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TUESDAY JANUARY 9, 1912

Could a greater miracle take place than for us to look through the others' eyes for an instant?—Thoreau.

SECRETARY NAGEL'S CHANGED VIEWS.

Secretary Nagel's reference in his annual report to American shipping is most significant for the Territory of Hawaii.

The Secretary comes out squarely in favor of a law allowing foreign built ships to be given American registry, when they are to be engaged in foreign trade.

What specially interests Hawaii is the qualification of his hitherto unqualified advocacy of the suspension of the coastwise shipping laws.

It is at once obvious that the Secretary has decided that the additional American steamers already plying between Honolulu and the Pacific Coast and those soon to be put on—now planned and under reconstruction—will furnish the passenger accommodation needed and keep pace with future development. He also undoubtedly sees the value of holding the lines of communication between this outpost and the mainland safely within the undisputed control of American ships.

We doubt if there are any Americans in this part of the world who will disagree with the Secretary's policy—undoubtedly that of the administration—that we must draw on foreign built ships for American registry if the country has any serious thought of re-establishing its merchant marine on the high seas during the lifetime of the present generation.

Let the average citizen get in and do his political duty, and there'll be no trouble with the management of the municipality of Honolulu.

Secretary Nagel is unquestionably convinced that the thing for Hawaii to do is to use some of its surplus money in building new American ships for the increasing passenger traffic with the mainland. That is a point on which he is exactly correct.

You can only judge a police department by results. How many arrests have been made in connection with the five or more burglaries committed in town during the last three months. Neither the men who did the jobs nor any portion of the swag has been discovered. And this in a town where the gangplank of a steamer is the only route for the thief or the stolen goods to get out of town.

If Manager Wall starts the Floral Parade as late as 2 o'clock in the afternoon he will encounter the same tangle with the dinner hour that he now has with the lunch hour. Start the ball rolling at 12:30 and that will allow for an early lunch, a long afternoon and a large appetite for dinner. It should be remembered that if rain comes, it usually floats down from the valley from 3 o'clock on.

Don't forget that it was the average citizen whose deposits rolled up the big showing in the semi-annual statements of the banks and trust companies of this city. It is the money of the average citizen that makes business good and trade profitable. The average citizen is the man who is building homes and establishing himself here permanently and doing business with you and the Bulletin twelve months in the year. Lay your lines to get the patronage of the average American and you make no mistake in getting "on the inside with the real factor of the present and the future Honolulu."

EVENING SMILES

Mrs. Given—Will you work?
Weary Willie—Yes'm; I'm perfectly willing to develop the coal mines of Alaska.

Little Brother—Where's my fishin' pole gone to?
Bigger Brother—Sister's usin' it for a batpin.

"Catching anything?"
"Nope."
"You don't seem to mind."
"I'm just as well satisfied. I don't care to have cheap fish tangling up these expensive lines."
Teacher—Tommie, what in the future of "I give?"
Tommie—"You take."

For life-giving information they have but to dip overboard.

We don't know that it is yet possible to say that the farmers of Hawaii have reached the point where they have only to "dip their buckets." They are heading, however, in the right direction and with the co-operation of the practical scientists and the practical manager of the marketing, they should at least be able to gain a larger share in the supply of the home market than they now enjoy.

OUR TRADE WITH RUSSIA.

The Russian Duma struck at an annual trade of twenty-five millions of dollars when it threatened the other day to vote an increased tariff on American goods of something like a hundred per cent.

Present day friction between Russia and America on account of the discrimination against Jewish-Americans has caused so many people to ask how much business we do with Russia that the Department of Commerce and Labor has issued a circular on the subject.

The record shows exports from the United States to Russia, approximately 25 million dollars; imports from Russia, 12 million dollars. In the fiscal year 1911, and indicates that trade between the two countries has practically doubled in the last decade, the increase occurring in both imports and exports. Hides and wool are the principal articles imported from Russia, and cotton, agricultural implements, binding twine, manufactures of iron and steel, and manufactures of leather are the most important of the exports to that country.

The above statements are based upon figures of the United States Government, showing imports from, and exports to Russia as reported to the Bureau of Statistics by the customs authorities of this country. They differ materially, however, from the official figures of the Russian Government showing her exports to, and imports from the United States. The Russian figures of imports from the United States are much larger than United States figures of exports to that country, while Russian figures of exports to the United States are much smaller than our own statement of imports from that country. These discrepancies between the official figures of the respective countries are due chiefly to the fact that in many cases goods in the trade between the two countries are not consigned directly to the country of ultimate destination. In such cases goods sent from the United States to Russia or from Russia to the United States are consigned first to a German, English, or other middleman who forwards them to their ultimate destination. This is particularly true of cotton, which is the most important article of export from the United States to Russia.

The United States figures of total exports to Russia in the calendar year 1909 show a little less than \$17,000,000, while the Russian figures show nearly \$30,000,000 worth of imports from this country. On the other hand, United States figures for the same year show imports of over \$16,000,000 worth of merchandise from Russia, while Russian figures for the same period show a little less than \$5,000,000 worth of exports to the United States.

FEDERATING FARMERS.

Jewish farmers of New York State are setting an example in business methods in farming that beats the old Yankee horse trader in a walk. They are planning a chain of stores that will unshackle them from the galling manacles of the middleman. They propose to establish a federation through which the Jewish people may buy direct and, generally speaking, carry out the idea of the man who advertises "from the producer to the consumer direct," besides making members of the federation stockholders in the stores.

At first thought the scheme seems too elaborate to succeed in all details but the Jewish-American has set the pace in more than one line of trade, and he may be the man we have been waiting for to teach the farmer how to do business at a profit when placing his goods on the market.

The movement is receiving the encouragement of New York's Commissioner of Agriculture, who said the other day when addressing the federation at the educational alliance:

"I am sorry that I cannot use your language. But what I have to say I believe so emphatically that I am sure you will all understand me. If a farmer doesn't make money in this State, it's his fault. There's information waiting for everybody which will guarantee success. When I see a farmer who is just plodding along in New York, where there are schools and literature and experiment stations in profusion to help him solve every problem, I am put in mind of a sailing boat I once heard of that got lost at sea, and blundered about for days without its bearings, until its water supply was gone and the famished crew despaired of getting out alive. And on the last day, when they were dying of thirst, they passed another vessel. They cried out for fresh water, and the reply came, 'Dip your buckets; you're in the mouth of the River Amazon.' Such is the situation with farmers in this country."

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PROTECT SHIPPING

(Continued from Page 1)

maintain our trade abroad, and it would place our country in a position to be consulted in the fixing of competitive rates by maritime carriers.

"While it would, of course, be desirable to have the benefit of such a merchant marine and at the same time to have the ships for foreign trade built in our yards, experience seems to teach that, for the present at least, the accomplishment of both objects is out of the question. Ocean steamships for the foreign trade are not built in our yards, and have not been built for some years, except under the provisions of the ocean mail act of 1891 or in anticipation of the probable passage of legislation to extend the principle of that act after the war with Spain.

"That legislation failed. While I have recommended the readjustment of

Choice Island Views

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the ocean mail act of 1891 to the present requirements of our commerce, and desire here to renew that recommendation. I see no reason to hope that at the present time it will be adopted. The registry law alone gives no protection to the industry of shipbuilding for the foreign trade, and from the nature of modern navigation it can not do so. The policy of discriminating duties, which was always a declaration of commercial warfare, has been abandoned for generations by all maritime countries as worse than impotent. In the meantime we are postponing the creation of the merchant marine which we need. I have no hesitation, therefore, in recommending the passage of a bill for the admission of foreign-built ocean steamships to American registry to engage solely in the foreign trade.

"The enactment of such a measure would deprive us of nothing, and it may help to provide us with a great commercial aid. It would surely increase the shipping under our flag in trade with Central America, the West Indies, and some parts of South America, for the American owners of a number of foreign steamships have already asked Congress to grant them American registers for those trades. Even if the law suggested should fall short of the moderate expectations I entertain of its results, it would, in any event, serve to point out what else it is necessary to do in order that we may secure under our own control an adequate merchant marine."

Public spirited men and women are planning to decorate automobiles for the Floral Parade. Are you one of them?

U. S. S. MARYLAND SHOWS ADMIRAL HER EFFICIENCY; FLEET GOSSIP

Just how efficiently a ship could be handled and fought if her landing force was absent, is being shown this afternoon in connection with Admiral Thomas' inspection of the cruiser Maryland. At 1 o'clock the commander-in-chief inspected the Maryland's battalion on the navy dock. The men were in heavy marching order and made a fine appearance. With the landing force still absent from the ship, Admiral Thomas will board the Maryland and get a demonstration of how the ship could take care of herself and her enemies if just such a condition arose in actual warfare. General quarters will be sounded, and although the guns will be manned by skeleton crews, the Maryland, if she comes up to the efficiency standard, will prove that she is to be accounted for even without the services of her seamen battalion.

Admiral Thomas and his large staff of assistant inspectors spent the morning on the Maryland. There were calls to fire, collision and general quarters, and the work of the crew was carefully noted.

Either tomorrow or next day the ship will be taken outside, and the inspecting officer will observe the conditions of her engine and steering gear, and "man overboard" and "abandon ship" drills.

No hint of further orders for the Pacific fleet was received this morning.

either by cable or through the official mail which arrived from the Coast on the Manchuria. The fleet has settled down to a period of waiting, and as no one knows whether the cruisers will remain in Honolulu three days or three months longer, the situation is unsatisfactory for both officers and men. Several of the former have cabled their families to join them here, acting on the supposition that the State Department is likely to hold the fleet here for an indefinite time.

A cable was received this morning directing that the remains of Leonard Irving Greer, a member of the West Virginia's crew, who died several days ago, be sent to Garland, Tex., for burial. Greer died of enema, although everything possible was done to revitalize him. The funeral took place yesterday, and the remains will have to be disinterred for transportation.

A wildcat rumor that Admiral C. B. T. Moore, now commandant of the Goat Island training station, was to succeed Admiral Thomas as commander-in-chief when the latter retires next April, is not given any credence throughout the fleet. Admiral Moore is one of the Junior rear admirals and is not entitled to such a large command. It is generally conceded that Admiral Sutherland will succeed to the blue-starred flag.

HILEA TEACHER IS EXONERATED

The first official reports in connection with the arrest of Principal H. E. Wilson of the Hilea, Hawaii, school on the charges of gross immorality have been received by Superintendent of Education Willis T. Pope.

The report comes from Supervising Principal Bertha Ben Taylor and completely exonerates Wilson. Miss Taylor, who is held in the highest esteem by Pope, writes: "Mr. Wilson's trial brought forth the exact condition of affairs that I predicted it would, i. e., no one willing or able to tell the same story that he had told outside of the court. He was completely exonerated."

Miss Taylor also has ascertained that Wilson was not in the habit of drinking in the privacy of his own home and that the charges brought against him on this account were erroneous. Wilson was transferred from Hilea to Kapapala school before the present matter was brought up at all and still continues to hold down his job. Pope stated this morning that until something was proved against the teacher, he certainly could take no steps, although people were wanting to know what he was going to do about it. "When a man is entirely cleared by the court," he said, "I do not see that I can do anything or that there is anything to do. Mr. Wilson has always carried out his work faithfully and well, and I have no reason to suspect anything else. As you will see, the report of the supervising principal for the district completely exonerates him, and it is not fair that he should be discharged from his position just because someone brings against him a charge that can not be proved."

BANANA BRIEF FILED SOON

Deputy Attorney General E. White Sutton has nearly finished the compilation of his brief in connection with the banana case brought by the Board of health against George Lucas and charging him with leaving bananas growing on his property in contravention to a regulation passed on the matter.

He expects that he will have it all ready to file by the end of this week and that the supreme court will take the matter up and push it right through.

Just who is to decide on the points raised is a matter that has yet to be decided. Chief Justice Robertson is disqualified because he is the uncle of the defendant's wife and Judge De Bolt is away leaving only Judge De Holt to handle the case. In all probability Judge De Bolt will take the matter up single handed as it is doubtful whether any of the circuit judges will be called in to help.

MOTT-SMITH TELLS MEN HOW TO HANDLE WORK

Secretary E. A. Mott-Smith, who was formerly president of the Board of Health, gave a talk to the inspectors this morning in connection with the educational scheme that has been mapped out for them by President Pratt. The talk was along general lines throughout.

The particular point on which Mott-Smith dwelt was the manner in which the men should go about their work and their general bearing towards the householders. He pointed out the right and the wrong way of getting things done in health matters and covered every point of the business that he made such a study of.

The examinations of the men will be held about the end of this month, and they are all hard at work now preparing their work.

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