

The Hawaiian Star

DAILY AND SEMI-WEEKLY.

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GEORGE F. HENSHALLMANAGER
MONDAY.....AUGUST 24, 1908.

This year's primary elections ought to be the last ever held here without a primary law. There are various states which have models which might be followed with profit.

This week is probably going to see the best attendance of citizens at primaries in the history of the local Republican party. Public interest has been keenly aroused, partly by the rivalry of the Democrats, by the recognized need of various legislative acts and by the activities of various reformers. As expected, there are already reports of "machine" schemes to control primaries. It is certain, unless there is an official announcement of the meeting places, that the election will be immediately followed by charges that meetings were secret, etc. This can be avoided if the Central Committee takes the matter up and officially announces places of meeting.

Hawaii's victory at Wyoming ought to have an educational effect not less than startling to many of those who benefit by it. Wyoming's annual cowpunching, broncho busting show is the wild west event of the year on the Mainland. Wyoming's cowboys are supposed to be at the top of the class, and for many years they have given a great show that is the event of the year. It is probable that most of the vast crowd assembled last week had no idea that Hawaii had ranch room enough to train first-class cowboys, but now that they have seen a man from the Parker ranch beat all their champions, they will realize that the Hawaiian Islands are something more than a hula platform in the mid-Pacific. As a matter of fact the cowboys who can handle the kind of steers on our big ranches, under the conditions that exist, are ready for the business anywhere.

ON THE WRONG TACK.

It is merely begging the question for the Garden Island to discuss the Kapaa land matter on the basis of a calculation of probable results as between continued cultivation by the sugar planting corporation and the division of the land into homesteads. There has been nothing apparent thus far in the course of the Government in the matter which would indicate a belief on its part that small farmers can do better with the land, from the viewpoint of advantage to the country at large, than the planting corporation can. What the Government has been seeking is a fair exchange of the land for other land, the latter being suitable for homesteading purposes, or else a fair and equitable rental for the land if the lease to the company should be rendered.

For either of these ends it was necessary to have a trustworthy valuation of the land made. It would have been hard to find a better commission of appraisal than the three men selected. Mr. Renton, an experienced and successful plantation manager; Mr. Hopper, a director of one of the largest plantations in the islands, and Mr. Moragne, the county engineer of Kauai, formed a commission that could be relied on both for an accurate and an honest valuation of the land. On the basis of their report the Government made its final proposal to the Makee Sugar Co. It is exactly the same course that was pursued with regard to other plantations whose leases of public land, made many years ago when land was the cheapest commodity in the Hawaiian Islands, were about to expire. These, as the published reports show, are paying many times the amount of rental that they were under the old leases and, besides, glad to retain the land on the terms.

If there is anything wrong in the Government's holding out for fair value from the corporation in return for the Kapaa land, there might be some sense in the argument of the Kauai paper. The question at issue, however, is not one between the sugar industry and small farming.

PROGRESS IN DUST PREVENTION.

The thousands of experiments for the suppression of dust on macadam roads which have been made all over the country during the past five years, have now developed a vast amount of data on the subject, which is summarized in Municipal Engineering as follows:

All kinds of promising compounds which make the dust sticky or heavy have been tried. Sometimes they have been of a character that would permit of their being dissolved in water and used from an ordinary sprinkling cart, giving to the water a soapy or sticky character to delay evaporation.

Several of these liquids have demonstrated their ability to keep the road dustless for a short period. None of them aim to, or have succeeded in preventing dust formation.

Sea water has also been used in sea coast cities to some advantage, resulting in a considerable saving in sprinkling expense.

Considerable areas have been treated with oils of various grades and gravities produced from either petroleum or asphalt. Their effect upon the road has lasted considerably longer, and a good treatment with oil will keep the road dustless for weeks, inasmuch as it will not evaporate, but will disappear only by absorption into the roadway. The serious detriment in the use of oil, however, has been the fact that it is obnoxious to pedestrians. Skirts and shoes are stained by it, and the automobilists and carriage owners often complain of damage to their vehicles.

Moreover the oily dust, which does arise sometimes from an oil-treated road is especially dusty and obnoxious, and property owners on oil treated roads have made much complaint against the treatment.

It has been generally recognized during the last year or two that all these methods are merely palliatives and do not strike at the source of the trouble, namely the weakness of the natural macadam binder. Under old-style traffic a macadam road wore out very slowly, but automobiles will destroy the finest surfacing in a year, stripping the top dressing down to the No. 2 stone. The water then finds ready access and does great damage.

Many counties, facing the problem of automobile wear, preferred to give up all attempt at maintaining a top dressing of fine screened stone, and have admitted traffic directly upon the coarser stone, which constitutes the second layer. It was recognized that if this mosaic of No. 2 stone could only be made waterproof it would give tremendous durability, inasmuch as the abrasion on this surface as compared with a surface of fine screenings, was practically nil. The mosaic, in fact,

THE "STAR" SPECIAL ARTICLE PAGE---

Wit, Wisdom, Humor
Politics and Nonsense

HINDU SAYINGS.

"Your name?" "My name is Laziness"
"You eat?" "A dozen loaves or so."
"You drink?" "A jar of milk, I guess"
"You work?" "I'm but a child, you know."

Why risk with men your hard-won gold?
Buy grain and sow—your brother dust

Will pay your a hundredfold—
The Earth commits no breach of trust.

A fool's a fool through all the years;
No art can teach a hen to swim,
And cutting off a donkey's ears
Won't make an Arab steed of him.

Fill walk with Fate, and thus compel
The bitter jade to go my way;
The Jackal, tumbling down the well,
Said wisely, "Here I'll camp today."

The Merchant takes his evening meal
And sleeps in simple handhood;
But, though his bolts and bars are steel,
The door itself is flimsy wood.

Four eyes to spy the faults of men.
Four ears to catch all words of spite,
Two tongues to pay them back again?
You'll need at least eight hands to fight.

—Arthur Guiterman.

QUAKER MEDITATIONS.

Faint heart ne'er won fair lady, and
It's much the same with a faint bank account.

When a woman's diamonds are
paste it isn't always an indication that
she has the dough.

No, Maude, dear, a girl shouldn't
be considered a cannibal just because
she eats lady fingers.

Sins of omission are more popular
than sins of commission, because they
involve less effort.

"Truth crushed to earth will rise
again" is one of those sayings that
are too good to be true.

Silence—"Do you believe that money
is the root of all evil?" Cynic—
"Not unless you marry for it."

When a woman believes everything
her husband tells her it's pretty good

sign that they haven't been married
very long.
Every clergyman is anxious to bring
his people together when he might be
more successful if he could only keep
them apart.—Philadelphia Record.

AIRSHIP MAKES A MILE A MINUTE

LEMANS, France, August 8.—Wilbur Wright of Dayton, Ohio, made a flight estimated at three kilometers (about 1.8 miles) in 1 minute and 46 seconds with his aeroplane here this afternoon. This speed was a little greater than a mile a minute.

Throughout the flight Mr. Wright had perfect control of the machine.

Afterward Mr. Wright said to the Associated Press:
"I am perfectly satisfied with my first flight. I made one or two little mistakes, but I am confident that I will be able to do all I hope for in later trials, probably next week."

Estimates vary as to the distance covered by the aeroplane, but the average was three kilometers, about 1.8 miles. Hart O. Berg, European representative of the Wright brothers, gave the official time as 1 minute 46 seconds.

The populace of Lemans is enthusiastic over the experiment. Many of the youngsters who had not been bidden

to witness it were perched in trees surrounding the course and betrayed their presence by spontaneous yells as Mr. Wright sailed by them.

NO ATTEMPT FOR DISTANCE.

No attempt was made for a distance record, the only object of the flight being to try out the aeroplane. While flying through the air Wright dem. nstrated, or so it appeared to the spectators, that he was absolute master of the airship, first soaring, then shooting gracefully downward, and then mounting again at will, until finally, after completing two circles, he came down easily to the earth.

The performance was greeted with a burst of cheers from a small number of people invited to view the experiment. Wright was warmly congratulated by all the spectators, including a few French aeronauts, two Russian army officers and a number of other experts who styled the flight a wonderful exhibition of aviation. The successful flight made by Wilbur

on an oil road is practically non-dust-producing, but is very susceptible to disturbance by water.

It has been found that tar would be used to make the mosaic waterproof. A tar compound is applied to the road in a liquid condition and hardens among the fine interstices of the roadway somewhat like cement in concrete. It is absolutely waterproof and a road so treated will shed water like the proverbial duck's back. In fact, if the road happens to be imperfectly drained so as to leave puddles after a rain, the water in the puddles will not be absorbed by the road and will only disappear by evaporation.

A single treatment will give good results for a year, and will frequently show good effect much longer. Sprinkling is unnecessary and an occasional cleaning is the only care required.

A treatment for such roads cost about \$300 per mile and calls for no apparatus except an ordinary sprinkling cart with a special adjustable nozzle.

It is pretty well established that the tarvated surface preserves the road so well as to more than save its cost in the renewal of the stone. Automobile traffic, instead of breaking it up, actually makes it smoother.

Look to Baby's Skin

See that only pure soap is used in its bath.

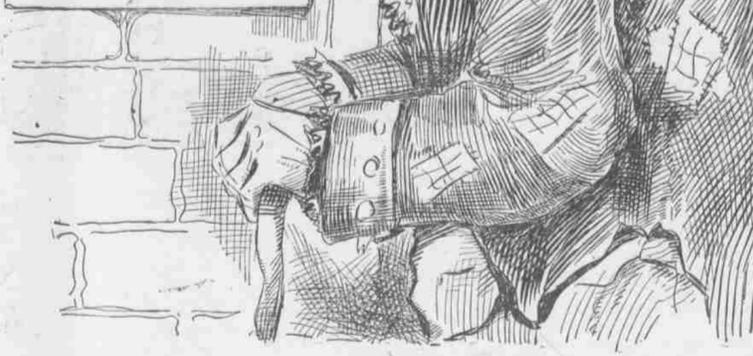
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WHOSE INCOME IS LESS THAN
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\$500,000 PERSONS WILL
BE BENEFITED AT
A COST TO THE PUBLIC
TREASURY OF
\$32,000,000
A YEAR.



Poor Old John Bull—I never expected to live long enough to see that law passed.

Wright with his aeroplane today puts a new record to the long, anxious waiting of America and Europe to see what the Wright brothers were capable of accomplishing. In Europe the "mysterious Wrights" have been an absorbing problem for aviation enthusiasts and they have interested the representatives of various governments.

CLAIMS JUSTIFIED.
The long postponement of a public exhibition of what the Americans had

to show the world aroused the liveliest comment and from some quarters a touch of skepticism, a Paris newspaper only last night referring to the "bluff Wright brothers," of whom everybody has been talking for many years, but who as yet "have not made good." Nevertheless the silent Wright prepared long, patiently and carefully for the great occasion when he was to

(Continued on page eight.)

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