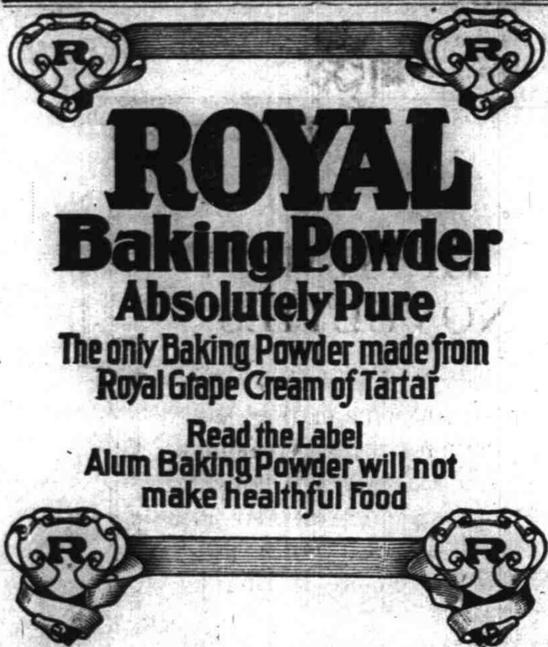


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LOCAL CHAMBER MEMBERS INVITED TO ATTEND GOOD ROADS CONGRESS

Annual Convention Will Be Held In Chicago, Illinois, From December 14 to 18

If there are any members of the Chamber of Commerce of Honolulu especially those who are interested in the building and maintenance of good roads—who are considering attending the fifth annual Good Roads Congress to be held in Chicago, Illinois, December 14, 15, 16, 17 and 18 of this year, they are requested to notify the secretary of the chamber at their earliest convenience.

This notification, sent out today through the Star-Bulletin by Secretary Raymond C. Brown, is issued as the result of a communication received by the chamber this morning from the secretary of the American Road Builders' Association, a New York organization, which contains some interesting data regarding the good roads conference.

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In part, the communication follows: "The fifth Good Roads Congress will be held in the city of Chicago, December 14-18. This meeting will be the 11th annual convention of the American Road Builders' Association. "You will appreciate, I am sure, by looking over the list of subjects, that practically all the different phases of road and paving construction and maintenance will be discussed at our forthcoming meeting. The list of speakers contains the names of the men who are the recognized experts in highway engineering and leaders in the good roads movement. "I extend to you a most cordial invitation to be present. I also suggest that you kindly have four or five other delegates appointed to officially represent your organization at the Chicago congress. "As you know, there is no subject of more vital importance to the people of every community than that of road and street improvement. Every person, therefore, interested in the subject is cordially invited to attend this meeting. We desire your cooperation in letting the people of your community know about this meeting and if, therefore, you will interest the press of your city in the subject and get as much publicity as possible, you will greatly help to make the forthcoming congress a success and thereby aid the cause of highway improvement very materially. "In order that the names of those appointed by your organization may be duly enrolled in the list of delegates we shall be greatly obliged if you will send us their names as soon as possible." Secretary Brown says that he does not know of any members of the local chamber who are contemplating attending the congress. As yet, the chamber has appointed no delegates.

SUEZ CANAL AGED 45 YEARS TODAY

THEN. (Associated Press) **NOW.**
 Forty-five years ago today Ferdinand De Lesseps, the builder of the Suez canal, in company with Empress Eugenie of France, began the voyage on the "Aigle" through the canal followed by 68 vessels of various nationalities. It took them three days to reach Suez at the eastern end, and the canal was then formally opened to the maritime trade of the world. The new canal was only eight meters deep with a bottom width of only 22 meters. Vessels could pass each other only at widely separated crossings and in Great Bitter lake. Passage for vessels drawing more than 23 feet of water was impossible, and for vessels drawing 20 feet, it was tedious owing to the danger of grounding. But the canal at once became a great boon to commerce. For the first time, the great storehouse of Indian wheat could be drawn on by Europe for bread, for on account of the tropic heat and the weevil wheat could not be shipped by way of the cape. Yet on the other hand the large shipment of grain from India has contributed to the causes of the frequent famines there. The canal company charged 10 francs per ton for toll. Though in 1870, 500 vessels used the canal it failed to pay expenses and continued to run behind for some years. The canal from the beginning was neutralized but in 1888 representatives of all the principal nations of Europe met in convention and formally ratified the neutrality; Great Britain reserving the right to declare that this neutrality should not interfere with her control of Egypt.

Today the canal had undergone great improvements. It has an average depth of nine meters and a width of 65 meters at the bottom between Port Said and the Great Bitter lake and from the lake to Suez an average of 77 1/2 meters. To make these improvements 100,000,000 francs were expended. Had they not been made within the last 10 years, the Panama canal would now take from the Suez canal a great bulk of its trade. The Suez canal now pass great steamers drawing a depth of 28 to 29 feet of water and with their searchlights they may easily navigate the canal at night and pass each other at many points. The passage is now effected in 16 hours. The improvements entailed an expense that caused the French Canal Company, a large number of whose shares were held by the khedive of Egypt, to lose control of the canal to the British government. But France, having withdrawn from Egypt, Great Britain in 1904 agreed fuller to the stipulation that the canal should be a neutral highway during war as well as during peace. Had this agreement been in effect in 1898, Spain could have used the canal to send her heavy fleet to Manila to attack Dewey. Russia in her war with Japan used the canal to send her Baltic fleet to the China sea. The canal toll is now \$1.20 per ton, the same as that of Panama. In 1912, 5373 vessels navigated the canal, the total receipts being 139,000,000 francs and the expenses 47,600,000.

RADICAL CHANGE IN GUARD DUTY AT FORT SHAFTER
 [Special Star-Bulletin Correspondence]
FORT SHAFTER, Nov. 16.—A tentative scheme for performing guard duty at Fort Shafter in conformity with the new Manual of Interior Guard, which recently replaced the old method that had been used since the army was organized or nearly as long, has been published by Col. French and submitted to the company commanders for their views. The order contemplates placing one company on duty at a time for a week, the tour to begin Sunday morning and the guard will consist of an officer of the day, two officers of the guard and to perform guard duty at the post, immigration station—wharf guard—and provost and car guard it is estimated that the maximum details requisite will be: non-commissioned officers, 47; trusties, 2; sentries, 23; overseers, 15; watchmen, 8; and a minimum of non-commissioned officers, 5; trusties, 2; sentries, 9; overseers, 10; watchmen, 8.

The company commander will be officer of the day and the lieutenant officers of the guard for the weekly period. Staff officers will be attached as circumstances may require.

The officers of the guard and such enlisted men as are not needed at the guard-house will not be required to sleep at the guard-house.

The officer of the day will be held responsible for the proper performance of duty at the post, on street cars, at the immigration station, wharves and of overseers and watchmen. He will by frequent inspection made by himself and officers of the guard satisfy himself that the work assigned to prisoners is properly performed and that each prisoner performs each day a day's work per man. Should a mount be needed to perform this duty it will be furnished by the stable orderlies.

During the four days immediately subsequent to paydays, either the officer of the day or one of the officers of the guard will be constantly on duty with the provost guard from 7 p. m. until the last car leaves for Fort Shafter. The remaining officer of the guard will be on duty in charge of the car guard.

Should the officer of the day wish to leave the post or the vicinity of the city in which his guard is on duty for a reasonable period to conduct personal business or for recreation, he may do so by personally registering at the adjutant's office. Hour of departure, destination and hour of return notifying the next in rank of his absence. He may grant a similar request to his officers of the guard, and other members should their services not be required. The responsibility that necessary steps are taken to insure the proper performance of duty during his absence rests with the officer of the day.

The watchmen detailed to replace the old sentries on post will be as follows: Main post, 1; storeroom, 1; cantonment, 1; department hospital, 1.

The only fixed post at Fort Shafter will be No. 1, at the guard-house. Watchmen, 2 reliefs, to cover remainder of the post to make hourly reports to the guard-house. This duty will be performed by specially selected men who will be detailed for a whole week.

The rules governing the working of prisoners are changed as follows:
 Task work: where possible to be placed on parole; immediate punishment for breaking parole.
 The prison officers will retain control of prisoners, their assignment to work and their discipline.
 During the necessary period following paydays the provost guard will consist of two non-commissioned officers and six privates during the night

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