in bookkeeping terms. Little public opinion will be intelligently formed by the latest development, except possibly the opinion that there is a "scrap coming up" and some plainer language may be used when the scrap materializes.

Public opinion with regard to the Rapid Transit franchise has been formed mostly on the following facts:

In the legislative session of 1913 a franchise extension bill was introduced, which was admittedly the Rapid Transit company's own bill.

Governor Frear took very violent objection to the bill. He denounced it in outspoken terms and gave his stand the widest publicity.

As a result of the fight on the Rapid Transit's bill started by the governor, substitute bills were introduced, public hearings were held, the press carried long, detailed and statistical statements from all sides, and the widest publicity possible was given the entire subject.

The Merchants' Association, as an independent and representative body, took up the subject through a special committee, employed an attorney of ability and standing, and waded into the fray, which by that time had got pretty warm.

From this public discussion, debate and skirmishing, there was evolved a bill that passed the senate and the house, and was submitted to Congress for the requisite ratification.

This bill was not the "Rapid Transit's bill" in any sense. It is a matter of definite knowledge that certain influential officials of the Rapid Transit Company have not been in favor of this franchise but have accepted it under the circumstances. On the third reading of the franchise bill in the senate, Senator Cecil Brown, many of whose interests are allied with those of the Rapid Transit Company, voted against the measure. It was generally regarded as "Governor Frear's bill" and the feeling of the community undoubtedly was that the governor had won a distinct victory in his fight against the company's proposed franchise. The Merchants' Association also received much credit for its able and progressive part in securing action.

In short, the bill that passed the legislature of 1913 had general approval among those who had given the public discussion any serious attention. And so far as could be observed, Honolulu as a whole felt that the bill should pass Congress.

What crystallized this feeling was the earnest desire here for some improvements to be made in the company's tracks and service and the belief that unless the franchise were extended, the company would not hold itself justified in undertaking costly permanent improvements.

What Honolulu wanted in 1913 was results, and that is what Honolulu wants today.

In 1913 a bill passed the legislature which the community was willing to accept because the community felt that public interest had been then secured and guaranteed and because

the community desired the pending improvements and extensions to be carried out as soon as possible.

As has been stated, a statistical analysis is not an argument to the average man who has no facilities for possessing himself of all the mass of figures that surround a matter of this kind. What the people would be interested in hearing, now that the governor has said he cannot conscientiously approve the franchise bill of 1913, is what sort of a franchise the governor would approve.

The company's position, its directors having accepted the bill of 1913, is a matter of public record; Honolulu knows what terms it is prepared to make; what payments it is prepared to guarantee. If the governor will state what he believes the franchise terms should be, the issue will be more clearly put.

Except for the governor's, no voice has spoken here against the 1913 franchise bill. The public utilities commission, under date of October 20, 1914, wrote to Secretary Lane:

"The said bill for the proposed new franchise was passed at the last session of the local legislature after exhaustive discussions between the territorial executive, representatives of the people and the directors of the Rapid Transit Company, and it is believed that a bill safeguarding the rights of the public in every reasonable respect has been submitted to Congress for its approval."

That about summarizes the situation.

PLAN THE DECORATIONS.

With the selection of Emil A. Berndt as chairman of the decorations committee, preparations for the decorative effects during the Mid-Pacific Carnival of 1915 are now under way.

Honolulu should begin planning now upon the lighting, colors and other features of the 1915 Carnival. Last year more was done than at any of the previous fiestas, but more should be done next year. Already there is a very good proposal brought out—that every residence and yard should be lighted with a dozen or so Japanese lanterns. If this were done, the effect would be magically beautiful along such main-travelled avenues as King, Beretania, Wilder avenue, Nuuanu and some of the cross-streets.

Half of the handsome effect of decorations is in the care with which they are planned beforehand. Now is the time to begin thinking about this essential factor to "the greatest Carnival yet."

CAN DISARMAMENT BE EFFECTED?

Whenever talk of the re-establishment of peace after the present war comes up, disarmament or the reduction of armaments is sure to be an important issue. Just how the nations shall effect a program of disarmament is a vexed question. The Encyclopedia Britannica cites as "the only existing case of contractual reduction of armaments," the Disarmament Agreement of the 28th of May, 1902, between the Chilean and Argentine Republics. By this agreement the two governments arranged to reduce their fleets "according to an arrangement establishing a reasonable proportion between the two fleets, and respectively promised not to increase their maritime armaments during five years, unless the one who shall wish to increase them shall give the other 18 months' notice in advance."

The Britannica authority points out that an agreement of this kind is more feasible among states whose navies are small, because in the case of larger navies it would be difficult to agree on a principle for assessment of the proportionate fighting value of the respective fleets. Even comparatively slight differences in the ages of ships may make great difference in their fighting value.

Of course there was some fairly interesting war news yesterday, but the really important item in the cable messages was that Walter Johnson had signed with the Federal league.

The Progressive national committee "expects to continue the fight." That's true moral courage. But it isn't politics.

This sort of weather only comes once in a while—to emphasize the blessings of Hawaii's eternal summer.

There's nothing rapid about the transit of that franchise bill through Congress.

Gutierrez is now president of Mexico—for a minute or two.

NATUREMAN CONVENTION MAY BE 1915 CARNIVAL FEATURE

James D. Dougherty, director-general of the Mid-Pacific Carnival, may be able to arrange a convention in Honolulu during the 1915 event that is unique in the annals of carnivals, world fairs, mardi gras and like celebrations. In fact, provided it can be handled as a carnival feature, it will be the first convention of its kind ever held anywhere on earth—so far as the records show.

Deciding upon the committee that should be detailed to handle this innovation would probably cause Director-general Dougherty a few sleepless nights. He might refer it to Emil A. Berndt, chairman of the committee on decorations, or it might be found necessary to appoint a special committee on conventions.

In any event the matter is up to Mr. Dougherty and the Star-Bulletin merely calls his attention to the possibilities.

Hawaii recently has become a mecca for "naturemen." Sometime ago William Pester, natureman of

Los Angeles, Calif., decided to take up his residence in the Paradise of the Pacific and—including the Star-Bulletin in the necessities of a "back to nature" liver—he has learned through these columns that Albert C. Carpy, a natureman of San Francisco, Calif., is a recent arrival in this territory that is apparently conducive to the easier living of the life of a natureman.

In a letter addressed to the Star-Bulletin Mr. Pester requests that Mr. Carpy be advised that the former would like to meet the latter. Mr. Pester expects to arrive in Honolulu, from his retreat at Holoalua Friday or Saturday of next week and if Mr. Carpy will kindly communicate with the Star-Bulletin this paper will gladly arrange the meeting.

In the meantime the enterprising Carnival director may see fit to take the matter up and arrange for the "gathering of the clans" as suggested herewith.

ELKS LODGE TO REVERE MEMORY OF THE DEPARTED

Impressive Services Will Be Held in Opera House Sunday Afternoon Next

The faults of our brothers we write upon the sand; Their virtues upon the tablets of Love and Memory. —Elks' Ritual.

In keeping with a time-honored custom, the members of Honolulu Lodge, No. 616, B. P. O. E., will hold special services in the Opera House Sunday afternoon in memory of departed brothers. Since the organization of the local lodge by Charles A. S. Vivian, 40 members of the Antlered Herd have passed into the Great Beyond, and Sunday afternoon their names will be called once again by the secretary.

The program and services are in charge of a committee consisting of Fred G. W. Cooper, chairman; W. D. Adams, R. C. Brown, M. H. Drummond, Herbert Dunne, W. L. Frazier, C. R. Marley, Donald McIntyre, L. A. C. Parish and Stanley Stephenson. The committee on ushers is composed of William E. Harvey, chairman; C. E. Mayne, Jr., G. A. Chalmers, Jr., T. H. Murray and Charles Pringle.

Following is the program: "Credo" from St. Theresa Mass..... La Hache Carl Miltner's Orchestra Opening Ritualistic Services By the Lodge Roll Call of "Our Absent Brothers" Secretary of the Lodge Opening Elks' Ode—Air: Auld Lang "Synce" Invocatic—Rev. Bro. Leopold Kroll Soprano Solo—"Abide With Me"..... S. Liddle Mrs. Charles Hall "Accompanist, Miss Edith Gaffield "Berceuse" from Jocelyn..... Godard Carl Miltner's Orchestra Quartet—"The Sun Shall Be No More Thy Light By Day"..... Woodward Philip Hall, Arthur E. Wall, Reynold B. McGraw, George A. Brown Eulogy—Brother E. C. Vaughn. Trio—Meditation..... Greenwald Miss Hazel Maxm, piano; Mr. W. E. McTighe, violin; Prof. L. A. de Gracia, cello. Oration—Bro. Malcolm A. Franklin. The Lost Chord..... A. S. Sullivan Carl Miltner's Orchestra Closing Ritualistic Services By the Lodge Benediction—Rev. Bro. Leopold Kroll.

The women of the Epiphany Guild will be hostesses at the semi-annual meeting of the district branch of the Woman's Auxiliary which has been called for 3 o'clock Monday afternoon in Davies Memorial hall, Emma street.

LITTLE INTERVIEWS

—JAMES D. DOUGHERTY, director-general Mid-Pacific Carnival: Too bad we did not have advance notice of the beautiful electric storm of last night; it would have been fine to have "bottled" up some of that display for use in February. At that we will have some pyrotechnics at the Carnival that will be mighty close to the efforts of nature.

THE MEN OF THE EMDEN.

What matter if you Be staunch and true To the British blood in the veins of you, When it's "hip hurrah!" for a deed well done, For a fight well fought and a race well run— What matter if you be true? Hats off to the Emden's crew!

Theirs was the life of the storm-god's folk, Uncounted miles from the Fatherland, With a foe beneath every wisp of smoke, And a menace in every strip of strand. Up, glasses! Paul Jones was but one of these, Hull, Bainbridge, Decatur, their brothers, too! (Ha! those pirate nights In a ring of foes, When you douse your lights And drive home your blows!) Hats off to the Emden's crew!

Erect on the wave-washed decks stood they And heard with a Viking's grim delight The whirl of the wings of death by day And the voice of death in their dreams by night! Under the sweep of the wings of death, By the blazing gun, in the tempest's breath, While a world of enemies strove and fumed, Remote, unaided, undaunted, doomed, They stood—is there any, friend or foe, Who will choke a cheer?—who can still but scoff? No, no, by the gods of valor, no! To the Emden's crew— Hats off! —Thomas R. Ybarra.

TO ALL EX-NON COMS.

Ex-non-commissioned officers of any branch of the British forces are required for the duration of the war, their assistance in training the new army being urgently needed.

Particulars: Promotion to non-commissioned rank immediately after enlistment. Age no obstacle so long as competent. No liability for service abroad if over 45, or in special cases 40. Pensioners may draw their pensions in addition to pay of rank at army rates.

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Personal Mentions

CHARLES B. STETSON, identified with one of the big lumber companies on the Coast, is a through passenger in the steamer Chiyu Maru.

REV. K. TSUNASHIMA, one of Japan's leading clergymen, a delegate to a general convention of Sunday school workers recently held at Chicago, is a passenger in the Japanese liner Chiyu Maru.

PROF. M. KAMBE, identified with the faculty of Kyoto University, who has been attending a series of conferences while on the mainland, is returning to Japan as a passenger in the Chiyu Maru.

W. G. FOX, connected with the Anchor Line Steamship Company, is making a business trip to the Far East as a passenger in the Japanese liner Chiyu Maru. He may spend some time in touring Japan.

HON. W. W. ROCKHILL, recently appointed confidential advisor to President Yuan Shih-Kai of the Republic of China, through illness was obliged to break his journey to the Orient in the Chiyu Maru. With Mrs. Rockhill he will remain in this city for some days.

PROF. S. SHIGA, who had been commissioned to superintend the erection of a monument on the famed Aiala, is a returning passenger in the liner Chiyu Maru. Prof. Shiga was entertained as a guest of the local Japanese colony during the brief stay of the steamer at the port.

A novel feature of the Men's League of Central Union church this winter will be a series of informal socials, "something different and something good," as they are guaranteed. Tuesday evening at 8 o'clock in the church parlors the social committee, under the leadership of W. C. Furer, is planning a first class good time. An interesting program has been arranged, including musical selections by the Y. M. C. A. orchestra, selections by Prof. L. A. De Gracia and Phillip Hall, and an illustrated travel talk by Rev. Frederick Stubbs on Jamaica. All men of the church and congregation, with their men friends, are invited. Refreshments will be served.

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UNFURNISHED

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