Sugar Output of Islands Increases Fourfold In 11 Years

Sugar Factors Co., Ltd., Solves Planters' Problems

"THE Sugar Factors Company, Limited, is a corporation, organized in 1904 to facilitate the transportation and marketing of the sugar crops of a number of Hawaiian plantations. The stock of this company is entirely held by Hawaiian sugar corporations engaged in the manufacture of raw sugar from sugar cane, and the company acts as an agent or broker to further the common object of the corporations, its stock holders," said A. M. Nowell, manager of the company, in an interview recently given in Honolulu.

The following table, compiled by Manager Nowell, shows the growth of the sugar output of the Hawaiian islands:

Year—	Short Tons	Year—	Short Tons
1891	146,000	1906	429,000
1896	226,000	1911	567,000
1901	360,000		

"It can be readily seen," he continued, "that arrangements that were entirely satisfactory for the transportation and marketing of the Hawaiian crop of 116,000 tons in 1891 might be entirely unsatisfactory when applied to the 1911 crop of 567,000 tons.

"The percentage of the total Hawaiian crop handled by the Sugar Factors company, Limited, varies from 80 to 85 per cent, and all of these sugars are shipped in the raw state to the United States mainland, a portion going to the Pacific coast and the remainder to the Atlantic seaboard. The total sugars controlled by the Sugar Factors company, Limited, has increased during the period of the company's existence from 350,000 tons in 1905 to 475,000 tons in 1911.

TRANSPORTATION OF SUGAR

How most advantageously to transport these sugars and how best to market them after they arrive at their destination have been problems that have occupied the attention of the Hawaiian planters for a great many years. In former years all such arrangements were made by the individual plantations through their respective Honolulu agents, while now much of this is attended to by the Sugar Factors company, Limited. There is unavoidable loss accruing to sugars in transit—actual loss in weight through the sifting on account of handling and loss from sweat damage, brought about through a number of causes. A great deal of time and thought has been directed to economical transportation of the sugars to market, and while a consideration of the freight rates, interest and insurance charges has been of prime importance, the matter of loss of weight in transit has demanded attention. When this company was first organized its sugars destined for eastern delivery were shipped by two routes—first, by sail or steam to San Francisco, thence overland by rail to New Orleans, thence to New York or Philadelphia by steamer; second, by sail or steam around Cape Horn to New York or Philadelphia. The first routing was very unsatisfactory, the cost being greater and, in addition thereto, the loss in weight much greater than by the all water route. More satisfactory routings have since been made. Commencing with 1907, this company ceased to transport its sugars to eastern markets via the overland route and in that year inaugurated the Tehuantepec service, the sugars being transported in American-Hawaiian Steamship company vessels to Salina Cruz, Mexico, there trans-shipped by means of the Tehuantepec National Railway company to Puerto Mexico, where they are again laden on board American-Hawaiian Steamship company vessels and discharged at New York or Philadelphia. During the year 1911 39 per cent of the Sugar Factors company, Limited, sugars for eastern delivery were routed via Tehuantepec, which route during the same year transported 60 per cent of the total sugar under its control. During 1911 68 per cent of the total sugars were delivered at New York or Philadelphia, 32 per cent being delivered at San Francisco. While the use of the Tehuantepec route necessitates considerable handling of the sugars so transported, the results obtained are very satisfactory.

LARGE VESSELS IN THE TRADE

"The steamship company maintains an 11 day service, and those vessels of the Pacific fleet that call at Hawaii are six—four of 12,000 tons capacity and two of 10,750 tons capacity. The steamers in the Pacific are of greater tonnage than those in the Atlantic, necessitating a division of the cargo at Tehuantepec. Thus, sugars leaving Hawaii in one vessel are delivered at New York or Philadelphia in two vessels and at different times. The first-half cargoes average about 29 days in transit from Hawaii to New York or Philadelphia and the second-half cargoes average 35 days, or a total average for each whole cargo of 32 days. The time in transit is divided, theoretically, as follows:

	Days
Hawaii to Salina Cruz	14
Salina Cruz to Puerto Mexico (rail)	6
Puerto Mexico to Delaware Breakwater	8
Total	28

"The shipping season for Hawaiian sugars covers a period of approximately nine months—from the middle of December to the middle of the following September."

During the season of 1911, according to Manager Nowell's table, the sugar shipped by this company reached the market in the following months:

Month—	Short Tons
December, 1910	4,000
January, 1911	28,000
February	27,000
March	49,000
April	49,000
May	57,000
June	59,000
July	42,000
August	58,000
September	43,000
October	38,000
November	21,000
Total	475,000

MUST BE SHIPPED EXPEDITIOUSLY

"The agreements under which the Sugar Factors company, Limited, sugars are sold," Nowell explained, "make it imperative to ship the sugars as fast as they are manufactured, thus making it impossible to influence the market at San Francisco or New York. When the Panama canal is opened for traffic it will be possible to ship our sugars from Hawaii and land them in the New York or Philadelphia markets in about 28 days, without breaking cargo in transit and the consequent loss in weight. The distance over which the Hawaiian sugars are transported when destined for eastern delivery, via Tehuantepec, is as follows:

	Nautical Miles
Hawaii to Salina Cruz	3,442
Salina Cruz to Puerto Mexico (rail)	192
Puerto Mexico to New York	2,036
Total	5,670

The distance via the Panama canal will approximately be as follows:

	Nautical Miles
Hawaii to Panama	4,685
Canal (Panama to Colon)	46
Colon to New York	1,982
Total	6,713

"It will thus be seen that the steaming distance via Panama is approximately 1,200 miles more than via Tehuantepec, which means five days more steaming, but while it now takes six days to transport the sugars across Tehuantepec, the time consumed in passing through the canal will be but one day, which means that an entire cargo could be landed in New York or Philadelphia in the same time that a part cargo now consumes via Tehuantepec, or in four days less time for the entire cargo. If shipments are made by way of the Panama canal it should mean a considerable reduction in the loss in weight factor, besides, in all probability, a saving in the transportation charges.

MARKETING OF SUGARS

"The California and Hawaiian Sugar refinery at Crockett, Cal., is owned by the Sugar Factors company, Limited, and by one other Hawaiian interest, the former holding a large controlling interest in this refinery. The Sugar Factors Company, Limited, transports each year sufficient of the sugars under its control to run this refinery to its capacity, which is from 150,000 to 200,000 tons annually. The remaining sugars, after the Crockett refinery is supplied, are transported to the Atlantic seaboard and sold to the American Sugar Refining company under contract. The sugar market of the Pacific coast and mountain states is supplied by the California and Hawaiian Sugar Refining company, the Western Sugar Refining company and by the beet sugar refineries located in that section of the country. There are no cane sugar refineries located between San Francisco in the west and New Orleans in the south, or between New Orleans in the south and New York, Philadelphia or Boston in the east, and the entire United States market for refined cane sugar is supplied by the refineries located at these refining points.

"There is active competition between the refining interests at these localities," the manager asserted, "and there must necessarily be a point beyond which no refining company can expect to market its sugars in competition with the other companies. As a matter of fact, the San Francisco refineries find a market for their sugars as far east as the Missouri river. Beyond that it seems impracticable to compete with the eastern and southern refineries. It is for this reason that the Sugar Factors Company, Limited, ships to its refinery at Crockett only 150,000 to 200,000 tons of its output of raw sugars, for that amount, together with the refined output of the Western Sugar Refining company and the beet sugar companies, goes to make up the total sugar that can profitably find a market. The balance of the Sugar Factors company output, which is about two-thirds of the total, must necessarily be sold elsewhere. Formerly all the Hawaiian crop was sold on the Pacific coast, but that was when the total crop amounted to not more than 200,000 short tons. When the total sugars produced began to exceed the capacity of the refineries in California, by which I mean the marketing capacity, it was necessary to find a market for these sugars in some other portion of the United States."

Opening of Panama Canal Will Expedite Landing of Sugar Crop in the East

Hawaiian Born Japanese Are No Menace on the Islands

By WALLACE R. FARRINGTON

ONE of the favorite fads of the alarmists is to point with fear and trembling to the large number of Japanese children who are supposed to be growing up in the territory of Hawaii, and who are expected, by the alarmists, to control the electorate at some future day.

Japanese born in the territory may, of course, elect to accept American citizenship and vote. Theoretically, they might overwhelm the population other than Japanese-American. But it is to be supposed that people of other races and nationalities will not cease to grow and increase.

The facts are that there is a steady exodus of Japanese children born in these islands to the homes of Japanese parents in Japan. In other words, a very large proportion of the Japanese send their children back to Japan as soon as they are old enough to travel.

This is proved by the statistics. For the seven years from 1905 to 1911, inclusive, the departures of Japanese children for Japan from the port of Honolulu exceeded the arrivals by 6,734. In other words, excess Japanese children born in the islands and sent back to the home of their parents in Japan amounted to about 1,000 a year for seven years. This exodus is going on continually.

It is true that the parents of many of these children previous to their being sent away take out certificates of birth showing that they were born in Hawaii.

HAWAIIAN BORN JAPANESE

The records of the office of the secretary of the territory gives the following totals of certificates of Hawaiian birth, which certificate, it should be understood, is merely a record of American birth, for the years under comparison:

HAWAIIAN BIRTH CERTIFICATES ISSUED TO JAPANESE MINORS

Year—	Males	Females	Total
1906	6	0	6
1907	16	0	16
1908	353	42	395
1909	715	68	783
1910	2,611	325	2,936
1911	7	8	15
Total	3,708	443	4,151

ADULTS

Year—	Males	Females	Total
1907	2	1	3
1908	4	3	7
1909	4	0	4
1910	7	6	13
1911	0	1	1
Total	17	11	28

It thus appears that less than two-thirds of the excess of Hawaiian born Japanese who were sent back to the homes of their parents took out certificates to establish the fact that they were born on American territory.

The purpose of securing these certificates is undoubtedly to assure these children the right of free entry to the United States should at any future time rules be laid down by Japan or the United States to restrict the movement of the Japanese laboring classes between the two countries.

The Hawaiian born Japanese, as shown by the records of the Japanese consulate in Honolulu for the years 1905 and 1911, inclusive, a period of seven years, amounted to a total of 18,775, divided as follows:

	1905	1906	1907	1908	1909	1910	1911	Grand Total
Male	1,167	988	1,134	1,505	1,578	1,668	1,608	9,648
Female	1,070	933	1,045	1,365	1,428	1,832	1,454	9,127
Total	2,237	1,921	2,179	2,870	2,006	3,500	3,062	18,775

Taking into consideration the death rate for this period, it would be safe to say that during the seven years, inclusive, a surplus of 10,000 Japanese children, male and female, remained in the territory of Hawaii to become citizens of the United States.

OTHER PEOPLES PROLIFIC

If none other than Japanese children were born in Hawaii from year to year the alarmists might have some ground for their fear. The Portuguese-Americans and the Hawaiian-Americans are more prolific than the Japanese, and there are also the Chinese-American and the Caucasian races to be taken into account. It should also be borne in mind that there is a steadily increasing influx of Americans from the mainland.

To claim or expect that these Japanese children will control the electorate in the sense of voting as a unit is preposterous.

It should be remembered that these

Continued on Page 5