



HONOLULU, HAWAII TERRITORY, TUESDAY, AUGUST 9, 1910.

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Superior to Any Pineapple Product.  
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## MR. SPRECKELS SAYS FEAR IS OF SOLIDIFIED WEALTH

Declares He Thinks Politicians Have in Mind the  
Coming Elections and They Are Trying to  
Shape Things to Suit Their Purposes.



RUDOLPH SPRECKELS.

NEW YORK, July 17.—Rudolph Spreckels, who returned yesterday on board the steamer Kaiserin Auguste after six weeks spent in Europe, made the statement that the real anxiety of foreign men of affairs today in regard to this country is not over corporations legislation, but results directly from the great menace which exists because of the concentration of enormous wealth in the hands of a few men.

"Just so long as a few men hold their great power, through the concentration of wealth in this country and can sway conditions as they please, this menace will continue to exist," said Mr. Spreckels.

He then declared that he had no doubt that the great moneyed interests in the United States were planning an important move this fall for the express purpose of influencing the elections.

**May Try a Panic.**  
"I have no doubt that plans by the powerful moneyed interests to shape the elections this fall are being made," said Mr. Spreckels. "They may even go so far as to try to produce what may approach a panic in their plan to control affairs."

Mr. Spreckels stated that he had talked with many Americans abroad concerning the organization he is tak-

ing a part in to fight unscrupulous combinations of wealth.

The plans for this organization are maturing gradually, and its aim will be to attack all such corporations as wield enormous capital unjustly.

"Our organization will direct its energies against all such organizations as are unscrupulous in their management of great wealth," said Mr. Spreckels, "and we hope to find a remedy for the condition now existing."

That many, if not all, of the insurgents will be returned to congress was Mr. Spreckels' belief, and he said that he thought they would eventually control affairs. The present enormous wealth of the country, he added, will, in his opinion, save the country in the end.

**Prominent Men Interested.**  
When Mr. Spreckels went away he told a little of his plans concerning the organization he proposed to fight the giant corporate interests. He said he should meet abroad many Americans interested in the movement to cure the constantly increasing power of the millionaires. Since his departure rumors have been called here that Norman Hapgood and Perry Belmont were interested in the proposed organization.

Mr. Spreckels admitted that he had talked with Mr. Hapgood, but would not give out the names of any persons who are taking an active part in the formation of the new association.

## APPLICATIONS MAY BE FAKED

Many Who Ask for Government  
Land Are Actuated by  
Ulterior Motives.

Already the new land laws are coming in for criticism on account of the opportunities they are said to afford to certain persons to hold up others more industrious or provident than themselves, and unless drastic measures be taken by the administration of the advisory land board there is danger of serious delay in the parceling out of the public lands to those who desire to make real use of them.

An illustration of this is afforded in connection with a certain tract of land recently petitioned for as residence lots. The land lies in an unwatered section; there is not a drop of water on it, and, apparently, no possibility of ever getting water on it. There is not a tree, hardly a blade of grass. Nothing can grow on account of the lack of moisture. For ten or twenty years the land has lain vacant—perhaps many more years than that. For agricultural purposes it is absolutely worthless.

Yet because certain persons thought that it might make a good site upon which to pitch their tents and spend a week-end vacation, and therefore got the consent of the advisory land board to having it subdivided into residence lots, a petition, signed by twenty-five alleged citizens over the age of eighteen years, has been received, asking that the tract be subdivided into homesteads. And the entire tract is less than seven acres, while the law allows a single homesteader to take up land to the maximum of eighty acres.

The petition comes from the Portuguese clerk of Judge Andrade, who is a member of the advisory land board. Most of the names signed to the petition are Hawaiians, and it is safe to say that there is not one of the petitioners who would take the whole tract as a "homestead" if it were handed to him on a silver platter.

This is only one of the many cases that have arisen that have given the land commissioner reason to suspect that many of the applications for government land are either not bona fide or are caused by reasons other than any burning desire to go upon the land.

## REPAIRS BETTER THAN RENEWALS

Empire State Maintains Bureau  
of Repairs for Macadam  
Road and It Pays.

The upkeep of improved roads, especially waterbound macadam roads, is a question which is engaging the serious attention of highway engineers in general and is a subject to which the highway commission of the State of New York has given considerable attention and study. The subject is interestingly treated in an article by H. K. Bishop, first deputy of the state highway commission, in the Empire State Motorist.

"New York began the construction of improved roads, mainly macadam of the waterbound type, about 1898," Mr. Bishop says, "and up to June 1, 1910, about 2200 miles of improved road had been constructed, of which more than 2000 were waterbound macadam. During 1909 the commission constructed more than 100 miles of asphalt macadam by the penetration method and a few miles of brick highway.

"In the work laid out for 1910 there are at least 400 or 500 miles of asphalt macadam to be constructed by the penetration method and several miles of brick pavement. Up to January 1, 1909, very little attention was paid in this State to the maintenance and repair of highway, which were improved under State aid. Appropriations made by the legislature from year to year were entirely inadequate to keep in good condition the roads that had been constructed or to justify the organization of a bureau or force whose sole duty it should be to care for and maintain the road after completion.

**Effect of New Traffic.**  
"Under the traffic from horse-drawn vehicles the question of maintenance was comparatively a simple one and consisted mainly in the prevention of ravel, the elimination of ruts and other minor repairs. The advent of the swiftly moving motor vehicles has materially changed the proposition and we are now confronted with a more serious problem.

"In passing the present highway law the legislature very wisely provided for

improved by State aid and gave the commission of highways ample authority to establish an organization to do this work. The commission, immediately after assuming office early in the season of 1909, organized, under the direction of the writer, a bureau of maintenance and repair. Briefly, the organization in this department, as laid out by the commission, is as follows: The first deputy has charge of the maintenance and repair of roads after completion, and his whole time and attention is given to this one subject.

"The State has been divided into six divisions. In charge of each of these divisions is a superintendent of repair. This superintendent of repair has charge of all the work of maintenance and repair in his division, except the work of resurfacing, which is superintended by the division engineer who has charge of that division under the construction department.

"Each division is divided into sections comprising one or two counties according to the mileage of completed roads in those counties. A highway inspector, who is a practical man in so far as we have been able to obtain such men from the civil service list, is assigned to each section. The completed highways are divided into patrols of from three to five miles each. A patrolman is appointed to care for the work continually on the patrol to which he is assigned under the direction of the highway inspector.

**Work of Patrol.**  
"The patrolman furnishes a horse and a wagon having a capacity of about three quarters of a yard. These wagons are painted and marked with the number of patrol and the words, 'Department of Highways, Bureau of Maintenance and Repair.' It is the duty of each patrolman, under the direction of the highway inspector to work continually on his patrol, carting screenings or three-quarter inch stone, to prevent ravel, repairing ruts, trimming the shoulders, cutting grass, opening the ditches, repairing guard rail, etc.

"The work done under the patrol system is one of the most important features of the upkeep of all waterbound macadam highways. The constant attention and the stitch in time that saves nine not only keeps the roads in smoother and better condition, but materially prolongs the life and postpones the date of resurfacing. I think I may safely say that the money expended on patrol system is the best investment that commission has made in the repair work of the State of New York.

"At the time the commission took hold of the road work in this State, through neglect mainly due to insufficient appropriations, many of the macadam highways of the State had reached a deplorable condition. The work of getting these highways into good condition has progressed speedily, and when the present contracts for resurfacing are completed the improved highways of the State of New York will undoubtedly be in good condition.

"The prevention of dust and the preservation of the road surface, especially on those roads subject to heavy motor vehicle traffic, was one of the most important questions which the commission had to solve relative to the maintenance of the highways already improved and what to do with the 2000 miles of waterbound macadam which has been constructed in previous years and which were rapidly deteriorating and going to pieces under the combined horse drawn and motor vehicle traffic."

**Asphaltic Oil Treatment.**  
Mr. Bishop then describes the asphaltic oil treatment. It consists of previous careful preparation of the roads, the tamping of small broken stone into ruts and depressions after the application of oil, and finally the covering with a top dressing of fine gravel or screenings to the depth of half an inch. This method, he says, costs approximately \$425 a mile, experience indicating that each application will last three years.

"The incorporation of a heavy asphalt binder, either of residuum product or natural asphalt fluxed, is being studied carefully by the construction department," Mr. Bishop continues, "and the greater majority of roads constructed during 1910 will contain such a binder. The heavy binder of this class, with the penetration method of applying it, to date has proven very successful on the roads constructed during 1909, and would seem to indicate that it is the proper form of new construction to meet the changed condition of traffic.

"Few people realize the cost of maintaining and keeping in good condition improved roads of the waterbound macadam type. Roughly, it may be stated that the cost of maintaining such roads is approximately \$400 to \$500 per mile per year. Besides the cost of maintenance there must be set aside each year approximately \$600 per mile to resurface the road at the end of the life of the top course, making a total yearly cost of maintaining one mile of waterbound macadam highway of six to ten feet width from \$1000 to \$1100 every year. The above, of course, does not take into consideration the interest on the money invested or the amount which it is necessary to set aside each year for the sinking fund to retire the bonds at the end of their life.

"It remains to be seen what effect the incorporation of a heavy asphalt oil with the road during its construction or the applying of an asphaltic oil or other dust preventive substance to a waterbound macadam road after its construction will have in prolonging the life of the road. Only time will tell the story."

"Have you heard that twelve year old piano prodigy who is creating such a sensation?" "Yes; I heard him in Berlin thirteen years ago."—Lleveland Leader.

"Great Guns! I've swallowed my salted butter!" exclaimed the first actor in the dressing room. "Here, I'll lend you one of mine," answered the other, with exaggerated indifference.—Buffalo Express.

## LAST WEEK OF OUR Reorganization Sale

During this week our great sale proved so successful that we have decided to continue it for another week. The householders of Honolulu took advantage of our generous offer in allowing them goods at reductions varying from 20% to 50% off ordinary rates, and as we still have a number of bargains left in all lines, we would advise those who will be in need of household furniture within the next few months to avail themselves of this opportunity.

METAL AND BRASS BEDS		DRESSES	
Greatly Reduced.			
Former Price.	Sale Price.	Former Price.	Sale Price.
\$ 5.00 Metal	\$ 3.50	\$14.00 Golden Oak	\$10.50
17.50 "	11.75	21.00 "	15.50
21.00 "	14.00	25.00 "	17.00
23.00 "	15.00	36.00 "	24.00
28.00 "	19.00	68.00 "	43.00
32.00 "	20.00	32.00 Mahogany	21.00
40.00 "	25.00	35.00 Birdseye	23.00
38.00 Brass	28.00	45.00 "	30.00
60.00 "	40.00		
100.00 "	60.00		

  

CHIFFONIERS		PICTURES	
Former Price.	Sale Price.	Former Price.	Sale Price.
\$11.00 Golden Oak	\$ 7.75		
14.50 "	10.00		
27.00 "	18.50		
35.00 "	25.00		
56.00 Mahogany	38.00		
50.00 "	34.00		
38.00 "	26.00		
35.00 "	23.00		

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Our regular stock of Nottinghams, Cables, Irish Points and Brussels, in white and Arabian, at  
**25 Per Cent Discount.**  
Odd Pairs Half Price.

Where are you going with the goat, little boy?" "Down to the lake. Come along, if you want to see some fun. This here goat has just eat a crate of sponges, an' I'm goin' down to let him drink."—Answers.

"What part of a railway train do you regard as the most dangerous?" "The dining car," answered the dyspeptic.—Life.

## GOOD NEWS

Many Honolulu Readers Have Heard It and Profited Thereby.  
"Good news travels fast," and the thousands of bad back sufferers in Honolulu are glad to learn that prompt relief is within their reach. Many a lame, weak and aching back is bad no more, thanks to Doan's Kidney Pills. Thousands upon thousands of people are telling the good news of their experience with the Old Quaker Remedy. Here is an example worth reading:  
Elmer E. Pitts, 10 Pine St., Skowhegan, Me., says: "If there is anyone who has reason to be grateful to Doan's Backache Kidney Pills it is I. Several years ago I was employed as a motor man on the street railway and it was while thus engaged that I felt the first symptoms of kidney trouble. I believe the complaint was caused by constant standing and the jarring I received. The first symptom was backache, which caught me directly over the kidneys. I paid little attention to the trouble, thinking it would soon pass away of its own accord, but such was not the case. I gradually grew worse and after a hard day's work it was all I could do to get home. My health continued to decline and I was finally compelled to take to my bed. I remained there for four months and was unable to work for over a year. I had a back felt as if it were disjointed. A kidney weakness set in and I was bothered both day and night by a frequent desire to pass the kidney secretions. My feet and limbs were badly swollen and the doctors said I had dropsy. I took any amount of medicine, but I did not improve and finally the doctors told my wife that they could do nothing more for me. I had lost flesh until I weighed but ninety pounds and I was in despair. At this critical period my wife noticed an advertisement about Doan's Backache Kidney Pills and was convinced that they would help me. She procured a supply and though I had but little faith in them, I began their use. I had taken Doan's Backache Kidney Pills but a few days before I could see a slight improvement and by the time I had used seven boxes I was able to be up and around. From that time on my health and strength rapidly returned and I was able to go to work. As I took no other medicine at the time I was using Doan's Backache Kidney Pills, I give them the full credit for my cure. Last fall I caught a severe cold which brought on a return of the trouble. I again used Doan's Backache Kidney Pills and the contents of three boxes drove away the attack."  
Doan's Backache Kidney Pills are sold by all druggists and storekeepers at 50 cents per box (six boxes \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands. Remember the name, Doan's, and take no substitute.

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