

HAWAII, CROSSROADS OF PACIFIC OCEAN

United States May Not Realize Value of Precious Chain of Jewels But Hawaiians Do and Are Anxious to Be Allowed to Show World

BY FREDERICK J. HASKIN.
(Copyright, 1908, by Frederic J. Haskin.)
Honolulu, T. H.—Take a map of the Pacific ocean and draw lines across it from principal ports in both Americas to principal ports in Asia and the islands of the sea. Where these lines cross you will find Hawaii, the crossroads of the Pacific. Add incidentally you will have a home-made map of the very kind that every visitor to Honolulu is confronted with every time he meets an agent of the promotion committee, which is to say every time he meets anybody at all.

The United States as a whole may not yet realize how rare and precious is this chain of jewels of the sea that has shaken off the old name of Sandwich islands, but the islanders realize it to the full. They know that the value of Hawaii is not to be calculated by square miles of territory. They don't discuss area. But when it comes to strategic maps and applied geography the Hawaiian is on the job. Honolulu, which is the great port of the Hawaiian islands, is a little more than 5,000 miles from anywhere that anybody ever hears about or goes to. To the unthinking that fact may mean a disadvantage, but Hawaii knows the contrary. Ships sail by island ports which are close to the mainland, but they are glad to stop in a good harbor when 2,000 or 3,000 miles out on a 6,000 or 10,000-mile voyage. Being a piece for ships to stop made Honolulu in the old days of the whaling industry, and it did not suffer from the overgrowth of the sperm candle by the oil lamp, for it found great profit in dropping lumps of sugar into the world's coffee cup. But that was a business which concerned only Hawaii, for the world doesn't ask whether its morning sugar lump comes from Hawaii or Cuba or Java.

In Middle of Game.
Things are beginning to change now, and Honolulu knows that it will not be long before the whole United States will wake up to the fact that the territory of Hawaii is right in the middle of the game. The United States is spending some untold millions to cut a ditch across the Panama canal. Why? To facilitate trade in the Pacific ocean. This same United States is showing the world a few things by sending the biggest fleet of warships ever put together for such a cruise all around the Pacific. Why? To show the world that the American trade and prestige in the Pacific is to be guarded. No one supposes that the United States is going to permit any of its Pacific prestige to be taken away, and everybody ought to know that American trade in the great ocean will be extended if human means and Yankee wit can accomplish it.

Where will the American battleships stop on their way across the Pacific? Honolulu. Where will the merchant

vessels that carry the American trade to the orient put in? Honolulu. Where will the great stream of traffic that will burst through from the Atlantic when the ditch is dug first touch Honolulu. Where will be the great American naval base in the Pacific? Pearl harbor, which is seven miles from Honolulu. Where will be the great military outpost which will be the bulwark between rising oriental ambition and the maintenance of American dominion in the Pacific? Honolulu. Where will be the great American empire's rendezvous—a Malta and Gibraltar all in one? Honolulu.

Wide Awake.
The Hawaiians have been out here in the Pacific watching things, and they knew the answer to all these questions long ago. They urged them upon an unwilling American government for years when they were begging to be annexed. One bright May morning Uncle Sam woke up to find a brown baby on his doorstep. The Philippines came by the accident of fate, and congress at last was persuaded that it would be worth while as a stop-over on the way out. Therefore Hawaii was gathered into the fold by a joint resolution, and by most of the people promptly forgot.

That was only 10 years ago. What now? There is a storm brewing in the orient which will make the little scrap of 1898 fade into a children's quarrel. If Hawaii was necessary to America for such a little affair as the brush with the Philippines, how much more valuable will it be when there is a man's fight a-coming? Ten years ago Europe laughed at the little American navy. It was good enough to get the best of Spain, all right, but America woke up to the fact that it wasn't good for much more. There wasn't much fuss about it as it went along, but the United States turned to navy-building. Now it has the greatest fleet in the Pacific in the history of that ocean. It has a navy which ranks second in the world in size and first in relative efficiency, and there is a fleet left on the Atlantic seaboard that is stronger than the whole navy was at the time of the war with Spain. So much for 10 years.

Struggle Will Come.
The great struggle for the mastery of the Pacific and the freedom of China may not come this year, or next. But it is very likely to come within the next 10 years, and Uncle Sam is very likely to be in the scrimmage. He is beginning to make up to the seriousness of the likelihood. In fact, he is in training, so far as the navy goes, and is getting into form on public sentiment. This great struggle will be in the Pacific ocean. In the middle of the ocean is Hawaii. Hawaii is the focal point.

Hawaii has a sore spot. It is so tender that one doesn't need to poke to find it. It makes its presence felt, and

every visitor from the mainland of the United States knows about it before he has been in Honolulu 24 hours. That sore spot is that the people of the rest of the United States don't seem to know that Hawaii is a bona-fide, inseparable, directly attached, seamless part of the United States. The Hawaiians in Hawaii are just as American as any man who ever shot a firecracker on the Fourth of July, or ate turkey and pumpkin pie on Thanksgiving day. And when a fellow-American from Kalamazoo writes one of them a letter, there's a little volcano in Hawaii that the guide-books don't know about.

A great business firm in New York recently sent half a ton of advertising matter to Honolulu. It was all printed in Spanish. Some man had got out a scheme to reach the "insular possessions." The Porto Ricans and the Philippines speak Spanish, therefore it is decided to give Hawaii a dose of Spanish, too.

Governor Johnson of Minnesota recently gave out a letter saying he was in favor of lopping off the Philippines and Hawaii and all "insular possessions." When that got to Honolulu the local papers gave "Yon Yonson" a lambasting that would have delighted the soul of a Minnesota Democrat. Just the evening after that the United States could lop off Arizona or Maine, or cut out Iowa from the rest of the United States now in New Mexico. And Hawaii, looking into the future and with the eye of a star, saw the stars and stripes of a star of turquoise seas and opal skies, a star whose radiance casts over the name of the union the greeting "Aloha!"

Hawaii Needs Help.
Hawaii knows that the path to the stars is beset with difficulties. No other part of the United States has more knotty problems to work out. It needs the help of the rest of the country, and now that the increasing importance of the Pacific will bring Hawaii into prominence, that help will be forthcoming.

Americans Control.
These are tasks which no people would approach without a due sense of their responsibility. In Hawaii they are made more difficult by reason of peculiar business conditions, and by the impassive resistance of a small but influential element of European foreigners who still look to British and German ideals in government. Notwithstanding these complications, the Americans in Hawaii are in control of politics, business and society. They are working with might and main to Americanize the whole people. They are using the same methods which "Americanized" the United States—the weapons of school and church and printing press. It is a brave fight and most Americans have faith enough to believe that they will conquer. When they do, will not most Americans agree that that will be worth the effort?

RESULTS OF FUEL TESTS BEING MADE

Of Vital Interest to Every Man and Woman in Portland.

In an interview yesterday with Captain H. J. Jones, who is following to the present time the results of the tests recently being made in Portland in the matter of coal, it was stated that the tests are being made by the Coal Creek Coal & Mining company on coal from property north of Portland on the Columbia river. This company, of which I am the head, has been prospecting and mining this coal for over two years and the indications are now that we have one of the best coal mines on the Pacific coast.

The tests recently concluded demonstrate that the coal is of excellent quality for domestic use, burning free and with little smoke and soot, and not above the average in heat value. The steam tests were made on two 50 horsepower boilers, one at the mine and one at our plant at 11 East Water street. In both boilers the poorer quality of coal was selected, so as to make the test as severe as possible. The results were beyond all expectations. These boilers carry 125 to 140 pounds of steam per square foot of grate, and do it on but very little more coal than would be used of the Wyoming or Australian varieties, which cost double the price. Walk over the Morrison street bridge any day to our plant and you will see this boiler performing the same service with coal as good as possible, at half the cost of slab wood and in a much more satisfactory manner.

It means that the consumer that cheap fuel means to Portland. It means that sisambots instead of going to the coast to coal can pull up to the docks of the company which they will construct on the Columbia river and there fill their bunkers. It means that the coal dealer, once assured that fuel will not hesitate to locate in Portland, which offers every other advantage. It means that the consumer that instead of \$12, \$14 or \$16 for coal, they will be able to secure a ton for not to exceed \$8. It means that will give entire satisfaction. People are skeptical, and dealers in coal here at the present time are responsible for this feeling of prejudice against the coal of this coast. Now they have to sell this coal in competition with a coal that is cleaner, free from slack, burns equally as well and is sold for \$8 delivered in your home, and for a full ton, at that. I guess if you were one of these coal dealers you would make a noise, too. But it isn't fair to the people; it isn't fair to the business man; it isn't fair to the property holder or the hotel man, or in fact to any one that has the interest of our beautiful city at heart and wants to see it progress. Abundant, cheap fuel means more industries, and more industries means more people. Remember this, and before you become a knacker investigate. One dealer in coal has a pile of dirt and slacked coal in his yard, and when a customer inquires for some of the coal that is mined close to home and is selling for \$6, they point to this pile of refuse and say there it is. Now do not be misled. Coal Creek coal is the best coal mined within 100 miles of Portland, and you have only to try it to be convinced. Once you do, no dealer could give you anything else. Over 2,000 tons of this coal has been sold in Portland this last winter, and at least 400 families can testify as to its merit.

Bargain at North Powder.
(Special Dispatch to The Journal.)
North Powder, Or., May 9.—Clarence Williams, well known here as a mining expert and promoter, and who moved from here to Cove a year ago, sold his fine piece of residence property in town yesterday to Lee Dalton, rancher, near the Dalton and Peters sawmill, for \$1,350, not over the price of the improvements on the four lots. Mr. Dalton will use it for a winter residence.

Save Money! Avoid Pain! Teeth Extracted FREE!



FINE TEETH \$5

Full Set, that fit, \$5.00
Gold Crowns, 21k, \$3.00
Bridge Teeth, 21k, \$3.50
Gold Fillings, \$1.00
Silver Fillings, 50c
Ten-Year Written Guarantee
We keep busy doing good work at these prices. We have the latest, most modern electrical apparatus for doing painless dental work.
Body Attendant
Open Evenings

Electro Dental Parlors

202 1/2 WASHINGTON ST. COR. 5TH
Opposite Olds, Wortman & King's

MAKES VICTIM WAIT AT POLICE STATION

The police are looking for a man with a portable employment agency who has been reaping a golden harvest of shekels from credulous foreigners by selling them jobs at 50 cents each. Yesterday a German coupled one of the beaches in the police headquarters. At first no attention was paid to him but as the hours rolled on and the man's vigil continued unrelaxed curiosity was aroused and Officer Goitz questioned him in his native tongue. The German explained that he had paid an employment agent 50 cents for a job, and that the latter had instructed him to wait at the police station until he called for him. The German was given a lecture on the dishonesty of some strangers and sent on his way.

Tomorrow, the 11th, positively the last day for discount on west side gas bills. Remittances must be received before discount period expires. Portland Gas Co.

PORTLAND RAILWAY, LIGHT & POWER COMPANY

Bulletin No. 3

THE TRANSFER SYSTEM.
Before the various consolidations which resulted in the placing of the street railways here under one management, transfers were given only between lines of the same company. The person whose residence and place of business were upon lines belonging to the same company was fortunate; if this were not the case, it cost 10 cents or more each day to get down town and the same amount to return.

With the consolidation of the companies the transfer system has been constantly extended. There are at present 33 transfer points, while the "privileges of transfer," that is, the number of lines to which transfers may be had at these points, equals 759. The number of transfers used by the people of Portland has constantly increased, but actual figures are available only for the past two years, which are as follows:
1906—11,827,148.
1907—13,230,815.

That is to say, about 25 per cent of all passengers take transfers. VALUE OF THIS PRIVILEGE IN DOLLARS AND CENTS. Let us see what this means, first to the Portland public; then to the company.

Without the transfer system it would have cost the people here about \$1,250,000 more than they have paid in the last two years. This is a maximum figure and assumes that as many people would have ridden without the transfer privilege as with it, but cut this figure in two or even three parts, and the saving will still be immense.

Again, if the charge for transfers were 3 cents, as is the case for instance in Philadelphia, it would have cost the people of this city over \$750,000 in the last two years for transfers alone.

It is often asked what benefit the people received from the consolidation of the street railways. The immense saving shown above is a complete answer to that question.

14 MILES FOR ONE TRANSFER.
Now let us see what this means to the company.

Twenty-five per cent of all passengers carried ride on transfers; that is to say, the company receives an average of 3 3/4 cents per passenger. In some cases you can ride 14 miles on this fare. Out of this 3 3/4 cents the company must pay all taxes, licenses and operating expenses, keep its portion of the streets in repair, maintain its system and pay the interest on its bonded debt.

These figures are convincing. They show two things: First, the advantage to the people and the burden to the company of the transfer privilege; second, the liberal opportunity afforded for its use.

RESTRICTIONS TO USE OF TRANSFERS.
It is only fair, however, that people should not ride twice for one fare, and reasonable regulations are necessary to prevent this. The regulations provide that the passenger shall ask for a transfer at the time of payment of his fare; also that the transfer shall not be good on lines returning in the same general direction from which the passenger started.

From the above it will be seen that the only restrictions on the transfer privilege are such as are necessary for our own protection to prevent those economically inclined from getting a return trip at our expense.

No fair-minded man can say that such restrictions are unreasonable. We know, however, that every arrangement is subject to improvements, and we have men at work constantly studying the transfer system.

It is our business and intention to give you the best streetcar service that can be had, and we point to these figures as proof of what we have done in this most important particular. What we ask you to do is to read your transfer.

If it is not good on a certain line, do not blindly censure us; think out the reason for yourself, and you will find, we hope, that in every case the reason is not an arbitrary one, but a matter of necessity for self-protection.

Tiger Butte Shares Now 5c Apiece

A Wire from Our People in Goldfield Says: "Rip the Liver Out of Prices and Let 25,000 Shares Go at Five Cents Per Share; We Have a Hoist to Pay For!"

This is the word that comes from our offices in Goldfield, Nevada. Our people had ordered a hoist before we began selling shares and these things are not sold on time in that camp. The first sum necessary to secure the machine and move it to our mine was made by our directors, but we must send them money to complete the payment. Therefore the peremptory order to "Rip the liver out of prices!" Of course, all readers know what that means. If there be any who do not, it is only necessary to say to that one that we have been selling at 12 cents, and that, too, shares in a developed and proven mine, but this unexpected demand is made upon us and to meet it

Beginning Tomorrow Morning We Will Inaugurate a Sale of 25,000 Shares at 5 Cents Each But Such Sales Will Be For Spot Cash Only

We never cry for spilled milk. We never moan over anything. Nothing ever is accomplished by weeping, so we will sell this 25,000 shares at a nickel each with the same cheerfulness that has pervaded our sanctum sanctorum from the very first.

THE TIGER BUTTE CONSISTS OF THREE FULL CLAIMS
Sixty acres of ground, and is incorporated for \$1,000,000—1,000,000 shares of non-assessable stock of the par value of \$1 each. Never before have the people of Oregon had the opportunity to buy gold shares at this price in a proven mine. The Tiger Butte has been proven. It is so well developed that we must have the hoist and engine at once, hence the reason we have cut the price from 12 to 5 cents, believing that with our hoist at work we can make up the difference between the two figures in a few days' work.

\$50 INVESTED NOW MAY MEAN \$1,000 VERY SOON
All that is needed is these appliances and pay-roll money for a little time, and then the mine will step into the profit-paying class. We believe that within six months these shares will be selling at \$1.00 each. But we need some money, more than we have on hand, at once. This sale of 25,000 shares will bring in \$1,250 and this, added to the amount now in the treasury, will put Tiger Butte on its feet and on the way to paying splendid dividends on all its shares. We have considerable stock sold on installments, and these payments will meet future obligations until we shall be able to ship to the Goldfield reduction works, and then our financial worryment will be forever ended.

THE HOME OF TIGER BUTTE IS AT HORNSILVER,
Nevada, 29 miles from Goldfield. The railroad now pushing to Hornsilver will be there in 60 days. This will open the gate to that camp's marvelous riches, already known through shipments from the Great Western mine. This mine was sold three years ago for \$1,500. Today its owners refuse \$1,000,000 for a controlling interest. This is an indication of that camp's worth and prospects.

THE NEWSPAPERS CONTINUE FULL OF TIGER BUTTE.
The Goldfield Tribune of May 5 says that Hornsilver promises to be a record breaker and has the following additional about the camp:
"On the Tiger Butte Mining Company's property, assays were obtained mining from \$8 to \$106. There are two distinct ledges on the property. One can be traced for 2,000 feet and the other 1,500. In the bottom of the 105 foot incline shaft there is an eight-foot ledge. All the mining men that have seen this are sure that it is the same ore body which the Great Western is now shipping, running \$10,000 to the car, and it is just a question of sinking a shaft to the 200-foot level and the Tiger Butte Company will be another Great Western.

"On the Silver King ground there is pay ore in sight in five little shallow shafts and crosscuts. There was no town there thirty days ago, but there is one now, and not less than 100 tents and frame houses are in evidence. From present indications there will be a dozen shippers in the camp within the next few months. The men with money and push from Goldfield have taken the helm and it will be the 'Goldfield Way' at Lime Point, which has got the new name of Hornsilver.

"An important combination was formed the past week for the special purpose of conducting leases in Hornsilver, although those interested may not confine their efforts to this particular place. Well known business men of Goldfield have joined forces and the mere mention of their names will insure success in any enterprise they undertake. The personnel of the syndicate is as follows: J. H. Hassell, L. L. Patrick, R. L. Colburn, Lewis H. Rogers, R. M. Henningsen and Charles F. Spillman. These gentlemen visited Hornsilver Friday and carefully inspected the ground embraced on two leases on the Deeling Claim of the Silver King property, previously secured by two members of the syndicate. While inspecting the property they uncovered a ledge and brought samples to Goldfield. Three assays were made, to-wit: \$85, \$107 and \$110.

"The fact dawned upon the average seeker of new camps thirty days ago that a mine had been discovered at Lime Point, and this was proven by carload shipments. Then the stampede started. The Great Western, which had proven its worth six months ago, was solitary and alone up to the time that The Tribune said that a new child had been born to Esmeralda, which is the prolific mother of all of the sister countries in the state. Ever since there have been automobiles hiking there and wagons loaded with fellows who know when they see a good thing. As a result, all of the ground for miles around has been located and scores of leases have been granted.

EVERYBODY PRAISES HORNSILVER
It is astonishing the world. It is a record-breaker from every point of view, and Tiger Butte will soon be added to the newspaper columns descriptive of its riches.

THESE 5-CENT SHARES CANNOT LAST LONG
They ought to be sold within 48 hours. Our offices should be thronged tomorrow. They doubtless will be, but in case there be any unable to get in during the day,

Our Doors Will Be Unlocked and We Will Attend to Business From 8 a. m. to 6 p. m., and From 7 to 9 p. m.

Incorporated under the laws of Nevada. Capital \$1,000,000, divided into 1,000,000 shares, par value \$1 each, fully paid and non-assessable.

The Tiger Butte Mining Company

Portland Office, Suite 31 Mallory Building
268 Stark Street, Opposite Chamber of Commerce
Telephone Main 8397