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### COUNTY ENGINEER'S

#### REPORT

The report of the County Engineer was omitted last week on account of lack of space. We give it here-with in full.

To the Honorable Board of Supervisors of the County of Maui,  
Wailuku, Maui, H. T.

Gentlemen:—  
I have the honor to present here-with my report as County Engineer for the Month of April.

#### HANA DISTRICT.

The bulk of the work in this District as usual has been repairing and rebuilding bridges and culverts.

Wahinepee Culvert, which was washed away by the unusually large flood in February has been replaced, in a solid condition, and it is hoped it will now withstand the heaviest floods.

A new floor has been laid on the bridge at upper crossing of Kuikiula, Keanae, the pier and the upper structure of Heleleikohe bridge have been completed, and a number of bridges that were otherwise sound have been given a thorough coat of carbolineum and crude oil. Sand and gravel for building piers at Kahawaihapapa bridge have been collected, and work on the piers will begin as soon as a man can be obtained to do the work.

Work on the roads has been confined strictly to repair work, such as clearing away the lantana and guava and keeping ditches and drains clear. There still remains about \$2,000 of repair work to do on the bridges to render them safe for travel, and I trust that this will go on steadily to completion. Very little new work can be taken up in this district until further funds are available.

#### MAKAWAO DISTRICT.

The largest item of expenditure in this district has been the preparation of the rock crushing plant at Paia, getting out rock for crusher, grading, etc., for macadamizing the Paia-Makawao road. About 600 cubic yards of stone is broken and piled at the crusher which will macadamize about 2,000 feet of road.

Grading has been rather slow, but now with mules it will go on faster. Will start macadamizing next week.

The Utupalakua Kahikinui trail that was petitioned for, is being cleared of rocks and lantana and put in good shape. The extent of this work is about 7 miles, and it is about half finished.

The fencing contract on the new Huelo road is going along well and the contractor is doing good work. It will be finished in about two weeks.

I have made a survey for a relocation of the Paia Makawao road from a point a little above the Paia Church to the junction with the Kahului-Spreckelsville-Makawao road at Sunnyside. The grade on the old road between these points is quite steep and gives frequent trouble to trains, besides being difficult to keep in repair. The grades are as steep as 20% in places.

The grade on the new line is nowhere over 6%, and for only a short distance has 5% been exceeded. The total length of the new road to build will be 3,900 feet, which will cost about \$1,500. The line leaves the old road a little above Mr. Murdock's, and crosses the gulch on the west and runs through the pasture. Right of way has been obtained through the pasture, on condition of fencing and exchanging the old road for the new, which seems to me to be fair.

The total distance between Paia and Makawao will be lengthened only 100 feet by the change. The distance from Paia to the Seminary will be increased about 1,000 feet, but the time of travel will really be less, for the new road will admit of trotting the whole way. I recommend that this work be undertaken at once by day's work.

I have also made a survey of the new road from Pauwela towards Halehaku, which is to be the future belt road when connected. The construction contemplated for the present would begin at the Waikina bridge at the bottom of Pauwela Gulch and run from the East, with a maximum grade of 5% grade in general, but which should be increased to 7% in Kaupakulus Gulch on account of its great size and cost of construction there.

The line has been run out a little over 3 miles to the first homestead in Ulumalu, but from there on it can be extended half a mile more for a few hundred dollars.

It seems to me it would be better to build this road by contract, or as much of it as desirable to build at all.

A regular inspector would not be required on this road, as the principal work would be grading, for which an inspection once or twice a month would suffice.

#### WAILUKU DISTRICT.

The largest single item of expenditure in the Wailuku District has been at the rock crushing plant at Camp 3, which will be ready for

macadamizing by tomorrow or next day. Over 800 cubic yards of rock are broken and piled ready for the crusher, which is sufficient to macadamize 2,400 feet of road. This work has been delayed 5 or 6 days by the rain, otherwise crushed rock would have been on the road by this time.

It has been found that the use of oil, even the light grade oil obtainable at Kahului is a decided success as a binder for top dressing of our macadamized roads.

A coat of this oil has been applied on the freshly laid screenings near the Maui Soda Works, using a barrel of oil to about 250 or 300 square feet. It is found to prevent dust and wash, the oil tends to cement the fine particles of rock together so as to form a smooth, elastic and impervious crust.

I have had some correspondence with the representatives of the Union Oil Co., relative to the matter of obtaining a supply of heavier grade of oil with an asphaltum base—a copy of which is attached.

I think it is a very wise policy to enter into a contract with the oil company, agreeing to take, say at least, \$5,000 worth of oil per year, to be divided between the several districts. It is not improbable that we could guarantee to take more, say \$2,500 apiece for the Wailuku, Makawao and Lahaina Districts. I trust that some action on this may be taken by the Board at the present session. It is highly probable that oil may be secured in this manner for \$1.00 per bbl. or less. The cost of the oiling above mentioned was less than 1/2 cent per square foot or 10 cents per running foot for a 20 ft. road. With a proper equipment of carts, pump and pipe line this cost could be materially reduced.

Work is going along steadily on the Iao road at a fair rate of progress, so that by the time the Territorial contract is finished the County work will have been completed, or nearly so, and the whole road thrown open to the public.

The steel bridge on the main road across Iao stream has been thoroughly overhauled, scraped and chipped free of rust and given a good coat of P. & B. paint. When this coat is thoroughly hardened, another coat will be applied, which will protect the metal from rust for many years.

The Kahakuloa trail from the end of new road at Marshall's place, has been repaired and put in as good shape as is consistent with the class of road, and work has almost been completed as far as the boundary of Honokohau.

### In Memory of Noted Patriot

New York, April 14.—The Times today says: In an obscure vault in the churchyard of St. Mark's, with a small weather-beaten slab of stone to indicate his last resting place, lie the remains of the man who was most conspicuous in the State in the early years of the last century, and who, although at one time a national figure, died at last in poverty and under the blight of accusations which wrecked his life.

The shadow is now lifted from his name, but it is almost forgotten except to students of history and by an organization of which he was an honored member. This man Daniel D. Tompkins was five times Governor of the State of New York and twice Vice-President of the United States. Through his endeavors slavery was abolished in this State. He was one of the most active figures in the war of 1812. It remained for one man, Judge Frank Hurd Robinson, of Hornellsville, the present grand master of the Masonic order in the State of New York, to start the movement which will result in erecting a memorial to Governor Tompkins in City Hall Park. Governor Tompkins was secretary of the Grand Lodge of the State from 1802 to 1804, and later grand master of the organization.

The model of the memorial has been completed. It represents Governor Tompkins seated in a chair. The figure will be of bronze, resting on a white marble pedestal, with figures in relief on the sides. It will be twenty feet high.

Governor Tompkins was the son of Jonathan G. Tompkins, a Revolutionary soldier and was born at Fox Meadows (now Scarsdale) in Westchester county, June 1, 1774. Tompkins was first elected Governor in 1807. In April, 1816, Governor Tompkins was nominated for Vice-President and elected. He was reelected Vice-President in 1820. He was again proposed for Governor in the same year. His popularity had waned in the State, however, and enemies, unable to understand his accounts during the war of 1812, made charges of dishonesty against him. The shock of these accusations was so great that the patriot's mind gave way, and he became the victim of a settled melancholy. In desperation he sought refuge in dissipation, which hastened his end. He retired to Staten island and died there almost in want on June 11, 1825. Tardy justice was done in the matter of the war funds, and the State paid a considerable amount to his family.

Specifications have been prepared for construction of the Wailuku sidewalk as per order of the Board, and advertisement interred in the MAUI NEWS and the Evening Bulletin, calling for tenders.

#### LAHAINA DISTRICT

Although the rock crushing plant is far from being complete, owing to the absence of the rotary screen which was ordered several months ago, work has begun on crushing and depositing rock along the main street of town. At the last report 400 feet were laid.

When the screen arrives and is set up with the proper bins and chutes, the cost of this work will be reduced very materially.

The steam roller has at last arrived and has been set up and put into commission for use.

A new concrete steel bridge has been put in at the stream in Ukumehame, consisting of two spans of twelve feet clear each. This has always been a troublesome crossing and at times teams have been unable to cross. A wooden bridge that was formerly there was washed away, some years ago by a heavy freshet and none ever erected again. The present bridge will withstand the heaviest freshets without damage, and is designed to carry a safe load of ten tons.

The first section of the regrading from Honolua toward Napili has been practically completed, a distance of about half mile, and grade stakes have been set on ahead sufficient to keep the gang busy for another month. The maximum grade on this work is five per cent.

The old trussed bridge at Honokohau has been replaced with a new structure substituting a center pin of concrete for the truss, and new lumber, well painted with crude oil and carbolineum used throughout.

About half mile of road adjoining this bridge, which has always been subject to overflow and very muddy in rainy weather has been turpined two feet wide, and put well above damage by surface water.

Respectfully submitted,  
HUGH HOWELL.

### Senators To Attack Rate Bill With Smoot Case.

Washington, April 14.—The Smoot case is to be made the basis of a grand Senatorial filibuster attack against the rate bill. Such is a story now afloat in Senatorial circles.

The Senate committee to-day heard the last argument on the measures. Volume upon volumes of testimony has been taken and the whole Western country has been searched at great expense for witnesses on one side or the other. The case is now completed. The lawyers have been instructed to have their written arguments before the committee early next week. The committee will take up the case and, if the story of its relation to the rate legislation is not purely fictional, it will be reported as soon as possible.

There will be two reports, according to this account. The majority, it is expected, will favor the exclusion of Smoot; the minority will favor leaving him in his seat, or at least will be of the opinion that he cannot be expelled with less than a two-thirds vote. With these conflicting reports there will be an opportunity for endless debate in the great mass of evidence and the conflicting legal views.

So the case will come to the Senate. Involving as it does the right of a Senator to his seat, it will be a question of the highest privilege. It will take precedence over any other matter.

The rate bill, which is now the continuing order of unfinished business, entitled to all the time Senators desire to give it after 2 p. m., will suddenly become secondary in privileges.

When the hour of 2 o'clock comes and some Senator rises to discuss railroad rates a Senator may claim the floor for the purpose of speaking on the Smoot case; and the man with the speech on the privileged question—that of the right of Senator Smoot to continue in his seat—will be entitled to recognition.

### The Right Word.

It was Mark Twain who said that the difference between the nearly right word is the difference between the lightning bug and the lightning. If you have anything to say, use the words which fit—and just fit—if you have to hunt a week for them. Misfit words, like misfit clothes, may serve the general purpose, but the effect is inharmonious, slovenly.

The following will amply illustrate the wrong use of words: A Frenchman, while looking at a number of vessels, exclaimed: "See, what a flock of ships!" He was told that a flock of ships was called a fleet, but that a fleet of sheep was called a flock. To assist him in mastering the intricacies of the English language, he was further informed that a flock of girls is called a bevy, and that a bevy of wolves is called a pack, and a pack of thieves is called a gang, and a gang of angels is called a host, and a host of porpoise is called a shoal, and a shoal of cattle is called a herd, and a herd of children is called a group, and a group of partridges is called a covey, and a covey of beauty is called a galaxy, and a galaxy of ruffians is called a horde, and a horde of rubbish is called a heap, and a heap of bullocks is called a drove, and a drove of rioters is called a mob, and mob of whales is called a school, and a school of worshippers is called a congregation, and a congregation of engineers is called a corps, and a corps of robbers is called a band, and a band of bees is called a swarm, and a swarm of people is called a crowd, and a crowd of fashionables is called "the elite." The last word being French, the foreigner asked no more.

"I was jist sayin, Uncle Mose dat you was one ob de mos' reekless men I eber seed."

"You is zactly right, young man, I is n't afereed ob nuffin," replied Uncle Mose.

"Jest what I said. Den ob course you is n't afereed tolen' me a dollah."

"No Jeems, I is n't afereed to len' you a dollah."

"Jest what I said. Hand ober de dokement, Uncle Mose."

"No, Jeems, as I said, I is n't afereed to len' you a dollah, but I does hate to part wif a good fren': I's got de dollah, Jeems, an' you is my fren' now, but if I gib you de dollah I'll lose you bof."

### In England These Criminals Go To Prison

London, April 14.—Jabez Spencer Balfour, formerly a financial magnate and a Member of Parliament, who was sentenced to fourteen years' imprisonment in 1895 for extensive frauds in connection with the Land Allotment Company and the House and Land Investment Trust of the Liberator group of companies, was released this morning from the prison on the Isle of Wight. For the past two years Balfour had acted as librarian of the prison. It is said he will probably return to the Argentine Republic, from where he was extradited before his trial, and where it is said he holds considerable interests in different trade concerns. It is estimated that the poor middle class of England lost about \$30,000,000 by Balfour's swindling operations.

Jabez Balfour was convicted of extensive breaches of trust in handling the funds entrusted of him by poor people. He crimes were almost parallel with the diversion of the money of policyholders into the pockets of the officials of insurance companies. The exposures made in the investigation conducted by the Armstrong committee showed breaches of trust by insurance officials more criminal than anything found against Balfour. In England they send such criminals to the penitentiary for a long term of years.

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