HAWAII'S PECULIAR POPULATION

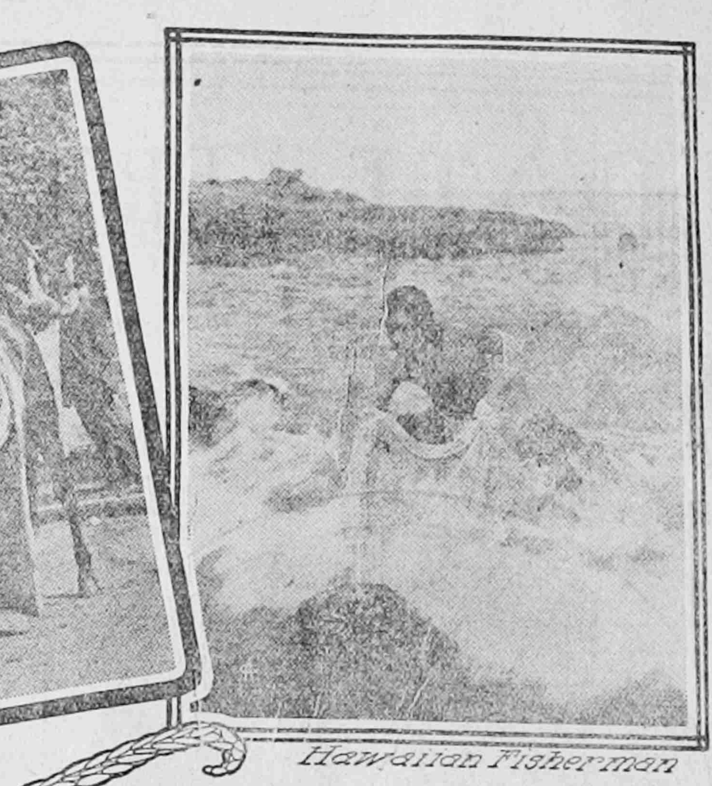
By Forbes Lindsey

A Native Beauty

Weaving Mats from Hala Fibre

Mountain Trail back of Honolulu Showing Dense Vegetation

A Princess



Hawaiian Fisherman

IN their primitive state the Kanakas were the most hospitable people on the earth. When white men first came to the islands everything that the inhabitants possessed was freely placed at their disposition. A native would turn over to the stranger from over the seas his hut and its contents, leaving his wife to look after the visitors' comfort, whilst he sought shelter elsewhere. There was no restriction set upon the foreigner's stay, nor upon his actions. Needless to state, this simple open-handedness was abused and the islanders paid dearly for their kindness.

Among the first white men to make settlement in the archipelago were American missionaries and seafaring men. Most of these came from Boston and vicinity and until recent years the natives entertained the delusion that Boston was an independent country and called all Americans Bostonians. These early comers were received with great favor by the king and encouraged to make homes in the islands. Large grants of land were made to certain of them. Special trading privileges were conceded to them. Daughters of the nobles and of the royal family were given to them in marriage. They were admitted to the councils of the nation, and, in short, treated as favored chiefs. In most cases these Boston settlers repaid the natives by rendering the most valuable services to the country. They gave wise advice to the rulers, introduced the Christian religion and spread education among the common people, so that in a single generation the most astonishing advance in the paths of civilization was made. Whilst the representatives of these old American families in Hawaii were the chief movers in subverting the monarchy and bringing about the annexation of the country by the United States, they took no action against the government until it fell into the hands of unconstitutional and immoral rulers.

Early in the last century a New England sea captain discerned the commercial possibilities latent in the extensive stands of sandal-wood trees that the islands contained. He secured a concession from the crown and entered upon the business of carrying the wood to China, where a great demand for it existed. This was the beginning of a considerable trade and the inception of Hawaii's commerce. One of the effects of the movement was to bring Chinamen to the islands. They came in small number at first, were well received, and proved to be law-abiding and useful members of the community. In fact, the Chinese have never caused any trouble in the country and have contributed largely to its prosperity. One of their number introduced the sugar-cane and ran a rude plant for its reduction. It is not too much to suppose that this primitive enterprise was the forerunner and foundation of Hawaii's great industry, although many years elapsed before large sugar plantations were established.

The next stage in Hawaii's commercial development and prosperity came toward the end of the first half of the nineteenth century, when the American whaling fleet that worked the northern Pacific began to call at the islands. At the outset they came only for provisions, water and simple supplies, but soon it was decided that the islands afforded excellent trying-out grounds, and reducing depots were planted at several points. Hundreds of vessels called every year and spent on an average $400 each. At its height this traffic was a source of great profit to the islanders, but it was not without its drawbacks. The sailors of these vessels were not altogether a desirable lot. They brought disease and rum, and by cheating the natives and abusing their hospitality impaired the good opinion which they had entertained of the white man. The whaling trade declined, and in the early seventies was suddenly extinguished by a terrific storm that destroyed the greater part of the diminished fleet. Fortunately for the islands, the sugar industry began to take on important proportions just at this time.

Previous to the introduction of sugar planting there had never been any considerable demand for labor in the islands. The natives had not been accustomed to work and had the primitive man's dislike for it. They cultivated the taro fields, from which they derived their chief food supply, and they gave their services for short spells as roustabouts at the ports. They have always cherished a passionate love of the sea and excel as fishermen and in handling small boats. Beyond these easy labors they could not be induced to exert themselves, and the sugar planters soon learned that the native population could not be depended on to furnish the field hands needed. With the approval of the government, they turned to China, and the response was prompt and satisfactory. Chinese emigrated to Hawaii in a constantly increasing flood until the government became alarmed at their numbers, especially as the native population was steadily decreasing. The Chinese influx was checked and the planters were required to draw the greater part of their imported labor from Japan. The event proved that this measure involved the process of jumping from the frying pan into the fire. Gradually the Japanese element expanded until it is now the most numerous in the country and represents 43 per cent. of the total population. Whilst the Japanese have been efficient laborers, they have exhibited a tendency to be aggressive and unruly. The present disturbances in the sugar districts are by no means the first chargeable to them. Riotous strikes in the past have been carried on by them when the other workers were peaceful and satisfied. Even the Chinese have never joined them in these agitations, which have more than once called for the intervention of the Japanese consul. The majority of these Japanese are drawn from the cities of their country, and many of them are of the hoodlum class. They have gradually pushed other nationalities out of the sugar fields, and now have a practical monopoly of the labor.

Whilst the planters were gathering labor from China, Japan and Korea, they made efforts to procure men from various parts of Europe as well as from Porto Rico and America. Only in the case of the Portuguese have these endeavors been completely successful. They have been, on the whole, the most desirable of all laborers imported. Their practice is to bring their families, and the women and older children do a respectable share of work. As a result the monthly earnings of a Portuguese family will often amount to $60 or more. They are very thrifty and soon accumulate enough to buy a little property. As soon as this is possible they leave the cane fields and become independent cultivators. In this way the Portuguese have almost entirely drifted away from the plantations and the anti-contract labor laws of the United States have prevented fresh importations in recent years.

In the past several movements have been started with a view to inducing small farmers from the mainland to settle on the soil. So far success has been conspicuously absent from these projects. Colonies of Americans have generally resulted in the formation of sugar companies. Capital has erected a mill in the vicinity of the colonists, after securing their agreement to put their lands into cane, and ultimately has substituted for their labor that of Orientals who are paid $18 a month. Or the colonist has found in his land an opportunity for speculation and instead of working it has sold it to some neighboring plantation. Then a detrimental condition is the natural repugnance of Americans to do manual labor in a country where such work is almost entirely performed by coolies of colored races and whites are employed as overseers and managers. There is nothing in the climatic or physical conditions to prevent an American from making a comfortable living from a small holding—say 60 acres—in Hawaii. In the newly opened portions of our Far West there are many hotter and more enervating places in which American farmers work hard and maintain good health. The soil is extremely fertile and many crops for which a good market exists are entirely neglected or inadequately cultivated. The government has recently interested itself in this question and former Secretary of the Interior James Garfield, as well as Mr. F. H. Newell, director of the Reclamation Service, went to the territory a year ago for the purpose of investigating the situation and devising plans for making the settlement proposition more attractive to the American farmer of moderate means. It is believed that large tracts of public land can be reclaimed by irrigation and may be disposed of under the Homestead law in such a way as to obviate the objections that have militated against former colonization movements. The lands, when water is supplied to them, will be as richly productive as any in the islands and well adapted to the growth of pineapples, fibres and other crops for which a ready market may be found.

The government project hardly embraces the hope that Americans will replace the foreigners in the cane fields. Much as such a consummation is to be desired, the possibility of it is too remote for serious consideration. The most that is to be expected of the movement is that it will be a step in the direction of the Americanization of the islands and that it will create a leaven of desirable citizenship to offset in some degree the future increase in the foreign-born voters.

This is Hawaii's most vexing problem. Only a small per cent. of the orientals in the territory are at present entitled to the suffrage, but every child born in Hawaii since June, 1900, will enjoy the full privileges of American citizenship upon coming of age. The school children of today will control the political affairs of the country 20 years hence. There are at present hardly more than 13,000 voters, of whom natives of the United States form but 15 per cent. In 20 years' time the total number of voters will be four or five times greater, and the prospect is that the proportion of native-born Americans among them will be much smaller than it is now.

No section of the United States has a population so mixed and anomalous as that of Hawaii. Of the total number, estimated at about 180,000, native Americans account for slightly more than 5 per cent. The Kanakas, who are on the decrease, and the half-breds number approximately 35,000; the Portuguese and other Latin people 25,000. The majority of the population, more than 100,000 of it, in fact, is Chinese and Japanese, the latter numbering about 75,000. The children of these orientals will, unless measures are taken to counteract the impending development, form a powerful, if not a dominant, element of the body politic in the comparatively near future.

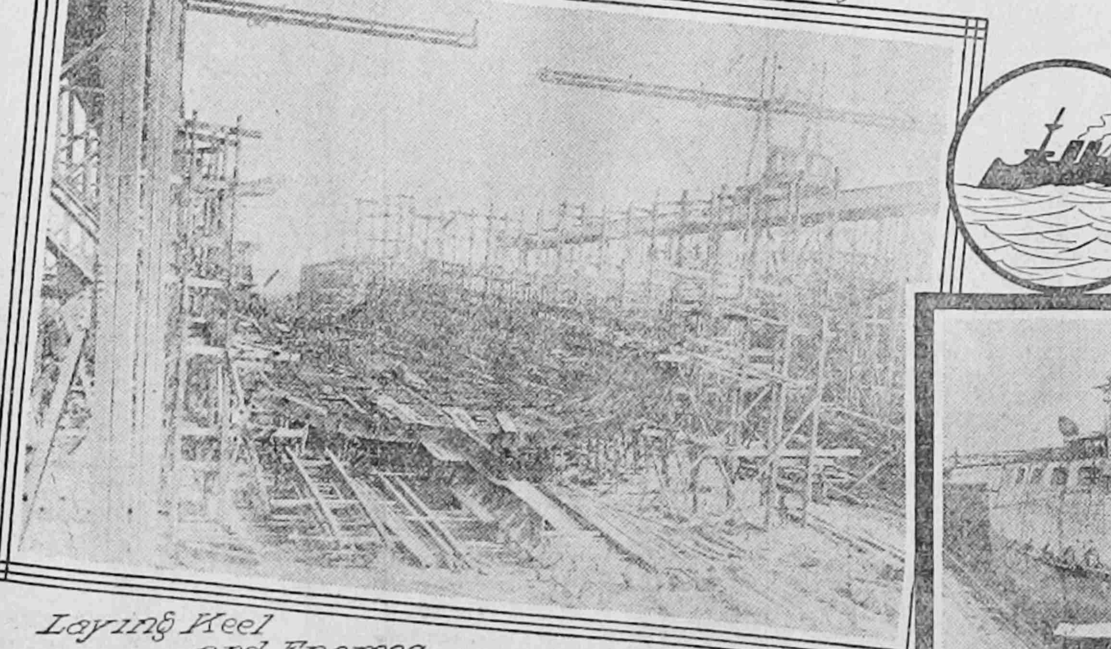
There is little occasion for apprehension on the score of the future Chinese citizenship. The majority of Chinamen in Hawaii are respectable members of the community who are desirous of making their children Americans in the true sense of the word. The Chinese boys are the brightest and most promising in the public schools. Business men find the Chinese youths best qualified to fill positions of trust and intelligence. A large proportion of this race in Hawaii are propertyowners, and therefore disposed to be law-abiding supporters of the constituted authorities.

The Japanese of Hawaii, on the other hand, display in a marked degree the traits which distinguish them in other parts of the world. They are bumptious and quarrelsome, entertain an exaggerated idea of the power of their country and cherish all sorts of wild dreams of its expansion by conquest. No doubt their government encourages this tendency to jingoism, and it is quite possible would attempt, if a fair opportunity offered, to repeat in Hawaii the tactics which have made Korea an appanage of Nipon.

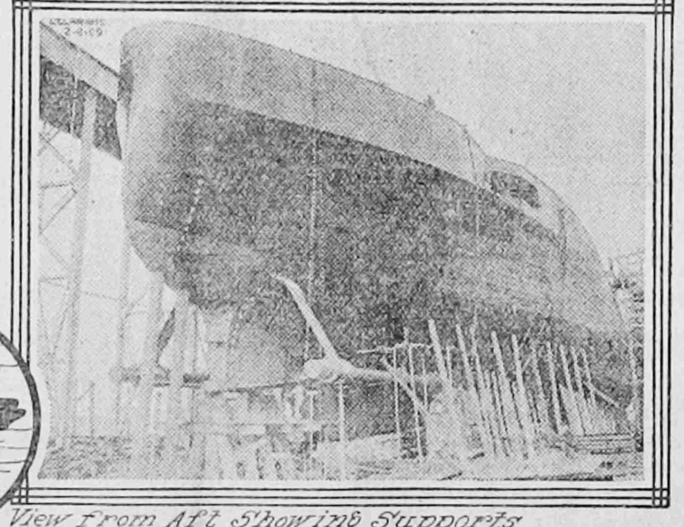
THE BUILDING of a BATTLESHIP

HOW THE MODERN ENGINE OF WAR IS ASSEMBLED

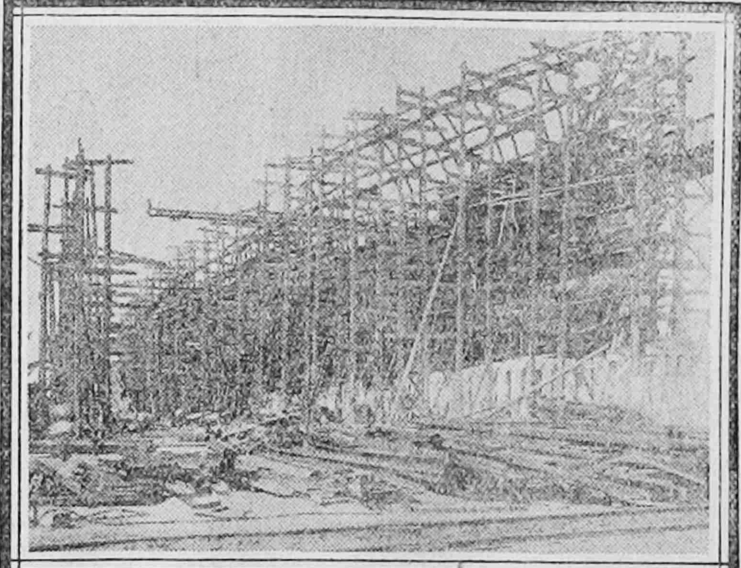
By Thomas Wilson



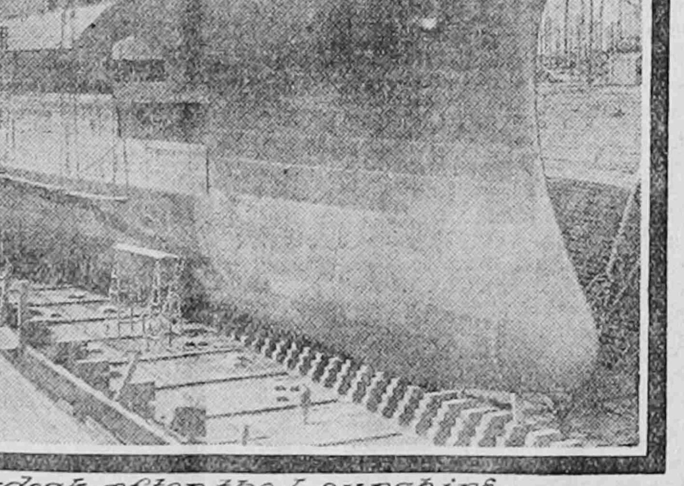
Laying Keel and Frames



View From Aft Showing Supports



Placing the Plates



In the Drydock after the Launching

OF the millions of people living far inland in this country who have never even seen one of the great fighting ships of our Navy, save in pictures, few can appreciate the vast amount of time and labor involved in the construction of one of these modern vessels; indeed, those who live within a few miles of the coast hardly realize what it means, and to the average person three years for the building of one of these floating fortresses seems like an exceptional time when it is taken into consideration the rapidity with which huge skyscraping buildings are erected.

In the battleship, however, not only do all the elements of the construction of an edifice ashore enter, but there are all the elements of building for the sea, ever a prodigious feat in itself, but this vessel must be an embodiment of even more.

First it must be a craft so designed as to be seaworthy and speedy. Secondly, it must be the home of 1,000 or more men who form the crew. It must have the necessary apartments for the officers, with a spacious office for the commanding officer, and, should she be intended at any time to be a flagship, apartments for the commander of the fleet must be provided.

This alone represents practically all the features of a hotel ashore except that, for lack of space and facilities afloat, everything must be condensed into as small a space as possible. After this comes the subject of weapons and the heavy belt of armor that plate her sides and make of the ship a fighting vessel fully capable of engaging with equal chances any other vessel of similar size and equipment.

A battleship is born, not in a shipyard, as many suppose, but in the drafting rooms of the Navy Department. The first lines of the vessel are of the hull, the number of tons of displacement having already been provided for in a proper bill that has been passed by Congress. To the members of the Naval Board is left the settlement of the question of length, breadth and depth which will give the necessary tonnage.

Working on the basis that a vessel is to be so many feet long, so many feet wide and so many feet deep, the requisite lines are drawn to prescribe the shape of the vessel. After the lines have been examined a model is made from them. This model is made of wax, upon a scale of so many inches to the foot and is as accurate as it is possible to make it.

Then follows the trying of the model. In a huge tank of water and with mechanism of special make, the model is towed rapidly from one end of the tank to the other while experts watch the waves. By these waves can be told whether the lines are too full for high speed or whether they are just right.

To get the speed lines just right sometimes requires that the model be changed again and again by shaving off a little wax here and there or by adding a little more where the lines are thought to be too fine. This testing tank of the Navy Department is one of the most interesting features of the Bureau of Construction and it is believed that this country possesses the finest equipment of that kind ever made.

When the waxen model has been judged to be perfect a set of lines are then made from it and upon these lines is the foundation of the great ship that is to be built.

While all this is being done the greatest of all questions—that of armament—is being discussed. How many guns and of what caliber shall they be and what shall be the thickness of the armor belt are questions that are problems indeed, but in course of time they are disposed of and in the drafting-room the men take up the designing of the vessel to meet the requirements of the fighting equipment.

In the plans of a warship, as in the plans of a large building, nothing is left to guesswork. Everything is planned and there is a drawing for everything. There is not a rivet but what is shown, and from the huge smokestacks to the lowermost part of the keel there is absolutely nothing but what has been provided for.

The division of the space within the hull, the parts of the ship that are to be set aside for living quarters, coal bunkers, water tanks, main engines, auxiliary engines, refrigerating plant, laundry, etc., are all carefully studied and provided for until the whole ship, including everything except coal, water, provisions and crew, is on paper.

There are drawings showing the vessel as she will appear as a whole—the profile—drawings of the various cross sections at various points from the bow to the stern showing the plain steel work. Then there are similar plans that show the interior arrangements, a mass of paper that weighs hundreds of pounds and represents an outlay of thousands of dollars.

Besides the plans there are the specifications, hundreds of typewritten pages giving, in minute detail, descriptions of everything, wood or metal, that enters into the construction of the vessel. This data, after being revised over and over, is finally printed, and makes up a volume of considerable size.

This might be called the preliminary work, for all this is done before even the contract is let. When the bids have been received and the contract is signed begins the actual building of the vessel, which is none the less interesting than the designing.

A shipyard where a first-class fighting ship is built is a marvel in itself and the splendidly equipped establishment at Newport News, the natal place of so many of our finest vessels, is a city within itself, where several thousand men, representing a score or more trades, find employment.

When the hundreds of sheets of plans have been received in the office they are divided among the various craftsmen, who will each do their share of the vast work. The greater number of the plans are sent to the pattern shop, where there are fashioned full-sized models of the pieces of metal that enter the construction of the hull. Other plans are sent to the rolling mills, where their pattern-makers do likewise, until at the different pattern shops there are cut out of light wood the exact size and shape of the ship.

These wooden models are then sent to the steelworkers, who, with forge, lathe and trip hammer, make in duplicate of the wooden pieces huge pieces of metal, each pierced with the requisite number of holes so that they may be fastened together without loss of time.

It is really marvelous how great slabs of steel, many inches thick, are rolled and pounded into shape to fit one to the other with absolute exactness so that the holes in one correspond with the holes in another. The plates for the hull, under the water and above the armor belt, are gotten out in one part of the mill, while the smaller pieces, stringers, bolts, etc., are gotten out in another part. Perhaps the conditions are such that three or four mills in different parts of the country are working at the same time, each mill having its share.

In the meantime the shipyard hands are not losing any time. Whatever part of the work that can be done there, in the forges, in the joiner mill, or in other departments, is being carried on as rapidly as possible under cover.

Out in the yard, at the spot selected for the erection of the vessel, the railway gang is busy. Between two high, long steel piers, on which are far-reaching traveling cranes, the blocks on which the keel of the ship will rest are placed. Great timbers, 12 inches square, are first laid lengthwise to form a platform on which, in pyramid fashion, are laid crosswise the keel blocks. Beginning these blocks near the water the foundation is carried inland on a rise until it terminates where the bow of the vessel will be.

In giving out the work arrangements are made for the receipt of the material. Every piece of the metal or wood is given a number to represent the number of the battleship, for all ships are known by numbers before they are named, in addition to which each piece is given a serial number so that there will be no mistake in the assembling.

By the time the keel blocks have been prepared the first of the steel, the keel and frames, arrives. Picked up by the long-armed cranes, the pieces of steel are swung through the air and laid on the keel blocks. Then begins the work of construction in earnest. A dozen portable forges, a score of pneumatic hammers and half a hundred men are engaged putting down the piece of the keel and the section of frame or rib. From that moment the work goes on apace, man after man is added to the force and bit by bit the keel extends and the great ribs rise.

As the ribs extend forward and upward carpenters erect the staging around the vessel until it is incased in a network of timber. With the advance of the framing the platers take up the work, and piece by piece the steel covering is riveted in place until the ship takes shape and stands a metal shell.

By this time fully 1,000 men are at work on the craft, some inside and some outside, while there are others in the shops. Just how many men's labor goes into the building of a battleship is difficult to say—probably 20,000 indirectly—but the work is so divided that there is something almost automatic about it.

One phase that must not be overlooked is the inspection, or supervision, maintained by the government. At the yard is a naval constructor, who has a staff of men whose duty it is to inspect every piece of material that goes into the vessel and see that it is as prescribed in the specifications. It is also his duty to compute at various times the percentage of the vessel completed, and his report upon this subject is further evidenced by photographs.

To the naval constructor is referred all things that are in doubt in regard to the plans and specifications, for he is the personal representative of the Navy Department.

Upon the vessel reaching certain percentages of completion the builders receive a proportionate percentage of their money, so it is to their advantage to get the ship built as soon as possible. Delays are costly, for the government usually exacts a penalty for failure to complete within a specific time.

At last comes the day when the ship is ready to take to the water. The hull is complete. The staging is taken down and the vessel is revealed, grim and gaunt, but majestic in its very size.

Clatter, clatter go the hammers on the wedges; chir-r-r, chir-r-r sing the saws; there is a rending of wood, a female voice rings out, "I name thee ——," there is a crash of breaking glass and 10,000 tons of steel slides into the water with a splash.

Then the ship is placed in a drydock and after a thorough painting is refloated, placed under giant shears and its boilers and engines lowered into it. All the while mechanics of every trade, carpenters, plumbers, machinists, coppersmiths, blacksmiths and others have taken up their work on board.

Their respective tasks completed to the satisfaction of the naval constructor, the vessel is ready for her trial under her own power. In the hands of the competent force of the shipyard the vessel is put under steam, the hawsers are cast off and she makes her first trip to try her out.

Any little defects in her machinery are remedied, and then when she has been inspected thoroughly by the builders, the Navy Department is notified, and officers and crew are sent to the yard. Then follow the various tests—dashes over a mile course and a 24-hour run at sea—to determine whether she is all that her plans indicated that she would be. If she is not, then the builders take her in hand and make her so, but, as a general rule, the vessels are not only up to the required mark in speed, but a little more.

Then follows the last ceremony at the builder's yard and the first upon the vessel's deck—the raising of the flag at the afterstaff as the vessel goes into commission and she takes her place in the list of the nation's floating bulwarks.

POISONED BY IVY VINES.

THE singular effect of certain plants on the blood has always been a study for physicians, in which considerable mystery has been encountered. Of course, the effect on the blood of juices from various plants is easily comprehended when they are swallowed and effect an entrance through the stomach into the blood system. It is those singular plants which seem to enter into and poison the blood by mere contact that excite the wonder of the scientist.

But most wonderful of all is the effect produced by certain plants on certain human beings by their mere proximity. For instance, Dr. R. Thibierge has published in his "Annales of Dermatology" an account of a wealthy woman of Paris who was badly poisoned by ivy leaves when she had only passed within a few feet of them and had not touched them.

Just how the poison could enter the woman's body without touching her skin in any place has started a deeply learned and interesting discussion among the dermatologists of Europe. A number of theories have been advanced, the most plausible appearing to be that the ivy possessed a perfume or odor which was able to enter the system through the nostrils and thereby poison the blood.

The patient was twice exposed to the influence of ivy leaves by Professor Thibierge, who did not at first believe it possible for her to be poisoned by ivy and least of all by ivy which never came in contact with the woman's body in any way.

Both times she was watched by Professor Thibierge and in a few hours an eruption broke out on her skin and gave her great pain from its itching and finally broke out in great sores. This peculiar case is supposed to correspond to some extremely rare predisposition in the woman's blood due to unknown causes, but probably an inherited tendency.