

The Hilo Tribune.

TUESDAY, - OCT. 3, 1905.

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THE SHIPPERS' FAULT.

The losses sustained by banana shippers on the last trip of the S. S. Enterprise by reason of faulty wrapping of the fruit, demonstrates more than any other argument the necessity of a careful and uniform inspection of bananas before they are permitted to leave the wharf. There is no responsibility resting on the steamship company to see that fruit shipped is in good order or properly wrapped, and shippers reap the fruits of their own folly when they pack bananas in wet or damp wrappers.

The heat and moisture from the wet wrappers generates steam which blackens the skin and causes quick decomposition of the fruit. It is foolhardy to expect bananas packed in this manner to arrive in San Francisco at all, and the shipper is out both his freight and cost of picking. Such methods not only prove ruinous to the shipper but eventually kill the market for Hilo fruit. Buyers at San Francisco are naturally chary about purchasing Hilo bananas until the wrappers are removed, and now the name of Hilo fairly arouses suspicion that all bananas bearing the local brand are bad.

The action of the Henry Waterhouse Trust Co., in attempting to reorganize the Hilo banana business on a cash basis upon delivery at the Hilo wharf, is deserving of the highest praise and support. Those growers who have witnessed the failure of individual shippers to market their fruit, have long sought to bring about such a condition whereby the local planter can sell his bananas outright for a reasonable cash price, but until the Waterhouse Trust Co. launched into the field, no single firm or individual had the courage to undertake the proposition. Growers will make on every shipment consigned under the new system.

TRUANT OFFICERS.

Because of the lack of funds, and the cutting out of salaries of truant officers, the enforcement of the compulsory school law is practically nullified. One of the features of the growth and development of these Islands from primitive barbarity to its present state of educational advancement is the small percentage of children of school age who are unable to read and write. There are very few children over six years of age, living in Hawaii where schools are accessible, not able to read and write.

This is largely the outgrowth of the compulsory school system compelling parents to keep their children at school until fifteen years of age. In this manner is the government helping to make intelligent, patriotic and liberty-loving citizens out of the raw material which finds its way from every clime and country to these islands.

The object of compulsory education is the making of character and the teaching of text books is but a means to this end. The prime purpose of our common school system is the development of the youth of the country into law-abiding, self respecting citizens.

There is a disposition in the minds of the scholar to skip school and slight over studies, the after use of which he does not foresee. There is a constitutional disregard for discipline and scholastic authority, which develops into a lack of respect for age and superiority of the teacher.

The teachers find it necessary to constitute themselves self-appointed truant officers to enforce the law, not only to apprehend children who run away from school but to bring to time parents who deliberately aid and abet their children in evading their responsibilities. These are dangerous symptoms. Disre-

spect for law and order, lack of inspiration to duty, must be dis-countenanced by teaching and broadening the influence of the schools. There can be no true ethical training in the schools unless it reaches to the homes, and where there is an absolute lack of parental sense of duty, the strong hand of the law should be enforced to bring about the desired result. Thus only can the public schools build up a moral fibre into the coming citizens of this Territory.

It is immaterial who pays for the transportation or support of prisoners, so long as the public are protected from vicious individuals or youths whose training has been neglected to such an extent that they may develop into hardened criminals. The little by-play—"You are it"—between the Attorney General and Sheriff to settle the responsibility of caring for the prisoners is edifying, but when prisoners are turned loose upon the community, it is time to cry a halt upon such procedure. There would seem to be little doubt, if the Revised Laws meant what they appear to read, that the Territory is certainly responsible for the care and custody of persons sentenced to the reformatory.

THE dismissal from the Public works department of Road Engineer G. H. Gere because of the retrenchment policy of the administration is a misfortune not only to that official but to the community. By his strict integrity, honesty and faithful performance of duty he has made a record on the Island of Hawaii of which any man might well be proud. If by reason of cutting off his salary by the Territory his services are lost to the County, the Board of Supervisors will make a grave mistake in not providing an immediate place for him.

LANDS FOR SETTLERS.

Atkinson Makes Report on Tobacco Experiments.

On his return to Honolulu Secretary A. L. C. Atkinson was interviewed by a Star reporter and gave an expert opinion of the tobacco experiments being conducted at Louisson Brothers' Hamakua. "The success of the tobacco experiment on Hawaii is very striking," said the Secretary. "I was surprised at it. It demonstrates far more than I had thought that tobacco will grow splendidly here. All that is needed is a bit of capital and energy and I believe there is money in it."

"My visit to look over the public lands, was to become as familiar as possible with them," he said, "in view of the policy of being liberal in the matter of opening them to settlers. I want to gain all the information I can, and have gained much by the trip."

Later Governor Carter, Secretary Atkinson and Commissioner Pratt had a conference in which land matters on various islands were discussed, with a view to opening more desirable lands for settlers. Secretary Atkinson had a report to make of his investigations of various lands on the different islands.

Pratt has a new list of the public lands on all islands, prepared from surveys just completed. His office and the survey office have been working on it for several months past, and the final draft of the list was completed last week. It names all the public lands in the Territory, whether occupied or not. Those which are under lease are listed, with the price and duration of the lease. The list will supply information for the governor's annual report, which is soon to go to Washington.

County Bridge Repairs.

The upper bridge across the Wailuku river has been closed for the past week pending repairs to the wood work. Road Supervisor Norman K. Lyman with a gang of men has been engaged all last week in tearing up the flooring and sills of the Pitman Street steel bridge. The original intention was only to replace the flooring, but when the joists and sills were exposed, it was found that many had entirely rotted away and were being held up solely by the flooring. The bridge was found to be in a very dangerous condition. The work was done upon the recommendation of Contractor Jas. D. Lewis, who made a careful examination of all the bridges of the district and which were embodied in a report to the Board of Supervisors last month. It is Supervisor Lyman's intention to overhaul all of the bridges of the district, and where the funds will permit it to replace all rotted material. The framework of many of the steel bridges is sadly in need of repainting and this will be done as far as the road funds will allow.

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Remember the Time—October 1st to 15th or 20th Only. Wall, Nichols Co., Ltd, Hilo

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Ayer's Sarsaparilla

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Table with columns for time (A.M., P.M.), stations (Hilo, Waiakea, Olaa Mill, Keau, Ferndale, Mount V.w., Glenwood), and times (7:00, 7:05, 7:22, 7:30, 7:46, 8:00, 8:20, 8:20, 8:00, 8:06, 8:25, 8:32, 8:49, 9:05, 9:25).

FOR PUNA: The trains of this Company between Hilo and Puna will be run as follows: WEDNESDAY:

Leave Hilo Station, by way of Railroad Wharf, for Olaa and Puna, upon the arrival of the Steamship Kinau, running through to Puna and stopping at Pahoa both going and returning.

Table with columns for time (A.M.), stations (Hilo, R. Wharf, Waiakea, Olaa Mill, Pahoa Junc., Pahoa, Puna), and times (6:00, 6:06, 6:28, 6:58, 7:20).

Table with columns for time (A.M.), stations (Hilo, Waiakea, Olaa Mill, Pahoa Junc., Pahoa, Puna), and times (9:00, 9:06, 9:25, 9:50, 10:20, 10:55).

Excursion tickets between all points are sold on Saturdays and Sundays, good returning, until the following Monday noon. Commutation tickets, good for twenty-five rides between any two points, and thousand mile tickets are sold at very low rates. D. E. METZGER, Superintendent.

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