# The Hawaiian Star

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GEORGE F. HENSHALL .....MANAGER

TUESDAY.....OCTOBER 13, 1908


## A PACIFIC WIRELESS TELEGRAPH SYSTEM.

A movement to connect groups of islands in the South Pacific by a system of radiotelegraphy is on foot, according to The Western Electrician of Chicago. Says this paper:

"It is proposed to include in this system Australia, New Zealand, and the Fiji group as well as the New Hebrides, the Solomon, Samoan, Cook, Society, and Marquesa Islands, and the phosphate islands of Ocean, Pleasant, and Makatea.

"It is expected that the various governments having possessions in the South Pacific will aid in the establishment of the proposed system. Negotiations have already proceeded so far that the success of the efforts seems to be almost assured, says Mr. J. D. Dreher, the United States Consul in Tahiti. As the nearest available ocean-cable office to Tahiti is at Auckland, 2,250 miles away, from which a steamship arrives at Papeete once every twenty-eight days, and a direct communication by steamship with San Francisco, 3,658 miles distant, is had once in every thirty-six days, it will be understood how deeply interested the French colony of Tahiti and its dependencies are in the complete success of these negotiations.

"The name of the proposed company is the Pacific Islands Radiotelegraph Company. Of the proposed capital of $340,000, the owners of the phosphate-deposits on Ocean and Pleasant Islands have subscribed about one-seventh. In this radial system there will probably be ten or twelve circles, the largest having a radius of 1,250 miles, and requiring for each station an engine of 60 horse-power. It has not yet been decided where the main office of the proposed company will be."

Hawaii is forgotten in this discussion, and the omission is rather a strange one for a scientific journal. Auckland is not the nearest ocean cable office to Tahiti, being a trifle further away from Papeete than Honolulu is. Hawaii has both wireless and cable connections with the rest of the world now, and is only interested in this big Pacific wireless scheme as a spectator. Tahiti and the other islands and groups of the South Pacific have little hope of ever being connected by cable, and the plan to include them all in a wireless scheme is a natural result of their isolation. It will soon be impossible to get out of touch with civilization. Ere long even the small specks which dot the maps of the South Seas will have listening electric "ears," which will tell the missionary and the wanderer what the world is doing. One might plunge into the jungle in some countries and lose the rest of mankind, but even here communication may soon extend. Policemen walk the streets of some cities with wireless telephones attached and war departments have already begun the use of easily transported wireless telegraph apparatus. The progress of the science of wireless communication is indeed sensational.

## ROADS, ROADS, ROADS.

No movement for the betterment of human conditions has made greater progress in recent times than the old one in behalf of good roads. Although the Romans set a high standard in road building centuries ago, today sees even Europe agitated with problems of road-making both urban and rural. Thus Paris lately tried a method of macadamizing in which tar was mingled with the upper layer of material It made an ideal roadway for smoothness of travel and elimination of dust, yet it has been discarded because the fine particles of tar raised by automobiles proved fatal to trees. Some of the finest trees bordering the boulevards were killed, and that sort of thing would never do for the Parisians.

On the mainland of the United States cities are constantly trying new types of pavement, while counties are everywhere searching for the best methods of road building and maintaining. No state would appear to be more worked up over the cause of good roads than California, where the counties are generously supporting loans for the purpose of constructing smooth and durable highways. The International Roads Congress, whose opening in Paris was announced by cable this morning, is a sign of the times.

Hawaii needs nothing more than roads. People who seldom or never go out of sound of the whistles of Honolulu can have no idea of the lack of roads between towns and settlements on the different islands and between the small farming districts—of which there are many times more than much of the political oratory of the time would indicate—and the steamer landings. To build some of the roads for which there is greatest necessity the current revenues of the counties would be ridiculously inadequate. The lack of main roads, together with settlement roads connecting therewith, is the greatest handicap on the development of the agricultural resources of this Territory which exists. That sea transportation between the other islands and Oahu is another question is known to small producers who are prevented from reaching good markets on their own respective islands through the impossibility of land transportation. Thus Hilo, Kahului and Wailuku consume a great amount of California produce, besides being distributive points therefor, which could be supplied or at least substituted with commodities raised on island farms were there roads to the local markets mentioned. Since, as already stated, the county revenues are not sufficient as capital for building the permanent roads that are indispensable to development, recourse must be had to county loans as the Republican platform indicates for part of the policy of the party. Interest on the bonds would probably be secured by hypothecation of a proportion of the ordinary revenue, including the district road tax, and as the public lands became settled by aid of improved communications the burden would constantly grow lighter from the increased increment of taxes. Maui's attempt to raise a loan, which unfortunately proved abortive, was strongly approved by Governor Frear and promoted by him at Washington. There is no doubt that a general county loan enabling act can be drafted which will hold water. It is a great public necessity.

Candidate Iaukea grows stronger every day. Having procured the passage of a very necessary ordinance by the Board of Supervisors and having been told by Iaukea, sheriff, that they had better enforce it themselves, citizens of Makiki became their own police and started to enforce the law. The law was enforced in the police court. Open violation continued, however. It was expected that the police would pay some attention to public lawbreaking, but Iaukea took the view that it wasn't his business, and the lawbreaking went on. A committee of citizens called upon the sheriff and wanted to know why nothing was done. The sheriff murmured something about assuming responsibility, running risks of damage suits, etc., until the citizens exploded in wrath and went off to do the police work themselves again. The columns of The Star are open to the sheriff to explain, if he can, by way of aiding his candidacy, why he refused to undertake the enforcement of the law.

The Democrats needn't be too jubilant over the Kaea difficulty. Things might be said of the other ticket to show it to have an embarrassment making it, as a legislative ticket, about as ridiculous as Kaea made the Republican.

Now the talk is definite of powerful competition for trans-Pacific commerce from the Chinese. Yet still the American public is inert, where not hostile, to appeals for the Ship Subsidy Bill.

A news item stating that it takes twenty freight cars to carry the first instalment of gun carriage parts destined for Pearl Harbor will give a faint idea of the magnitude of the defenses to be erected at the coming greatest naval station on earth.

Honolulu's commercial bodies might very well follow up the action of the Merchants' Association of Manila in inviting Mr. Roosevelt to visit the Philippines with an invitation for him to stop off here and make a tour of the Hawaiian Islands.

## Tales Worth Telling

TOO TEMPTING.

"H'm!" said the doctor reflectively, as he looked at the patient he had been called in to attend. "You must call in another medical man."

"Am I as bad as all that?" moaned the patient, paling at the thought of his possible near-at-hand demise.

"Well, I don't know just how ill you are," replied the man of medicine, "but I do know that you are the lawyer who cross-examined me in a law case last week."

"What's that to do with it?" asked the other, in surprise.

The reply came unhesitatingly.

"A good deal. My conscience won't let me kill you, and I'll be hanged if I want to cure you. Good afternoon!" —Philadelphia Inquirer.

DISCOURAGING.

Little Mollie had hastily undressed and jumped into bed without saying her prayers.

"Why, dearest," said her nurse, "aren't you going to say your prayers tonight, especially when you have had a new baby brother brought to the house today?"

"No, I ain't," said Mollie. "And that baby brother's just the trouble."

"But why?" asked the nurse. "Don't you like your baby brother?"

"What's the use?" queried the little girl. "I've ben praying for a little sister every night for six months, and Bobbie, he only began askin' for a little brother yesterday, and he got his right off."—Harper's Weekly.

CHINESE MAKE BID FOR COTTON CARRYING TRADE

VICTORIA, Oct. 3.—A strong bid to wrest the cotton carrying trade from the trans-Pacific steamship lines from Puget sound and San Francisco, is being made by the Eng Hok Tung steamship line, a service operated by Chinese merchants of Hongkong and Canton, running between Hongkong and Salina Cruz, according to advises received here.

The Chinese merchants have formed a combination with the Tehuantepec railroad and the Wolvin steamship line running from Puerto Mexico. The port of the Tehuantepec railroad on the Atlatnic is Galveston. Cotton from Texas has in the past been shipped by rail to San Francisco and Puget sound and has formed a large part of the general cargoes of trans-Pacific steamship lines.

Eng Hok Tung, president of the Chinese line, arrived in Victoria on the steamer Empress of Japan about a fortnight ago and proceeded to Mexico on business in connection with the combination which has just been effected.

Excelsior Lodge, I. O. O. F., will discuss "Lodge Investments" at its business session tonight.

Miss Katherine Oliver will give a reading from "The Little Minister" at the Kilohana Art League rooms tonight. As the Gipsy Encampment is postponed she should have an exceptionally good house.

Captain Fletcher, U. S. N., a passenger in the Korea, goes to the Orient to take command of the battleship Vermont.

Have you been waiting for Regal shoes? Don't need to wait any longer. They're here now. Will be open in two or three days. Every size for men and women. Regal Shoe store.

A luau will be given on Saturday afternoon to the roadworkers who were engaged in the paving of Queen street. The big firms along that thoroughfare have subscribed liberally to the fund.

T. Ahung, Trustee, has disposed of his interest in the firm of Yee Lum Tai to Wong You and others.

L. L. La Pierre returned in the Thomas, landing here exactly three weeks after his departure. He has made good physically by the trip. In the week at San Francisco he met a lot of old Honolulu friends.

Mannie Phillips left in the Mauna Kea to make his first visit for six years to Hilo. He showed eagerness on leaving to see how Hilo had grown, also, as he put it, "to see if Hilo was as slow as Honolulu."

The case of the Territory vs. Kimura, charged with assault with a dangerous weapon, was continued in Judge Robinson's court this morning.

Two cases in which K. Anno and Kimi are charged with selling liquor without a license, come up before Judge Robinson tomorrow.

In Judge Lindsay's court this morning Abraham Kaleikau was discharged as the guardian of D. Mikaele, a minor and R. H. Trent appointed in his stead, under a bond of $200.


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HONOLULU, T. H., October 12, 1908.

TO OUR FRIENDS:

We regret exceedingly that during the last thirty days we have been obliged to disappoint so many of our customers who wished certain styles in REGALS; and also those intending trying them for the first time, whom we were unable to fit to our satisfaction: and too, on our part, losing a large amount of business which would have been ours, had we been able to foresee the enormous demand the "REGAL SHOE" has created in this city. Our sales have been so phenomenally large that it would have been impossible for anyone to estimate the demand sufficiently in advance to take care of them. We desire to state, however, that we have been cabling orders weekly to the factory, together with statements concerning the depleted condition of our stock and that now we have received in the Korea today, double the amount of our initial stock. We have assurances from the REGAL FACTORY that in the future everything possible will be done to rush our orders, so that our advantage i pleasing our trade will be equal to that of any of the 487 REGAL STORES at present doing business in the United States and foreign countries. Our present shipment, to the amount of $30,000 in REGAL SHOES alone, we will open within two or three days, and will include all that is new in the creation of fashionable footwear. All the late models, shapes and leathers now being shown, for Fall selection, in the fashion centers of the East, will be represented here in the famous quarter sizes of the REGAL, and only obtained in these, thus assuring everyone an absolutely perfect fit.

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