Honolulu Star-Bulletin

RILEY H. ALLEN - - - - - - - - - - - - - EDITOR

FRIDAY..................AUGUST 3, 1917

The Draft and Alien Allies

The ruling under which the Japanese of Seattle are to be allowed to enlist for the war is of especial interest to Hawaii, and the action indicates that Washington authorities have found a way for getting around a very troublesome feature of the draft law.

Registration day in this city developed a very large percentage of alien orientals who are not only willing but anxious to be included in the draft for active service.

Under previous interpretations of the law, these aliens of friendly nations and allies in the war are barred from participating in the drawing. The law bases the proportion of the draft on the total number of residents within the draft age, and then provides that the men drawn shall be exclusively from among citizens.

This promised to create the curious condition in Hawaii of making our proportion of citizen eligibles much higher than, for instance, in a southern or New England state where the percentage of alien residents is small. It throws a burden on the citizen out of all proportion to his numbers and at the same time bars the alien from satisfying a worthy desire to bear his share in the fight.

This disproportion did not escape attention when the original bill went through Congress but it failed of recognition in the final law.

Congressman Rogers of Massachusetts, who is well known in Honolulu, has introduced a resolution to bring about an amendment of the law, and the discussion of his measure occupied a large part of the session of the house of representatives on July 12. Mr. Rogers in summarizing the situation that will be well understood in this Territory with its large friendly alien population, said:

"Let us assume, without deciding, that it will not be practicable at present, at least, to utilize for military service the citizens of countries other than those with which the United States is making common cause in the war. Can any good reason be adduced why the citizens of countries which are fighting Germany today should not, if of proper age and if otherwise available, be required to render military service somewhere? It perhaps does not make very muchh difference, so far as inherent justice goes, whether these men are required to serve in the armed forces of their own country or in the armed forces of the United States. Clearly, they should be required to serve somewhere.

"Just how numerous the citizens or subjects of the allied powers now within the United States in fact are, it is difficult to ascertain with any degree of accuracy. The census of 1910 shows that there were then 13,515,886 foreign-born in the United States. An examination of the countries of origin shows that over 7,000,000 of these emigrated from countries now at war with Germany. In other words, about 55 per cent of all foreign born originated in the allied countries. It seems probable that this same percentage would, approximately at least, be maintained in the case of the aliens who registered on June 5. If this is true, and if between 1,500,000 and 2,000,000 aliens registered on June 5, somewhere between 825,000 and 1,100,000 of these were nationals of the allies. Why should not they fight in behalf of the cause both of their country of origin and their adopted country? I think no fair man will be able to say.

"Further, it would seem as if the allied countries, even if we have treaty stipulations with some of them, would unanimously and cordially, if the suggestion were made, permit us during the pendency of the present war to inclide these persons or such part of them as we might desire within the armed forces of the United States. The numbers are large, and, as the war goes on, may prove to be a mighty and even a determinative factor in the result. Further, as I said earlier in my remarks, it is of great importance in a great war that the spirit of fairness and equality be everywhere observed. If I am not mistaken, our citizens will, almost without exception, deeply resent the accidental exemption from any military obligation of their alien neighbors. For the sake, then, of our military effectiveness and for the sake of our national morale, some reasonable and equitable solution shoud be achieved. I have prepared and introduced in congress a resolution requesting the secr'tary of state to take up with the allied governments the whole matter, with a view to securing consent for the inclusion of the available nationals of those countries in the armed forces of the United States.

"I cannot too often repeat that our duty as a nation is to win this war. One of the ways in which we can strengthen ourselves for the combat is to see to it that our laws and the operation of our laws do justice to all. We have no selfish interest in this struggle; we are simply seeking as a nation to make the world a better place in which to live. It is for us to keep our own house in order and ourselves to d · that justice which we are preparing with our life's blood to exact from others."

If we may judge the attitude of the alien in the United States from the remarks of the allied aliens of Hawaii, there need be no doubt of the unanimous approval that would greet Congressman Rogers' resolution, which reads:

"Resolved, etc., That the Secretary of State be, and he is hereby, requested to open diplomatic negotiations with the Governments of the several countries at war with a country with which the United States is at war with a view to obtaining their approval and sanction for action by the United States looking to the imposition upon such citizens of those countries as are within the United States of the liability to and performance of military service in the armed forces of the United States during the continuance of the present war between the United States and Germany, and to report to the Congress of the United States as soon as practicable the result of such negotiations."

Exotic and ultra-scientific discussion at the American Medical Association brought forth learned conclusions of the origin of papa and mama, deduced from photography of sound. The next step will be a dissection exposing the why of boohoo and ha ha. The mysterious depths should be sounded till it is learned who or what is responsible for "good NIGHT."

Of all the men in Washington, Censor Creel holds the record for having the largest number of bricks heaved at him in the shortest time.

Everybody has been wondering what Field has [illegible] about for the last month.

City Engineer and His Task

If City Engineer Collins is to be offered and is to accept a position that will take him away from public employ, the selection of his successor is one of the first really serious matters the present board of supervisors has had to decide.

It is no reflection on Mr. Collins to express the hope that his successor will be a better man than he has been. The task before the municipality is far bigger and involves greater responsibilities than anything thus far undertaken. Mr. Collins has laid out the preliminary plans. It is a source of regret that he may not carry them out. The execution that should be in full swing before the end of a twelve month means the rounding out of quite the most elaborate, comprehensive and expensive road building ever undertaken on this island.

The taxpayers of Oahu are to provide the funds for this. They are willing to pay for it, but they must have the results.

This is no time to measure the City Engineer by a rule of any brand of politics. The capable man, engineer and manager, is the single requirement. Partisanship has no more relation to this position than the North Polar expedition to the progress of the war.

Money has been provided, money that promises more than ample to meet every financial demand.

The man of caliber and courage who knows what to do and how to do it, is what the supervisors have to find when Mr. Collins goes.

Honolulu calls for an engineer who will in reality boss the job.

This in the sense of possessing ability to build roads, brains to intelligently oversee and command, energy that can put life into the work, integrity that will send every cheap politician to cover, and withal training and capacity sufficient to protect the city from paying the price of foolish experiments.

No one has yet estimated how many road engineers have been educated at the public expense. The city has now reached a point in its career where a million dollar road program demands an engineer of appropriate proportions and already educated.

Honolulu calls for road building that will stand for future years, not a repetition of th hideous mistakes of the past.

Honolulu calls for constructive intelligence that will make short work of the expensive joke of the water bumps; it must have an end of the lack of policy that accepts water bumps and corduroy roads as a proper condition because it has been so long the normal condition.

Honolulu in short expects professional skill and managerial common sense.

To fill the position is not easy. On the spirit in which the supervisors approach the selection of a successor and their success in picking the right man, will largely depend the reputation of the supervisors and what is more to the point the rapid development of the city of Honolulu.

Formerly the excuse for our street conditions was lack of money. That has been wiped out. Let it not be that the next excuse shall be lack of an engineer because of pinhead politics.

RESTAURANT FOOD PORTIONS

So far as the control of foodstuffs is concerned, there seems to be a division of opinion among those who are most interested in seeing that this is wisely done. But now that we have been living for some weeks under the influence of war conditions and have come to the point where we can check up on our experiences, certain lessons might be taken to heart.

The restaurants of Honolulu have kept good faith with their patrons, but the raising of prices for food, because certain kinds of foodstuffs used in their making have risen, seems to be a thing that should be done with caution. It is this raising of prices promiscuously that is responsible for a lot of discontent that should not exist.

As an example, there are restaurants in Honolulu that have raised their prices on certain dishes five or even ten cents. To compensate for this, they give larger portions, making each perhaps a third larger than it normally was. A lot of this extra food is wasted. It might be that the restaurants use the scraps in some way so that they do not go into the garbage pail, but the fact remains that any persons who order and pay for more food than they can eat are wasting what is left on the plates whether they do so intentionally or not.

Would it not be the sane thing to do to cut down the portion below the original size, if such things must be and retain the old price, rather than to create dissatisfaction and wastefulness by the continual rise in the cost of things we cannot do without? The Northern Pacific Railroad has solved this problem by cutting down the size of portions, but permitting people to increase the size of their orders if they are still hungry, at a slightly advanced price. This is a suggestion for the Honolulu restaurant owners to consider.

For the purpose of reducing waste, retailers of many mainland cities have made a careful study of the city deliveries. In many instances the number of deliveries has been reduced, but what is more to the point there has been a consolidation of deliveries so that merchants are saved the expense of duplication of delivery equipment to send out two ten-cent packages to the same house.

From the way some of our officials have held to methods of the grass hut age, one might assume that they expected the lumber shortage to become a famine.

How large a share have you done this day towards helping the country?

Echoes of the Registration

THE illiterate Chinaman has a peculiar sense of possession, think [illegible] in the downtown booths on Registration day [illegible] absence of an interpreter [illegible] was [illegible] that way.

[illegible] "Are you married or single?" [illegible] applicant was asked, whereupon he promptly answered as follows:

"No."

"[illegible] haven't [illegible] got a wife? You [illegible]" inquired the insistent registrar.

"Sure, I got wife, all right. Long time [illegible]," came the answer.

"Now," declared the registrar, "how many children have you got?"

"Children?" inquired the applicant inquisitively, "I no got children."

"But haven't you a boy?"

"Sure, sure, I got two boy."

"And a girl?"

"Yes, I got one girl."

With this information the registrar was able to fill in the blank to the satisfaction of the government and the man went out, happy to find that he was married and had children.

The biggest man registered Tuesday is claimed by the registrars of the 3rd precinct of the 4th district, whose headquarters was at Wilder avenue and Punahou street. The man was P. Frank Hurley, the contractor, and his weight passes the 300 mark, say those who trembled when the registering booth rocked as he crossed the floor to sign his name yesterday.

Sparrows vs. War Plots

WHY are there so many dead sparrows lately on the city streets? Rudolph Duncan, the roadmaster of the Honolulu Rapid Transit and Land Company wants to know as a matter of necessity.

Duncan, who travels daily from one end of the town to the other, says that during the last few weeks he has seen on an average not less than a dozen dead sparrows a day.

At first he paid little attention to them, but as the days went by and the numbers increased and continued Duncan began to wonder. He asked other people about the dead birds and got them to wondering.

Several ideas have been advanced in an effort to guess at the cause of the deaths. One is that there is some kind of sickness overtaking the sparrow brotherhood, another that they are being poisoned deliberately by some person or persons, and still another that the heat is killing them. Duncan says that they are English sparrows and he thinks it is some kind of a war plot.

U. S. DEPARTMENT OF AGRICULTURE GIVES HINTS ON POTATO STORAGE

(Special Star-Bulletin Correspondence.)

WASHINGTON, D. C., July 18.—The storage of potatoes of the main crop can be accomplished most satisfactorily throughout much of the United States in the dugout pit or potato cellar in some of its various forms of construction, says a recently published Farmers' Bulletin of the U. S. department of agriculture, "Potato Storage and Storage Houses." In general, the bulletin says, no attempt is made to store potatoes of the early crop, since usually they are sold for immediate consumption.

While the dugout storage house is in most general use, concrete or masonry houses with frame superstructures are, perhaps, most satisfactory in cold climates. In some sections, especially in the south where drainage is poor insulated frame structures built entirely above ground must be depended upon.

Purpose of Storage

The primary purposes of storage, it is pointed out, are to protect the tubers from extremes of heat and cold and from light. Account also must be taken of conditions of humidity and ventilation and of the size of the storage pile.

The temperature should be the highest at which potatoes can be maintained firm and ungerminated, and which will at the same time hold fungous diseases in check. Experiments of the department with atificially refirgerated storage indicate that 36 degrees F. is sufficiently low for all practical purposes and that in the earlier portion of the storage season a temperature of 40 degrees F. is just as satisfactory as a lower one except where powdery dry rot infection occurs.

All natural light should be excluded from potato storage houses because when the tubers are exposed to even modified light, they are soon injured for food purposes. A practical rule in regard to humidity, the bulletin already mentioned says, is to maintain sufficient moisture in the air to prevent the wilting of the tubers and at the same time to keep the humidity content low enough to prevent the deposit of moisture on the surface of the tubers.

If potatoes are piled in too large piles they may become over-heated and deteriorate. Six feet is a good maximum depth to which to pile tubers in bins, and the area covered by each pile also should be limited. A good plan is to insert ventilated division walls at intervals through the pile or bin. These may be made by nailing relatively narrow boards on both sides of 2x4 uprights, 1 inch spaces being left between the boards. General ventilation for the whole storage house usually is accomplished through ventilating shafts in the roof.

Methods of Storage

The possible ways to store potatoes, says the bulletin, are pits or earth covered piles, in dugout pits or potato storage cellars, in insulated wooden structures, in substantial masonry or concrete houses, and in artificially refrigerated storage houses. The latter two methods are the most expensive. Pitting is the most primitive method of storage, but if properly done on well-drained locations is satisfactory insofar as the preservation of the potatoes is concerned. The chief drawback to pitting is that the potatoes are not always easily accessible in the winter.

Potato Storage Cellars

The dugout pit or potato storage cellar is probably more widely used than any other type of storage space. Fitted with water-tight roof it is especially popular in the central portions of the United States. In the arid and semi-arid sections a type with sod or dirt roof is in most general use. As a rule, the excavation for the cheaper structures of the dugout pit or cellar type when erected on level or nearly level land does not exceed 3 feet. The soil removed from such an excavation, particularly if the dugout is of any considerable size, is ample for banking the side and end walls and also for the roof. The cost of construction may be greatly modified, according to the character of the location.

In the cheaper dugouts, where the soil is of such a nature as to remain intact it is allowed to form the side and end walls, the roof being supported on plates resting on the soil and held together by boards or joists. This form of construction involves a deeper excavation and a constant element of risk from a cave-in. In the more expensive and substantial structures the side and end walls are built of concrete.

Insulated Frame Structures

Insulated frame potato storage houses are not used very extensively. As a rule they are better adapted to southern than to northern climatic conditions. The construction feature of such houses is the thorough insulation of their walls, ceilings, doors and windows. This type of storage house is not to be recommended for northern locations, nor is it advocated for the South except where poor drainage conditions will not permit the use of the dugout or cellar style of house. It is not recommended, because it can not be so economically constructed, nor does it furnish as good a type of storage as the properly ventilated cellar storage house.

The Aroostock Type of Storage Houses

The Aroostook type of storage house, with concrete or masonry basement walls and wooden superstructure, seems to be distinctively a product of Maine, and so far as has been observed is not found to any extent outside of the state. It is an expensively constructed house and is almost always located on a sidehill or knoll in order that advantage may be taken of a ground-level entrance. That such houses have proved satisfactory to the potato grower in Maine is evident from the fact that practically no other style of potato storage house is in use in that state.

The Artificially Refrigerated Storage House

The artificially refrigerated potato storage house is as yet hardly in existence. The present use of this type of storage house is confined practically to the holding of northern-grown seed potatoes in cold storage for second-crop planting in the south.

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MOTOR CARS IN CHINA

After sixty-six years of activities the foremost horse-vehicle landmark in China is now recognizing the steady advancement in the sale of motor cars at Shanghai.

This pioneer establishment originally afforded all the facilities of a successful American livery stable, but subsequently added a coach-making department under the supervision of a number of foreigners, employing 350 skilled Chinese workmen. More recently the coach builders have been entensively employed in making motorcar bodies ranging from commercial vans and small runabouts to large limousines.

$4,100,000 IS SPENT ON DIXIE HIGHWAY

Expenditure on the Dixie highway during 1918 for such purposes as resurfacing with asphalt and macadam and sand clay, together with oil treatment, gradin gand resurfacing, total $4,100,000. The total mileage of all divisions is 5300. Looking at the expenditures from individual states in 1916, Illinois expended $265,000, Michigan $600,000, Ohio $515,000, Indiana $130,000, Kentucky $625,000, Tennessee $225,000, Georgia $25,000.

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