

Honolulu Star-Bulletin

RILEY H. ALLEN EDITOR

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A FIGHTING ISSUE.

Oahu's Democrats are throwing down a gage of battle to the Republicans which the latter cannot overlook, nor is there any reason why they should. It is the attack on the frontage-tax and local improvements projects under this tax.

The Democrats in their platform come out against the frontage-tax system. Their scheme, if they have any scheme for carrying out the platform plank, means a repeal of the law, or at least a modification which will be nothing less than mutilation. It is entirely impracticable; it is entirely unwise; it is a scheme of obstructionists and demagogues.

The Republican party upholds the frontage-tax system. But up-to-date Republican stump speakers and the leaders who are directing the campaign have not reached the frontage-tax issue. It is a legitimate issue and the Star-Bulletin believes that the Republicans accept the challenge boldly and at their adversaries with facts instead of hot air will be a winning issue.

Every taxpayer recognizes that when the Democrats put the frontage-tax system under fire they made it a campaign issue. They made it a serious question of controversy. They forecast an attack on the system in the next legislature. They indorsed all obstructionist tactics as those of their leader, Hank McCandless, on the Beretania project.

If the Republicans do not meet this issue on the stump as they met it in their platform, they will be accused of sidestepping. There may be a tendency on the part of a few faint-hearts to sidestep on this point, but the Republicans as a whole have nothing to fear from a vigorous discussion of it.

The law hits the big property-owners much harder than the small ones; its operation makes much more than the ordinary amount of labor on the roads; the poor man will not, under the statutes, pay for improvements that do not benefit his property. From the standpoint of campaign argument the issue is a good fighting-issue; and from the standpoint of civic progress, it is a sound issue, a FIGHT CAUSE. In the three weeks of the campaign which are left we should like to see some of the able Republican speakers put in a few straight-to-the-shoulder blows at the Democratic doctrine of obstructionism, and in favor of the Republican edge of progress.

THE "OPEN DOOR" IN CHINA.

It is not surprising to hear from Peking that China and Japan have made emphatic protest against an American canal-building concession in China, nor surprising to hear from Tokio that Japan is not protesting, but has merely "asked an explanation of the government of China."

Similar discrepancies occurred when Japan made a now-famous "twenty-one demands" upon China. China denied the existence of many of the demands; but explained that they were so trivial it did not seem necessary to make them public. Yet, as Yuan Kai and his ministers all the time contended, they involved the integrity and sovereignty of the public, in addition to its vital economic interests. Japan's diplomacy, as related to Chinese affairs, works by indirection. Here is an example: China asked a \$50,000,000 loan from the Powers. Japan demanded that as security for her share, the Chinese land tax be offered, with collections to be made under the supervision of Japanese inspectors. The demand at once met with violent opposition in China. The Chinese newspapers, evidently with official sanction or at least tacit agreement, declared that such an arrangement would be a disaster to China, because it would mean the penetration of the interior by Japanese financial representatives. Under Japan's smooth-working system, soldiers would soon after follow, set up camps and take virtually permanent possession. There would be clashes with the Chinese, and thereupon Japan would find necessary to use the soldiers to put down the uprising. Next Japan would demand a measure of control over the "affected district" and soon would establish territorial rights and rule. Japanese officials no longer deny that they seek control of the trade of China, though always they declare that the "open door" is being scrupulously maintained. It will be interesting to see whether the door is open wide enough now for American capital to carry out this canal-building contract, secured through the enterprise of an American firm.

THE INTERVIEWS

WALTER A. ENGLE, on a posting from Seattle: This broadcast of the news surely feels good again. Seattle seems as busy as ever.

GOVERNOR PINKHAM: We are looking for a second candidate to point from the National Guard. I would be glad to get the names of any persons considering the work.

WADE WARREN THAYER: The certificates continue to come in daily, giving promise of a big total at the end of the year. We are now getting ready for the election.

COL. C. J. MCCARTHY: It is very interesting work watching the progress of the concrete decks for the piers, 8 and 9. They are poured

and through the friendship which China feels for a nation that has given to her exploited country a "square deal."

STATUS OF THE LUSITANIA CASE.

A reader of the Star-Bulletin writes to ask the present status of the Lusitania case. It might be described as stationary but unsettled. The Lusitania was torpedoed and sunk on May 7, 1915, and on May 13 the president sent a note to Germany asking satisfaction for the killing of Americans on the Lusitania, Falaba and Gulfight. Since then negotiations with Berlin have progressed—and retrogressed—through a series of notes, "inquiries" and diplomatic memoranda. Two or three times Washington has announced that a great victory for diplomacy and peace had been won and the Lusitania case virtually settled, but on September 27, 1916—less than a month ago—Secretary Lansing admitted that further negotiations on the Lusitania case would probably be taken up soon.

While exchanges were being had with Berlin on the Lusitania outrage, the French Channel steamer Sussex was attacked with a loss of 50 lives and the endangering of Americans. The United States sought reparation for this and meanwhile the Lusitania case languished. Prior to that it had been announced that Germany had complied "substantially" with the demands of the United States in the Lusitania case, but it is now admitted that the question of a proper indemnity remains to be settled.

The president and the state department have refused to let the public know whether Germany has complied fully with the pledge given the United States in the Sussex case, and the public is equally in ignorance as to what Germany's "substantial" compliance in the Lusitania case meant. But the charge has been made—and without official denial—that diplomatic correspondence showing that Germany has only partially complied with the U. S. demands has been suppressed in Washington. There is good reason to believe that "strict accountability" was considerably modified by the president when Germany refused to yield to the demands of May 13, 1915.

Supervisor Hatch's defense of Delegate Kuhio from the charge of not being "on the job" is skillful and courteous but it does not cover one point. Judge Hatch says: "A man who knows a time when he can make an appeal with some hope of success and who effaces himself when his presence is not desired, is a valuable man for a delegate in Congress who has no vote." Why, then, when Prince Kuhio was about to leave Washington with important Hawaii business pending, should he have recommended that George McK. McClellan, attorney, be retained by the Chamber of Commerce at a large salary to do the work of the delegate's office, while the prince was here in Hawaii? If he "effaced himself" when his presence was not desired, was the presence of Attorney McClellan desired?

France has no illusions on the subject of an early peace. Joseph Thierry of the French subsistence department has already organized his work for the winter, and since September 15 has been sending winter garments and blankets to the troops at the rate of eighty carloads a day.

As we understand the argument of the local Democrats in this campaign, if they are elected to office they will be of great assistance to the president in keeping us out of war.

That explosion in Portland, Maine, was the second in a few weeks. The first occurred on election day recently and was felt chiefly by the Democrats.

It's about time for some cheerful Ford to rise and say something about getting the men out of the trenches before Christmas.

After each of the belligerents has figured up the enemy's casualties it is hard to see how men remain to do the fighting.

But think how much "pep" there would be in this campaign if the Colonel were making the speeches for himself!

Japan insists on the "open door" in China—and keeps the key on an inside pocket in Tokio.

CONSUL-GENERAL IS SATISFIED WITH MAUI LABORING CONDITIONS

According to information from Secretary Takashima of the Japanese consulate general, who accompanied Consul-General R. Moroi to Maui on an inspection of Japanese labor conditions, the consul has finished his investigation around Wailuku, Kihel, Waikapu, Waihei, Puunene and was satisfied with the conditions on those plantations and the treatment of laborers by the planters. The consul-general was welcomed by about 400 Japanese at Wailuku last Thursday.

The Maopua Improvement Club will hold its annual quarterly meeting at the Maopua Tennis Club house next Thursday at 7:30 p. m. Sidewalks will be the principal subject and the secretary, Malcolm MacIntyre, requests that all members be present.

NAME OFFICERS WHO WILL ACT AS EXAMINERS

Two Boards Named to Test Out Those Ordered Up for Promotions

Two examining boards—one for Schofield Barracks and one for Fort Shafter—have been appointed at army headquarters to conduct the examination of such officers as have recently been ordered up for promotion.

At Fort Shafter the board consists of the following men: Lieut.-Col. William R. Dashiell, Infantry; Maj. Eugene H. Hartnett, Medical Corps; Maj. Otto B. Rosenbaum, Infantry; Maj. William B. Cochran, Infantry; 1st Lieut. Bernhard K. Stumberg, Medical Reserve Corps.

To this board Capt. David L. Stone for promotion to major; 1st Lieut. Charles L. Wyman, for captain; 1st Lieut. John S. Sullivan, for captain, and 1st Lieut. Thomas C. Saenger for captain, will report.

First Lieut. John D. Reardon, 1st Infantry, will report to the Schofield board, which is composed of the following: Lieut.-Col. Francis E. Lacey, Jr., Infantry; Maj. Americus Mitchell, Infantry; Capt. Marshall Childs, 25th Infantry; 1st Lieut. Harry N. Kearns, Medical Corps, and 1st Lieut. Charles M. O'Connor, Jr., Medical Corps.

Personal Mentions

SENATOR and MRS. JAMES L. COKE have gone to Maui.

BRIG. ROBERT DUBBIN, the new officer in charge of the Hawaii Salvation Army, is in Hilo on an inspection trip.

EDWARD J. NELL has returned to Honolulu after a business and pleasure trip of several weeks upon the mainland.

F. W. CLEMES has joined the staff of the British consul, E. L. S. Gordon of Honolulu. Clemes was formerly employed in Hilo.

MISS DORA AUSTIN of Punahou College has been called home to Hilo on account of the illness of her mother, Mrs. E. H. Austin.

JUDGE W. H. THOMAS of Santa Ana county, California, who arrived here in the Matsonia, was the guest Sunday at Kohala of Dr. J. F. Cowan.

J. MORTON RIGGS, cashier of the Pacific Guano & Fertilizer Company of 2355 North King street, is home from a business and pleasure trip to the states.

WALTER WALL, territorial surveyor-general, will arrive home from the mainland on the Lurline on Wednesday, according to a wireless message to his brother.

DR. W. L. MOORE, who has been ill for several weeks at the Queen's hospital, has been removed to the Kahala home of C. H. Atherton. He is reported to be out of danger and a rapid recovery is expected.

T. B. THIELE of the Alexander Young hotel management will return from an extended visit to the mainland toward the end of October. Thiele writes that he will leave San Francisco on October 24.

WILLIAM PITT FESSENDEN and wife, parents of Mrs. Arthur G. Smith, are visiting at the Smith home for the winter. The Fessendens arrived on the Matsonia last Tuesday. Both have visited in Hawaii before.

ALLEN HAMILTON, who has been connected with Rothschild & Company, will leave on the Matsonia Wednesday for his home in San Francisco. Hamilton has been in Hawaii for about a year and has made a number of friends during his stay here.

MISS MILDRED LEO CLEMENS, niece of the late Mark Twain, will

JOHN HUGHES IS BOOSTER DE LUXE DOWN IN TEXAS

Honolulu Finest City in World, With Best People of Universe

John Hughes of Honolulu is "some booster."

Recently he visited in San Antonio and the Express interviewed him. Whereupon the following article resulted:

"See Naples and Die," the aphorism invented by the ancients to describe the marvelous beauty of the sunny Italian city, in modern times well might be applied to Honolulu, Hawaii, the beautiful city of the south seas, according to John A. Hughes, supplies contractor to the Oahu Railway, which serves the island on which Honolulu is situated with transportation. Mr. Hughes is visiting Brother Bertram of St. Louis College, who formerly resided in Honolulu. He is registered at the St. Anthony.

"Honolulu has the finest electric car line in the world," Mr. Hughes said last night. "It has more telephones per capita than any city in the United States. It has more automobiles than any American city excluding a few of the larger ones. It has a hotel which cost \$2,000,000. "It has the most equable climate, the most honest business men, and the kindest people in the wide world.

"The chief interest in the islands now? It is to see Mr. Hughes elected. Hawaii is enjoying a boom because of the high price of sugar due to the European war. But it is so dependent on sugar, pineapples and other fruits that it is bound hard and fast to a tariff on these products. The revocation of the tariff on sugar by the Democratic party in line with its principles of free trade, would have brought a business depression to the islands had it not been for the world war. Honolulu cannot compete in the eastern part of the United States with Cuba in sugar because of the high freight rate from the islands to the mainland. The rate on sugar from Honolulu to San Francisco is \$4 a ton.

"Sugar is selling for \$105 a ton. Before the war it was \$60. The Oahu Railway handles annually 200,000 tons of sugar. Before the railway was built the island produced only 3,000 tons. The railway has 700 thirty-ton cars for the transportation of sugar and twenty-five locomotives. The cars are built in the island. The locomotives are imported from the United States. The railroad is owned by Americans and run on American principles.

"One hundred thousand tons of pineapples are exported from Honolulu annually.

"Honolulu is a territory. Under a special law it has one of the finest guard corps of any of the states. The corps now includes 5,000 men, well trained and equipped. When the president called the National Guard of various states to the border, the governor of Hawaii sent a special messenger to Washington to offer the services of the Hawaiian guard for duty on the mainland."

BOWLER & INGVRSON ARE LOWEST BIDDERS FOR EHLERS STORE WORK

Bowler & Ingverson were the lowest bidders for the reconstruction of Ehlers' store, their bid being \$22,800, the work to be finished April 1, 1917. The bids were opened last Saturday and four tenders were received, the other three being, Honolulu Planning Mill, \$24,995; Lord-Young Engineering Company, \$22,900, and the Spalding Construction Company, \$22,880.

It is the plan of the company to erect another floor, extend the building 40 feet back and construct an entire new front.

leave for Kauai Monday evening to secure data on the scenic beauties that are to be found there. She recently returned from a trip to Hawaii, where she visited the volcano and a number of other interesting spots. Miss Clemens expects to remain on the island of Kauai for about a week. She contemplates remaining in the islands for at least two months. Miss Clemens is stopping at the Royal Hawaiian hotel.

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