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READ THE "MAUI NEWS"

OUR ISLAND CONTEMPORARIES

It Does.

Does promotion work pay? That question used to be asked in all seriousness by many people in Hawaii.

About the only ones who ask it now are those who are making money so fast in local enterprises that they can't see any use in spending money on a business whose returns are largely indirect.

In 1915 nearly 12,000 steamer passengers were brought to Honolulu from Pacific ports — an increase of 3000 over 1914. And this was during a period that witnessed the passing of the heavily-patronized Pacific Mail lines and a reduction in the service of both the Oceanic and the Canadian-Australian steamship companies.

There is a steady, gradual and promising increase in tourist traffic, the best feature of which is that Hawaii gets many parties now as the result of the visit of individuals in past seasons. The home-going tourists spread Hawaii's fame among their friends with tangible results.

The doubting Thomases are becoming very few.—Star-Bulletin.

Maui people seem determined to have a clean-up as regards auditing the books of county and other officials. The pity is that it was not done years ago when the circuit court defalcations could have been prevented.—Hawaii Herald.

"Stay in Hawaii" a real estate expert from California counsels the laboring people of the territory. It is good advice. There are plenty of folks in California now who are stranded and wishing they were back in the Paradise of the Pacific.—Star-Bulletin.

On the Other Islands

Englishman Says Britain is Doomed.

A storm of indignant protest has been aroused among the British element of the islands on account of a lengthy newspaper interview granted by E. G. Jellicoe, an English barrister, in which he declared that "Britain's hour has struck," and that disaster faces British arms in the present struggle. Mr. Jellicoe is stopping over in Honolulu on his way to England from New Zealand. He is a former member of parliament, and is a cousin of Admiral Sir John Jellicoe, of the British navy. Mr. Jellicoe has written and spoken against England's part in the war from the beginning, as being a mistaken one, and he now declares that events have but confirmed his first opinions. He praises the attitude of the United States towards the belligerents.

Usurers Get Jail Sentences.

John Vivichaves, on conviction of usury, was last week sentenced to serve 4 months in jail, and to pay a fine of \$250 in two cases, or \$500 in all; and W. L. Peterson was given 3 months in jail on like charges. The sentences were imposed by Judge Ashford, of the First Circuit Court, Honolulu. W. E. Weyman, and Edzal Markie, who had pleaded guilty to being members of the "loan shark ring" were fined \$150 and \$125 respectively. The cases of Vivichaves and Peterson are to be carried to the supreme court, it is said.

Entered of Record

Deed.

MANUEL MOREIRA & WF to Moneie Yoshel: Lot 29, L P 4765, Pulehuiki, Kula, Maui, Dec 24, 1915. \$425.

KAAPUNI KAHUNAHANA (widow) to John Pacheco, 27 A of Gr 1457, rents, &c, Hanawana, Hamakua, Maui, Dec 23, 1915. \$418.50.

KAHOOLIKELIKE (k) to Mrs Kapeka; int in 3-A, R P 3060 Wahinepe, Koolau, Maui, Oct 27, 1915. \$10 and love.

R A WADSWORTH & WF to Susan Wittrock; 2 A of R P 1982, Kawai-papa, Hana, Maui, Dec 28, 1915. \$1 &c.

HATTIE M MAULE to Malle Naehu (w), 1-4 int in 45-100 A of R P 4150, Kuli 3387B, Kaopue, Waihee, Maui, Jan 6, 1916. \$75.

KEWIKI K KAAHUE & WF to Lel-malama M Kaahue, et al, R P 4984, Kuli 3217d and 1-3 int in R P 4982, Kuli 3217e, Halemano, Wailuku, Maui, Dec 22, 1915. \$1 and love.

WINNIEFRED K SAFFERY & HSB to William K Buchanan, int in 1-4 of 1 share in hui lands of Matlepal, Kaanapali, Maui, Dec 30, 1915. \$90.

HORNER ALAU to Antone R Souza, Jr; int in ½ share in hui land, Ulu-malu, Hamakua, Maui, June 21, 1915. \$412.50.

ELLEN K COELHO & HSB to Antone R Souza, Jr, et al; int in shares in hui land (Gr 1396), Koolau, Maui, Oct 26, 1915. \$3500.

S K KAMAKAU to Ben Kamakau; int in ½ int in Lot 26, Gr 5243, Pulehuiki, etc, Kula, Maui, Jan 7, 1916. \$1 and love.

S K KAMAKAU to Sam Kamakau; int in ½ int in Lot 26, Gr 5243, Pulehuiki, etc, Kula, Maui, Jan 7, 1916. \$1 and love.

To Redeem Territorial Bonds.

To refund two issues of Improvement bonds falling due on October 1, 1918, and January 2, 1920, and totaling 1,750,000, initial steps have recently been taken by Territorial Treasurer C. J. McCarthy and Governor Pinkham.

Though the bonds are for 15 years the territory has the right to redeem them at any time within five years after the date of issue. Before final action can be taken it is necessary to secure the permission of authorities at Washington.

Punahou To Have Medical Inspection.

In order to safeguard the institution from disease, as well as to benefit individuals by the early diagnosis of any physical abnormality, the trustees of Punahou Academy has inaugurated a system of medical inspection which will apply to all pupils. The institution will not aim to treat diseases, but parents will be kept advised should anything appear to justify such measures, with regard to the health of their children.

our roads will stand occasional heavy rains without material damage.

For these reasons, we think that an allowance for the actual cost of dragging not to exceed say \$75 per month for the next six months is not an unreasonable request. A six months' trial will clearly indicate what is best to be done after that period.

We therefore recommend that this Association make the following proposition to the Board of Supervisors:

1. That the County send its grader and recrown such portions of our roads that require it.
2. That 12 inch or 18 inch pipe culverts be put in where required, particularly two paces just below the Kula schoolhouse. One might do with proper ditching.
3. That immediately after recrowning, the five sections of road above mentioned be turned over to the Association for maintenance by dragging at the rate of \$1.50 per mile for each dragging, said work not to cost over \$75 per month including cleaning the side ditches and such other hand work as may be necessary.
4. That the Association agree to keep all pipe drains clear at its own expense.
5. That this system be maintained as a trial for a period of six months with said allowance of a maximum of \$75 a month.
6. That the county be expected to furnish five drags of approved pattern.
7. That in the event of favorable action on this plan of some modification of it mutually agreeable, the County Supervisors be notified that Mr. W. I. Wells has been appointed a standing committee of one with full power to act for this Association in all things pertaining to this matter.

Respectfully submitted,
HUGH HOWELL,
W. I. WELLS,
J. W. MANNING,
Committee.
Kula, Maui, T. H., Jan. 8, 1916.

Homesteaders Would Keep Up Own Roads

How Kula Farmers Believe Highways Could Be Maintained At Slight Cost—Interesting Report.

At a recent meeting of the Haiku Farmers' Association, the proposition to ask the county supervisors to permit the homesteaders in the district to be responsible for the upkeep of the earth roads in their community, was unanimously approved. A committee was appointed to work out a plan to be submitted to the board, and the resulting report is an exceedingly interesting, and apparently workable outline. The following is the report:

Your committee appointed to devise a definite plan whereby the Association might be enabled to take care of the maintenance of the roads throughout the homestead tract begs leave to report as follows:

As it has been stated that the Belt Road was not to be included in this system, we have considered only five roads, to-wit:

1. Road from upper end of lots 38 and 56 down to junction with cross roads leading to the cannery, called the "Manning Road", length 2½ miles.
2. Road from middle of lot 18 down to junction with said cross road, called the "Mellor Road", length 1½ miles.
3. Road from upper end of lots 52 and 54 down to Belt Road at Wilbur's, called the West Kula Road, length 3 miles.
4. Road from the winery corner down to Belt Road, called the East Kula Road, length 2½ miles.
5. That portion of the Peahi-Makawao Road upon which the homesteaders are wholly dependent, viz., from the winery corner down to junction with Belt Road, length about 3 miles.

This makes a total of about 12¼ miles. We have not considered the road from the cannery running East through Kula as we have been assured that the Loan Fund Commission is about to begin macadamizing that section.

Your committee believes that these earth roads can be maintained in the best manner possible, as well as in the cheapest, entirely by means of road drags, without any hand labor except at rare intervals for removal of what stones may crop up, and regular cleaning of the pipe drains and culverts. We realize that in order to get the most efficient results of dragging it must be done in the short interval after a rain before the roads become too dry, which in general is just the time when teams are most needed for cultivating, but we have secured volunteers who will agree to put their individual interests aside for the time and do the dragging when required, in case our proposition is acted upon favorably by the County authorities.

One or more volunteers have been chosen for each of the above sections, so that in case one is unable to do the work at the proper time, another can attend to it.

It is planned that one member of this association be chosen who will give directions to and receive reports from the volunteers, and act as the representative of the Association in dealing with the Board of Supervisors. A majority of your committee recommends the appointment of Mr. W. I. Wells, but modestly forbids the other member to express an opinion. It is hoped that he will be chosen, and that he will be able to accept, as his other interests make him the logical man for this work.

While there is no doubt that the above method can keep our roads in good order at all times except during such continuous rainy weather as we enjoyed (?) in 1914, it will be necessary first to recrown some portions of them that have been neglected for some months. This will require the services of a large grading machine for a few days and a team of oxen for these machines are too heavy for six mules to handle well. If this be done while the roads are fairly soft, plowing will not be necessary, and it will not require many days with this outfit to prepare the whole homestead district for maintenance with drags.

Several more pipe drains will be necessary also, to prevent standing water in the low places.

We have discussed thoroughly the probable cost of these maintenance operations, and particularly with the volunteers of the Association who have agreed to do the work, some of whom have had considerable experience in this work on the mainland. In order that all be put on an even basis, it appears that a mileage rate would be more equitable for all parties concerned than a rate per day. It is estimated that the work can be done for an average of \$1.50 per mile of road, for each dragging of the whole width, including keeping the side ditches free of weeds and silt. The amount of dragging depends of course almost entirely upon weather conditions, but the extreme limit would probably be not over four times a month, very likely averaging less than one-third of that. Twice a month for the 12¼ miles would result in a cost of only \$36.75 a month, slightly less than the cost of one cantonier. Ten cantoniers could not keep these roads in good condition by hand work.

For the first six months at least, the roads should be dragged as often as weather conditions indicate, even if it should be once a week, to harden the surface, minimizing the formation of ruts and allowing the subsoil to dry out. The subsoil as well as the surface is so saturated now in many places from the constant standing water in the ruts and holes that it will take months to dry it out, but we believe that continual dragging will so improve this condition that eventually

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C. C. CAMPBELL, R. W. M.
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