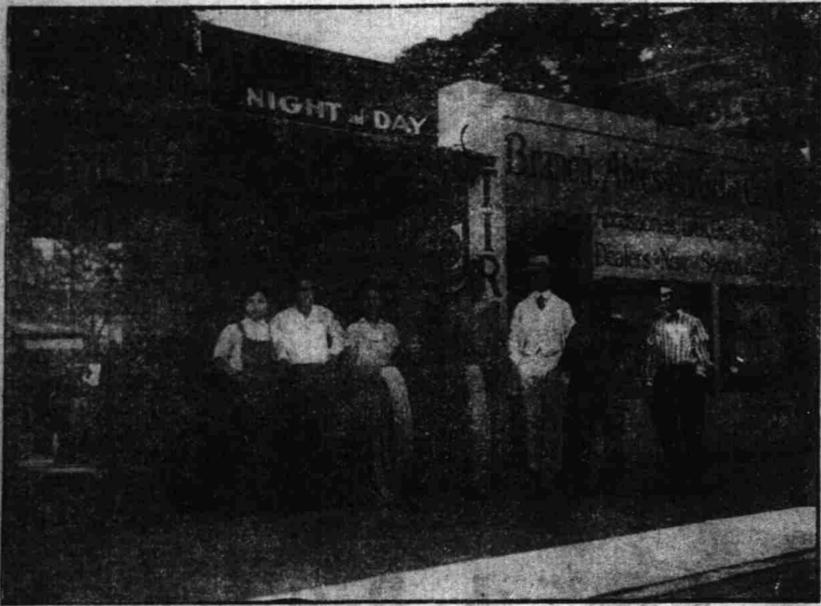


Ables-Hertsche Branch Fills Supply Needs



View of supply station of Ables-Hertsche Co.'s branch, corner of Bishop and Merchant street. Employees shown in picture, from left to right, are—Kobashi, Isaac Davis, Ah Wo, Ah Num, S. Thomas, branch manager; C. Zuki and J. Silva.

of trouble in carrying out projects owing to the fact that in almost every case where a project is undertaken the city and county has to pay a considerable amount of the cost of construction. Not only from the percentage of proportion of cost on account of the road being a main thoroughfare, but because the law forces the supervisors to pay the cost of all road construction in front of territorial, federal property and property exempt from taxation, such as church property, school property, etc. This is a hardship to the supervisors, as they have only a limited fund to apply to this class of work.

City Has to Pay Frontage
The following amounts have been paid by the city and county as the city's proportion of cost of new roads: Manoa improvement district \$39,631.54 Lusitana street improvement 12,118.52 Kalakaua avenue 46,148.20 King street extension 12,343.17 Beach Walk improvement 445.91 Sea View 1,320.31

Total \$103,007.61
An effort should be made by the civic organizations to have a bill introduced in the legislature amending that section of the road improvement law which makes the supervisors pay for the cost of road construction in front of territorial and federal property. And have also a bill passed appropriating a sufficient sum towards paying at least a part of the cost of road construction in front of property owned by the territory and property free from taxation, such fund to be known as the territorial road improvement fund.

Other Amendments Needed
The law should be amended further by doing away with so many hearings, postponements and publication of notices which take up so much time and delay a project, no protests being filed, 90 days has passed from the first introduction of a resolution starting a project.

Another amendment should be made to the law which would help the board a great deal in perfecting projects for new roads.

According to the law if 60 per cent of the property owners, either in frontage or area designated for any road improvement, petition the board for such improvement, the board shall start to make such improvement.

The law also gives the board the power to initiate a road improvement project, either on a frontage or area basis, but it also provides that fifty-five per cent of the property owners within the proposed improvement project can block same by filing protests.

This is the part that should be amended. If the law provides that it takes 60 per cent of the property owners of any section to start a road improvement project, it should also provide that at least the same percentage of property owners should be required to block a project initiated by the board of supervisors.

A great deal more of space could be devoted to the consideration of this subject, but I think I have taken enough for this time.
In closing I will say, as one who has followed the proceedings of the board

of supervisors very closely for the past few years. If we are to have better roads in this city every citizen should "take off his coat" as the saying is, and get in and work for legislation that will give this city and county a just proportion of the taxes collected within the city and county.

OCEAN-TO-OCEAN HIGHWAY URGED

COLORADO SPRINGS, Colo., March 25.—Consideration of plans to further the construction of the great Pike's Peak Ocean-to-Ocean highway across Colorado was taken up at the sixth annual convention of the Lincoln Highway Association of Colorado. A proposal to change the name of the association to the Colorado division of the Pike's Peak Ocean-to-Ocean Highway Association also was taken up.

The change of name is planned in view of the fact that the highway project has been broadened in scope. The advisability of making the change was a matter which the officers had decided to leave to the delegates at this convention because involving several amendments to the constitution. A change in name would make the association conform in respect with other similar associations in those states through which the highway passes.

The call for the convention, issued recently, points out that with the na-

tional aid road act in operation and Colorado's highway administration reorganized in accordance with legislation to drive big trucks but a state legislature, the present year will witness "wonderful strides in the completion of the interstate thoroughfares and in welding together of Colorado's road system."

Several important addresses were on the program. One was to discuss the operations of the federal aid road act, while another considered the legislation pending before the Colorado general assembly.

9,000,000 TIRES TAKEN OFF CARS IN U. S. IN 1916

Last year the motorists of the United States took from their wheels and replaced some nine million tires which had apparently run their course, representing an original expenditure of about \$20,000,000, according to a statement just issued by the National Automobile Chamber of Commerce. The cry of the car owners who discarded this great multitude of tires is for better tires—less tire trouble—lower tire changes—longer tire life—lower cost per mile. Yet, through the application of the simplest methods of tire conservation, at the command of every motorist, it is estimated by the experts that fully one-half of this enormous mortality in tires and loss in money might have been prevented. Thousands of these tires were replaced because they had passed away before their time.

In a recently patented double pointed pen either a fine or stub point can be projected for use.

ALL ROAD TAXES SHOULD BE KEPT FOR USE OF COUNTY, SAYS CLARK

(Continued from page 2). The improvement law and paid a portion of the cost of construction—shows that the named streets under the road im-

Summary city's share for improvements:

| BERETANIA STREET | |
|--|---------------------|
| King to Nuuanu | \$15,000.00 |
| Alapai to Punahou | 52,000.00 |
| Punahou to McCully | 11,500.00 |
| McCully to Moiliili | 15,900.00 |
| | \$93,500.00 |
| KING STREET | |
| Nuuanu avenue—Beretania to Country Club ent. | \$68,000.00 |
| Kalihi valley road | 30,000.00 |
| Kalihi street, King to Wylie | 50,000.00 |
| | \$148,000.00 |
| WAIALAE ROAD | |
| Richard to McCully | \$75,000.00 |
| Kalihi to Kahaula | 65,000.00 |
| | \$140,000.00 |
| KING STREET | |
| Moana bridge to Koko Head avenue | \$32,000.00 |
| Business section district improvement | 100,000.00 |
| Street widening, business section | 47,500.00 |
| | \$180,000.00 |
| Total | \$561,000.00 |

Income Not Sufficient
All of these streets are in sad need of rebuilding but it can readily be seen that the amount of money needed to do the work will have to come from somewhere other than general taxes.

The total amount of money received by the city and county from permanent improvement fund, from which this class of work is to be done, from the year 1911, when the fund was first established, to the end of 1916, amounted to \$804,843.89. From this fund also has to be built all bridges, and additions to buildings and any work of a permanent nature.

Would it not be wise to amend the law which only gives the city and county two-thirds of 1 per cent of the assessed value of real and personal property within the city and county, and increase the proportion of the city and county's share at least to the even 1 per cent?

Should this amendment be made it would give the city and county on the last year's assessment \$320,000 more revenue, which would enable the board of supervisors to carry out some of the work proposed above for the betterment of the city.

Road Improvement Law
This law the present supervisors have faithfully tried to put into effect, but they have met with a great deal

FEDERAL

(DOUBLE-CABLE-BASE)

'TRAFFIK'
(Black Non-Skid)

'RUGGED'
(White Non-Skid)

TIRES

Make Rough Roads Seem Smooth

The exceptional resiliency of Federal Tires does much to take the sharp bumps out of bad roads.
The Non-Skid qualities of Federal Tires make safe riding on the worst of roads.

FOR SALE BY

ABLES-HERTSCHKE CO., Ltd. . . . King St., opp. Library
ABLES-HERTSCHKE CO., (Branch) Bishop & Merchant
RE-TIRE & SUPPLY CO. 1182 Nuuanu Street
GOOD SERVICE VULCANIZING CO., 990 No. King St.
CASTNER GARAGE Castner, Oahu
HALEIWA GARAGE Waialua, Oahu
McBRYDE STORE Eleele, Kauai
THE HILO AUTO CO., Ltd. Hilo, Hawaii
Y. UCHIDA Wailuku, Maui

Honolulu Rubber Works, Ltd.

"Nothing Counts Like Service"

1175 Alakea Street Phone 2434

Studebaker

Gives More Power at Less Cost

It has taken Studebaker four years to improve, refine and perfect the wonderful Studebaker motor. It has been solved through the experience of 250,000 cars in the hands of satisfied owners.

There are no secret processes; no basic patents; no features of design that are unknown or prohibited by patents, and the claim that the Studebaker motor is supreme in simplicity, accessibility and power still goes unchallenged.

The new chummy roadster is without exception the

"Most Beautiful Car in Honolulu"

The long, low, strikingly handsome aluminum body has been designed with wonderful care.

Look this Car over.

All Studebaker models in stock.

Ables-Hertsche Co., Ltd.

KING STREET AGENTS HONOLULU