

Honolulu Star-Bulletin

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EDITOR

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They are never alone that are accompanied by noble thoughts.—Sir Philip Sydney.

UNFAIR TO THE WORKERS

Some weeks ago this paper had occasion to comment upon the widespread feeling that brutal injustice is being done the working class of Lawrence, Mass., in the imprisonment of two strike leaders, Ettor and Giovanitti, on charges of alleged dynamite "planting". Events of the past three or four days amply bear out the forecast that unless law took a different and more equitable course in the Massachusetts town, the working people would adopt methods of protest likely to lead to violence.

Ettor and Giovanitti have been held in jail since January 29 last, without bonds, charged with the death of a woman whose injury was received in the midst of a wild mob of strikers and police officers. These two men, agitators though they are, have certainly been denied "due process of law". William M. Wood, the wealthy wool manufacturer recently indicted for alleged conspiracy against the strikers and suspected of having framed the whole dynamiting "lay-out", was arrested and immediately released on \$5,000 bail. The case against the strike leaders was no more definite than that against Wood. They are admitted to have been miles from the spot where the woman was injured.

This Massachusetts case is more than local in its effects. The long imprisonment without trial of the two men has seemed to the Lawrence mill-toilers to be proof that their leaders are being crushed under a cold and greedy capitalistic law. Such is probably not the case. But at any rate, Massachusetts should have brought the men to trial months ago and settled their guilt or innocence then. It is no wonder that Americans are calling for judicial reform.

THE CASE OF MORSE

Charles W. Morse, the New York financier who was convicted of violating the national banking laws and sentenced to fifteen years' imprisonment, is free, after about two years actually behind the bars. Pardoned by President Taft on the sworn statement of Surgeon-general George M. Torney, chief of the bureau of medicine and surgery of the army, that he could not live more than one month in confinement and probably not six even if liberated, Morse became well enough in two months to take up active business life again. His latest feat has been the promotion of a big steamship line.

Some of the country's papers, particularly the anti-Taft press, find in Morse's sudden return to health subject for editorial attack on the former "ice-king". A clamor has even arisen that some means be found to send him back to the penitentiary at Atlanta.

It is probably true that Morse's present career is not much of a warning to criminals of "big business". But as for Morse, nothing could be accomplished now by assailing him personally. His term in the penitentiary probably has had all the effect of fifteen years of durance. Why should society seek to destroy him physically? He has forfeited his citizenship. He is a man without a country.

The seriousness of the Morse case lies not in the freedom of the man himself, but in the condition of affairs which allowed him to gain that freedom. The clamor of the public is natural, though somewhat misdirected. Was Morse so ill that the surgeon-general's verdict was correct? Is the surgeon-general an expert or a figure-head? If Morse's illness was exaggerated, what were the influences that gained him his freedom? These are the questions that should be asked, and answered.

CANAL DEFENSES

European criticism of Uncle Sam's plans for the military defense of the Panama canal and the canal zone have drawn forth vigorous replies from army engineers, who point out that some of the ablest experts of the present generation planned the defenses and that the scheme has been worked out over a period of five years.

The fortifications on the Pacific side were planned by the ablest minds in the army and navy. The joint board, composed of half a dozen of the ranking officers of both services, first made a careful study of the military and naval problems involved nearly five years ago. The tentative plans then laid were placed in the hands of experts, including Gen. Crozier, chief of army ordnance; Col. Goethals, the canal

builder, and himself an army engineer; Maj. Gen. Arthur Murray, then chief of the coast artillery, and a number of able subordinate officers. It is believed at the war department that their work embodies all that human foresight can produce at this stage.

President Roosevelt, President Taft and the secretaries of war and navy in office since the canal project was undertaken all are on record as declaring that the waterway would double the efficiency of the American navy by enabling it to pass freely from one side of the continent to the other in time of war. It is true that a small minority of naval officers felt that the waterway might also be a menace if it should fall into the hands of an enemy, but the great weight of naval opinion remains unchanged.

There is no fear that the Panama defenses could be attacked successfully from any of the islands outside of the present zone. A distinctively American device, the disappearing coast defense mortars, unknown in practice to European critics, will be so placed as to rain a fire of 12-inch shells upon the decks of any fleet that sought shelter behind the outlying islands.

But even if that were not sufficient the United States already has power under the treaty with Panama to take possession of and fortify Taboga and Taboguilla islands if they shall become a menace to the existing fortifications. Article 2 of the treaty in exact terms confers upon the United States the control "of any other lands and water outside of the zone . . . which may be necessary and convenient for the . . . protection of said canal."

A sure sign that we are on the eve of a big election is the appearance of literature sent out by the big liquor interests. Every newspaper has this experience. This year, owing to prohibition agitation in several states and to several bills pending in Congress affecting the liquor industry, the documents, pamphlets and magazines are particularly numerous. One of the oldest and simplest baits set is the carefully-prepared editorial matter, written by paid press agents for the liquor men in the hope that it will catch some unwary editor who will reprint the sentiments as his own.

Gov. Marshall of Indiana, Democratic candidate for vice-president, told the voters of Kansas that a party which opens its meeting with prayer ought to be honest, referring to the Bull Mooseers. Roosevelt, following Marshall through the same state, told the voters that any party which could support Marshall, one of the tools of Tom Taggart, the Indiana boss, ought to be repudiated. Next!

Some of the Japanese papers regard the Lodge resolution, warning any and all foreign nations not to acquire land on the American continents, as outrageous. However, none suggests to the government at Tokio that Japan disregard the warning.

The New Jersey direct primary law allows candidates to write after their names on the ballot platforms of not more than six words. Good idea, only it should be extended to campaign speeches, also.

Governor Frear's simple statement at the Fisher hearing is a powerful answer to the Kaho complaints. Hawaii is learning facts that should have been emphasized before.

If the senate investigating committee begins probing all of the correspondence along about 1904, we predict some more of those "Dear Maria" letters will come to light.

By a peculiar coincidence, Wilson abandoned his rocking-chair campaign at Seagirt just after the Democrats got that walloping up in Maine.

Now that John L. Sullivan has come out for the Bull Moose party, the colonel can "beat 'em to a frazzle" by proxy.

Senator Penrose seems to be about the only man who has kept a record of the 1904 campaign contributions.

Col. Roosevelt apparently thinks a good deal less of the Democrats than he does of the Republicans now.

Evidently Ireland doesn't intend to let Nicaragua, Mexico and Santo Domingo have all the fun.

Any movement to diminish the perennial play of politics in Hawaii deserves success.

LETTERS ON TIMELY TOPICS

THE PANAMA CANAL CONTROVERSY.

Editor Honolulu Star-Bulletin.
Sir:—The British journals comment with some acerbity on the passage of the Panama canal act, giving American coasting vessels the right to pass through the canal without paying any toll. The journals, with few exceptions, aver that this law violates the provisions of the Hay-Pauncefote treaty. The European newspapers also sneer at "Yankee cunning." The charge that the American Congress and president have knowingly violated a solemn treaty is a grave one. If it be true, it were far better that the Congress had not passed such a bill, and that good faith and liberal interpretation of a treaty are better than any commercial advantage resulting from its violation. It is highly probable, though not certain, that when this treaty was ratified the British people thought that all vessels of any nation, coasting or otherwise, should pay the same toll. It would seem to be true that if Congress had passed a law antedating the present, one which made both coasts come under the rule of the coasting trade, and that vessels going from the Atlantic to the Pacific or vice versa would come under the rule of American coasters, then there could have been no objection to the present law. Comments from leading European journals reflecting upon the integrity and good faith of the United States is likely to hurt the pride of patriotic Americans.

To understand the subject in all of its bearing, a brief historical exposition of how the Hay-Pauncefote treaty was made is of first importance. After the acquisition of California by the United States, and the discovery of gold, the rush of population was very great. The isthmus of Panama was availed of by immigrants and vast numbers passed from the Atlantic to the Pacific by that route. In December, 1846, a treaty was ratified between the United States and New Granada, which gave the right of transit over the isthmus "from the one to the other sea," guaranteed by both of the contracting powers. Under security of this treaty, citizens of the United States built a railroad which

was finished in 1857. However, in 1849, before the company had completed the railway, the United States entered into a treaty with Nicaragua for the opening of a ship canal from Greytown (San Juan) on the Atlantic coast to the Pacific coast, by way of Lake Nicaragua. However, at that time a few British subjects from Jamaica were settled at Greytown by virtue of which Great Britain claimed sovereignty over the eastern part of Nicaragua and especially over the wandering Mosquito Indians, who really had no settled territory. This claim of Great Britain was a mere assumption, not acknowledged, not even acquiesced in by either Nicaragua or the United States. And time and again, since, it has been the subject of friction. A platitude of notes between the United States and Great Britain, the American secretary of state maintaining that the British government had no legitimate claim to any protectorate or any control whatever over this part of Nicaragua.

However, as the matter at that time was considered of little importance, and, to be pleasant and complaisant, the United States agreed to a treaty with Great Britain which provided that, if a trans-isthmian canal were to be built by way of Greytown and Lake Nicaragua there should be a joint government of the canal's management. The objects of this treaty were never effected, and, therefore, the treaty was void or voidable at any time that the United States might denounce it. This treaty is known as the Clayton-Bulwer treaty. It would seem therefore that, had the United States denounced this treaty, as she had a right to do, any difficulty thereafter would have been avoided. It will be readily seen that the digging of the canal at Panama was an entirely different proposition from one through Nicaragua, that having ceased to exist as a feasible route. However, this historical aspect of the case does not warrant the United States in violating either openly or tacitly a solemn treaty agreement if such be the case. I cannot help but think, however, that, were the matter submitted to The Hague, it would be decided in favor of the United States. M. M. SCOTT.

PERSONALITIES

Z. K. MYERS, the insurance man, returned this morning from a business trip to Hawaii and Maui.

C. S. DESKY is back from a trip to the big island, arriving in the steamer Mauna Kea this morning.

C. A. BRUNS is making one of his periodical trips to the islands and was an arrival in the Wilhelmina this morning.

DR. GEORGE HERBERT is back from a business and pleasure trip to the mainland. He returned in the Wilhelmina.

W. H. C. CAMPBELL, former Hawaii plantation manager, was a returning passenger in the Mauna Kea this morning.

MRS. J. C. SHAW, wife of one of Kobe's influential businessmen, was a through passenger in the Shinyo Maru for San Francisco.

MR. AND MRS. T. GUARD of Hilo were among the passengers to arrive from the coast this morning in the steamer Wilhelmina.

MRS. L. A. ANDREWS was numbered among the passengers to arrive from the coast this morning in the Matson Navigation liner Wilhelmina.

MRS. D. McLENNAN, mother of Mrs. Bertram Rivenburgh, returned from the coast as a passenger in the Matson liner Wilhelmina this morning.

K. MAKINO, the local Japanese business man, was a returning passenger in the Toyo Kisen Kaisha liner Shinyo Maru from the Orient yesterday.

MRS. GAY, wife of Civil Engineer E. R. Gayler, public works officer of the naval station, leaves on the next transport on a visit to the mainland.

MR. AND MRS. NELSON B. LANGSING arrived in the Matson Navigation steamship Wilhelmina this morning, after an extended visit to the coast.

SECRETARY H. P. WOOD of the Hawaii promotion committee is back from a pleasure trip to the big island. He was a passenger in the steamer Mauna Kea.

MISS MURRAY, daughter of Major-General Arthur Murray, is expected to arrive from the Coast on the next transport, and local service society is making plans for her entertainment.

VINSON PIKE, who has been identified with the settlement of a number of claims in Japan, passed through Honolulu to the mainland as a passenger in the Shinyo Maru.

MISS C. WARD, related to the cattle kings of Texas, and heavily interested in this industry in the Lone

Star state, was a through passenger in the Shinyo Maru for the mainland.

MISS WILCOX, head of the military department of N. S. Sachs Dry Goods Co., returned by the Ventura yesterday from a four months' vacation and will immediately resume her duties.

JOHN H. DREW, manager of the shipping department of Castle & Cooke, leaves on the Lurline tonight for San Francisco. He expects to spend a month and a half's vacation in California.

MRS. W. N. MOORE and her daughters, Misses Gretchen and Janet, were through passengers en route to the States in the Shinyo Maru. Mrs. Moore is the owner of a large orchard in Southern California.

H. P. M. BERRY and Mrs. Berry, residents of Sydney, N. E. W., arrived yesterday in the Japanese liner Shinyo Maru from an Oriental tour. They are en route to the States, but will remain in the Islands for some weeks.

MRS. CHARLES B. COOPER and Masters Charles Bryant Cooper, Jr., Jno. McGrew Cooper, and Miss Frances Cooper are back from an extended visit to the mainland. They were passengers in the Matson Navigation liner Wilhelmina.

GUY D. LINDY, a theatrical man associated with the Great Raymond on his tour of the Far East, is en route to San Francisco as a passenger in the Shinyo Maru. Mr. Lindy remained for some time at Manila following the close of the Raymond engagement.

E. M. WATSON, the attorney, and Democratic leader, who has been absent on the mainland for many months, a portion of the time confined to his hotel at Washington through illness, returned to Honolulu this morning in the Wilhelmina. Mrs. Watson and daughter, Miss Virginia, accompanied him.

CARL DU ROI, manager of B. F. Ehlers & Co., has completed an extensive tour of the mainland, during which he visited all the important markets on a general purchasing trip. Mr. du Roi was a returning passenger in the Matson Navigation steamer Wilhelmina.

NOTICE.

Japanese Benevolent Society.
At the general meeting held on September 28, 1912, the following officers were elected for the ensuing year:
Rev. G. Motokawa, President
Y. Ishii, Vice President
T. Katsunuma, Secretary
Y. Mikami, Secretary
G. Nakamura, Treasurer
M. Komeya, Auditor
Y. MIKAMI, Secretary.

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- Young St. House and Lot. 4500.00
- Makiki St. Modern Bungalow. 5000.00
- Anapuni St. 1 1/2-story Modern House. 4500.00
- KAIMUKI—Ocean View: Modern Home. 8000.00
- Ocean View: Furnished Bungalow. 3500.00
- Waialae Heights: Modern Home. 3000.00
- PALAMA—Auld Lane: House and Lot. 1750.00
- NUUANU—Liliha St.: Seven Cottages. 8000.00
- Puunui: Building Lot, 30,000 sq. ft. 1100.00
- TANTALUS—On Ridge: Fine Building Lot. 1500.00

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