

# Honolulu Star-Bulletin

RILEY H. ALLEN - - - - - EDITOR

MONDAY.....SEPTEMBER 6, 1915.

Here on earth we are close to our friends as the roots of trees are close to one another; then comes death, and, for a while, like the trunks of the trees, we are separated; but presently we meet above as do the sunlit boughs.—Dr. Austin O'Malley.

## THE CHARTER CONVENTION.

The city convention which begins tomorrow is considerably more important to the future of Honolulu than any convention of recent years. It will nominate no candidates and promulgate no platform, but its activity should be far more permanent than nominations or platforms.

This convention is the result of a demand on the part of the people of Honolulu for a better city charter. Stand-patters who take the position that there is no need for much revision of the present charter must be blind to the signs of the times and to the results of the last two city elections. In both of these elections city administrations which had failed to make good were ousted, but in neither case did the failure lie altogether with the incumbents in office. In both cases they were fatally handicapped from the moment they took office by a charter which makes for inefficiency.

The present charter has the great defect of failing to coordinate city activities. The mayor, scant as his powers may seem, still is able by reason of his control of the appointing power to run several city departments for politics instead of efficiency, if he wishes to do so, and experience is demonstrating how often he wishes to do so. The sheriff rules in a little municipal world of his own, virtually beyond the control of the supervisors. A brief session of the Hawaii investigating commission held here a number of months ago in order to get an insight into Honolulu's accounting system showed lack of coordination between the auditor's and treasurer's offices. Under the present charter they work with little interdependence. There have been constant complaints that the road committee of the board of supervisors attempts to run the engineering department, and vice versa. All the faults are grouped around the one great fault of lack of centralization. The mayor's luan incident of unhappy memory showed how impossible it is to pin in any official the blame for a public blunder.

Gradually the citizens are coming to realize that it is not enough every two years to vote in a set of officials and vote them out two years later. They are coming to realize that in American cities good government often must depend on lack of opportunity for bad government. In other words, in the degree that the chances for inefficiency and patronage politics are eliminated in that degree will an average set of officials be helped toward good government. In that degree will they be freed from the burden of caring for votes and voters that "went right" in the last election and hence claim their consideration when it comes to handing out jobs.

The present charter has thus come in for increasing criticism. More than two years ago, prior to the 1913 legislature, there was a strong movement for charter reform. Governor Frear named a committee of twenty-five, which did much good work in drafting a charter but failed at the proper time to present a bill to the legislature to substitute the new for the old charter form.

But the movement was not dead. Like all right movements, it persisted. Sentiment among intelligent citizens has kept getting stronger and stronger for a new charter and the bill which passed the last legislature, authorizing this charter convention, is the result. It is the result of a very widespread feeling crystallized in the group of men who submitted to the legislature this proposal for a charter convention.

So that the convention which meets tomorrow is no overnight mushroom affair. It is the result of at least four years of agitation and more than two years of active work.

The sixty-three delegates who compose the convention have an unusual opportunity to write themselves down as progressive, patriotic, intelligent and public-spirited men. They can make the convention an ignoble failure or a splendid success. Mere patching of the present charter, leaving in all the dissolving elements, all the elements that make for discord, leaving in the opportunities for cheap politics, will make an ignoble failure. Vigorous and fundamental reform, shortening the ballot, harmonizing and coordinating city functions and offices, will make a splendid success.

Of course it is trite to say that there is no

panacea for the ills of the body politic. No mere machinery of government, no matter how ideally constructed, can rule a city efficiently unless good men are elected to office. No charter by itself can wholly eliminate graft and waste, friction and incompetence. But a charter constructed on modern lines can certainly eliminate many such drawbacks and evils. For a charter on modern lines can enable the people better to discern how to put in office men of intelligence and public spirit and how, when they are put in, to back them up in a fight against the powers of evil politics.

The Star-Bulletin for some weeks past has published letters from mainland cities which have tried some one of the progressive charter forms. These letters were secured and published to throw light on what American cities elsewhere are doing. It is notable that the mainland cities are coming more and more to favor the city-manager plan. Several of the practical politicians of Honolulu profess to believe that this plan cannot possibly be put through here. Perhaps not. But at least steps can be taken to shorten the present municipal ballot and give the board of supervisors more real and useful powers over departments which now are a law unto themselves.

If the delegates will forget party politics and factions and petty maneuvering for sixty days, and for these sixty days give their best thought and broadest temper to drafting a worthy city platform, the result may not be what any one man or group of men wants, but at least it should be a much better charter than the present one.

## WOULD ADVERTISE HONOLULU.

One good reason why there is strong hope the steamship Great Northern can be secured for the Honolulu-Coast run is the advertising for Hawaii that will follow.

Whatever James J. Hill's money goes into is liberally encouraged by publicity. The Hill roads have done wonderful work in developing cities, counties and states. They are pioneers in promotion. The Great Northern, Northern Pacific, Burlington, etc., are "big advertisers" of the country and the patrons they serve. If the Great Northern were to run to Honolulu, thousands of dollars would be spent by the steamship company and its allied railroad companies in advertising the fact.

Assistant Secretary of the Treasury Newton gave to those who met him on arrival this morning an agreeable impression of quiet energy. He is here to spend a very busy week and he started in working before he stepped off the steamer. To cover the ground he has to cover in a week, hold a large number of conferences and collect data, is no small job. The assistant secretary has gone about it with a directness which should give Honolulu confidence that his choice of federal sites will be a good one and that his personal efforts will do a great deal toward ending the long delays in getting the federal building.

Argentine, Brazil, Chile, Bolivia, Uruguay and Guatemala are participating in the Pan-American discussions on Mexico but as yet no paragraph has drawn attention to the appropriate fact that it's an A B C BUG conference.

As this war goes along it is beginning to dawn on some of the foreign critics that Americans may be good diplomats without wearing knee-breeches.

Assistant Secretary Newton, in coming to settle the federal site controversy, is stepping in where angels long ago ceased treading.

Despatches from Petrograd indicate that the most prominent officer now is General Depression.

Any time Italy needs to reinforce she can call in a whole reserve army of militant tenors.

This kind of weather causes us to excuse the mayor for slipping away on a vacation.

That last communication of Lansing's appears to have been a sustained note.

Haiti's frequent revolutions are beginning to leave a dark-brown taste.

That long Russian winter is unquestionably going to fight for the Allies.

At that, there are entirely too many siphonated citizens.

## BYRON R. NEWTON HERE TO SELECT FEDERAL GROUND

(Continued from page one)

him back to his hotel enthusiastically over the beauties of landscape and the charm of the climate. Naturally he is not talking of conclusions on the site question.

There has been some talk of a meeting of businessmen under the auspices of the Chamber of Commerce to discuss with Mr. Newton the federal site matter, but up to this afternoon no such meeting had been arranged. This being a general holiday in the city (few offices were opened and probably nothing definite will be done along this line until tomorrow).

### History of Federal Site Question.

The history of the various federal building site moves and delays extends over more than seven years. Originally the government chose what is known as the "Mahuka site," on King and Bishop streets. Later an attempt was made to enlarge this site by condemnation proceedings in the federal court to secure the Fort Street frontage between King and Merchant streets. The awards in the condemnation proceedings were so high the government decided not to take the site at all.

Several bills had been moving along in Congress with exasperating delays. Finally an entirely new deal was arranged. Senator Warren of Wyoming introduced what has become known as the "Warren bill," appropriating \$1,325,000 for a federal building site and the big structure itself. This bill passed the senate and on January 15 of this year passed the house.

The house put in an amendment limiting the cost of the site to \$250,000. The conference report, whose terms were finally adopted by both houses, increased the limit of cost of the site to \$275,000 instead of \$250,000. Under the terms of the bill, the entire handling of the site and building are placed in the hands of the treasury department. The conference report also settled a point which had caused some trouble—the reimbursement of private property owners who had opened and dedicated Bishop street at a time when the government still intended to use the Mahuka site and wished Bishop street to be made available. These owners are to be reimbursed by the setting aside of \$35,000 of the sum realized from the sale of the Mahuka site, which is still owned by the government and which is to be sold to the highest bidder, the bid having fixed an upset price of \$185,000.

The Warren bill was signed by the president on August 10 of this year. Thus as the matter now stands, \$1,325,000 has been appropriated for building and site, the site to cost not more than \$275,000, leaving \$1,050,000 for the building. It is estimated that the architect's fees and various expenses about \$50,000 will be used, so that the structure as it ultimately stands will be a million-dollar building.

### The Site Question.

Getting this generous appropriation through Congress did not, however, end the delays in securing the building. There remained the question of a suitable site. There was long controversy over the "original" and "enlarged" Mahuka sites. When the Mahuka site was definitely abandoned, the two chief sites at once became the Irwin and Spreckels sites—the Irwin site being on Palace square, where the Hawaiian Opera House now stands, and the Spreckels site at Alakea and Merchant streets. Governor Pinkham, many individuals and civic organizations have endorsed the Irwin site as being the most available because most ideal in working out the "civic center idea" as well as for practical reasons of location and cost. The Spreckels site likewise has not lacked for strong advocates.

A special agent was sent from Washington a few months ago. This was E. C. Ruchman, and it was supposed here that he would have something to say on the choice of sites, but on his return from Washington it developed that he was here as an expert on foundations rather than on sites and that if he made any recommendations as to sites such recommendations would probably have little influence in determining the course of the treasury department.

Last spring the Star-Bulletin's Washington correspondent sent the first news here that Assistant Secretary Newton would come and make a personal inspection. He intended to come with the congressional party but the illness of Secretary McAdoo forced him to give up his plans. The Star-Bulletin's correspondent a few months later cabled that Mr. Newton would come in August or September, and the next development in the long federal building campaign is the arrival

## SUBMARINES ARE BADLY RAMMED BY U. S. S. SUPPLY

(Continued from page one)

extent of damage done the three submarines of the F flotilla. Rear-admiral Boush would not go into detail, other than to say that it is not extensive. "Does the accident mean the F submarines may be withdrawn from service here permanently?" Rear-admiral Boush was asked.

"Not at all, not at all," he replied. "They aren't seriously enough damaged for that. They'll have to go into drydock for a short time, though."

Although today was Labor Day and no work was done on the F-4, the submarine flotilla began at 8 o'clock this morning to examine the F-1, F-2 and F-3, the commanding officer of each boat supervising the work on his craft.

"All the submarines will go on the drydock as soon as possible after the F-4 is cleared off," said Lieut. K. R. Crittenden, commanding the submarine flotilla, this morning. He would not state when that would be, but added that none of the three boats is in danger of sinking.

The commanding officer of each boat is making a thorough examination inside and out, to determine the damage," said Lieut. Crittenden. "A watch of four men is to be kept to each boat, as usual, this being a standing order in the submarine flotilla, that there shall be enough men on duty at all times to handle the submarines in case the need should arise."

Three Divers at Work. Three of the flotilla's expert divers went to work at 8 o'clock this morning. Thomas Hillman inspected the F-1, George Evans the F-2, and Dennis O'Brien the F-3. Each wore a diving helmet, but no suit. Others of the flotilla's crew took advantage of the job to cast off their clothes and combine swimming and inspection in the cool waters of the harbor around the trio of submarines.

While the inspection was in progress this morning, Lieut. Crittenden said the Supply had cut through the F-3's superstructure, within three or four inches of the shell plating. "As a result of the preliminary inspection we found that the connecting rods to the diving and steering rudders are bent in all the boats," said the commander. "We cannot move the diving rudder in any of the boats and only in the F-1 is the steering rudder movable."

Lieut. Crittenden added that none of the three submarines is leaving except the F-1, the fuel tank of which shows a slight leak. This only holds 1000 gallons of crude oil used as fuel for the submarine's engines. The water will not render the oil useless, as water in gasoline would, as the greater specific gravity of the oil prevents it from absorbing water.

To Coast for Repairs. It was while the Supply was moving to the dock assigned her, at the navy wharf, in the slip usually occupied by the tug Navajo, that the accident happened. The vessel was moving toward Pier 6, coming from Guam, en route to San Francisco and Bremerton for repairs to her engines, said to be in poor condition.

Captain Robert Henderson, commanding the Supply, tried to back the boat to throw her head around, in order to enter the slip properly. The engines failed to respond. He stated that the ship kept on sliding toward the stern of the three submarines, lying side by side at the end of Pier 6. When Captain Henderson saw a collision was imminent, he ordered the anchors dropped, but they did not hold, and the ship crashed into the F-2, the bow passing through the light superstructure as if it were an eggshell.

The F-2 was forced against its sister boats, and the three were in a few seconds tangled together like a fan, with the sterns forming the base.

Men of the submarine flotilla quickly came to the rescue, and freed the submarines from each other. The Supply was warped in to her dock by hand, her winches not working satisfactorily.

of Mr. Newton himself today. A former newspaperman—and a mighty good one—Mr. Newton has progressed steadily in public life. He was born at Wirt, Allegheny county, New York, August 4, 1861; son of Laurens C. and Irene (Scott) Newton; attended Oberlin college, 1882-4; married Winifred Cattle of Seward, Neb., October 3, 1900. He began in newspaper work in Buffalo, N. Y., in 1887; legislative correspondent, Albany, 1892-1900; war correspondent in Cuba for Associated Press, April-September, 1898; political and descriptive writer, New York Herald, 1902-10; appointed private secretary to secretary of the treasury March 5, 1913; assistant secretary of the treasury since October, 1913. He is a member of a number of societies and clubs.

## PAGE ARRIVES TO BE PRINCIPAL OF KOREAN SCHOOL

"My impression of Hawaii began to grow favorable when I first read of the islands," says Ross R. Page, newly arrived principal of the Korean Central Boarding school. "The favorable impression grew as I sighted Oahu this morning from the boat, and now that I am really here, and have seen some of the beautiful tropic vegetation in a short ride I had this morning, my feeling of delight is really beyond expression."

Mr. Page arrived on the Ventura. He will take up the work at the Korean school in the place of Dr. Syngman Rhee, who has served the institution without pay for the last three years. Mr. Page is a graduate of the State Normal school at Cheney, Wash., and also a graduate of the state college at Pullman. He has been engaged as principal of the high school at Richwood, Wash., for three years and comes to the islands very highly recommended. He is a brother of Mrs. William H. Fry of this city, wife of the superintendent of Methodist mission work.

## LITTLE INTERVIEWS

DANIEL LOGAN: From the report that Mayor Lane is to be home tomorrow, I judge that he is getting afraid of what the supervisors may do in his absence, and is cutting short that fishing trip. The charter convention is having a hard time in more ways than one. I can't blame Prof. Scott for protesting against a meeting of this sort in the high school. "It was nearly as before after she struck the submarines as before she was tied up."

President Wilson appointed Samuel Aischuler of Illinois, a judge of the United States Seventh Circuit Court.

## Personal Mention

H. D. CORBETT, postmaster at Hilo, was in San Francisco at the Palace Hotel, and attending the Postmasters' convention, says the Chronicle of August 26.

M. G. GREENLY, head of the department of biology at McKinley high school, returned this morning from a two-months' vacation spent at his former home in South Dakota.

JAMES A. THOMPSON, clerk of the supreme court, and Jack Vanatta of the territorial auditor's office probably will return to Honolulu tomorrow after a vacation spent at Mr. Thompson's summer home at Hauula.

GILBERT J. WALLER has been appointed a member of the board of health by Governor Pinkham. Mr. Waller will take the place left vacant by the resignation of George R. Carter, who leaves Honolulu soon on a tour of the world.

ALONZO GARTLEY of C. Brewer & Co., accompanied by Mrs. Gartley and their two daughters, will leave for the mainland in the Wilhelmina Wednesday for a two-months' vacation. They are planning an extensive automobile tour of California.

JOSHUA D. TUCKER, public lands commissioner, who has been ill at the Beretania hospital during the last two weeks, is now able to sit up and receive friends. Within a week he probably will have recovered sufficiently to return to his office.

## PIEPER TRIAL TOMORROW.

The case of William Pieper, who was indicted by the territorial grand jury on a charge of first degree murder, will go to trial in Circuit Judge Ashford's court at 9 o'clock tomorrow morning. The members of the trial jury have been notified to report at that time. It is alleged that Pieper, who is an American, shot and killed his Hawaiian wife, Susie Pieper, several weeks ago.

A cozy bungalow, on an excellent lot in "Makiki Beautiful," can be secured by a first payment of \$500, the other payments to follow regularly at the rate of \$48 monthly. The total cost of home and lot will be \$3450. There are just 5 of these opportunities.

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Royal Grove	2 bedrooms	37.50
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Wildier Ave. (opp. Oahu College)	3 bedrooms	30.00
12th and Mauna Loa Aves., Kaimuki	3 bedrooms	15.00
14 Mendocna Tract (Liliha St.)	3 bedrooms	20.00
18 Dayton Tract (Liliha St.)	3 bedrooms	20.00
40 Beach Walk	3 bedrooms	35.00
770 Kinau Street	4 bedrooms	32.50
1004 W. 5th Ave., Kaimuki	4 bedrooms	16.00
1020 Aloha Lane	2 bedrooms	18.00
1056 14th Ave., Kaimuki	2 bedrooms	30.00
1205 Wilhelmina Rise, Kaimuki	3 bedrooms	25.00
2130 Kamehameha Ave., Manoa	3 bedrooms	40.00
1231 Matlock Ave.	2 bedrooms	22.50
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