

THE HAWAIIAN GAZETTE

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THE ADVERTISER'S SEMI-WEEKLY

The Small Farmer Again

ON the mainland the railroads are interested in the development of the country through which their lines operate. Every great railroad system employs a staff of live agricultural experts...

In the early days when there were cheap lands available the roads simply operated free excursions to get people to come. The railroads have now gone farther and are trying to show their farming clientele how to grow more crops per acre and how to make better use of their produce...

It has been suggested that the local steamship line operating between the islands of this group might serve its own interests and advance the general prosperity of Hawaii by an earnest effort to help along the minor industries, instead of threatening to withdraw service because of the direct competition of the big passenger ships.

The civilian population of Honolulu and the military population of Oahu is rapidly increasing in numbers so that every month sees a bigger demand for farm produce, meats, vegetables, poultry, fruits, milk and butter. Small farming has failed in the past because there was no local market. The "local market" has now developed and there are few "small farmers" left to reap the advantage.

Freight conditions as affecting the sugar produced on Hawaii, Maui and Kauai have also changed and a large tonnage formerly brought to Honolulu by small steamers now goes direct to New York and San Francisco from outlying ports. This practice of direct shipment of bulk crops will undoubtedly grow rather than diminish. In inter-island trade the residents of all the islands want more and better local service rather than less and if the company now enjoying a monopoly of this business does not contemplate complete abandonment of this field it may find liberal support given competitors who promise better service and greater conveniences in the transportation of minor produce and passengers.

The problem is a broad one and its solution does not depend solely on immediate dividends to be earned on the capital invested in this service. Looking at it aside from the direct interest of the sugar planters the chief necessity is that Honolulu must be fed. It is the food problem that would decide whether Oahu would be defensible should these Islands be blockaded and all mainland communication cut off.

Building up a strong "small farmer" population in these Islands is a straight business proposition. It has been considered time and again from the political and sociological aspect but never until the European war has it been realized what can happen to even the richest and most powerful nations if their external trade is cut off. How long could Hawaii feed itself if thrown back on internal resources?

One of the first essentials in making Oahu an impregnable naval base for the defense of the Pacific Coast is to build up a strong producing population. It is well enough to have sugar to sell but Hawaii could not even operate its plantations if these Islands were blockaded in war. Under these conditions and circumstances it would appear that the inter-island transportation company might well undertake, from the angle of direct self-interest, the problem of building up new industries throughout Hawaii. The great transportation companies in the United States proper have pointed the way and have shown how it can be done. Their success as exemplified by increased dividends and profits has proved that it can perhaps be accomplished to better advantage by private initiative than through governmental assistance.

Wikiwiki!

THE business men of the city, with the announcement that the pay and purchasing office of the local naval station is to be moved to Pearl Harbor, have awakened suddenly to the fact that there is no system of quick transportation between the city and the site of what will soon be one of the largest navy yards under the flag. It might be a good idea, now that the chamber of commerce has started in, to have the chamber urge Governor Pinkham to get a move on in his threatened appeal of the Rapid Transit case, in order that his desire to block the plans of the company may be settled one way or the other as speedily as possible.

The Governor is holding up the development of Honolulu in his personal scrap with the Rapid Transit and is taking as long about it as the law allows. If he had not injected himself into the matter, the company would by this time have connected Honolulu and Pearl Harbor with a modern trolley line.

The Governor may have been justified in taking his adverse action in the first place, but nothing justifies his dilatoriness now in pressing his appeal, if he really intends to go on with his suit.

Even Carranza's whiskers cannot prevent him from showing his teeth.

The Things We Suffer

HAWAII is getting some unpleasant attention from the mainland paragraphs in connection with the Philippines Bill, the fact that Hawaii and the Philippines came under the flag at about the same time leaving many American publicists under the impression that the annexation of the Hawaiian Islands and the "purchase" of the Philippines from Spain gave the two more or less of a common status.

The Washington Star mixes things up even more, confusing ante-annexation conditions and making it appear that at the time of "Paramount" Blount's activities these Islands were in the possession of or under the suzerainty of the United States. The Star's editorial, published on March 2, is interesting for what it does not have straight regarding the history of Hawaii, as well as for its opposition to the "scuttle" in the Philippines. The Washington paper says:

For the second time in a quarter of a century, the Democratic party is committing itself to the policy of scuttle—the most un-American of all policies. Its first attempt failed. Is the second destined to succeed?

Absolutely the most grotesque episode in all our history was the effort of Mr. Cleveland to restore the monarchy in Hawaii. All the rubbish of the day was entangled in the case. We had no right in the islands. The natives were entitled to a government of their own choosing and direction. They did not want us. Hence, let us get out, and let the Hawaiians do as they pleased with their own.

Mr. Cleveland became obsessed—probably the more easily because American control had been acquired under a Republican administration. He proposed and prepared for scuttle. A paramount commissioner was sent out to arrange matters. But, also for his chief's theory and intentions, he discovered that scuttle would result in anarchy in the islands. The former ruler in whose behalf the movement had been inaugurated had begun to sharpen her as preparatory to beheading her enemies upon her return to power. That settled it. Mr. Cleveland could not afford to bet such a thing or even take chances on the restoration of such a government. The scales fell from Don Quixote's eyes, and Dulcinea remained a private life.

In the light of later developments, not only in Hawaii, but elsewhere, can there be any doubt about that result? Was it not best for the Hawaiians as well as ourselves? Have we not done for them far more than they could have done for themselves? And then as to ourselves. The war with Spain was on the way, as was, as a feature of it, our taking over the Philippines. The Panama canal, to be built and controlled by us, was on the way. Are we not the stronger in our relations to both of those cases because of our presence in Hawaii?

As the Hawaiians would have gone back in the scale had we left, equally true is it that the Filipinos will go back if we leave the archipelago. We are there, and should stay. And who shall say that the ordering of scuttle now will result in scuttle at the time fixed? What is on the way as respects our affairs and world affairs? Who may say what the next two or four years will produce? When was the future more difficult of calculation than now? Who believes that this Congress can settle the matter—can do more than for the present, scuttle business and public confidence in the islands? What if Mr. Wilson is defeated in November?

Who Are the 'Knockers'?

EX-SUPERVISOR SHINGLE is by no means the first official of the city government to deprecate the "knocking" of the board of supervisors, neither is he the first to fail to give the average citizen any idea of the governmental situation or the first to indulge in generalities concerning the splendid work and the high ambitions of mayor and board without submitting any concrete, definite facts that may be grasped understandingly by the man in the street.

Mr. Shingle, himself, served some months as a supervisor, but at no time did he give to the public any comprehensive idea of his own policy or of the board. He failed to let the public know what he and his colleagues were attempting to do, how far they had been able to carry out their plans and why they failed of a complete accomplishment. The public expected great things from Mr. Shingle, and perhaps he accomplished great things. Nobody knows because he has not taken the public into his confidence.

Perhaps the supervisors, under the circumstances, are accomplishing marvels. If they are they ought to point to some of these accomplishments. The public would be delighted to be shown those things which they have paid for.

About all the average taxpayer can see for himself are gaping holes in the public streets, school premises not kept up to the standard of the private holdings alongside, constant glaring violations of the traffic and sidewalk ordinances and an increasing number of governmental automobiles being used for all kinds of purposes.

Perhaps Mr. Shingle, having had the advantage of an inside view, is right and perhaps the present city government is not made up of hopeless dubs. But it is hard to convince the average voter, who simply walks around with his eyes open, that Honolulu has not been steadily progressing backwards for the past two years.

The apathy regarding the question of floating a bond issue for the carrying out of certain public works is not because the taxpayers do not think that such works are necessary or because they believe Honolulu cannot afford to have a city hall and other municipal features. It is simply because the average taxpayer has no confidence in the ability of the present board to handle any money properly.

Perhaps the average taxpayer is wholly wrong.

Why doesn't some one tell the homesteaders' case at Kapaa to quit growing until the Governor can decide about the Lihue railroad. He's only had a year to think it over.

BREVITIES

(From Saturday Advertiser) George W. Smith, president of the Honolulu chamber of commerce, expects to appoint soon the committee for the Fourth of July celebration.

Loong Chew, arrested by Marshal Smiddy last Sunday at Waiakoa on a charge of having opium in possession was bounded over to the federal grand jury yesterday by Commissioner Curry. Loong's bond being fixed at \$500.

A suit for divorce was filed in the circuit court yesterday by Mrs. Herminia B. Freitas against Cyriano A. Freitas. Since January 1, last, fifty actions for divorce have been instituted in Honolulu, only eight of this number having been begun in March.

John McCann and Thomas White, the two members of the Great Northern crew who were arrested Thursday and charged with having 181 one-eighth ounce bottles of cocaine in their possession, have been bound over by Commissioner Curry to the federal grand jury. They were both in the territorial penitentiary, having been unable to furnish the \$1000 bond required of each. (From Sunday Advertiser)

Four applicants, three women and one man, took the civil service examination for stenographers and typists in government offices, held last Wednesday in the local custom house.

The public works' office will go back to the basement of the Capitol during the coming week, where they will remain until the retooling of the senate chamber with this is completed.

John Kewala, Clifford Kimball and J. P. Medeiros were nominated on Friday night at Waiakoa as candidates for delegates from the fifth precinct of the 5th district to the coming Republican convention.

Under a decision handed down in the supreme court yesterday the costs in the injunction suit of J. Alfred Magoon and others against the Lord-Young Engineering Company were taxed against the latter at \$907.75.

At half-past four o'clock next Thursday afternoon Governor Pinkham will present to the Cadet Corps of the Honolulu School for Boys, Kaimuki, the recently American silk flag which was recently donated by George Sherman. The presentation will take place in the parade grounds of the school. Invitations have been sent out. Besides members of the faculty, trustees and Governor Pinkham, many prominent persons, including Mayor Lane, will be present. Harmony Lodge No. 3, Order Odd Fellows will enter the first degree on two candidates, tomorrow evening. (From Sunday Advertiser)

Attorney E. C. Peters returned Sunday morning from a short professional visit to Maui.

The public utilities commission will hold its regular weekly meeting at two o'clock this afternoon in the Kauikouani Building, King street.

At ten o'clock next Thursday Clerk George R. Clark will draw the grand and trial jurors for the April, 1916, term of the federal court.

Marshal Smiddy is ready to pay off federal court trial jurors for their services during the current month, all these jurors having been excused finally for the term.

Owing to the approaching marriage of Deputy City Attorney Garden, the trial of the criminal charges against O. A. Steven was postponed by Judge Cusick yesterday to April 11.

Emma, the ten-month-old daughter of Charles Lake, carpenter with the United States Navy department here, and Mrs. Lake, of 579 South Queen street, died last Sunday and was buried yesterday in the Kawaiahaeo cemetery. Japanese of Hawaii will be asked to contribute toward the construction of the Meiji shrine that is to be built in Tokyo, and will hold the bodies of the late Emperor and Empress. It is estimated that the shrine will cost about \$1,750,000.

The second annual accounts of Mary Souza, guardian of Antonio and Bella Souza, minors, were filed in the circuit court yesterday. The guardian charged herself with receipts of \$530.72. There were no disbursements during the year.

Charging a statutory offense, Howard K. S. Young yesterday filed in the circuit court a suit for divorce from his wife, Mrs. Eunice E. K. Young. Fifty-two actions for divorce have been instituted in Honolulu since January 1, last. Ten were brought so far this month.

GERMANS SIDESTEP

TUBANTIA BLAME

The German embassy at Washington yesterday sent out the following report of the German admiralty, dated March 18: "The Dutch navy department states, according to the sworn declarations of the first and fourth officers and the lookout man of the steamer Tubantia, that the course of the torpedo which struck the Tubantia was clearly seen. That a German submarine was concerned in the sinking of the Tubantia is out of the question. The place where the accident took place is less than thirty miles from the Dutch coast, which means that this territory is within the bounds declared as not dangerous for shipping by the manifesto of February, 1915. It is further stated that no German mines were laid here."

RUNAWAY JACK GORDON

MAY BE AT HOME TODAY

Friends and relatives of young Jack Gordon, who ran away from home to join the British army and fight against the Germans are hoping that he will be on board the Sierra, when that steamer docks today. Gordon left here on the Ventura, March 6, and was followed by wireless messages to the captain of the steamer and to the governor of Samoa. If those messages which were sent by Sheriff Ross, were heeded, the boy probably is on the Sierra.

PERSONALS

(From Saturday Advertiser) Mr. and Mrs. William Nisoli and child of Ewa were passengers in the Great Northern on Thursday night for the mainland on their way to England, where Mr. Nicoll expects to enlist in the British Army.

Among Honoluluans who left in the Great Northern on Thursday night for San Francisco were Mrs. J. M. Cox, Mrs. M. W. Castle, Miss E. H. Castle, Mrs. J. C. Cunningham, Miss Juanita Beckley, Mr. and Mrs. J. T. McCrosson, Mr. and Mrs. Kennet Bane Baras.

(From Sunday Advertiser) Otto F. Heine, deputy United States marshal, was among the arrivals from Hilo in the Mauna Kea yesterday.

Among the arrivals in the Mauna Kea yesterday from Kawaihae, West Hawaii, were William G. Andrade and J. D. Paris Jr.

Manuel da Costa, manager of the Kekaha Store, Kauai, expects to leave on April 1 on a two months' vacation trip to the mainland.

N. C. Grover, of the hydrographical department in Washington, and George F. Larrison, of the local bureau, arrived in the Mauna Kea yesterday from Hilo.

G. W. Tewksbury, A. E. Morris, T. A. O'Brien, J. J. Hackett, C. A. Wood, J. B. Meifale and C. E. Blais were among the Mauna Kea arrivals yesterday from Maui.

Quite a number of passengers arrived in the Mauna Kea from Hilo yesterday, among these being C. S. Jackson, H. H. Savelle, W. L. Adams, W. Kamaa, E. Dietel, H. Jorgensen and H. Glass.

Among the arrivals in the Mauna Kea yesterday from Mahukona, Hawaii, were F. C. Fretow, A. von Arsenwald, J. H. Lillis and son, Mr. and Mrs. James Russell, Miss M. Mana and H. Ching.

Hon. H. Arita, acting consul general for Japan, returned in the Mauna Kea yesterday from Hilo, after a visit to the Kona side of the Big Island, where he spent some time studying and viewing the agricultural and other interests of his countrymen.

Senator James L. Coke was among the returning Honoluluans in the Mauna Kea yesterday from Maui. Other local people who arrived in the same steamer from the Valley Island were W. W. Williamson, A. J. Peters, P. A. Gorman, Rev. Akiko Akana and H. Faria.

Word received from Henry W. Kinney, superintendent of public instruction, who is now visiting in Japan, is to the effect that Mr. Kinney will return to Honolulu on April 8. The superintendent says that he is enjoying himself—particularly the cold and snappy atmosphere of the Island Empire of the Orient.

(From Monday Advertiser) Robert Kay, well known among the sugar men of Hawaii, has written from the trenches "somewhere in France" that he is doing finely.

Mr. and Mrs. Herman Lemke have written to friends here that they are greatly enjoying their visit to the Volcano, where they went after their wedding.

(From Tuesday Advertiser) E. C. Walker of the Audit Company of Hawaii is back from a business trip to Kauai.

J. R. Myers, manager of the Kilauea Plantation Company, of Kilauea, Kauai, is a guest at the Alexander Young Hotel for a few days.

Jonathan McFadden, the well known physical culturist, leaves for Hawaii next Saturday. He expects to spend a month at the Volcano.

John W. Cathcart has an incoming passenger in the Kinau Sunday morning. He represented the Territory in a case before the circuit court at Lihue.

Hon. David I. Walsh, former Governor of Massachusetts, who has been visiting the Islands the past three weeks, will leave in the China, either tomorrow or Thursday, for the Orient.

H. T. Barclay returned by the Kinau from the Garden Island, where he had been summoned as a witness before the grand jury. He and Mrs. Barclay have now taken up their residence at The Colonial, in Emma street.

A marriage license was issued yesterday for the wedding of William Thomas Carden, deputy city attorney, and Miss Florence G. Cassidy of this city. The ceremony will take place in St. Andrew's Cathedral next Thursday, Rev. Canon William Ault officiating.

Miss Inga Orner, the well known Norwegian soprano, who has been spending the past three months in the Islands, will leave in the Niagara tomorrow for Australia and New Zealand. Miss Orner, who is in love with Hawaii, expects to return here after her Australian and New Zealand tour.

Clinton G. Ballentyne, manager of the Honolulu Rapid Transit and Land Company, and Mrs. Ballentyne received news yesterday morning of the arrival of their first grandchild—a son born last Sunday to Mr. and Mrs. Clifford Watson White at Cashmere, Washington, and who has been named Richard Watson White. Mrs. White was formerly Miss Irma Ballentyne of this city.

CARELESS AUTO DRIVER

RUNS DOWN BICYCLIST

John Ku, the janitor in the employ of the waterworks offices, was knocked from his wheel in front of The Advertiser office yesterday afternoon about half-past three o'clock by a careless auto driver. After the accident, which was witnessed by several bystanders, the driver of the auto speeded up and disappeared out King street in a cloud of dust. Ku was not seriously injured but his bike was wrecked. He has the number of the auto and will see that the driver is properly admonished for his carelessness.

Although advised to lodge a complaint at the police station immediately, Ku refused, saying that he would wait.

ANGUS IS QUOTED ON GREAT NORTHERN

Member of Promotion Committee Credited With Unusual Statements By Hilo Paper

The Hawaii Herald of March 17 reports George H. Angus of T. H. Davies & Co., of this city, on the matter of the freight supply for the Great Northern, as follows:

"George Angus, one of the members of the Hawaii Promotion Committee, stated at a meeting of the committee held in Hilo last week, that the business firms of Honolulu could not be expected to give freight to the Great Northern-Pacific Steamship Company, as long as that concern could not guarantee that the steamer would be kept running all the time. He declared that people could not be expected to break off their present freight-carrying arrangements with other steamship lines and to disorganize all their shipping schemes, in order to give the freight to the Great Northern and then find that that vessel would not run more than a few months each year to the Islands.

"Angus declared also that he believed that the Great Northern people only put their steamers on the Hawaii run in order to use them during the months that they would have been idle on the coast. It was better to run the steamers to Hawaii and make money, as one of the agents is said to have declared the ship did each trip, than lay her up for three or four months in a mainland port.

"Angus made the statement that the Great Northern people were offered one thousand tons of sugar each trip, but that the officials of the company replied that they had no facilities to handle the stuff. Angus added that the docking place of the Great Northern at San Francisco was in an out-of-the-way locality, and that local firms would have to make all sorts of new arrangements regarding the conveying of freight to the slip at San Francisco, and that would mean the breaking off of relations with business concerns that they had been in touch with for years.

"In conclusion, Angus said that it was not the lack of freight that made the Great Northern people decide to stop running, but the fact of a better paying passenger traffic being assured for certain months on the coast."

REICHELTS GETS PRISON TERM

Embezzling Timekeeper of Lihue Plantation Confessed To \$20,000 Shortage

LIHUE, March 15.—Hans Reichelt pleaded guilty to the charge of embezzlement in the Circuit Court today and was sentenced to not less than two years or more than ten years in the penitentiary.

Since the arrest of the former timekeeper of the Lihue Plantation last December on the charge of having taken about \$20,000 from the plantation, the interest of the island has centered in the case, which culminated today. A letter said to acknowledge the charge written by Reichelt to Hans Neuberger, president of the company had practically settled that he would plead guilty. No testimony was heard since the defendant acknowledged the accusation against him, but his lawyers pleaded for leniency in his sentence. A strong appeal was made by Mr. Patterson in behalf of Mr. Reichelt's family and the attending disgrace a long imprisonment would bring to them.

Mrs. Reichelt was with her husband throughout the trial and she has been with him daily since his imprisonment, although she was entirely ignorant of the disappearance of the money until the arrest took place in December.

A sum of about \$8,000 has been returned by Mr. Reichelt to the plantation and all movable property including live stock, furniture, not in his wife's name, has been removed from his homestead, where his family is now staying, to help make up the loss to the plantation. His family includes three children under six years of age.

I. W. Cathcart represented the Lihue Plantation Company.

Clever manipulation of the pay rolls and other misuses of the funds in his charge were evidently the means by which Reichelt has obtained at least \$9000 during the period of six years, while he confessed to having taken \$20,000 in all. He has been a trusted employe in the offices of the Lihue Plantation for a number of years and has held a high social position in Lihue. He will be sent to the Honolulu penitentiary in a short time.

PROPERTY OWNERS WANT FRONTAGE TAX APPLIED

The frontage tax improvement has taken in Manoa, and another district is about to be opened. The residents of Vancouver highway, from Malle way to W. E. Wall's property, and Rocky Hill street, from Huananewell street to Son View avenue have petitioned to have the funds improved if the city will pay its share towards the improvements of the road in front of the College of Hawaii property. The College of Hawaii is a territorial institution but under the law the city must pay for this work. City Engineer Collins is starting to work on the plan and will submit the matter to the supervisors at an early date.

GREATER SHIPS AND LONG RANGE GUNS

Navy Department Nearly Decided In Favor of Sixteen-Inch Rifle For Battleships

Experimental long range firing by the Atlantic fleet and information about naval battles in the European war virtually have convinced the Navy Department that battleships to be authorized this year should carry ten sixteen-inch guns each, instead of twelve fourteen-inch aboard ships of the Pennsylvania and California class now building or built.

Details of gunnery are kept confidential, but it has become known recently at Washington that the next target practice of the fleet will be at ranges up to 18,000 yards, because of the lessons taught by the battle between German and British cruisers in the North Sea, where 17,000 yard shots scored hits.

Bigger Ships Necessary The navy general board recommended sometime ago that the new battleships be designed for the sixteen-inch rifles and proposed other military characteristics that made it necessary to increase the tonnage from 32,000 for the California class to 35,000. Officials of the board have urged their views upon the house naval committee in connection with the pending appropriation bill, although the 1917 building program is not yet before the committee. Many officers of high rank, however, have considered it unwise to mount the bigger guns or build the bigger ships.

Secretary Daniels has not yet announced what his recommendations to the committee will be, but confidential reports from the fleet are said to have about convinced him of the desirability of the bigger ship project.

Order First Kite Balloon An order for the first kite balloon to be added to the navy's aerial fleet has been placed. This device to increase the accuracy of gunfire may be tested out during the spring target practice.

It is proposed that each battleship be equipped with a captive kite balloon which will rise 1000 feet above her decks. The officers observing the fall of shots, now stationed in fighting tops 150 feet above decks, will be stationed in the balloon basket, communicated with the ship by telephone. From their great elevation they will be able, it is thought, to direct salvo fire with deadly accuracy at targets invisible from the ship itself.

The navy's biggest guns now have a range of twelve sea miles or more, and this probably will be increased materially with the new sixteen-inch gun. Before the committee recently Admiral Winslow said he had seen weather conditions in which ships were plainly visible at 30,000 yards, or fifteen miles. It probably was due, he said, to a mirage; but if he had guns of sufficient range he thought he could have gauged his shots so as to make a bombardment effective.

Another new feature probably will be added to the fleet this spring when the armored cruiser North Carolina, carrying six aeroplanes and their crews and a device for launching the aircraft in any weather, joins Admiral Fletcher's command. The aerial scout for the first time will play an important part in the maneuvers and probably at target practice.

GOVERNOR PLANS TO HEAR HOMESTEADERS

Will Investigate Conditions Upon Garden Island

Governor Pinkham, land commissioner B. G. Rivenburgh and possibly Charles R. Forbes, superintendent of public works, will visit Kauai sometime during the first ten days of April, to conduct hearings of the Kapaa homesteaders on the subject of the railroad facilities needed for developing the district, and for an investigation of the whole situation. An announcement of this effect was made by Governor Pinkham yesterday afternoon.

The homesteaders have blamed the Governor for his failure to take any action in the matter, which they say has been hanging fire for more than a year.

The Governor says that they have been treated fairly, and that he intends to "find out what these homesteaders want when I got over there and hold the hearing."

FIRE IN ASPHALT HEATER SETS ROAD GANG TO WORK

The quiet of Manoa was disturbed yesterday afternoon by the unwanted activity of the road gang at work there under the direction of Luna Kanae. The great activity was caused by the efforts of the laborers to extinguish a fire which got beyond control in the asphalt heater being used in the repairs to the road in the neighborhood. The use of sand and water finally quenched the blaze but not until the cover of the heater had been melted and the batch of asphalt consumed.

BEST MEDICINE MADE

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, aids expectoration and assists nature in restoring the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all dealers. Henson, Smith & Co., Ltd., agents for Hawaii.