HUMAN ENERGY IS CHIEF NEED OF HAWAII, E. FAXON BISHOP SAYS IN SPEECH

Only Oriental Field Can Furnish Supply of Labor Necessary For Plantations, He Thinks; World's Great Menace Not "Yellow Peril" But "White Peril"

Outlining what he believes will be the status of the Territory of Hawaii after the war has ended and the Hun is reduced to his proper place in the scheme of things, E. Faxon Bishop, president of C. Brewer & Co., Ltd., made an address before the Ad Club yesterday at its Pan-Pacific luncheon in the Young Hotel, in which he accentuated the need that Hawaii has for more human energy applicable to the special agricultural needs of this "patch of islands in the Pacific."

Time and again during his address Mr. Bishop was greeted with applause as he made his points regarding the war, or in connection with economic conditions in Hawaii. As it has developed, said Mr. Bishop, it is not the "yellow peril," but the "white peril" wielding the sword of autocracy, which has been the real peril of the world.

Mr. Bishop also emphasized the fact that in the East, in Russia and China and India, great after the war problems will be solved by the tremendous human energy available, and that is what we need in Hawaii, where practically everything else is available. He held that the American ideal for these Islands was one all could subscribe to, but that white men were not constitutionally created to work in the cane fields, which only Oriental labor could do properly.

Altogether the address by Mr. Bishop takes its place as a valuable contribution to the attempts to solve problems before Hawaii in its status after the war, and is as follows:

After the War Status

"When asked by your committee to talk on the status in Hawaii after the war, I was not at the moment impressed with the broad significance of the subject, which subsequent reflection has disclosed, and the more thought given to the topic, the more has it dawned upon me that it involves a myriad of ramifications leading us into national and international problems, that are perhaps confusing the minds of men trained to grasp such questions, which I confess are beyond my powers of solution.

"In the first instance, it is difficult for the ordinary mind to get past, "Over the Top" as it were,—the all important task of the present time, namely, winning the war; the biggest undertaking that any nation or aggregation of nations has ever engaged in since the dawn of creation. The inclination is to win the fight first, and make every other consideration secondary to such a purpose.

"What will be the status of world conditions after the war depends much on the terms of peace, an unknown factor, but we must necessarily proceed on the avowed hypothesis that we win the war, that the masters of Germany will be licked to submission, and that the terms of peace will be the terms of the Allies. I can conceive of no peace of any permanence or safety on any other lines.

"As to Germany's part in the future of the world, its commerce, and as a decent domicile for the human species, much depends upon the Germans themselves and what disposal they make of their over-lords and masters, and to what extent they eliminate the present militant control by the autocrat. I can conceive that the German nation, stripped of the militaristic tyrant, and governed by, with and for the people, can hold a place in the sun of civilized nations, but not otherwise.

Russia Is Big Problem

"Russia and the Russians, a nation covering one-sixth of the land of the universe, with an area of eight million six hundred thousand square miles and a population of one hundred and thirty millions of people, of untold natural resources, with a billion acres of timber, and mineral deposits of enormous value, also vast agricultural possibilities,—all undeveloped comparatively speaking,—and a people as illiterate as its virgin forests and mineral resources are undeveloped; is not the civilized world going to have a task of a generation's duration in straightening out Russia first and starting her ahead on the right path, so that she will be safe from the aggrandizing cupidity of other and envious nations?

"India also is on the verge of a new era, with its reported wealth in natural resources; also China, with its teeming millions only waiting to be shown the way. Thus it appears that Russia, India, China and the Orient generally will offer the great field of development after the war. Is Seward's prophecy of fifty years ago that the Pacific was destined to be the great theater of world events about to be realized? Is the curtain of this the 20th century to rise on the Pacific our Pacific the stage setting of the drama to be enacted? Europe will be engaged in reconstruction that could seemingly need years to accomplish.

"It is stated that other wars have been followed by periods of high prosperity, but it is difficult to imagine how it can be so in the case of this war. All war precedents, in my opinion, have gone to smash; likewise the status quo ante of nations. I believe every matters of history and the future will be an entirely new era.

Sweeping Changes Coming

"Even in our own country, there will be changes now unforeseen, but they will be sweeping. The return of millions of men that have been through this hell of war will make a deep impression and bring radical changes in our national life that we must wait for time to unfold.

"The great burden of the future, to my mind, will be the war bill, the paying for the immense destruction of these years of carnage, years that have strained the credit of the world,—and in the reckoning also the care of the disabled and the dependants of those whose lives have gone into the general smash will add to the burden. We will get our part of it. We are getting some of it now, as the financial resources of our Allies have reached the point where the U. S. A. is the main prop.

"Perhaps in what I have thus far said I am wandering from the subject assigned, but it is difficult to get down to the local phase of the situation, without considering the fundamental elements that will be for or against us, when it comes to the scramble for existence, for prosperity, and against adversity after the war.

"President Dillingham of our chamber of commerce has given an outline of procedure to be followed, in order to qualify or connect with the ideas of Mr. J. H. Rossiter of the Emergency Fleet Corporation, on the subject of the American merchant marine and its maintenance on the high seas, so that we here in the Islands will occupy our proper place and do our part in this great work from this time forward. His suggestions, as to harbor enlargement, facilities, dry docking capacity and general preparedness to attract commerce, are worthy of careful consideration, and a committee of the chamber is now working out tentative plans that may require federal assistance, and also a good deal of enterprise and broad visioned venture on the part of local capital. Substantial work has already been done, of which we can very properly take account, and it is to the credit of our much berated Inter-Island Company that they are today prepared to bunker vessels in a modern, expeditious manner.

"Does this community know that the Inter-Island coal handling plants can deliver fuel to vessels calling therefor from barges only at the rate of 300 tons per hour, provided the ship is properly equipped to handle it? I am reliably informed that this port is as well equipped, perhaps better, than any other Pacific port expeditiously to receive and deliver coal for bunkering and other purposes. An inspection of the new Inter-Island concrete 520 foot pier carrying its coal handling plant, will add conviction to this statement. Does this community know, do you gentlemen here assembled know, does Mr. Rossiter know that a 550 foot dry dock is already in course of construction by the Inter-Island Company on the other side of the harbor, likewise a 600 foot pier of concrete construction, to carry a general warehouse system; the dry dock to handle vessels of the size of the Matsonia and the Maui and the present Pacific Mail liners, and will be able to lift one end at least of any vessel likely to enter our harbors for repairs to rudder or screw?

Items That Count

"The harbor improvements of the Territory are also a very substantial item in our preparedness program, and the new piers numbers 8 597 feet 9 611 feet and 10 552 feet, will have berthing capacity of 1700 running feet and a further 1100 feet at Pier 16. These piers will be equipped with 221,000 square feet of shed space, which exceeds the covered area of all over covered wharves today. One side of our harbor Sand Island is yet untouched as a site for an extensive wharf system and we have also almost unlimited possibilities of expansion if it is found necessary to open a channel to the Kalihi Basin.

"These are all items that count mightily in our look ahead to meet conditions ahead of us, and bear upon the most vital part of our program, and further indicate that we are already on the way to qualify and meet merchant marine requirements of the after the war commerce.

"In my opinion, based upon my limited vision, of course, I do not see that there is a possibility of any great expansion of commerce emanating from Hawaii. The ports of our Territory are not gateways of a continent, nor are they the terminals of great interior manufacturing communities; hence, my belief that we have not ahead of us any great expansion of commerce originating in this Territory. I base this opinion on three main points, namely:

"(1) Our agricultural development, so far as exportable products are concerned, has already been largely exploited;

"(2) We have no local supply of fuel;

"(3) Not raw material for manufacturing purposes.

"Thus I believe the expansion or growth of commerce will be in the nature of traffic that will make us a port of call for fuel, for repairs and for passenger and tourist traffic, and the latter promises to be a most alluring prospect of our post war commercial advancement. Moreover, 'through traffic' is a valuable asset, like transients in the hotel business, as it comes and is gone again, but it pays its bill promptly at unreduced rates. I know of my own experience how it works, as not long since, to cite a single instance, a ship blew in here over night consigned to my firm, a ship I had never seen or heard of before, and after a stay of forty-eight hours, she departed with coal and other supplies to the tune of almost $40,000. Of course, coal in those days meant money, yet this is an instance of the value of through bound commerce, and it demonstrates the propriety of our being prepared to serve it, and also the timeliness of the foreword that has been passed on to us by Mr. Rossiter through President Dillingham of the chamber of commerce.

Solid Foundation Needed

"If you were to ask me, however, what community will be in the strongest position to maintain its prosperity after the war, my answer would be that it will be the community which has the most substantial industrial structure. The world will be busy, will be at industrial high pressure after the war. Habits of industry only will count in the rivalry, the competition and the struggle for commercial supremacy and existence. Therefore, we should look to the defenses of what we have, as well as the preparations for what we propose to get that is new out of the era that is to come. Our industry, at the present time, is largely agricultural and seems likely to remain so. It is the bulwark of our prosperity of today and has been for the past fifty years. Can we maintain it in the future? It may be unfortunate that our industry is not more diversified, but the fact that it is not of itself demonstrates in a degree at least that our natural resources are best adapted to the pursuits that we have so far followed. Certainly there are few, if any, more staple products in the markets of the world than sugar, canned fruit and rice. Having these staple industries firmly established, how to maintain and further expand them under the new order of things is our problem.

"I have already referred to the Far East, the Orient, as likely to be the great field of after the war development. Just now, that great field is reliant upon us, but for how long? To-day we are building sugar mills for Japan, Formosa and the Philippines. The Philippines are unscratched industrially. The natural resources of land, water and particularly population are there. Once confidence is established, once capital has its safeguards, they will go ahead on the high gear. I heard a man suggest, not long since, that some day, with foundries of their own, it is likely that they will build mills for us, with their vast supply of labor that has only to learn the arts!

Human Energy the Big Thing

"Now that I have established that a community of stable industry is best fitted to survive in the days that are looming up ahead of us, it involves the question What is the most vital essential of industry? Is it brains? Yes, brains are an absolute essential, but we have got them and that is one thing that nobody can steal from us. Is it raw material? Partly, yes, but we can buy it; we have got the money. Is it machinery and other equipment? This also we are in a position to manufacture or acquire from the mainland. But there is one notable and indispensable exception, namely, the supply of human energy; and now we have reached the crux of the question. It may be that my many years' connection with and study of the abnormal labor condition in Hawaii has narrowed my vision, but I am unable to get away from the conviction that the nation, state or community that has an ample supply of human energy, in the form of a laboring class, will—particularly after this war's toll on humanity—be in the strongest position to develop industrial power, given that reasonable governmental protection is available and that the brains to lead it are also applied. I am, therefore, highly concerned as to what our position in this respect is to be.

"I have, a number of times upon public occasions, outlined the phenomenally unique and extraordinary labor conditions that prevail in this Territory, and a repetition of it may be tiresome, but it is essential to the point of my argument. We have no aboriginal found of labor that we can draw from, as the native Hawaiian is able to get employment more to his liking than our agricultural field offers him. What we need, what we must have to sustain our industry, is an agricultural working class, and the class is the hardest of any class to obtain in our country, as even in the continental states the question of farm labor supply is one of the great unsolved problems of mainland communities.

"We hear and read about the 'back to the farm' idea, its necessities and blandishments, but we observe that the farm boy, after he gets his education, lests it for the city, the manufacturing trades or the professions, almost anything to get away from the tyranny of dirt and the toil of the soil.

"Foreigners come to perform the work for so much per day, but only until they get a smattering of English, then they also look for pastures new and usually find them. We hear the cry of the Kansas farmer every summer at the harvest time and the unmartial step of the hobo army that the cities round up and send to the farms for a few weeks, to get in the harvest. We hear of the orchardists and viniculturists forced to sit by and see their fruit go to rot because of the lack or disinclination of human energy to gather it.

The Oriental Necessary

"For thirty years past, and particularly in the scale of years since annexation, we have heard the exalted and laudable theories regarding the Americanizing of Hawaii by the establishment of the American farmer. These ideals we all subscribe to. It is born in us to stand for the principle, but show me where in these years we have made any substantial progress; show me where in Hawaii any agricultural project of any commercial magnitude has been successful without the use of the Oriental labor.

"There is a popular notion that the objection lies in Americanization methods, but as I look around, even the most zealot of our anti-alien plant is also the homesteading class, in fact everybody find it necessary to hire the Oriental worker.

"Why? Because we won't or can't do it ourselves. There was a notable instance of a community of real American farmers at Wahiawa, who undertook to show us how diversified farming could be made an ideal existence under the most favorable conditions prevailing in that district. They starved for ten years, then came the pineapple. Today these pioneers are pineapple magnates, and although a number of those sturdy tillers of the soil have joined their fathers in the bosom of Abraham, their sons in many instances are employers of large numbers of men. You know the men that are doing the farming at Wahiawa today.

"We are far removed from Europe and Europeans, and mayhap that they will be needed at home after the war, and our chances of a laboring class of the Caucasian race are about as remote as is the likelihood that the renaming of Hackfeld Street will win the war.

The Great White Peril

"The great theater of the Far East, with its untouched and unwar riddled over supply of human energy, is about to take the stage. Our country is ready to help them, both with money and material, and we are so inconsistent as to draw the help from them to our own institutions of industrial and commercial strength. The barrier of race prejudice is something that we can not get out of our systems, even though we have discovered, since 1914, that the 'Great Peril' is not the 'Yellow Peril,' but the peril of the mighty sword in the hands of the rulers and masters of a white nation that started out to put the rest of the world under the iron heel of Kaiserism and the everlasting yoke of autocratic rule.

"Located as we are on the far edge of the Occident, required as we are by natural conditions to have a class of workmen that are toilers in the real sense, knowing as we do that the white man is not constituted to labor under tropic suns, what can be more ominous to the future of our industries than a continuance of the ban against the nearest base of labor supply?

"I was not asked by your committee to bring in the pot of 'Blue' Paint, to draw unpleasant pictures at this gathering today, but in the consideration of the after the war future of Hawaii, I set up the claim that the maintenance of our present industry is a first requisite, and this can only be accomplished by a labor supply of an agricultural class. It is also essential, in my opinion, to any further expansion of our natural resources.

Our Only Hope

"It may be a mainland argument and applying to the mainland that the non-assimilative nature of the Oriental makes him undesirable as a citizen. It may be that our Creator made the 180th meridian the dead line over which the human species shall not pass from either side, although we insist on the 'Open Door' policy in Asia, and keep it closed at home; but here we are out here in the middle of this great Pacific trying to make this little patch of islands bring forth its increase; without the toiler that even our homeland is short on, what show have we got? It is preposterous, unless we are permitted to draw a labor supply from our Oriental neighbors, as only this will enable us to keep up with the great development that will take place in those Far Eastern centers of human energy after the war.

"I realize that my ideas on this subject are at variance with many of you who sit here today and may be criticized as pessimistic and perhaps un-American; but since the Hun peril was sprung upon us, I stand for most any people, any race, that has a reputation for square dealing, honest purpose and the maintenance of the peace of the world.

"I might observe here that I have not definitely outlined what may be the status in Hawaii after the war. I have marshalled a few ideas that my mind has been grounding with in my thought of the subject and if I have injected into your minds a single thought that appeals to you as apropos of safeguarding the future of Hawaii then this modest effort will not have been in vain."

W. S. S.

Chamberlain's Cough Remedy

This remedy has no equal as a cure for colds, croup and whooping cough.

It has been a favorite with mothers of young children for almost forty years.

Chamberlain's Cough Remedy can always be depended upon and is pleasant to take.

It not only cures colds and grip, but prevents their resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.—Adv.

DEMOCRATS READY FOR THEIR OPENING RALLY

Watson Takes Shot At Republican Opponents

At a meeting of the Democratic Territorial Central Committee last night, Campaign Manager Joseph J. Fern announced that all plans had been perfected for the grand opening rally of the primary campaign at Aala Park Saturday night. The Hawaiian band will be in attendance and possibly a glee club will furnish music between speeches.

Chairman E. M. Watson said that the Republican forces were making capital of the fact that the Democrats were holding their meeting on the same night as the opening drive of the Liberty Bond Drive.

"The Republicans must be awfully short of amunition to attack us with" said Chairman Watson, for I fail to see why or how a political meeting held on Saturday night is going to hurt a Liberty Bond drive which will be held on Saturday morning. Everyone of our speakers will refer to the bond drive in their speeches and any who are desirous of purchasing or subscribing for bonds well be given an opportunity to do so at the meeting. Such talk is childish."

MARRIAGE RAISES DRAFTEES' CLASS

Registrants who have become twenty one years of age since July 31, 1917, (in Hawaii only) and who have married since January 15, 1918, will be classified in 1 X. Registrants who have attained the age of twenty-one years since July 21, 1918 (this applies to Hawaii only) and who married since May 18, 1918, but before January 15, 1918, and who prior to July 31, 1918 (in Hawaii only) had a child born or unborn to the marriage, will be classified in 2 X.

These are new classifications, authority for which has just been received by the selective draft. The chairmen of the local draft boards call attention to the two new "X" classifications and to Section 72 of the amended selective draft regulations, as prepared for mainland use, as follows:

"Rule V is amended to read as follows:

"Rule V (a) The fact of dependency resulting from the marriage of a registrant who has become twenty-one years of age since June 5, 1917, and who has married since the date of the introduction of the joint resolution in Congress requiring his registration to wit, January 15, 1918, will be disregarded as a ground for deferred classification.

"(b) If a registrant who has attained the age of twenty-one since June 5, 1917, and who has contracted marriage subsequent to the date of the enactment of the selective service law, to wit, May 18, 1917, but on or prior to January 15, 1918, claims deferred classification on the ground of dependency resulting from his marriage, the fact of dependency resulting from his marriage will be disregarded as a ground for deferred classification, unless the dependent is a child of the marriage born or unborn, on or prior to June 9, 1918, in which case such a registrant upon satisfactory proof being made shall be classified in Class II.

"(c) If a registrant, other than one who has attained the age of twenty-one years since June 5, 1917, who has contracted marriage since May 18, 1917, claims deferred classification on the ground of dependency resulting from his marriage, the fact of dependency resulting from his marriage will be disregarded as a ground for deferred classification unless the dependent is a child of the marriage, born or unborn, on or before June 9, 1918, in which case such a registrant upon satisfactory proof being made shall be placed in Class II.

"(d) Nothing contained in this amendment to Rule V shall be construed as requiring the transfer to Class II of any registrant who has been finally classified in Class I on the affirmative finding that his marriage since May 18, 1917, was made with the primary view of evading military service.

"Note—All registrants referred to in paragraphs (a), (b), and (c) shall be designated on the Questionnaire and cover sheet as being in subdivision X, Class I or II, as the case may be."

W. S. S.

LIEUTENANT-COLONEL ODEN ORDERED RETIRED

Orders received yesterday by the Hawaiian Department from the war department instructed Lieut. Col. G. J. Oden, Fourth Cavalry, to proceed to his home and await retirement. He was found physically disqualified recently on being examined for promotion.

In acting under the war department's instruction the officer is discharged of his commission as a lieutenant colonel in the national army. It is assumed that he will return to his rank as a captain in the regular army, and be retired on that basis.

Shortly after coming to Honolulu for duty with his regiment, he was assigned to duty in the city as inspector of small arms firing practise and department casual officer. He was born in Germany.

W. S. S.

MAUI JAPANESE WITH RED CROSS IN FRANCE

S. Kaneda, formerly an insurance solicitor at Wailuku, Maui, is now in France, the only Japanese worker of the American Red Cross in the war zones. He sent a letter to a local friend from London dated August 2, in which he said that he was about "to leave London for field service in France the next day."

W. S. S.

ARMY ASSIGNMENTS

Captain Philip Rice, formerly aid to General Blocksom, department commander, has been named as casual officer at headquarters, and assistant to the department adjutant.

Captain Chauncey Cleveland, also an aid to the general, has been appointed assistant to the chief of staff, since his promotion to his present rank.

First Lieut. John Ward is now on duty as aide to the commanding officer.

W. S. S.

RECEIVE COMMISSIONS

Additional enlisted men of the First and Second Hawaiian Infantry Regiments, have been promoted to the grade of second lieutenants, as follows:

First Hawaiian—Wilkinson J. Stephens.

Second Hawaiian—Wilfred I. Harrison, George Y. Bennett, Oliver A. Fick, Frederick D. Nott, William A. Robbins and Aaron S. Chaney.

W. S. S.

Catches of adule in Kauai waters are so plentiful these days, says a report from the Garden Island, that fish prices there are so low that over fifty adule are sold for a quarter.

W. S. S.

Navy and marine corps men are barred from making use of gasoline driven vehicles on Sundays, either by driving machines themselves, or accepting rides in machines of others. The interpretation of the order, it is reported from the naval station, does not permit the navy people to accept rides in machines of friends who are not connected with the navy. They may only ride on the steam railroads and trolley lines, or anything that is not propelled by gasoline.

GREATER HARBOR PLANS APPROVED BY THE CHAMBER

HERE IS HONOLULU'S BIG HARBOR PROJECT

Honolulu's greater harbor project will cost $9,250,000.

Congressional approval will not be required.

Dredging of Kalihi Channel will cost $2,863,000.

Concrete wharves will cost approximately $2,715,000, or $5,578,000 for both propositions.

Warehouses on Sand Island will cover approximately eleven acres.

Twenty to twenty-five steamers of an average length of 500 feet each can be accommodated at all wharves when completed.

No question about ownership of Sand Island, title being vested in United States government.

Dredged material from harbor, channel and slips will cover scores of acres of low lands at entrance to Honolulu harbor and Kalihi Bay.

Harbor board requests pier 2 be finished first.

Colonel Raymond suggests that earliest work be centered on dredging slip on Sand Island adjoining lighthouse site.

Chamber of commerce unanimously adopts greater harbor plan submitted by committee on maritime affairs.

Plans and report and suggestions for consideration of Kalihi Bay project go forward immediately to J. H. Rosseter, director of operations of Emergency Fleet Corporation, who suggested that Honolulu indicate what it needs to care for vast post-war tonnage now being built by United States.

Uncle Sam will provide the funds for carrying out the plans.

Twenty minutes was all that the chamber of commerce required yesterday afternoon to endorse a nine million dollar plan for the improvement and extension of Honolulu's harbor to provide facilities for caring for shipping tonnage after the war closes, the chamber voting unanimously in favor of the maritime affairs committee's plan as explained by Chairman George P. Denison.

The plans, together with the map of Honolulu harbor shown at the meeting, will be immediately forwarded to Mr. Rosseter, chief of operations of the Emergency Fleet Corporation, through Delegate Kalanianaole, at Washington. As Capt. W. F. Dillingham, U. S. A., president of the chamber of commerce, is now on duty at Washington, he will be asked to cooperate with the delegate in explaining the map and details of the plan to Mr. Rosseter.

Within a month the maritime affairs committee completed the work assigned to it to prepare such a report, and by the vote of the chamber yesterday, full approval of the proposed improvements was expressed without a reference to the question of where the funds come from or how the Territory will meet the situation.

Money Is Ready

It was stated by Mr. Denison that Mr. Rosseter had requested greater harbor plans for Honolulu and that he has the money to carry out the plans.

The fact that Sand Island was considered the most feasible location for the extension of the harbor's facilities was founded on the belief that the island being owned and controlled entirely by the federal government, there would be no ownership problems to deal with. In any attempt to extend the facilities to Kalihi and Palama basins, where practically all property is privately owned, difficulties of ownership would be encountered. Furthermore, much of the private property involves decisions on fishing rights which are controlled by the property owners, particularly the Bishop Estate.

The great map of the harbor, giving the location of the present wharves and piers and the proposed slips, wharves and Kalihi Annex waterway, prepared under the direction of Chairman Lyman H. Bigelow of the territorial harbor board, was displayed and was so clear that hardly a question was asked concerning its features. Mr. Denison gave a very brief report on the subject, using a pointer to explain.

Most of the wharves on Sand Island, he said, are to be 150 feet wide covering a total area of 480,000 square feet or nearly eleven acres. A total of 4,772,000 cubic yards of material will be dredged from the Kalihi channel and slips.

Inter Island Improvements

He spoke of the intensive development which the Inter-Island Steam Navigation Company is carrying on, which harmonizes with the greater harbor plans. These additional units include their new coaling plant at the entrance to Kalihi channel; a new floating drydock, with a new concrete wharf between, and the removal of the present drydock equipment from the site near Allen street to the new site, and remodelling the Allen street water and shore area into new wharfage facilities.

"The harbor commission wants pier No. 2, or the old Channel wharf, near the Realani boat house, completed first," said Mr. Denison. The rebuilt wharf will be used principally by lumber schooners, it was explained.

Sheds Will Be Built

Mr. Denison said piers 8, 9 and 10 were completed and that he had been informed by the Governor that he had found a way to provide the funds to build the sheds over them.

The Robinson property is to be acquired to permit the building of pier 11, just at the end of pier 10. Pier 6 is also to be extended and covered with a shed as an extension of the present Matson wharf.

"Under the plan proposed Governor McCarthy believes that with these facilities completed Honolulu will be able to take care of all the shipping coming to this port for some time to come," explained Mr. Denison.

He said that the new wharves and slips and other wharves will provide for berthing and handling twenty to twenty-five steamers of an average length of 500 feet.

Belt Railroad Planned

The harbor commission planned a belt railroad to take in the entire waterfront on both sides of the harbor, to include provision also for the rapid transit company.

Colonel Raymond said the plan in no manner conflicted with the federal government's harbor lines.

"The plan proposed would not necessarily require the approval of congress," said the army officer, "or of the secretary of war. Nevertheless, in a case of this kind where so large a project is contemplated I think it would save time, since federal approval will be necessary, to submit the entire project for adoption by congress.

"The project as it stands appears to me to be sufficiently broad in its scope to provide all the facilities this harbor will need for years to come. Provision for the future can be be made in Kalihi bay. A smaller canal can be built through into Kalihi bay for lighter vessels to use this water area, and to discharge into larger seaging vessels in Honolulu harbor."

Project Not Difficult

He suggested that this new development could be started on Sand Island directly adjoining the lighthouse site. Later on, as the work progresses in the development of Sand Island facilities, the quarantine wharf could be changed to the location farther down the proposed Kalihi channel, thereby providing room for more slips and piers at the site it now occupies.

"I do not see that this project offers any great difficulty so far as its relation to the work already approved by the federal government is concerned," added Colonel Raymond.

A resolution covering the approval of the map and plans to carry out Mr. Rosseter's suggestions and requests was offered by N. E. Gedge, of the Inter-Island Steam Navigation Company, and adopted unanimously.

FAMOUS MUSICIAN SOON TO LEAVE US

Editor, The Advertiser—Hawaii is no such place for Musicians nowadays and every musician in the island today should do his bit, by enlisting with Uncle Sam. This is the remarks made by "Boy" Mahelona, the world's famous Hawaiian pianist, who will leave shortly for the mainland, to join Uncle Sam. Accordingly to Mahelona, that he will give up his profession altogether and will take it up after the war. This will take away one of Hawaii's best and all around Musicians. On his way to Philadelphia, Mahelona will stop at Kentucky to visit the High Gravity Oil Co. and Roy Stanley, Mahelona's former manager, who led him to the Orient in 1914. Stanley was the one who forced the artist to break the Kauai Contract, a few months ago, also the India Contract. When reaching San Francisco, he will be accompanied by Max Korlander, the professional pianist, and will tour some of the states and the people will hear the first Hawaiian boy ever tackeled a piano. Mahelona was formerly playing with the Moana Hotel Orchestra and one time a leading musician on one of the Matson boats. The Beach of Waikiki, will never again hear the strains of the sweetest music played by Hawaii's only son. His dancing music and fancy playing will be missed by local society folks.

Editor, I'm only wishing if you have power, to communicate with "Boy" Mahelona to open a farewell concert before making his trip. We all like to hear him, and there's none will get tired of hearing him. I am just anxious, to pay all expenses and also tell him, don't worry over anything. I thank you ever so much. Yours truly,

ALBERT ATKINO, of Hilo.

Honolulu, September 9.

W. S. S.

PRUSSIANISM ARRAIGNED IN MASONIC CONVENTION

BOSTON, September 18—(Associated Press)—Baron Smith, sovereign grand commander of the Supreme Council of the Ancient Order of Scottish Rites Free Masonry, today bitterly arraigned Prussianism at the annual meeting of the council.