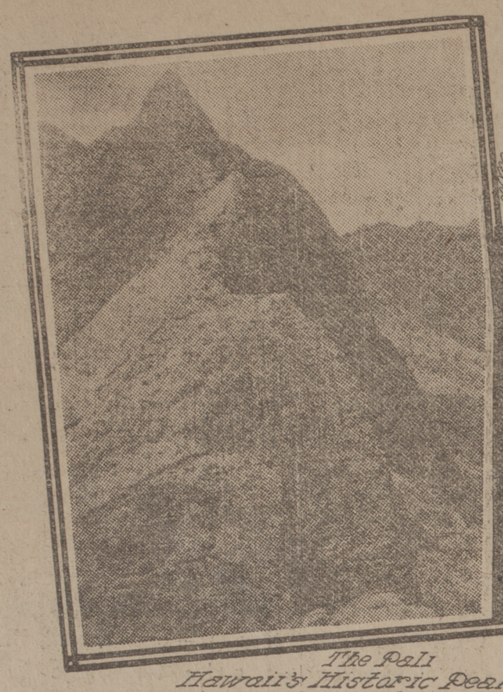
HAWAII, OUR ISLAND TERRITORY

BY FORBES LINDSAY



The Pali
Hawaii's Historic Peak

Crater of Haleakala, 30 Miles in Circumference

Avenue of Royal Palms

Scorching Post-Cards over Lava Cracks
Volcano of Kilauea

It is doubtful if there may be found anywhere in the world another region similarly small and blessed with as many natural advantages as those enjoyed by the group of eight islands forming the territory of Hawaii. Long before their annexation by the United States, the Sandwich Islands, as they were formerly called, excited the desire of foreign powers, Russia, France and Great Britain sought to gain possession of them and one or the other would have succeeded but for the determined opposition of the sturdy little band of American settlers. These pioneers not only withstood the aggression of European nations, but also strove earnestly for many years to induce their mother country to raise its flag over the archipelago. Political considerations and the aversion of the American people to the acquisition of outlying territory, militated against the movement until the outbreak of the Spanish-American war created military needs of the most compelling character. It was on account of its value as a naval base that we annexed Hawaii, and although it has been for nearly 10 years an integral part of the United States, our people in general have not yet fully realized the value and importance of the territory on other accounts. With the opening of the Panama Canal the commercial importance of the islands will be greatly enhanced, for they lie directly in what must be the path of vessels passing through that waterway en route to Japan and the mainland of Asia.

Viewed from the purely business aspect, Hawaii has already proved to be a highly profitable possession. It exports annually to the United States upward of $40,000,000 worth of produce and yearly imports American goods to the value of more than $15,000,000. During 1908 the Honolulu Custom House collected $1,550,000; the postoffice, $75,000, and the internal revenue office, $56,000, so that a total of $1,682,000 was contributed by Hawaii to the National Treasury. In the same period the federal government spent in the maintenance of its various administrative and judicial branches a sum approximating $380,000, or only about 22 per cent. of the amount of the revenues. Congress has appropriated about $1,000,000 for harbor improvements and lighthouse construction in the islands, as well as $850,000 for the erection of a federal building at Honolulu, but all these expenditures will be more than covered by two years' income from the territory. These figures do not, of course, take into account the expenditures on the naval station at Pearl Harbor, whis is a distinctly national institution. Thus it is clear that far from being a financial burden to the United States, as opponents of annexation in Congress frequently predicted that it would be, Hawaii is an excellent investment.

The aggregate area of the archipelago is 6,500 square miles in round figures, being slightly less than that of New Jersey. The islands are of volcanic origin and their surface land is almost entirely composed of lava flow, which makes the most fertile of soils. Each member of the group contains mountains from which the land slopes down to the sea in every direction, though upon the windward, or eastern shores, the erosion by the sea has produced a more abrupt descent than upon the other side. In lands of such broken configuration the rectangular form of subdivision which prevails in flat countries would not be convenient and it is unknown in Hawaii. Under the monarchy each chief was granted a triangular piece of land extending from the mountain top to the coast, along which its base lay. Thus was secured to every clan a sea frontage for fishing, a tract of low land for the growth of cocoanuts or taro, and as the ground rose, grazing land with forest above it. The natives have no words in their language to express the points of the compass. Direction is indicated by the words "makai," meaning seaward and "mauka," mountainward. And so adequate are these expressions to all purposes that one seldom hears a white resident use any other.

The "melee," or family legend which is chanted by the natives, carries the history of the islands back 1,000 or more years. These hereditary records are entitled to as much credence as are the Norse Sagas or the Druidical traditions. Strange to say, that although the stories of many volcanic eruptions are preserved in these folk songs, there is not a single mention of loss of life as a consequence of one of these convulsions. Nor do the records of 1,000 years include mention of any natural catastrophe as having befallen the islands. To the south, to the east and to the west hurricanes, water spouts and tidal waves cause death and destruction, but nothing of the sort has ever visited Hawaii. Another peculiar and unaccountable fact is that this tropical territory enjoys an absolute exemption from serpents and other poisonous reptiles. Several attempts have been made to introduce certain specimens of snakes, but for some mysterious reason they cannot survive. In the native language their is no word that conveys the idea of a noxious animal, insect or plant. More than that, disease was practically unknown to the inhabitants of this paradise previous to the advent of the white man. They enjoyed a climate which is unequalled for salubrity and diversity. On the coast the temperature averages about 75 degrees and from that it graduates to the almost Arctic frigidity of the snow clad peaks. The wants of the Kanaka were few and easily supplied. He devoted most of his time to athletic sports, such as ball playing, running, surf riding and swimming, with occasional fighting. He was tall, robust and active, as sound and handsome a representative of humanity as the original tenant of the Garden of Eden. He passed a happy life and seldom laid it down until overtaken by extreme old age.

When Captain Cook discovered the islands which he named after his patron, or "backer" as we would call him in these days, the inhabitants numbered 400,000, according to his computation. The explorer was a careful observer and, no doubt, the estimate was approximately correct. Today there are fewer than 35,000 Kanakas, full-bloods and half-breeds, in the territory. The white man introduced epidemic and infectious diseases to which the natives fell easy victims by reason of their very healthfulness and absolute lack of the immunity which all the civilized people enjoy in some degree. Such a trivial complaint, from our point of view, as measles killed thousands of them. They have had to run the gamut of practically all the ills from which inhabitants of temperate climes suffer. The constitutions of the survivors are sadly undermined and, although they retain the appearance of robust health, the old-time vitality is not there.

No section of mainland United States has a climate to compare with that of Hawaii and very few parts can boast equally fine scenery. A large degree of its charm is derived from diversity. The island valleys are no less famous for their beauty than are the rugged mountains for their grandeur. Almost every scene includes in its composition land and water, jungle and crops, barren rocks and sandy beach. The summits of the highest peaks are accessible on horseback. One may ride in the intensely bright light of a tropic moon to the top of Haleakala and there view a sunrise whose glories will ever live in the memory. In the same manner he may visit Waikoloaa, the lake that occupies the extinct crater of Mauna Kea at an elevation of 14,000 feet above the sea, which justifies its name of "the highest water." Here, if he pleases, he may take an ice-cold bath as a change from the tepid water of Waikiki beach. But the chief attraction to the sightseer is Kilauea the greatest active volcano in the world. Its crater is three miles across and in the center of it is a pit 2,000 feet in diameter, filled with boiling lava, whose seething and bubbling and spouting is a sight never to be forgotten. The statement that there is no danger of disastrous eruption from the volcanoes of Hawaii seems to be well grounded. Some of them have run over in comparatively recent years, but never with sufficient violence or suddenness to occasion loss of life. It is explained that the craters are so large and open that that the gases have free vent and no chance of collecting, so as to generate explosive force. Hawaii also boasts the largest extinct volcano in the world. This is Haleakala, on the island of Maui. Its crater is more than 20 miles in circumference and 2,500 feet deep. The ride to the summit of this mountain is one of the most beautiful that the islands afford. It may be added that in the past few months Kilauea has displayed greater activity than in many years previous. Its enormous molten lake has risen from a depth of 1,000 feet to within 100 feet of the rim of the crater. This phenomenon has attracted curious visitors and scientists from all parts of the world.

It is doubtful whether Americans anywhere enjoy so easy and pleasant a life as they do in Hawaii. The majority of them are engaged in business at Honolulu, which is situated on the leeward side of the island of Oahu. The population of the city is very mixed with a strong oriental element. The buildings include fine hotels, handsome business blocks and attractive dwellings. The merchants follow the usual tropical practice of working no more than six hours a day and securing an ample amount of healthful and pleasurable recreation. The social life is simple, but characterized by good feeling and hospitality.

BOARD OF TRADE ACTIVITIES IN INTERESTS OF ST. JOHN

Work of Recent Months on Matters of Importance to This City Reported on by the Secretary, W. E. Anderson.

An interesting and important summing up of the proceedings of the council of the board of trade was read by Secretary Anderson at Tuesday's meeting as follows:—

As the time ot the June quarterly meeting of the board was given up entirely to an address by Sir Robert Perks, no summary of the work of the council was submitted. It therefore becomes necessary for us to review six months' work at this meeting. Only the more important matters will, however be dealt with, and those only briefly so that too much time may not be taken up in going over work more or less completed.

South Shore Steamship Service

About the time the steamer Senlac was taken off this route, Mr. Gifkins, manager of the D. A. Railway, went to Ottawa with an application for an additional subsidy of $5,000 for the Digby service, claiming that the service was not paying on the $20.000 being received. The department referred him to the St. John Board of Trade for its recommendation.

Accordingly, a meeting of the council was arranged and Mr. Gifkins' application for the additional subsidy, or to be allowed to curtail the number of sailings, heard. The council, however, was not favorably impressed, but agreed with Mr. Gifkins that, if he would make arrangements with the Halifax and Southwestern Railway whereby freight which had been going by the Senlac to points along the South Shore of Nova Scotia could in future be shipped over the D. A. R. and Halifax and Southwestern Railway to these points at the same rates that had been given by the Senlac, the council would feel disposed to recommend the additional subsidy. It is evident that this arrangement was not entered into, as we have had no further application from Mr. Gifkins.

Shortly after this a meeting of the council was arranged to hear a proposition from the manager of the Magdalen Island Steamship Company to operate the South Shore service if they could get the federal and provincial subsidies. The Wm. Thomson Company had an optional subsidy contract with the federal and provincial governments for the performance of a twice a week service between St. John and Yarmouth to take care of the federal subsidy in the event of the Senlac going off the route, but when it became apparent that the Yarmouth service was not going to be put in operation immediately the council recommended the Magdalene Island Company for the federal subsidy of $10,000 and the provincial subsidy of $3.000. The federal subsidy is being paid, but up to the present time the provincial government has not felt justified in paying its subsidy.

A delegation from the board, however, waited upon Premier Hazen and his colleagues some days ago in reference to the matter and were assured of favorable consideration, and the indications are that this subsidy will be paid also.

Transfer of Shore Lots to C.P.R.

The board is already on record as recommending the transfer of the west side shore lots to the C. P. R. upon certain conditions, which recommendation was forwarded to the common council in March last, with the request that the board be furnished with a coopy of any agreement on the matter before being finally dealt with. As a copy has not yet been received by your council we are not in a position to discuss its terms, but feel that a matter of so much importance to every citizen should receive the fullest publicity before being disposed of by the common council.

Grain Facilities, Berths 5 and 6

The council has repeatedly called attention to the necessity for providing grain conveyors for berths 5 and 6 before the government wharves are completed and equipped, as if this is not done the city will lose considerable revenue from its wharves, and, in view of the stand taken by the federal authorities in the matter of harbor commission of basing the value of the harbor upon its revenue, every effort should be made to increase that revenue.

The matter has, we understand, been dealt with to some extent in the proposed agreement between the city and the C. P. R. regarding the west side lots, but while negotiations are pending it is probable that the city will make some arrangement with the C. P. R. to supply these berths with grain during the coming season.

Advertising

Some two years ago the department of interior of the federal government was communicated with and urged to give the province of New Brunswick the same advertising and publicity that was being given to other provinces in the dominion. After considerable correspondence, the council was advised that a booklet dealing with this province would be prepared and circulated, whereupon the board offered to furnish the department with photos, cuts, etc., and any information that might be of use in making up an attractive booklet.

The offer was, however, declined on the ground that the government was already in possession of what material was wanted. Some time after this the book appeared and, while the matter used is excellent in itself and well prepared, there is a whole lot of valuable information which has not been included, and the few illustrations appearing do not begin to show the conditions in New Brunswick today.

It is, however, a start made to advertise this province, which in this respect has been very much neglected. 10.000 copies of the book were issued, 7,000 of which were sent to the government immigration headquarters in London, 1,400 copies to the immigration department of the local government at St. John, 1,000 copies to the board of trade and the balance are being distributed to individual applicants by the department.

The C. P. R. has also issued a very attractive booklet dealing with New Brunswick from an agricultural point of view, and the Intercolonial Railway is compiling a boklet dealing with the maritime provinces as a location for manufacturing purposes.

The board of trade has done some city advertising in circulating broadcast about 10,000 envelope slips setting forth in a few pointed paragraphs a few of the advantages of St. John as a manufacturing centre. A number of card hangers showing some of the principal ports of call of steamers sailing from this port were also distributed among the merchants, and may be seen hanging on the wall of nearly every business establishment in the city.

Big Export Increase

The tremendous increase in the export trade of St. John was used as the basis for the preparation of a very attractive pamphlet which was issued by the board showing the growth of the export business in the past twelve years as compared with Montreal, Halifax and Quebec. Some 2,500 copies of this pamphlet were issued and mailed to trade papers and the press generally throughout Canada and the United States and also papers in Great Britain.

The secretary has since received a large number of newspaper and trade papers, some from England and Scotland, containing half column articles dealing with St. John and its probable future as a shipping port. The St. John Times also devoted the front page of a Saturday issue to the trade of the port as set forth in this pamphlet. A great deal of good advertising was had in this way at no expense to the board.

Trade With Cuba and Mexico

Judging from the number of steamship lines which have steamers sailing out of St. John for Cuban and Mexican ports within the next two months, and from reports of merchants who have been visiting these ports in the interest of trade, a considerable business will be done from St. John during the present season. The first steamer leaving St. John in connection with this trade will be the Bornu of the Elder-Dempster line, leaving here on the 20th, the Munson line will have a steamer from here on October 2, and the Boston-Cuban line will have one leaving on October 6.

Tobique Dam

A special meeting of the board is investigating matters in connection with a proposed dam on the Tobique River. Bills have been presented at the local house on two different occasions asking for a charter to construct this dam, but in each case it has been thrown out. It is understood, however, that the promoters will again present a bill at the next sitting of the legislature.

The committee of the board will, in the meantime, ascertain what effect such a dam will have upon the salmon fishing interests, as the Tobique is about the only spawning ground left for our harbor salmon. Arrangements are being made to have fisheries inspectors and others interested, from different points in the province, appear before he committee in order that they may have the benefit of expert opinion on the matter.

Maritime Board of Trade

Acting upon the decision of the quarterly meeting of the board in march last, the council instructed its delegates to the annual meeting of the maritime board this year to take no part in the proceedings of the meeting, but to take the first opportunity to notify the gathering that it was the intention of the St. John Board to withdraw from the organizaton.

This action of the council was the result of a careful review of the work of the maritime board for the past few years, which showed that, while a great number of resolutions of more or less importance had been adopted, there were really no benefiting results visible, and while, if the original idea of its promoters were carried out, it is an organization that could be made very useful in educating public opinion and securing for the maritime provinces that recognition in the dominion which, in view of the enormous growth of the west, we can only hope to get as a united body, sectional interests have been allowed to dominate the annual meetings to the cost of the board's usefulness.

This has been pointed out at several meetings by the St. John board, and our delegates have urged that the time of the meetings be devoted to thec onsideration of matters of mutual interest to the three provinces with the view of accomplishing something. This, however, seems impossible under the present organization and method of conducting the meetings.

It is hardly to be expected, therefore, that busy merchants are going to devote four or five days attending meetings from which they can see no good results. W. B. Snowball, the president for the ensuing year, is expected in St. John in the near future, when it is probable that the matter will be gone into fully with a view to creating an organization that will justify its existence.

Congress of Chambers of Commerce

The board has two delegates, Messrs. W. Frank Hatheway and James Pender, attending the seventh Congress of Chambers of Commerce of the Empire which is being held in Sydney, Australia. The local board, as with other boards in the dominion, offered no subjects for discussion at this congress, as any subjects which were considered of sufficient magnitude had already been submitted by other boards.

This was due to the fact that it was not until the last moment that our delegates finally decided that it would be possible for them to go. Most of those subjects, however, which were submitted from Canada had already been considered at one time or another by the St. John board, and our delegates were supplied with extracts and reports from the minutes bearing on them as something of a guide to local opinion.

New Industries

The new industries committee of the board put into practice this year an idea put forward some years ago by H. B. Schofield, namely, that of committees meeting at lunch during the summer months to discuss board of trade matters. A number of meetings were had in this way, which were quite successful and we trust profitable to one member of the committee anyway, who, upon hearing of a manufacturing industry operating in a small way in the city, but requiring additional capital in order to permit of his carrying on the business, furnished the necessary capital himself. This, of course, could not be done with every proposition which comes before this committee, but it serves as an example of some of the work being accomplished by board of trade committees.

Another new industry established in the city withing the past few months is J. M. Humphrey & Company's boot and shoe factory. While only operating in a small way at present, employing some forty to fifty hands, there is no doubt of its developing into one of the big industries of Eastern Canada in a very short time.

British West Indies Commission

The imperial government has appointed The Right Hon. Lord Balfour of Burleigh, K. T., The Hon. W. S. Fielding, minister of finance, The Hon. W. Paterson, minister of customs of Canada, Sir John Dickson-Poynder, D. S. O., M. P., and Sir Daniel Morris, K. C., M. G., D. C. L., D. Sc., to be commissioners to investigate and report upon the measures which may be taken for the promotion of closer trade relations, and for the development of mutual trading facilities between the Dominion of Canada and the British West Indian colonies.

The commissioners have been invited to meet in St. John and, as soon as a definite date has been arranged, notice will be given to members of the board, when it is hoped that all members interested in trade with the West Indies will attend the meeting and express their views on the subject.

Navy Yard

In view of the probable position to be taken by the dominion in reagrd to the establishment of a navy for Canada, there appear to be little doubt that warships of one kind or another will shortly be built at some port in the maritime provinces. The port to be selected will likely depend on the inducements offered by each. The province of Nova Scotia, it is understood, has already offered large inducements in this connection, and the council of the board feels that New Brunswick should not be behind in the matter. Letters have been sent to the preimier and to the common council asking that some vigorous and united action shall be taken to secure these works for New Brunswick.

H. G. ANDERSON,

TIRED MOTHERS. It's hard work to take care of children and to cook, sweep, wash, sew and mend besides. Tired mothers should take Hood's Sarsaparilla—it refreshes the blood, improves the appetite, assures restful sleep, and helps in many ways.

NOT A CAR MOVED; TRIBUTE TO HARRIMAN

Between 3.30 and 3.32 o'clock on the day of E. H. Harriman's funeral the affairs of the Erie R. R. came to an absolute stop, and there was a tribute of silence to E. H. Harriman, who had been the master mind of the railroad world.

Every train, no matter where it was, halted. The ferryboats that chanced to be in midstream came to a stop and drifted. In the machine shops and power houses not a wheel turned. Even the selling of tickets ceased. No man in the service lifted a hand during those two minutes to do a stroke of work.

Many of the train crews lifted their hats and bowed their heads. Hundreds of the passengers too, paid a like honor to the man who had made their traveling possible.

So it was on the Union Pacific, Southern Pacific, Illinois Central and all the other Harriman lines. There had been no such widespread funeral tribute since the day President McKinley was laid away in Canton.

The five year old son of C. M. Bostwick, Jr., while at play yesterday fell and inflicted a cut over his eye. He was taken to his father's home, 110 Wentworth street.

WOULD IMPOSE SURTAX AGAINST PAYNE TARIFF

Vice President of Canadian Manufacturers Expresses This View at Annual Meeting of Association.

Hamilton, Ont., Sept. 14—The Canadian Manufacturers' Association opened their thirty-eighth annual meeting this afternoon. Vice-President R. Hobson, in his address, commented on the fact that Hamilton had the third largest association membership, stood third in capital invested in manufacturing and third in product.

Times were improving, had improved and a business revival had begun. Immigrants and settlers of desirable class were sweeping through Canada's gates at the rate of 150,000 a year. The farmers of the dominion had harvested a splendid crop, and before another year had passed Canada would be again enjoying the sunshine of prosperity.

As to the American tariff, the answer of Canada's producing interests should be in two words, "No surrender."

"Our friends across the border have always said to our manufacturers, 'We do not want your goods.' They now say to our farmers, 'We do not want your produce.' In heaven's name then let us take them at their word. Let us answer in kind that we do not want their goods. Let us strengthen our own position and in April next let the government put into effect the provisions of the surtax act of 1903. And then let our farmers and our manufacturers, our lumbermen, our miners and our fishermen all join hands in developing our own Canadian resources, in perfecting our avenues of communication and in building up a strong home market that will make us independent for all time to come of the meagre market the United States has hitherto afforded us.

"I think it should be generally recognized that the greatest service and good we can render to the empire is to build up a self-reliant, prosperous Canada. As business men, however, we look with favor upon measures for imperial defence, and while it does not follow that we should advocate the immediate creation, at great cost, of a Canadian navy, we should, at least take steps in that direction. We should awake from the dangerous and false sense of security into which we have so naturally fallen to give our boys and young men military training—not that we should adopt radical militarism, but that we should develop within ourselves a robust manhood, capable of coping in every way with the best the world can produce and remembering always that we carry imperial as well as national responsibilities."

The association at the present meeting would be asked to take a stand in regard to the establishment of a permanent tariff commission and to express itself on other matters.

PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c. at all dealers or EDMANSON, BATES & Co., Toronto. DR. CHASE'S OINTMENT.

The Times Daily Puzzle Picture

A PATERNAL WAIL.

I'm weak and worn and weary, I am frazzled to a thread,
I never get a breath of peace till Dick is safe in bed;
At morn, at night, I growl and bite; I charge, I pitch and tear;
I have to be those animals he saw at the country fair.

Find two pigs.

ANSWER TO YESTERDAY'S PUZZLE.

Fowl minus Owl plus Ox equals Fox.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
CURES RHEUMATISM BRIGHT'S DISEASE BACKACHE DIABETES
NUMBER 23 THE PR...

You cannot possibly have a better Cocoa than
EPPS'S
A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.
COCOA
Sold by Grocers and Storekeepers in ¼-lb. and ½-lb Tins.

Hay's Hair Health
ACTUALLY, POSITIVELY, INVARIABLY RESTORES GRAY HAIR TO THE COLOR AND VIGOR OF YOUTH.
You can't look young if your hair is gray, faded, dull and lifeless. Hay's Hair Health will bring back the natural color, just as it was when you were young. Stops dandruff and falling out. Makes the hair bright, silky and full of life and beauty—not a dye—won't color or soil your skin.
51 AND 50c. BOTTLES, AT DRUGGISTS.
Hay's Hardina Soap cures Eczema, red, rough and chapped hands, and all skin diseases. Keeps skin fine and soft. 25c. druggists. Send 2c. for free books, "The Care of the Skin," "The Care of the Hair."
Philo Hay Spec. Co., Newark, N. J.
E. CLINTON BROWN, COR. UNION AND WATERLOO STREETS.