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**DO NOT WANT SUPERVISORS TO BE ELECTED AT LARGE**

(Continued from page 1)  
but of measures. He thought that perhaps Mr. Hoopale's position was not quite understood. It is a question whether the present method of the election of Supervisors is fair. The small districts get more representation than they are fairly entitled to. Hanalei, with very much less than a fifth of the population gets a fifth of the representation. This representative system is really not representative.

**Old-Fashioned but it Works**  
Frank Crawford: "Our system of County Government may be old-fashioned but it works, and that is what we want. Let us fight shy of doubtful experiments and stick to what we know is good. This system has been in operation 16 years and has given excellent results. The business has been done honestly, efficiently and on the square. All sensible, intelligent people have had complete confidence in the Board of Supervisors. This is more than can be said for some of the other counties."

**Extravagance to no Purpose**  
"One of the worst features of this new Bill is the extravagance of it. \$300 for the Chairman, and \$75 for the others, and what kind of grey matter are you going to get? Not a patch to what we have got now, or I miss my guess. The present Board are serving the Community most acceptably and are giving general satisfaction. Keep them, and the system they represent."

M. S. Henriques thought that there had perhaps been some grievances in the past but that in the future they would be made good. He was not in favor of making any change. Let well enough alone.

"But in regard to another matter, Mr. Rice, I beg and pray you, please, please provide deputies for the County Auditor, and the County Treasurer, and the County Clerk. They are doing so much work, and are tied down so close. Please give them some help." (A voice, "Yes and then Deputies for the Deputies!" Laughter.)  
**The Best County Government Anywhere**

Mr. Hofgaard declared that he had lived on Kauai not only during the sixteen years of County Government, but several 16 year periods before that; that he had seen a good deal of road work, and waterworks, and he knew all about the plikiias connected with them; for many years he had been "fed up on" just the same kind of complaints as these forthcoming at this meeting. There was just one thing he wanted to say, and that was that he wanted to take off his hat to the Kauai Board of Supervisors. They had done wonderfully well, and deserved the highest praise, and not one word of adverse criticism. And he had mighty good backing for this statement. When J. R. Garfield was here a few years ago, sizing up the situation of the Islands, he had declared to the speaker that the Kauai County Government was the best without exception that he had ever known anywhere. "Now, when we have the best government there is, we had better stick to it, and not go trailing around after will-o-the-wisp systems that, to say the least, are mighty speculative. Let's keep what we've got, and know it good!" (Applause)  
There were many others who were ready to bear testimony to the efficiency and success of the present system, to the quality and character of the Board of Supervisors, but the hour was growing late, verging on toward steamer time so the meeting was brought to a close.

**THE PUU-KA-PELE ROAD**

The Governor, when he was here the other day, emphasizing the necessity of "betting busy" on the Puu-ka-Pele road in order to hold the funds available for the purpose.

He explained that while it was a loan fund appropriation that would not lapse with the end of the biennial period, the present allotment of funds for the enterprise would have to be diverted to some other pressing need unless it was used for the road. The Governor was so strongly in favor of the enterprise that he immediately set aside the necessary \$30,000 from the first proceeds of the bond issue, and this has been held to the credit of the enterprise for a year or more. He will not be able, however, to hold it that way indefinitely. In fact the limit has about come.

If now these funds are diverted, the road will have to wait until another block of bonds have been sold, and take its chances in competition with many other pressing demands.

He suggests that another Governor and a different administration may not be so friendly to the enterprise, and may hold it up.

The moral is: "Get busy on the road."

**NOTICE**

AHUKINI TERMINAL & RAILWAY CO., LIMITED hereby gives notice that on the 14th day of February, 1921, it filed with the Interstate Commerce Commission at Washington, its application for a certificate of public convenience and necessity to construct a line of railroad in the District of Puna, Island of Kauai, Territory of Hawaii. Pursuant to the requirements of the Commission, said application is now published, as follows:

**BEFORE THE INTERSTATE COMMERCE COMMISSION**

In the Matter of the Petition of AHUKINI TERMINAL & RAILWAY CO., LIMITED, for a Certificate of Convenience and Necessity.

**PETITION**

Comes now your petitioner and respectfully shows:

1. That said Petitioner AHUKINI TERMINAL & RAILWAY CO., LIMITED, is a corporation organized under the laws of the Territory of Hawaii with its principal office in the City and County of Honolulu;

2. That the purposes of the Company are, among others, to construct, maintain and operate a railroad in the District of Puna, Island of Kauai, Territory of Hawaii, for the transportation, as common carriers, of goods, and particularly from a point at or near Anahola Bay to Ahukini Landing at Hanamaulu Bay; attached hereto as Exhibit "A" is a certified copy of the Articles of Association of said corporation;

3. That the proposed location of said railroad between Anahola Bay and Ahukini Landing is shown on the map attached hereto marked Exhibit "B", and forming a part hereof;

4. That the proposed railroad is a narrow gauge road 30 inches in width, with 45 lb. rails; that its initial equipment will consist of a 25 ton Porter locomotive, 20 steel box cars and two flat cars;

That all the capital necessary to construct the said railroad has been subscribed;

That there is at present no railroad connecting Anahola and way points with Ahukini Landing and that said road will not compete with any Public Utility Corporation;

5. That at the present time the shipment of freight from Kapaa, Kealia and Anahola and way points is being made in small inter-island steamships, which, however, cannot be employed except in calm weather, as the roadsteads in said places are open and shallow and, except in calm weather, are dangerous; that by the construction of said railroad freight from said villages and way points can be conveyed to Ahukini Landing, Hanamaulu Harbor, which is navigable at all times of the year and where there is a wharf at which steamers can lie in safety to receive and discharge cargo; that the outgoing freight from said district will consist principally of sugar, of which Makee Sugar Company alone ships about 15,000 tons per annum, pineapples to the extent of about 200,000 cases per annum from Kapaa, and rice from the Anahola region;

That most of the merchandise, supplies and other ingoing freight for the district which will be served by said railroad is at present hauled by wagons from Nawiliwili, in some cases a distance of 18 miles, and that the construction and operation of said railroad will greatly facilitate shipments of both ingoing and outgoing freight in said district;

6. That, by reason of the facts in the foregoing petition, petitioner prays that it be granted a Certificate of Convenience and Necessity, as required by paragraph 15 of Section 1 of the Interstate Commerce Act, as amended, and for such other and further relief as the Commission may consider proper in the premises.

Attached hereto marked Exhibit "C" is a recommendation by the Governor of the Territory of Hawaii that a Certificate of Convenience and Necessity be granted.

Dated at Honolulu T. H. this 26th day of January, 1921.

Seal of Ahukini Terminal & Railway Co. Ltd.

AHUKINI TERMINAL & RAILWAY CO., LTD.  
(Sgd.) Allen W. T. Bottomley, its President, and (Sgd.) S. M. Lowrey, its Treasurer.

TERRITORY OF HAWAII }  
CITY AND COUNTY OF } SS.  
HONOLULU }

A. W. T. BOTTOMLEY, being first duly sworn, deposes and says that he is the President of Ahukini Terminal & Railway Co., Limited, petitioner above named, and as such is authorized to make this affidavit in its behalf; that he has read the foregoing petition, knows the contents thereof, and the matters and things stated therein are true.  
(Sgd.) ALLEN W. T. BOTTOMLEY.

Subscribed and sworn to before me this 26th day of January, 1921:

(Sgd.) JAS. F. YEAMAN, Notary Public, First Judicial Circuit, Territory of Hawaii. Notarial Seal.

(Sgd.) HENRY HOLMES and I. M. STAINBACK, Attorneys for Petitioner. March 8, 15, 22, 29, 1921.

**ANNUAL MEETING**

The Garden Island Publishing Co. Ltd. The regular annual meeting of the stockholders of the Garden Island Publishing Company, Ltd. will be held at the office of the Company, Lihue, Kauai, T. H. on Wednesday, April 6, 1921, at 2 o'clock P. M.  
K. C. HOPPER, Secretary.

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