

HAWAIIAN ISLANDS PROVE PROFITABLE POSSESSION

(By FRANK C. CARPENTER, in Louisville Courier-Journal.)

WASHINGTON, March 8.—What has Uncle Sam done for Hawaii? It is the oldest of his colonial possessions. He annexed it in 1898. It was rich when he got it; it is richer today. It did a big business then; it does a bigger business now. Its foreign commerce is almost \$70,000,000 per annum, and it has more than doubled since we made this a territory.

Hawaii now buys more than \$27,000,000 worth of goods every twelve months, and ninety per cent of this we supply. The business is all done in American bottoms, and the customs receipts, which go to the Federal Treasury, already have amounted to about \$15,000,000. In addition to this is a large sum from internal revenue taxes, so that the islands not only support themselves and pay all their expenses, but they annually turn a large sum back into Uncle Sam's coffers. This is good business.

The Hawaiian Islands have grown in intelligence since we took hold of them. Then eighty-seven per cent of the natives could read and write. Now all can do so. They were a civilized people. At the time of annexation they had a common school system like that of New England, and there were 15,000 children in the schools. There are now 26,000, and a compulsory law has been enacted raising the school age from fifteen to seventeen years. I know of no land where the school age is as high. Moreover, the schools are quite as good as our own, and they include in their teaching manual and industrial training.

Within the past few years the Government has established a College of Agriculture, and also experiment stations devoted to the crops which grow on the islands. The Government has a bureau of forestry and it has set aside three forest reserves. It has an energetic Department of Health, and one island has been set aside as a home for the lepers. Others of the

archipelago have been reserved to keep alive the wonderful bird life of the Middle Pacific, and the Island of Hawaii, the largest of all, is soon to be the site of a national park which will include the greatest volcano known to men. A bill to this effect is now before Congress, and the Governor of the islands has advised that the reservation be made.

National Park of Volcanoes.

We have the greatest guysers of the world on our public reservation of the Yellowstone. We shall have the greatest volcano and the greatest active crater in this part of Hawaii. The whole archipelago is made up of volcanoes. It has altogether forty volcanic peaks, and volcanic ash and lava abound everywhere. The very soil is decomposed lava, and this in places is twenty feet deep, making the islands among the richest on earth.

The Island of Hawaii, where Congress is asked to create this park, consists mainly of the gentle slopes of five volcanic mountains, and it has among them the great Mauna Loa, which is by far the largest volcano of the world. There is a crater at its top which is almost as high as Pike's peak, and another on one side, the famous Kilauea, which is constantly active and has a great lake of fire in its center. It is planned to make one reservation right at the top of Mauna Loa and another reservation down the sides of the mountain to include Kilauea. Kilauea is only 4,000 feet above the sea, and it is situated on a belt road around the island, and can be reached by automobiles.

Think of going by automobile right down to the shores of a lake of fire and brimstone! That is what we have in Kilauea, and all around in the country about are picturesque pit craters, banks of sulphur and lava trees, tree ferns and forests of many varieties. The Government will establish

MCCANDLESS NOMINATED

"Link" McCandless was nominated Delegate to Congress at 4:20 yesterday afternoon by the Democratic Territorial Convention.

The nomination was opposed by two. The nomination came after a stormy afternoon concluded by a discussion over whether acclamation or unanimity are the same.

By acclamation McCandless was elected, by unanimity he was not, two demurring. McCarthy did not vote.

The afternoon session was of a particularly stormy nature and everything was fought from the report of the rules committee up to whether McCandless' election was unanimous or not. It was found that he was inasmuch as there was no other candidate.

The Proceedings.

McCarthy came out for McCandless during the afternoon session and announced that his candidacy had been a protest against McCandless' attempt to nominate anybody at this time or forming a platform.

McCarthy made his statement in a speech which was the outcome of a debate over whether to consider the rules or not.

Owing to the amount of routine work in preparing the platform, the convention did not reconvene until 3:15 p. m. and when the committee on rules finally announced itself as ready to make its report the hall was packed.

Report of the rules committee was read by Chairman John Wilson and caused no particular sensation during the reading.

No sooner had the chairman finished than the question of considering the rules ensued and a wild debate in Hawaiian and English ensued.

Senator Makekai of Hawaii and Polihilo of Honolulu were the leaders.

McCarthy objected to the rules that they embodied many things unnecessary to the convention.

"The only question," said McCarthy. (Continued on page eleven.)

PRESIDENT TAFT DISPELS BUGABOO OF WAR WITH JAPAN

WASHINGTON, April 4.—President Taft's answer to the Lodge resolution calling for information as to the reported establishment by Japan of a naval base on Magdalena bay, in Mexico, will be designed to set at rest the constant rumors of Japanese colonization in North America and will be a distinct blow at the bugaboo of war with Japan.

The President's answer probably will be sent to the Senate tomorrow. Although it was denied tonight that Senator Lodge was acting in sympathy with the Administration, it was admitted that the President would make use of his resolution to set at rest reports of friction with friendly powers.

Chairman Sulzer of the House Foreign Affairs Committee, after a talk with President Taft today, declared the Lodge resolution "the merest buncombe" and that Japan had acquired no rights for a naval station from Mexico.

Will Dispose of Bugaboo. Huntington Wilson, acting secretary

of State, had a short conference with the President about the reply to the resolution. It became known that the answer will be lacking in sensational features, and at the State Department it was said the response would tend generally to discredit reports of Japanese designs on Mexican territory.

Sulzer said: "The story that Japan or any syndicate acting for Japan has acquired rights, directly or indirectly, at Magdalena bay or elsewhere in Mexico has no foundation in fact. I speak advisedly. In view of our well settled policy, the assertion that Japan has acquired a base on the Pacific coast of Mexico refutes itself, and is too absurd for serious contradiction by Mexico or Japan."

"The Lodge resolution is well understood by those on the inside, however. It will do no harm, and when the answer is officially filed, the atmosphere will be cleared and we will hear no more of Mexico ceding to Japan a naval base on the Pacific."

How a Namesake of "Commoner" Bryan, Who Traveled by Way of Honolulu, Saw the Durbar in Style.

In his telegram Mr. Bryan mentioned that he had a letter of credentials from President Taft, and waited curiously for a reply. None came, but two days later he was informed by an official of the railroad that, by order of the secretary, a special train was awaiting him at the station and would leave for Delhi at his convenience.

At the train the Bryans were told by an official that the secretary of the railroad company had arranged to have them provided with a special tent. The Tribune goes on to say: At Delhi they were received by British and Indian officials and accorded unusual privileges during the ceremonies. Mr. Bryan was invited to appear in court dress, but not having such apparel, said he would have to appear on all occasions in a plain business suit of American make of cloth. His wishes were respected, and nowhere in the great assemblage of gold lace

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THE RAILLESS ELECTRIC CAR BEING FAVORED IN ENGLAND

Consul General John L. Griffiths, London: The railless electric system for trams, which was referred to in Daily Consular and Trade Reports for November 2, 1911, is meeting with a great deal of favor in England, due, it is said, to the low cost of construction, cheapness of maintenance, lessened operating expenses, and its applicability to localities in towns and cities and to country districts where the traffic would not justify the building of an ordinary electric tramway line.

Half a dozen bills authorizing the use of railless traction have been deposited for the 1912 session at the private bills office of the House of Commons. One of the bills has for its object the linking up of two of the London United Tramways routes. Hitherto the British Board of Trade has approved of the use of single-decked cars only, which limits the carrying capacity of each car to 24 passengers as against 52 when double-decked cars are used. In at least one of the railless traction bills to be introduced authority is asked to equip the system with double-decked cars.

The following description of the railless system, as used in Leeds and in Bradford, is taken from an article published in the Motor Trader:

Cost of Equipment. Both at Leeds and Bradford, though the mileage is short, the new system of railless traction is being well tested, there being some fair gradients, sharp turns, and roads not lacking for traffic.

The Leeds equipment cost \$606 per mile, as against \$8048 for the Bradford system, the Bradford gradients being 1 to 15 against 1 to 22 in Leeds. Despite the severity of both gradients the current consumption does not exceed 0.92 per unit per car mile on the incline. The cars are of the single-decked type and weigh 72 hundredweight empty, or 2 hundredweights more than the tare limit for motor buses in the metropolitan area.

Their cost was \$3406 complete, with motor and trolley equipment, and they carry 28 passengers, 8 less than the average motor bus.

Mechanical Equipment of Cars. The mechanical equipment is almost identical for both the passenger and industrial types of railless electric vehicles. The motors are series wound with shunted fields, and two are used for each chassis. Their combined output is 40 horsepower at 1650 revolutions per minute and 525 volts, and the equivalent vehicle speed is 10 miles an hour. Each motor drives one of the rear wheels through a double reduction, i. e., by worm wheel and roller chain, the transmission gear being wholly inclosed. Thus no differential gear is required.

The controller has five running positions and a reversing motion, provision being made also for cutting out either motor from the operating handle. There are two sets of brakes the one operating on the second-motion shaft by a pedal, and the other, of the drum type on the rear axle being worked by a pedal or a lever with ratchet for holding it in the "on" position.

Character of the Roads. The overall length of the passenger vehicle is 20 feet 3 inches and the total width 7 feet. The wheel base is 13 feet. The Leeds vehicles have the passenger entrance on the driver's left, and are therefore man- aged single handed. The Bradford vehicles have the entrance at the rear and require a conductor. The trolley poles have 16 feet radius of movement and the buses can be turned in 30 feet.

The road formation over which the present Bradford system operates is paved partly with granite sets, but for the greater part of the road the formation is ordinary macadam. No special treatment was given the road nor was any highway expense incurred as a preliminary to the running of the cars. No claim is made by the highways department against the tramways in respect of this traffic. The width between curbs is 21 to 32 feet. It is not anticipated that the surface of the road will suffer from the running of the cars.

No Discomfort from Vibration. In a report by the Edinburgh committee, appointed to investigate the railless system at Bradford, it was stated that no discomfort was experi- (Continued on Page Twelve)

THE POWER OF A NAME

How a Namesake of "Commoner" Bryan, Who Traveled by Way of Honolulu, Saw the Durbar in Style.

It is safe to say that there is one man in this country who does not believe in the old saying that there's nothing in a name. And you might argue with him all the rest of your life without making him change his mind. He has a very good reason for holding a contrary opinion, for he recently had an experience in a foreign land that convinced him that names have a magic effect on some occasions. The man Jonathan Bryan, of Richmond, Va., and the scene of his experience was in far-off India during the Durbar festivities. It must not be supposed that the Virginian posed as the famous Nebraskan, for he did not; but the fact that his surname was the same as that of the three-times candidate for President cuts a very large figure in this story. But that is not all. Mr. Bryan carried a letter signed by President Taft, although it was only a letter of credentials. On a trip around the world Mr. Bryan and his wife arrived in India just before the Durbar was held. They were told that the city was already so crowded that it would be almost impossible for them to find lodgings. What they were told was true, but the Bryans went to Delhi just the same, and, standing on a carpet of gold, listened to the speech of King George V. when he was crowned Emperor of India. How it happened is told by the New York Tribune:

Mr. Bryan and his wife left San Francisco for Honolulu and the Orient in June of last year. He took with him a letter of credentials from President Taft. He thought the document would be a handy thing to have in case of emergency, but declared yesterday that he had no idea it would eventually be the means of his seeing the Durbar in royal style.

While the Taft letter was an open sesame for the American traveler, his friends thought that the magic name of "Bryan" signed to his telegram to the secretary of arrangements for the Durbar, in which the name of Taft was mentioned, helped accelerate the subsequent courtesies offered him by the British officials.

The Bryans planned to make a trip around the world and journeyed westward by short trip until they reached Calcutta. Everywhere they heard about the forthcoming visit of the King, and it was not long before they learned that it was next to an impossibility to get accommodations at Delhi. Tents and houses were engaged months in advance and about twenty days before the arrival of the Bryans in Calcutta practically every adequate accommodation had been taken.

Mr. Bryan was advised to stay away from Delhi. He met many persons who declared that they would not take the risk of putting up with hardships in the great crowd that had already assembled for the Durbar. He had practically decided to stay away from Delhi, when it occurred to him to send a telegram to the secretary of the Durbar and ask if he could help him to get accommodations. Ridiculously high prices were being charged for meager accommodations, and railroad reservations were practically all taken.

Mrs. Bryan thought it futile to try to make the journey, but her husband persuaded her to agree to accompany him if he got a favorable reply from the secretary.

WASHINGTON, March 25.—The funeral procession and burial of the remains of the sailors and marines found in the old hulk of the battleship Maine in Havana harbor and brought here on the Birmingham made a sight that those who witnessed it will never forget. The American nation paid its highest possible military honors to the dead. The pine boxes containing the hermetically sealed coffins were borne on caissons each with its guard of honor, and were draped with flags and covered with flowers. All Washington was mourning. Government business was suspended, and all flags were half masted for the entire day. Throughout the city church bells tolled, and in sanctuaries prayers were offered. School children, who could not be invited to the official service because of the lack of space thronged the commons in front of the great State, War and Navy building to offer their tribute. Great silent crowds viewed the impressive funeral cortege as it moved from the Washington navy yard to the place of services. Thousands more waiting for the procession to pass lined the route from the State, War and Navy building through Pennsylvania avenue to Georgetown and across the Potomac river and up through the hills of Virginia to the burying ground. Congress recognizing the importance and solemnity of the occasion, suspended its sessions for the day, and practically the entire legislative body attended the services. Seated on the wide landing of the steps leading up the south entrance to the State, War and Navy building was the official funeral party, with President Taft and Admiral Sigbee and other surviving officers of the ill fated ship as the central figures.

\$2.50 SHOE SALE

Of Ladies Shoes

\$3.50
4.00
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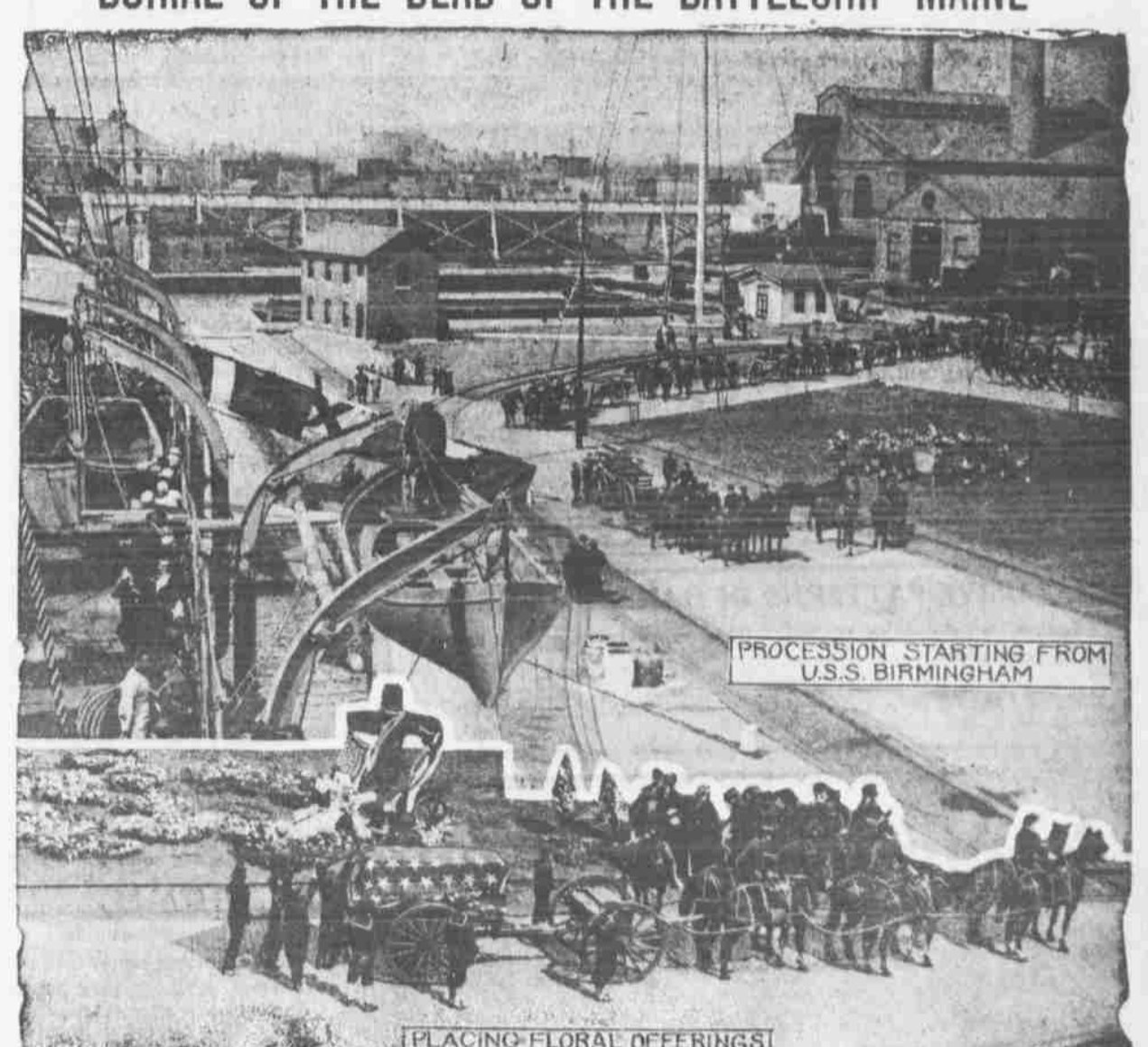

<p>LOT NO. 1.</p> <p>90 pair Pumps and Ankle Straps Made of Black and Tan Leathers, light or heavy soles. Tie, Bow and Buckle effects. Laird, Schober & Co. and E. P. Reed & Co. makes, \$4 to \$6.</p> <p>Sale \$2.50</p>	<p>We will have on sale 600 pairs of short lines of fine shoes at extraordinary reductions, including Laird Schober & Co.'s E. P. Reed & Co.'s and other well known makes.</p> <p>The styles are correct in every respect. Boots, Pumps and Oxfords in Black, White and Tan. We have all sizes and widths in the entire lot but not always of each individual style. However there is an endless variety of toe shapes and styles to choose from. It will pay you to attend this sale and secure two or more pairs at this price before the sizes become broken. A saving of \$1.00 to \$3.50 per pair.</p>	<p>LOT No. 3.</p> <p>175 Pairs of Women's Dress Oxfords.</p> <p>Choice of Patent Colt or fine Vici Kid, Gun Metal and Tan Russia, French, Cuban and Military Heels. Suitable for dress or street wear.</p> <p>\$3.50 and \$5.00 values.</p> <p>Sale \$2.50</p>
<p>LOT NO. 2.</p> <p>100 pairs Women's Lace Boots. Some of patent kid, others of fine vici kid, turn or welt extension soles. A variety of toe shapes to choose from. Mostly Laird Schober make. \$4.50 to \$6.00 values.</p> <p>Sale \$2.50</p>	<p>LOT NO. 4.</p> <p>235 pairs Tan and Low Shoes. Oxfords, Sailor Ties, Ankle Straps and Pump effects. Made of imported leathers, Brown Vici and Suede. Turn and welt soles. \$4.00, \$4.50, \$5.00 and \$5.50 values.</p> <p>Sale \$2.50</p>	

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BURIAL OF THE DEAD OF THE BATTLESHIP MAINE



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