

HAWAIIAN GAZETTE

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THE JAPANESE QUESTION.

The publicity given at this time to the correspondence of the past fifteen months between the governments of the United States and Japan regarding the California land question and the anti-Japanese attitude of the Sacramento legislature can have no connection with the fact that America has now on her hands a Mexican question, daily growing more embarrassing, unless to the Mexican imbroglion can also be traced the overthrow of the Yamamoto ministry in Japan, the naval graft scandal and the widespread desire of the Japanese for a decrease in the agricultural tax rate.

Baron Kato, the Japanese foreign minister, found the California question a legacy from his predecessor, an embarrassing matter to be cleared up. It has been agitated in Japan for the past year and is one of the questions concerning which the new minister is certain to be interrogated by the political coalition hostile to the Okuma ministry in the Japanese parliament.

There can be no question regarding Japanese interest in this matter of the Anti-alien Land Law, not so much in the fact that it forbids Japanese ownership of land within the State of California as that it at the same time permits land ownership by other aliens, pending naturalization, and emphasizes the fact that the naturalization of Japanese is forbidden by Federal law.

The Japanese are scrupulous in observing treaty obligations. This is evidenced by the manner in which they tolerate the tax-dodging by foreigners in the treaty ports, while all the rest of the land is groaning under the burden of government, and they cannot see how the solemn promise of the United States to accord the subjects of Japan equal rights with the subjects of other favored nations can be set aside by one of the States of the Union.

Secretary Bryan may point out that Japan is laying too much stress upon the discriminatory features of the California legislation, but the Japanese feel that they cannot lay too much stress upon this point. This is the whole point, so far as they are concerned, and Mr. Bryan must recognize this fact and commence to lay some stress upon it himself.

But, whatever the result of the diplomatic correspondence, there will be no war. Japan may find it necessary to readjust her estimate of America as a friend, to America's loss, but she will not readjust her estimate of America as a foe. She appreciates America's strength and knows her own. She may turn elsewhere for her example and advice, she may endeavor to divert her trade into new channels, she may relinquish the ambition to become a working partner with the United States in the development of the Pacific, but that is as far as she will go.

One of the solutions of the question is of the most pressing importance to Hawaii. It is being seriously urged in some quarters and has Japanese as well as American support. It is to placate Japan by granting American naturalization privileges to those Japanese subjects now residents within the United States, in return for which the "gentlemen's agreement," now being lived up to by Japan, will be written into a new treaty and further Japanese immigration of laborers be stopped.

If one-half the reports in circulation regarding Building Inspector Mielstein are true, he should be discharged from the public service forthwith and the facts concerning him given official publicity. If they are not true, Mr. Mielstein deserves an official and a public exoneration. Whatever is to result, the matter of graft charges against the inspector's office has gone so far that nothing less than a public investigation can be satisfactory.

RESTRICTION OF FEDERAL GOVERNMENT WORK TO CITIZENS.

The discussion of the proposition to restrict federal government work to citizens and those in process of naturalization, has elicited from a Japanese paper published in this city the protest that it would be "unfair discrimination" against the Japanese; and the statement by the Star-Bulletin, that it "might raise an international question."

The instances and precedents in support of citizens alone being permitted to perform certain duties and exercise certain functions within their own country, are so numerous and all pervading, that the right to pursue such course is removed from all possibility of discussion.

For example: Every salaried officer under the federal, state, territorial, county or municipal governments of the United States, from President to postmaster must be a citizen.

How can it be claimed that it is just and legitimate to exclude aliens from all of the above enumerated employments, and that it is unjust and illegitimate to exclude aliens from doing any other work which the government may have to be performed?

Whether or not aliens are to be permitted to work in the employ of any particular government, in doing any particular kind of work, is purely a question of policy, to be decided in accordance with the circumstances of each case, by the government whose work is to be performed; and no other government and no alien has any just cause of complaint if a government decides that its best interests require the limitation of any particular work, or office, or function under the government, to its own citizens.

Take the case in point. Suppose, by way of example, that the continued employment by the United States government of aliens, should result in the substitution, in Hawaii, of aliens for citizens, to the extent that all citizens were driven out of employment and out of the Territory, so that there would be no citizens left in the Territory and the only people left available to perform the work of the government were aliens.

Reverse the status and transfer the situation to Japan. Are aliens employed in the various departments of the Japanese government? If the Advertiser is correctly informed, aliens were employed as heads and instructors until the Japanese had learned themselves how to do the work, whereupon the aliens were dismissed, and at the present time, in every department in which a citizen can possibly do the work, Japanese citizens alone are employed.

With all due appreciation of the value of aliens to the commerce and development of the Territory of Hawaii, the conditions in this Territory are now such that the continued existence of citizens within the Territory is seriously threatened, and the day is in sight when a resident American citizen will be a curiosity unless radical steps are taken to prevent such a condition of affairs.

Under these circumstances the citizens of Hawaii are not only justified in asking the federal government to come to their rescue; but the federal government will be remiss in its duty to itself and its citizens if it does not take immediate steps to remedy this remarkable and unprecedented condition.

A SEMI-CENTENARY.

Fifty years ago today, June 29, the first college in the world to offer collegiate education with honorary degrees to deaf-mutes was publicly inaugurated at Washington, D. C. It was on this same day that the degree of Master of Arts was conferred upon the deaf and dumb American artist, John Carlin. This was the first degree conferred by the college and is said to be the first granted to a deaf-mute in the world's history.

Today the 89,000 deaf-mutes in the United States, have recourse to more than one hundred institutions at which education of deaf-mutes is made a specialty. The pioneer college at Washington, however, still remains the only college in the world for deaf-mutes. Its name is now "Gallaudet College," having been changed to perpetuate the memory of Thomas H. Gallaudet, the pioneer. It is now located on a 100-acre campus known as Kendall Green.

A BURELSONIAN THEORY.

In the report to congress of Postmaster-General Burelson, in which governmental ownership and operation of telegraph and telephone lines is recommended occurs this passage: "The private monopoly has no incentive to extend its facilities to unprofitable utility, but the government must serve all the people."

Commenting on this declaration Aera, a magazine devoted to the interests of the electric railway industry, says: "It is undoubtedly a fact that this theory has been applied and is being applied in governmental matters to things which affect safety and health. But the underlying reason therefor has been that the health and safety of the entire community is so affected and that the cost of the necessary services to preserve such health and safety is therefore a proper charge upon the general public."

"The extension of this theory to a matter which affects neither the health nor the safety of the public is a tremendous step towards what for the United States is an entirely new theory of the duties of government. If it shall be applied to public utilities why should it not be as logically applied to everything else that humanity desires?"

"Let us consider for a moment what this doctrine leads to. John Doe rents or buys a house in a good residential district of a city. Because the district is a good residential district, because it has pavements, sewers, sidewalks, proper transportation, telephone service and other things which make for comfortable and convenient living, he is compelled to pay a high purchase price or high rent for his house. Richard Roe, on the other hand, buys or rents a house on the outskirts of the city, and because it has none of these things which cost money, he pays a low purchase price or low rent.

Very few theories of socialism as they are enunciated go as far as this. The idea is revolutionary. It overturns the entire theory upon which the United States has been built up. Pursued to its logical end it means that the industrious, the able, the thrifty, shall have no rewards which are not to be had by the lazy, the spendthrift and the ne'er-do-well. It removes incentive and is utterly opposed to all economic laws and economic theories."

ADVANCE OF PROHIBITION SENTIMENT.

Although the liquor interests generally profess to be quite at their ease regarding the attempts being made to secure national prohibition or federal enactments placing the Territories in the "dry" portion of the map, the activities of the leaders in their campaign against the various bills before congress belie their protestations. As a matter of fact, the liquor dealers of the nation are seriously perturbed over the steady advance of the prohibition movement, so alarmed that the big malting and brewing associations are flocking to the press with long statements of the dire disasters that they foresee in the wake of any more prohibition.

It is high time that we should be rid of the fraud of the millennium fable and the delusion of the Utopia dreamer. All persons should take discerning and serious notice of the prohibition agitation and that of the Anti-Saloon League. Men must reason together, although their views at the outset seem to clash. Not only the present status but the destiny of this country is threatened by paternalistic legislation and government espionage run mad.

There are five columns more along the same line, in which all the stock arguments against prohibition are brought into use. Colonel Ruppert also gives the statistics of the liquor business and its allied industries in the State of New York alone, as follows: Value of product and in trade, \$842,000,000; persons employed, 152,000; annual wages and salaries, \$128,000,000; internal revenue tax for 1914, \$72,000,000; farm acreage in hops, 12,850. The brewers' association president does not go into the jail and asylum statistics of his State, but does say:

Prohibition proceeds upon the same false principles and erroneous assumption which constituted the reason for such atrocities as the Inquisition and persecutions for religion's sake practised in the sixteenth and seventeenth centuries by the controlling religious party on those who disagreed with the members of that party, and which were that while the victims were not doing any harm to society or the State, their own salvation demanded that they abandon their religion and embrace that of the majority or dominant power. What God fearing man will subscribe to such a doctrine today?

All of which indicates that the liquor men are decidedly of the opinion that they have a fight on their hands, with the tide of public opinion setting strongly against them. Nation-wide prohibition is probably a long way off yet, but the desperation of a good many members of congress at having to go on record in the matter shows fairly well how numerous throughout the country are the prohibition workers and how well distributed they are in the various congressional districts.

San Francisco will see the greatest automobile racing ever recorded in the history of the motor car next year when the Vanderbilt and Grand Prix races take place, in the opinion of George E. Bentele, president of the Simplex-Merger Pacific Coast Agency who has just returned from Indianapolis where the big speedway contests were held, says the San Francisco Examiner.

Honolulu Wholesale Produce Market Quotations ISSUED BY THE TERRITORIAL MARKETING DIVISION. (Island Produce Only) June 26, 1914.

Table with multiple columns listing market quotations for various produce items such as Eggs and Poultry, Live Stock—Live Weight, Dressed Weight, Potatoes, Onions, Vegetables, Beans—Dried, Grain, and Miscellaneous. Includes prices per unit for items like Corn, Cucumber, Green Peas, etc.

The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price and for cash. No commission is charged. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship.

PACKARD OUTFIT SHORT OF DEMAND

Manufacturers of Popular Car Make Early Declaration of Shortage. The first automobile manufacturer in the country to declare a shortage of cars for this season is the Packard Motor Car Company. During the first seven months of that company's fiscal year, starting last September, the total sales for motor carriages have been 2014. For the corresponding period of the 1910 season, the Packard Company's previous banner year, 1882 cars were sold.

"By a flood of orders, the Packard Motor Car Company is marooned on a pinnacle of success," declares President Henry B. Joy. "At present we are unable to turn out cars in sufficient quantity to supply those patrons of high class vehicles who know that the best is cheapest in the long run. Our aim has always been to establish a name for character and quality of Packard product so our vehicles will be regarded as preeminent in the vehicle trade."

"The buying public has put the stamp of approval on Packard vehicles by such liberal patronage that the company's allotted product for the year will be 500 cars short of market requirements. This year's business exceeds that of a corresponding period of last year by 422 motor carriages. It is greater than the company's banner year by 132 cars. This is a remarkable success in the face of prevalent business conditions."

"The largest week in the company's history closed April 11 with 160 sales of motor carriages. On April 8 we received a total of eighty-three orders from our dealers, each one representing a sale to a customer. "Orders for inclosed bodies to be delivered in September and October are beginning to develop by reason of the company's explanation that unless ordered sufficiently in advance deliveries in time for the first inclement fall weather will not be possible except in standard paint and upholstery. It takes four months to complete a standard Packard inclosed body. If orders for inclosed bodies with special finish are not placed until after the summer vacation period, delivery cannot be made earlier than November, and then the number will be exceedingly limited."

CHINA IS BIG FIELD FOR AMERICAN CARS

That there is a fine market for American-made automobiles in China is indicated by the recent sale of a number of Studebaker cars in Shanghai, says the San Francisco Examiner. E. B. Carpenter, Western representative of the Studebaker Corporation of America, has received advice to the effect that six Studebaker cars were sold in April to the Soong King Dong family by H. S. Dornberger, Shanghai representative of the Studebaker Corporation.

The sale consisted of five four-cylinder and one model No. 35, the latter being purchased by the widow of Soong King Dong, former comprador of the Russo-Chinese Bank in Shanghai. She was so pleased with her car that she decided to give one of the smaller type of the same make to each of her four sons and a married daughter.

SAN FRANCISCO RACES TO BE BEST EVER HELD

San Francisco will see the greatest automobile racing ever recorded in the history of the motor car next year when the Vanderbilt and Grand Prix races take place, in the opinion of George E. Bentele, president of the Simplex-Merger Pacific Coast Agency who has just returned from Indianapolis where the big speedway contests were held, says the San Francisco Examiner. Bentele, in speaking of these big races next year, says: "I was personally interested to know just who was contemplating coming to the Coast for the big races as they would be keen contenders with the Mercer racing car."

BIDS ARE OPENED; AWARDS DEFERRED

Bids for a bridge and road at the Kapua homesteads on Kauai were opened yesterday at noon at the office of the superintendent of public works, as follows: Lewers & Cooke, lumber for the bridge, to be delivered at the dock in Honolulu in two days' time, \$481.92; Allen & Robinson, lumber for the bridge, to be delivered on the ground, \$587; Honolulu Iron Works, metal for the bridge, \$550; D. J. Jarvis and William S. Newton, road construction, work to be completed within seventy-five days, \$1950.

No awards have been made yet by Superintendent of Public Works John W. Caldwell. Diarrhoea is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effectual. It can always be depended upon. For sale by all dealers, Hanson, Smith & Co., Ltd., agents for Hawaii.