PUBLIC IMPROVEMENTS FOR
THE TERRITORY OF HAWAII

FORBES
Public Improvements
for the
Territory of Hawaii

As recommended to the
Sixty-Third Congress
through the Hon. Prince Jonah Kalanianaole
Delegate from the Territory of Hawaii

By
Charles R. Forbes
Superintendent of Public Works
Territory of Hawaii

Honolulu:
Hawaiian Gazette Co., Ltd.
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Public Improvements Recommended for the Territory of Hawaii.

Congress of the United States,
Through the Honorable Prince Jonah Kalanianaole,
Delegate from the Territory of Hawaii,
Washington, D. C.

GENTLEMEN:—

In my official capacity, as Superintendent of Public Works, and chairman of the Board of Harbor Commissioners and of the Oahu Loan Fund Commission, all of the Territory of Hawaii, I beg leave to present herewith for your consideration certain facts and figures regarding proposed necessary improvement of public work projects in the Hawaiian Islands. In presenting these facts and figures for your consideration, I hope to show that Federal assistance is needed and that from the peculiar situation of, and conditions in, the Hawaiian Islands, we of Hawaii are justified in our belief that we have a number of reasonable and logical arguments behind our request for your aid.

The public matters which I propose to discuss in this paper are as follows:

First: Wharf and harbor improvements. (The wharves and landings are now under the control of the Board of Harbor Commissioners, a Territorial commission appointed by the Governor of Hawaii). (See Appendix B.)

Second: A belt road around the Island of Oahu.

Third: National Guard organization.

Fourth: Kilauea National Park.

For the purpose of refreshing your memories it might be well to review briefly the history of the annexation of the Hawaiian Islands by the United States of America. On July 7, 1898, assembled Congress passed a joint resolution to provide for the annexation of the Hawaiian Islands to the United States. On the 30th day of April, 1900, the Organic Act, creating a government for the Territory of Hawaii, was passed and became a law.
I would call your attention particularly to the first two paragraphs of the joint resolution which I shall take the liberty of quoting, as follows:

Whereas the Government of the Republic of Hawaii having, in due form, signified its consent, in the manner provided by its constitution, to cede absolutely and without reserve to the United States of America all rights of sovereignty of whatsoever kind in and over the Hawaiian Islands and their dependencies, and also to cede and transfer to the United States the absolute fee and ownership of all public, Government or Crown lands, public buildings or edifices, ports, harbors, military equipment, and all other public property of every kind and description belonging to the Government of the Hawaiian Islands, together with every right and appurtenance thereunto appertaining; Therefore

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That said cession is accepted, ratified, and confirmed, and that the said Hawaiian Islands and their dependencies be, and they are hereby, annexed as a part of the territory of the United States and are subject to the sovereign dominion thereof, and that all and singular the property and rights hereinbefore mentioned are vested in the United States of America.

The Organic Act further provides in Section 89:

That until further provision is made by Congress the wharves and landings constructed or controlled by the Republic of Hawaii on any seacoast, bay, roadstead or harbor shall remain under the control of the government of the Territory of Hawaii, which shall receive and enjoy all revenue derived therefrom, on condition that said property shall be kept in good condition for the use and convenience of commerce, but no tolls or charges shall be made by the government of the Territory of Hawaii for the use of any such property by the United States, or by any vessel of war, tug, revenue cutter, or other boat or transport in the service of the United States.

And Section 91:

That except as otherwise provided, the public property ceded and transferred to the United States by the Republic of Hawaii under the joint resolution of annexation, approved July seventh, eighteen hundred and ninety-eight, shall be and remain in possession, use and control of the Government of
the Territory of Hawaii, and shall be maintained, managed
and cared for by it, at its own expense, until otherwise pro-
vided for by Congress, or taken for the uses and purposes of
the United States by direction of the President or of the Gov-
ernor of Hawaii. And any such public property so taken for
the uses and purposes of the United States may be restored to
its previous status by direction of the President; and the title
to any such public property in the possession and use of the
Territory for the purposes of water, sewer, electric, and other
public works, penal, charitable, scientific, and educational in-
stitutions, cemeteries, hospitals, parks, highways, wharves,
landings, harbor improvements, public buildings, or other
public purposes, or required for any such purposes, may be
transferred to the Territory by direction of the President, and
the title to any property so transferred to the Territory may
thereafter be transferred to any city, county, or other political
subdivision thereof by direction of the Governor when there-
unto authorized by the legislature.

I purposely quote in detail from the Organic Act and realize
fully that, by the terms of it, the Republic of Hawaii at the
time of annexation ceded to the United States all of its property
and that this property henceforth remains in the possession, use
and control of the Government of the Territory of Hawaii, ex-
cept where it is used by the Federal authorities. These being
the terms of the Annexation Agreement, the People of Hawaii
can now make no objection, neither do we desire so to do, and
I do not approach this Honorable Congress with the demand
for RIGHTS or a protest against what has occurred.

However, I do wish to show that the taxpayers living in
Hawaii have had the income of their country considerably re-
duced by the acquisition by the Federal Government of certain
portions of land and that there are at the present time certain
Federal improvements that are imperatively needed. I intend to
show in detail each proposed project; to place the facts and
figures before you, and to recommend that Federal appropria-
tions be made for the carrying out of these projects. I do not
believe that it is the intention of Congress to require, by local
taxation, the support of Federal projects—but, owing to the
isolation of this Territory, the concentration of troops, and the
use of property, maintained by the Territory, by the United
States authorities, such a condition is now approached in these Islands.

The Federal Government enjoys certain privileges not given to commercial interests or to the individual. For instance, the Federal Government pays but eight (8) cents per thousand gallons for water for the use of Navy vessels and Army transports, whereas merchant vessels are charged one dollar and a half ($1.50) per thousand gallons for the same identical service. Furthermore, the vessels of the Army and Navy are allowed the free use of wharves. (See Appendix A and C.)

The income given to the Federal Government through taxation in these Islands during the last fourteen years is as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Custom Receipts, 1901 to 1915</td>
<td>$20,630,122.87</td>
</tr>
<tr>
<td>U. S. Internal Revenue, 1901 to 1915</td>
<td>2,151,774.50</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$22,781,897.37</strong></td>
</tr>
</tbody>
</table>

The income of the Territory, from July 1, 1900, to June 30, 1915, is approximately as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Territorial Income</td>
<td>$48,120,380.90</td>
</tr>
<tr>
<td>Incomes of all Counties</td>
<td>2,861,369.58</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$50,981,750.48</strong></td>
</tr>
</tbody>
</table>

In addition, through the sale of Loan Fund Bonds, the Territory has collected... 8,110,486.70

making a grand total of... $59,092,237.18

The bonded indebtedness of the Territory on June 30, 1915, was $8,110,486.70 (which amount is included in the above 'grand total'), the same being 5.04% of the assessed valuation of the entire land embraced in the Territory of Hawaii. The Organic Act provides for Territorial Bonds to the amount of seven per cent (7%), for County Bonds to the amount of three per cent (3%)—limited to two and a half per cent (2½%) by the Hawaiian Legislature—of the assessed valuation of all real and personal property; while the maximum amount which may be incurred in one year is fixed at one per cent. (1%). The various counties of this Territory have never issued any bonds, although laws were passed by the 1913 and 1915 legislatures which grant this power. As a result
of this legislation the County of Oahu has undertaken the construction of a number of improvements which will necessitate the issuing of bonds by the county, and it is not deemed advisable to increase the percentage of Territorial indebtedness to any great extent. With a limit placed on the bonded indebtedness of a total of ten per cent (10%), the Territorial limit being seven per cent (7%) and, considering the already heavy sinking fund expense; the necessary Territorial improvements—none of which it has appeared necessary to refer to in this paper—also the advisability of holding back a reasonable revenue for unforeseen emergencies, it becomes quite evident that the greatest care should be exercised by the Territory in increasing its bonded indebtedness.

It is not customary, I fully realize, to present the "use of roads" as an argument to back up a request for Federal financial assistance, as all roads are assumed to be built by city, county, state or territorial funds, and everyone, including the military, has free use of all roads. This is the case in Hawaii at the present time. But on the other hand, the people of Oahu have made improvements and constructed roads, many of which are used extensively by the military. For example, Schofield Barracks, the main army post on Oahu, lies about eighteen and one-half (18½) miles from Honolulu and is situate almost midway in a ten-mile section of new road built from the proceeds of the Territorial bond issue of 1913. This road cost practically ten thousand (10,000) dollars a mile. There is also a railroad connecting Schofield Barracks and Honolulu, but, notwithstanding this fact, the traffic over the road, of machines owned by the United States Army and individuals in the service, is very heavy. It is estimated that on Oahu there are at least two hundred (200) military owned machines which travel over this road, many of them being heavy trucks, used daily in the transportation of army supplies.

The exact amount or extent of roads used by the military and naval departments is indeterminate. Both army and navy uses all of the roads in the Islands. In hauling supplies and maneuvering troops the military uses the thirty (30) mile stretch between Honolulu and Haleiwa (about twelve miles beyond Schofield Barracks) more than any other. This road, computed at
the cost of the new section, would represent a value of $300,000.00. It is estimated that seventy-five (75) per cent., if not more, of the traffic over this road is military. There is also heavy traffic on roads in the Kaimuki district, entering and leaving the post at Fort Ruger. It is estimated that the roads at Fort Ruger, Fort de Russy and Fort Armstrong amount to at least four or five miles, which, computed at the same rate as the stretch referred to above, would represent an additional outlay of between $40,000 and $50,000. The navy department makes use of the roads at Pearl Harbor. This department has constructed a road inside of the naval reservation and the city and county has built a connecting road costing, by contract, $19,000. It is perfectly safe to estimate about $30,000 worth of roads in the Pearl Harbor district constantly used by the navy department; making approximately $370,000 worth of roads directly and constantly in use by the military and naval authorities.

WHARVES AND LANDINGS.

There are four projects under this heading which I wish to present for the consideration of your Honorable Body, as follows:

(1) Honolulu Harbor, Oahu.
(2) Kalihi Harbor, Oahu.
(3) Belt Railroad, Oahu.
(4) Nawiliwili Harbor, Kauai.
(5) Kahului Harbor, Maui.

Honolulu Harbor: This harbor lies on the south coast of Oahu, about nine miles east of Pearl Harbor. It is on the leeward coast and affords a quiet and safe anchorage at all times and in any weather. Ever since the days of the whaling industry this harbor has been known as a safe refuge. Some dredging had been performed by the Monarchial, Republican and Territorial Governments prior to July 1, 1904. At that time the United States engineer submitted a scheme for dredging and other harbor improvements, which was adopted by Congress. The dredging proposed was estimated would cost $1,628,894.60,
and up until June 30, 1915, there had been expended $1,193,564.12. There is still considerable work to be done and there still remains $435,330.40; which is the difference between the amount spent and the original estimate. It is believed that this work could best be done by an annual appropriation of $200,000.00, until the work as outlined is completed.

It might be of interest to this Congress to learn that the expense for dredging all slips in Honolulu Harbor falls upon the Territory.

Kalihi Harbor, together with Honolulu Harbor: The argument for an early completion of Honolulu Harbor work is also an argument for the extension of the proposed channel to Kalihi Harbor.

A plan is submitted herewith showing the proposed improvements. It will be noticed that this project contemplates the enlarging of the harbor from 125.5 acres to 173.2 acres.

I copy herewith a portion of a report of the Board of Harbor Commissioners to Governor Lucius E. Pinkham, dated November 24, 1914:

In former days it was possible to moor a certain number of vessels in the stream when the wharves were congested, but even that accommodation is restricted now from the fact that there is no room in the harbor to safely maneuver our increased commerce. Lack of berthing facilities for the increasing number of large steamers continuously calling at this port proves conclusively the necessity of having additional harbor space and wharves.

All the available space at the wharves is being taxed to its utmost, and at the present time we are designing a reinforced concrete wharf to be built at the foot of Fort street that will cost $200,000.00, and with its completion, all the available and limited space for wharf purposes will be in use and it will be absolutely impossible for us to provide any further wharf accommodations for immediate or even future use. We believe that the solution of the problem lies in the dredging of Kalihi Channel, as per the plan submitted to you. With this improvement, we would have additional wharf space and accommodations for our present commerce. As you are aware, we are now barely able to accommodate the regular vessels making this port, including trans-Pacific liners en route to the Orient, all of which are on schedule time and depend upon
prompt dispatch to maintain their service.

This proposed extension of Kalihi Channel will necessitate the removal of Quarantine Wharf, and Lieut.-Col. Bromwell informs me that this wharf is to be removed.

You will also notice from our plans that we recommend the removal of the present lighthouse to a point further to the southward of its present location, and with that area dredged, it would afford more harbor space and eliminate all possibility of vessels touching the wall around Sand Island when backing out of their slips, as was the case of the S. S. Tenyo Maru on July 12th of last year.

You will also note that our recommendation is for a channel 1000 feet wide and 1000 feet long, and with that portion of Sand Island dredged, we would have a bulkhead wharf approximately 3200 feet in length.

We would mention again that on August 30, 1914, the Chamber of Commerce of Honolulu made a report on the Extension of Honolulu Harbor to the Kapalama Basin, and the Governor prepared a map showing the maneuvering areas required by vessels. These data show in detail the growth of shipping in the harbor since 1905. Not only have all the imports and exports increased, but the inter-island trade has also increased. This report shows that even port or deep-sea vessels in the harbor have increased from 333 in 1907 to 422 in 1914, and this in face of the present requirements for greater tonnage and larger boats. This report shows that the commerce curve for Honolulu is rapidly rising, and we have no reason to believe that from now on there will be any radical or violent change in this direction.

**Condition since June 30, 1914:** Assuming that some change of commercial conditions should prevent further increase of trade in Honolulu and that the commerce curve remains at its present point, even so, the harbor can scarcely handle the present traffic. Extra boats, or boats which arrive on the same day, are sometimes troubled to find available berths. We have 22 berths, of which only 10 are under the control of the Board of Harbor Commissioners, or the Territory. In this day, when a large vessel must deliver or take on from 1000 to 5000 tons of freight in one day, it is necessary to have ample and commodious wharfage, and at present Honolulu Harbor does not contain sufficient accommodation for the present commerce.

There are two world factors that will have a decided effect on Honolulu. These are the opening of the Panama Canal and the hostilities in Europe. With the advent of commerce
through the Panama Canal, Honolulu will offer a convenient place for water, coal and general supplies. It is scarcely possible that of all the Panama vessels making the long journey of the Pacific, there will not be at least a portion which will find it advantageous and convenient to make the port of Honolulu, either for necessary supplies, repairs, or as a port of call on a regular or irregular run. Even now, we are informed that there are 12 vessels headed for Honolulu via the Panama Canal. But at present we are scarcely able to accommodate the regular traffic, without the Panama trade. With the average increase of trade in Honolulu, as has been experienced for the past five years, we find ourselves in a position of being unable to care for the Panama trade or even satisfactorily to dispose of the expected normal increase.

The war in Europe must have some important effect upon American commerce. The European war of 100 years ago created America’s merchant marine. The present war may revive it, and in any case must certainly encourage American shipping. How much Honolulu will benefit from this is problematical, but it is inconceivable that her port tonnage would be decreased by such an event.

There are several large vessels under the English flag of the Canadian-Australasian line regularly scheduled for Honolulu, but owing to the hostilities these vessels have not made Honolulu a port of call, but upon the cessation of the war they will again be placed on their regular schedules.

**Method of Expansion:** The solution of a congested harbor is its expansion and improvement. The Harbor Board has under way large projects for improving their facilities for handling freight. In the past two years they have planned many things, and constructed and improved wharves and shipping facilities.

It is necessary now to look for further area in order to provide for a future that cannot be avoided. In presenting to you our plan of the Kalihi Channel Extension, we consider:

First: That this is the only direction in which the harbor can be extended.

Second: That the channel should be widened at the harbor end as shown on the plans.

Third: That the channel should be 1000 feet in width.

Fourth: That the construction of this work can readily be performed by units and that practically the full benefit of the completion of one unit can be appreciated and utilized now by the Honolulu commerce.

We consider it entirely feasible on the completion of the
proposed work, as shown on the plans, to construct a bulkhead wharf on the long side where the present Quarantine Wharf now stands and this wharf to be connected by a road to the city.

I submit herewith copy of report of the Chamber of Commerce of Honolulu, dated August 30, 1914 (see Appendix D), which gives in detail the condition and need of both the Honolulu Harbor and the Kalihi Harbor.*

Also, I submit copy of a report on Kalihi Harbor and Channel by former Governor Walter F. Frear, dated July 27, 1914 (see Appendix E).*

**Kalihi Channel:** The proposed Kalihi Channel is one of the most important projects pending for harbor improvement in Honolulu. Civic and commercial organizations long ago recognized the necessity of increasing the present limited area of harbor space with a view of providing for the future increased shipping at this port. In fact, it was anticipated that the project would have been started long before now, since surveys and official reports on the project were provided for in the River and Harbor Act of 1893.

In support of the necessity for urging the commencement of work on this much-needed improvement to the harbor of Honolulu, the following statistics are submitted:

During the fiscal year of 1914 there arrived at the port of Honolulu 534 over-sea vessels of steam and sail, aggregating 3,348,012 tons, an increase of 640,178 tons over 1912.

The total arrivals for the year 1914 was 607 over-sea vessels of steam and sail, with a total tonnage of 3,713,583 or an increase of 365,571 tons over the previous year.

With this volume of business, taxing our wharfage space to the limit again and again, many times during the year, and with a constant increase in arrivals since the opening of the Panama Canal, the time is not far distant when vessels will be unneces-

*There being but a limited number of these reports available, it is impossible to include a copy with each copy of the present report as had been expected.
sarily delayed at this port through the lack of berthing accommodations.

The opening of the Kalihi Channel is the only solution to this problem and to bear out the contention on the imperative necessity of this project, I mention the fact that the Inter-Island Steam Navigation Company recently purchased a 14-acre tract of land adjacent to the proposed channel, paying the sum of $340,000.00 for the same and is now in actual progress of dredging slips preparatory to installing a modern coal handling plant to care for the accommodation of trans-Pacific vessels. This business alone at this port is one of mammoth proportions.

When private corporations engage in the expansion of their business to such an extent as this, it is an assured fact that they have a prospectus of the future which thoroughly warrants the same.

The Territory, on October 9, 1915, entered into a contract for the construction of what will be known as Piers No. 8, No. 9 and No. 10, at a cost of $285,000.00. These structures will actually utilize all of the available wharf space on the north shore of Honolulu Harbor, except the Marine Railway site, which I will discuss in detail later, so that future wharf construction must be on the opposite shores and the dredging of Kalihi Channel is the initial step for this future construction.

**IMPROVEMENT OF WATERFRONT, HONOLULU.**

It is recommended that the sum of $250,000.00 a year be set aside from the Customs or Internal Revenue receipts to the credit of the Territorial Treasurer, same to be expended upon vouchers drawn by the Board of Harbor Commissioners, approved by the Governor of Hawaii, for the following purposes:

First—For the purchase of Allen & Robinson property on Queen street, between Piers 11 and 12; an area of about 1.8 acres.

This property is privately owned and operated as a lumber wharf. It is located almost in the center of the wholesale and shipping district. The property would be better adapted for
other purposes than as a lumber yard, and would afford additional space for deep-sea vessels and the construction of modern wharves, and, in addition, it is desired for the right-of-way for the proposed belt railroad.

Second—For the purchase of the property known as the Marine Railway site, upon which to construct additional wharves.

As stated elsewhere in this report, Honolulu Harbor is in a cramped and crowded condition as regards shipping and shipping facilities, and I do not, therefore, repeat this argument here.

The Honolulu Harbor at best is none too large, and all available space should be developed. The Marine Railway site is practically the only undeveloped area on the northern side of the harbor, and with the assured increase of traffic, it is highly important to construct a wharf on this site for the handling of freight of deep-sea vessels.

Third—For the construction of a belt railroad.

The belt railroad would be of low comparative cost, is highly important, and should be started as early as practicable. This connecting link of all the wharves by a belt line of railroad transportation would greatly facilitate the rapid handling of freight. None of the existing wharves are connected with railroads, although in the construction of our new piers we have provided for tracks to be connected with the proposed belt line.

Army transports at present use the Territorial wharf known as Pier No. 6, where all freight destined for the Army Department is discharged. Supplies for Schofield Barracks and Fort Kamehameha, where by far the greater number of troops are quartered, are hauled to the railroad station, a distance of approximately three-quarters of a mile. Supplies for Forts Armstrong, De Russy, Ruger and Shafter are hauled by trucks a distance of from one to four miles.

The Quartermaster and Ordnance Department of the United States Army can inform your Honorable Body better than myself regarding the military value of such a railroad.
A belt-line railroad, as has been proposed herein, would be about 2.3 miles in length. All the departments of the Federal Government would have free use of this belt-line railroad should it be constructed as outlined in these recommendations.

Fourth—For the purchase of property of the Oahu Railway & Land Company, Limited.

These wharves lie at the northern end of Honolulu Harbor and are owned and operated by the Oahu Railway & Land Company, Limited. The wharves are equipped with railroad facilities, oil pipe-line and sugar-handling machinery.

Government operation and regulation of these wharves is desirable and important, and their acquisition would enlarge the present government holdings by about thirty per cent. It is estimated that $800,000.00 will be required to purchase this property.

SUGGESTIONS FOR THE EXPENDITURE OF FUNDS FOR PROPOSED TERRITORIAL IMPROVEMENTS.

In setting aside the sum of $250,000.00 annually from the Customs or Internal Revenue receipts, I respectfully request that this appropriation be so made that the balance from year to year will not lapse. This money should also be so appropriated that the balance from one year can be used, together with the appropriation of the following year, for the consummation of any one or more objects, or so that it is available for expenditure on at least one contract running over a period of more than one year. As before stated, this money will be expended on vouchers certified by the Board of Harbor Commissioners and approved by the Governor of Hawaii.

RECAPITULATION OF COSTS.

Following is an estimate of the cost of the several units included under the heading of “Improvement of Waterfront, Honolulu,” and for which an annual appropriation of $250,000.00 is recommended, until the work is completed:
Allen & Robinson property .................. $450,000.00
Marine Railway site .......................... 50,000.00
Belt Railroad ................................. 140,000.00
Purchase of R. R. waterfront property .. 800,000.00

In addition to favorable action by your Honorable Body on these proposed improvements, I would mention that the Territorial Government will in all likelihood have to appropriate an equal sum of money for these projects for their care and maintenance.

Nawiliwili Breakwater: Nawiliwili Bay, situated on the southeastern coast of the island of Kauai, is divided naturally into an outer and inner harbor by a reef extending north and south. Inside of the reef is a basin of considerable area, which consists of several deep water channels with shoals between, but is not accessible to vessels under present conditions, as harbor improvements have never been undertaken.

The present anchorage, which has been used for many years, is in the outer harbor, about a mile from the landing, which is the passenger traffic terminal of the island. In former years this also was the shipping point of Lihue and Grove Farm plantations, also of the merchants and farmers of the surrounding country.

Owing to the difficulties and delays encountered through the necessity of vessels lying at such a great distance from the landing, Nawiliwili was abandoned as a shipping point by the plantations, Hanamaulu bay being used instead. At this latter point the plantations have erected, at their own expense, a landing and warehouse from which all their freight and sugar is handled to much greater advantage than was the case at Nawiliwili, under the conditions as referred to herein, for the reason that vessels of small draft may lie sufficiently close at Hanamaulu to land freight directly upon the landing and to receive sugar from shore by means of a conveyor system.

The merchants and farmers not having a similar advantage, since the landing at Hanamaulu bay and the railroad connected therewith are owned by the plantations, have been compelled to continue to use Nawiliwili landing as their shipping point. A
much needed improvement in the way of harbor development for
the accommodation of large vessels has been earnestly and
urgently anticipated by the residents of Kauai for a number of
years and Nawiliwili bay is the logical point for such develop­
ment. With a breakwater and the necessary dredging at Nawili­
wili, this harbor would afford safety to shipping that now dare
not venture to the port; it would insure the safe landing of
passengers who are constantly traveling to and from the island
of Kauai; it would afford a terminal for the projected Kapaa
railroad and in a short time would become the distributing point
for upwards of 200,000 tons per annum for the reason that, upon
the completion of the desired harbor facilities and improve­
ments, the surrounding plantation business would revert to Na­
wiliwili harbor, which would afford the only opportunity for
making direct shipments to the Atlantic and Pacific coasts of the
United States proper.

Exhaustive reports on this subject are to be found in Docu­
ment No. 609, 62d Congress, of the House of Representatives,
entitled “Harbors of the Island of Kauai” (see Appendix G),* and
on the preliminary investigation and survey by the United
States engineers I wish to concur, in that Nawiliwili harbor is
the best and logical place to develop harbor improvements of a
permanent nature on the island of Kauai.

Much has been said in favor of Hanapepe or Port Allen and
other harbors on Kauai for this proposed improvement, but
Nawiliwili is undoubtedly and always will be the central point
of the island, as the passenger travel must naturally terminate
there, and I believe that the comforts and safety of the traveling
public should be given the preference over the possibility of a
small margin of commercial gain; particularly as commerce will
be benefited as much, or nearly so, at Nawiliwili as has been
represented would be the case at any of the other ports.

**Kahului Harbor, Maui:** The Island of Maui is second in
size of the Hawaiian group and is located about 100 miles east­

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* Owing to the impossibility of securing sufficient copies of this docu­
ment, this appendix is not included in each copy of this report. Same,
however, may be secured by addressing the Secretary of War.
southeast of Honolulu. A project for the improvement of this harbor has been approved by the United States engineers and adopted by the River and Harbor Act of June 25, 1910, (Appendix F), and provides as follows:

(1) For extending the present breakwater to American Girl Rock.

(2) For dredging to a depth of 35 feet the area in the eastern section of the harbor to a new bulkhead about 68 feet from and parallel to the existing bulkhead line B-C, which is advanced by that amount.

(3) For dredging to a depth of 35 feet the area in the western section of the harbor to a line about midway between the lines R-E and R-Q.

The estimated cost of this work was $375,000.00.

Prior to any work by the Federal authorities the Kahului Railroad Company had, at its own expense, erected a breakwater 1800 feet long and had dredged about 300,000 cubic yards of material. In ordinary weather this breakwater afforded protection to the smaller vessels in the dredged area, but was of little benefit to the larger vessels, which were compelled to anchor at sea. The project, as adopted, will provide about twenty-two (22) acres of water 35 feet in depth.

There has been appropriated for this work the sum of $400,000.00, and up to June 30, 1915, $370,000.00 had been spent. The project, as outlined, has now been completed.

Since the completion of this project in 1914 there has been a continual shifting of the sands in the dredged area. The prevailing winds and seas carry the sand from the unimproved portion of the island to the site of the wharf. The Kahului Railroad Company has found it necessary to dredge, at its own expense, along the shore end of the wharf. It is probable, that unless further appropriationss are made to this harbor, the Kahului Railroad Company will be forced to dredge more or less continuously in order to be able to make any shipments.

† Owing to the impossibility of securing sufficient copies of this document, this appendix is not included in each copy of this report. Same, however, may be secured by addressing the Secretary of War.
The United States engineers have reported on this project and document No. 1330 of the third session of the sixty-second Congress of the House of Representatives (See Appendix F) gives a detailed report of the trouble involved in the problem of keeping Kahului harbor clear. This document also recommends that a breakwater be constructed at an estimated cost of $250,000.00, making the assertion that the saving in dredging will be more than sufficient to offset this cost. This second breakwater will be on the western side and will stop entirely the drift of the sand into the harbor, southward along the west shore.

The Board of Harbor Commissioners concurred in this report and, I believe, that this improvement is imperative to the safety of the harbor. I recommend that an appropriation be made for this project along the lines laid out by the United States engineers and that the first appropriation be $100,000.00, with the balance of $150,000 made available so that there will be but one contract for the entire work.

BELT ROAD UNITS.

As Chairman of the Oahu Loan Fund Commission, I recommend for your consideration a proposal for the building of a series of road units on Oahu; roads which would prove of inestimable value and which would to all intents and purposes be military roads. For the prosecution of this work, I would recommend that an appropriation of $200,000.00 be made annually until the work is completed and this island provided with a network of roads that would facilitate the movement of troops in case of emergency to any point at which a landing might be made, with the least possible delay or waste of time.

The manner of expending this proposed annual appropriation is a matter of detail which is left to your Honorable Body. The Territory of Hawaii, through its Department of Public Works and under the direction of the Governor, would gladly assume the responsibility of the building of these desired roads. Or this work could be prosecuted by the United States engineers.

† See footnote on page 18.
In any event, the Territory could assume the cost of maintenance. I would recommend that the roads, specified in detail herein, be of concrete construction and fifteen (15) feet in width; except at such points as it is possible to secure coral. Each of these constructions has been given a number of severe tests and each has proved practical, durable and satisfactory. The cost of either would be virtually the same, about $16,000.00 for each mile, making the total cost of the 87.8 miles of roads outlined below $1,404,800.00.

Unit 1: The road from Honolulu via Koko Head, Makapuu Point, Waimanalo to the Pali is about 21.5 miles in length. Of this distance there are 13.0 miles passable in fair weather and only small isolated portions which can be used in times of heavy rains. At present no guns on wagons can be taken over the pass north of Makapuu. There are landing beaches all along this stretch of road and it would prove very difficult, if not impossible, to move troops and repelling forces at this end of the island. The proposed road lies through both flat and mountainous country.

Unit 2: From the Pali to Haleiwa is 47.0 miles. There is a road over the entire distance and it is not adapted to the movement of troops. Of this distance I estimate that 30.0 miles of concrete road should be constructed. The road follows the beach the entire distance.

Unit 3: From Haleiwa to Waianae the distance is 21.3 miles, of which 11.3 miles are passable. The balance of this distance has no road whatever and is difficult to pass over on horseback. A large portion of this proposed road is on flat, level country and for the entire distance will closely follow the beach line.

Unit 4: The road from Waianae to Honolulu is 32 miles. There is a road over this entire distance, but, owing to lack of proper bridges and drains, traffic is at times completely stopped. I estimate that 15 miles of road should be built over this section.

With the completion of these units Oahu would be completely encircled with roads, passable under any and all con-
ditions. In addition to the military benefits, this project would open up considerable government acreage at the present time impossible of access.

NATIONAL GUARD.

The European war and the Mexican situation has forcibly brought to the minds of the American people the urgent need of a strong national defense and a realization that a condition of preparedness is daily becoming more and more imperative on all frontiers. The people of Hawaii are no exception to this wave of understanding. Hawaii has been termed by military men and civilians, "The Key to the Pacific." Hawaii is the western frontier of America, and Army and Navy men can inform you much better than I of the value of a strong military organization in these Islands.

At present there are about 9500 regulars on the Island of Oahu. On the other islands of the group there is not a single squad permanently located. In case of sudden war, strikes, riots or disturbance of any kind calling for armed protection, it would behoove the National Guard to be prepared to handle the situation, on all islands excepting Oahu, until relief could be rushed to the affected point.

In Hawaii today there is great enthusiasm over National Guard affairs. There are almost 4000 men in the service, and when you consider that the total population is but 219,018, of which 89,715 are Japanese—not to mention the other Oriental ineligibles—you will see that we have but 129,303 from which to enlist our militia forces. Compared to the various states of the mainland, the Hawaiian Islands are far ahead in point of membership in the National Guard. About 3.09 per cent of the entire population is now enrolled. At the same rate on the mainland, estimating the population of the country at 100,000,000, the National Guard would boast a strength of 3,090,000.

The Territory of Hawaii, through its legislature, has in the past few years constructed armories at Hilo, Wailuku and
Lahaina, besides a $100,000 building at Honolulu. The construction of these armories, the European war, the Mexican situation and the untiring energy of the Adjutant-General, in coordination with the Governor and other Territorial officials, have combined to build up the present strong and efficient organization.

However, while we feel that we of Hawaii have done well in the matter of the National Guard, we also realize that our work is by no means completed. We boast a large enrollment, but this can be further substantially increased. We realize that men and officers must be constantly drilled and trained to the highest point of efficiency, at which point they must be maintained, and in order to maintain our present standard and to materially increase the same, it becomes necessary for us to ask aid of your Honorable Body, to the end that each and every available man in the entire Territory may be brought within the National Guard organization.

It is possible that more buildings will shortly be needed. These can be taken care of by the Territorial Legislature. It is, however, recommended that some compensation be allowed the membership of the Guard for personal funds expended by officers, and time donated by both officers and men, from their civil pursuits.

The suggestion is offered for your consideration that the National Guard of Hawaii be placed on a paid status of, say, 25% of the regulars. At this rate an enlisted man, drilling once a week, would receive a small remuneration for each drill night, while the officers would be recompensed for the expense incurred in the purchase of their outfit and also receive a slight remuneration for the time given to the service. This would tend to increase the desire among men employed on salaries to work for commissions and also to stimulate the general interest in the organization.

It is further recommended that the personnel of the National Guard be allowed the privileges of the commissary. This will tend to induce men of families to take an active interest in and become members of the militia.
It is further recommended that the Adjutant-General of the National Guard of Hawaii be appointed by the President of the United States, to serve at his pleasure, with the rank of brigadier-general, which would assure the Adjutant-General some degree of permanency in his position. The present Adjutant-General has the endorsement of practically the entire community, and relative to his ability for the position I would refer you to Major-General Wm. H. Carter, Major A. S. Conklin or, in fact, any of the officers connected with the Hawaiian Department Headquarters.

KILAUEA NATIONAL PARK.

The proposed National Park, to be established in the area surrounding the volcano of Kilauea, on the Island of Hawaii, will be ably discussed in detail by Prof. Thos. A. Jaggar Jr., Director of the Volcano Observatory located on the brink of Kilauea. Prof. Jaggar has prepared plans and has all of the data necessary to show the desirability of this project. And it is to be hoped that Congress will not let the National Park, as proposed, pass unnoticed, as the wonders of this pit of fire and its environs are almost beyond comprehension and should be under Federal control.

Many of the members of this Congress, who visited Hawaii during the past spring, were treated to a view of the wonders of this volcano and are probably prepared to give to Congress further details as to the desirability of this project.

The people of Hawaii sincerely trust that the several projects outlined herein will meet with your earnest consideration and favorable action.

Very truly yours,

[Signature]

Charles W. Farber

Superintendent of Public Works,
Chairman Board of Harbor Commissioners,
Chairman Oahu Loan Fund Commission.
LIST OF U. S. GOVERNMENT VESSELS OCCUPYING TERRITORIAL GOVERNMENT WHARVES FOR THE YEAR 1912, SHOWING WHARFAGE ACCRUED.

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Total for year 1912: $15,254.80
LIST OF U. S. GOVERNMENT VESSELS OCCUPYING TERRITORIAL GOVERNMENT WHARVES FOR THE YEAR 1913, SHOWING WHARFAGE ACCRUED.

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$ 3,053.83
## LIST OF U. S. GOVERNMENT VESSELS OCCUPYING TERRITORIAL GOVERNMENT WHARVES FOR THE YEAR 1914, SHOWING WHARFAGE ACCRUED

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<td>3653</td>
<td>1½</td>
<td>108.59</td>
</tr>
<tr>
<td>Dec. 1/5</td>
<td>U. S. Rev. Cutter Thetis</td>
<td>550*</td>
<td>5</td>
<td>55.00</td>
</tr>
<tr>
<td>5</td>
<td>U. S. A. Transport Sheridan</td>
<td>3654</td>
<td>1</td>
<td>73.08</td>
</tr>
<tr>
<td>6</td>
<td>&quot; &quot; Sherman</td>
<td>3725</td>
<td>1</td>
<td>74.50</td>
</tr>
<tr>
<td>12</td>
<td>&quot; &quot; Logan</td>
<td>3653</td>
<td>2</td>
<td>146.12</td>
</tr>
</tbody>
</table>

*About.

$3,971.08
### List of U. S. Government Vessels Occupying Territorial Government Wharves for the Year 1915, Showing Wharfage Accrued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name of Vessel</th>
<th>Tons</th>
<th>Days</th>
<th>Wharfage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 4</td>
<td>U. S. A. Transport Thomas</td>
<td>3653</td>
<td>1/2</td>
<td>$36.53</td>
</tr>
<tr>
<td>13</td>
<td>U. S. A. Transport Sherman</td>
<td>3725</td>
<td>2</td>
<td>$149.00</td>
</tr>
<tr>
<td>25</td>
<td>U. S. N. Collier Proteus</td>
<td>5500</td>
<td>3 1/2</td>
<td>$385.00</td>
</tr>
<tr>
<td>Feb. 5</td>
<td>U. S. A. Transport Logan</td>
<td>3653</td>
<td>1</td>
<td>$73.00</td>
</tr>
<tr>
<td>17</td>
<td>U. S. A. Transport Dix</td>
<td>4507</td>
<td>4</td>
<td>$360.56</td>
</tr>
<tr>
<td>14</td>
<td>U. S. A. Transport Thomas</td>
<td>3653</td>
<td>2</td>
<td>$146.12</td>
</tr>
<tr>
<td>March 7</td>
<td>U. S. A. Transport Sherman</td>
<td>3725</td>
<td>1 1/2</td>
<td>$111.75</td>
</tr>
<tr>
<td>13</td>
<td>U. S. A. Transport Sheridan</td>
<td>3654</td>
<td>2</td>
<td>$73.08</td>
</tr>
<tr>
<td>April 5</td>
<td>U. S. A. Transport Thomas</td>
<td>3653</td>
<td>1</td>
<td>$73.06</td>
</tr>
<tr>
<td>12</td>
<td>U. S. N. Collier Proteus</td>
<td>5500</td>
<td>2 1/2</td>
<td>$275.00</td>
</tr>
<tr>
<td>13</td>
<td>U. S. A. Transport Sherman</td>
<td>3725</td>
<td>1 1/2</td>
<td>$111.75</td>
</tr>
<tr>
<td>16</td>
<td>U. S. N. Collier Nereus</td>
<td>5500</td>
<td>1</td>
<td>$110.00</td>
</tr>
<tr>
<td>21</td>
<td>U. S. A. Transport Dix</td>
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<td>$946.47</td>
</tr>
<tr>
<td>May 5</td>
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<td>$73.08</td>
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<tr>
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<td>$182.65</td>
</tr>
<tr>
<td>22</td>
<td>U. S. N. Collier Hector</td>
<td>3902</td>
<td>2</td>
<td>$156.08</td>
</tr>
<tr>
<td>June 4</td>
<td>U. S. A. Transport Sherman</td>
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<td>1</td>
<td>$74.50</td>
</tr>
<tr>
<td>12</td>
<td>U. S. A. Transport Logan</td>
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</tr>
<tr>
<td>July 5</td>
<td>U. S. A. Transport Thomas</td>
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</tr>
<tr>
<td>14</td>
<td>U. S. A. Transport Sherman</td>
<td>3725</td>
<td>1 1/2</td>
<td>$111.75</td>
</tr>
<tr>
<td>22</td>
<td>U. S. A. Transport Dix</td>
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<tr>
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</tr>
<tr>
<td>Aug. 12</td>
<td>U. S. S. Maryland</td>
<td>3953</td>
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<td>$1,027.78</td>
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<td>4</td>
<td>U. S. A. Transport Logan</td>
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<td>$73.06</td>
</tr>
<tr>
<td>12</td>
<td>U. S. A. Transport Thomas</td>
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<td>1 1/2</td>
<td>$109.59</td>
</tr>
<tr>
<td>Sept. 5</td>
<td>U. S. S. Princeton</td>
<td>560</td>
<td>2 1/2</td>
<td>$28.00</td>
</tr>
<tr>
<td>3</td>
<td>U. S. N. Collier Nanshan</td>
<td>2070</td>
<td>2 1/2</td>
<td>$103.50</td>
</tr>
<tr>
<td>14</td>
<td>U. S. A. Transport Logan</td>
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<td>2</td>
<td>$146.12</td>
</tr>
<tr>
<td>Oct. 1</td>
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<td>$901.40</td>
</tr>
<tr>
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<td>U. S. A. Transport Thomas</td>
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<td>$73.06</td>
</tr>
<tr>
<td>14</td>
<td>U. S. A. Transport Sheridan</td>
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<td>U. S. N. Collier Nanshan</td>
<td>2070</td>
<td>6</td>
<td>$248.40</td>
</tr>
</tbody>
</table>

In addition to wharfage charges, the following property has been used by the following departments:

- U. S. Light House Department has had the exclusive use of 200 feet of the wharf and shed on Pier 2 since October, 1911, which I consider is worth $3,000.00 per year, 4 years .............................................................. $14,400.00

- Pier No. 6 has been in constant use as a storage warehouse for the U. S. Army Quartermaster Department since April 1st, 1914, to date, which is approximately worth $1,000.00 per month, which for 18 months would be...... 18,000.00
<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Army Quartermaster Department, 1 coal storage lot on Allen street, for 1 year to October 31, 1915</td>
<td>2,400.00</td>
</tr>
<tr>
<td>1 coal storage lot, adjoining Custom House, for 4 years</td>
<td>9,600.00</td>
</tr>
<tr>
<td>1 coal storage lot, adjoining Pier No. 8, for 2 years</td>
<td>4,800.00</td>
</tr>
<tr>
<td>1 small coal storage lot, adjoining Oceanic Wharf, for 2 years</td>
<td>2,400.00</td>
</tr>
<tr>
<td>Use of Territorial Immigration Station, foot of Richards street, as store house for U. S. Army Quartermaster Department for 1 1/2 years to October 31, 1915</td>
<td>3,600.00</td>
</tr>
<tr>
<td>Use of Pier No. 2 for hauling 35,000 tons of coal for the U. S. Navy to and from the reef pile at 10 cents per ton each way</td>
<td>7,000.00</td>
</tr>
</tbody>
</table>

$ 62,200.00
APPENDIX B
BOARD OF HARBOR COMMISSIONERS.
Its Jurisdiction, Powers and Duties as Defined in Chapter 49
of the Revised Laws of 1915 and as Amended by Act 169
of the Session Laws of 1915.

Section 683. Board of Harbor Commissioners. Except as
otherwise provided by law, all ocean shores below mean high
water mark, shore waters and navigable streams, and all har­
bors and roadsteads, and all harbor and waterfront improve­
ments, belonging to or controlled by the Territory of Ha­
waii, and all shipping within such habors, roadsteads, waters
and streams shall be under the care and control of a board of
harbor commissioners. Said board shall consist of five mem­
bers, one of whom shall be the superintendent of public works
of the Territory who shall be chairman, ex officio, and four
shall be appointed by the governor as provided in Section 80
of the Organic Act. Such commissioners shall be appointed
for terms of four years or the unexpired periods thereof, in
such manner that the terms of two commissioners shall expire
every second year. Said terms shall begin on the first day of
July. Provided, however, that upon the first appointments,
two of said commissioners shall be appointed for terms end­
ing June 30, 1913, and two for terms ending June 30, 1915.

Section 684. Secretary; Office. The board of harbor com­
missioners, upon appointment as herein provided, shall within
ten days meet together and elect one of their number to act
as secretary of said board. They shall also designate a place
in the city of Honolulu as their office, which shall remain
open during business hours.

Section 685. Powers and Duties of Board. Except as
otherwise provided by law, said board shall have and exer­
cise all the powers and shall perform all the duties which may
lawfully be exercised by or under the Territory of Hawaii
relative to the control and management of the shores, shore
waters, navigable streams, harbors, harbor and waterfront
improvements, ports, docks, wharves, quays, bulkheads and
landings belonging to or controlled by the Territory, and the
shipping using the same, and shall have the authority to use
and permit and regulate the use of the wharves, piers, bulk­
heads, quays and landings belonging to or controlled by the
Territory for receiving or discharging passengers and for
loading and landing merchandise, with a right to collect
wharfage and demurrage thereon or therefor, and, subject to
all applicable provisions of law, to fix and regulate from time
to time rates for services rendered in mooring vessels, charges
for the use of moorings belonging to or controlled by the Ter­ritory, rates or charges for the services of pilots, wharfage or demurrage, rents or charges for warehouses or warehouse space, for office or office space, for storage of freight, goods, wares and merchandise, for storage space, for the use of donkey engines, derricks or other equipment belonging to the Territory, under the control of the Board, and to make other charges except toll or tonnage charges on freight passing over or across wharves, docks, quays, bulkheads or landings. The board shall likewise have power to appoint and remove clerks, wharfingers and their assistants, pilots and pilot boat crews and all such other employees as may be necessary, and to fix their compensation; to make rules and regulations pursuant to this chapter and not inconsistent with law; and generally shall have all powers necessary fully to carry out the provi­sions of this chapter.

All moneys appropriated for harbor improvements, including new construction, reconstruction, repairs, salaries and operating expenses, shall be expended under the supervision and control of the board, subject to the provisions of this chapter and of Chapter 100.

All contracts and agreements authorized by law to be en­tered into by the board shall be executed on its behalf by its chairman.

The board shall prepare and submit annually to the gov­ernor a report of its official acts during the preceding calen­dar year, together with its recommendations as to harbor improvements throughout the Territory.

Section 686. Wharfage, Demurrage, Defined. The terms “wharfage” and “demurrage” where used in this chapter are hereby defined as follows:

Wharfage: The charge made for water craft occupying berths at the wharves, piers, bulkheads, quays and landings or moored or anchored in any slip, dock, bay, harbor or road­stead under the control of the board.

Demurrage: The charge made against freight which re­mains upon premises other than warehouses under the con­trol of the board longer than twenty-four hours.

Section 687. Rules and Regulations. The board may from time to time make, alter, amend and repeal such rules and regulations not inconsistent with law as it may deem neces­sary respecting the manner in which all vessels may enter and moor, anchor or dock in the shore waters, navigable streams, harbors, ports and roadsteads of the Territory, or move from one dock, wharf, bulkhead, quay, landing, anchorage or moor­
ing to another within such waters, streams, harbors, ports or roadsteads; the examination, guidance and control of pilots and harbor masters and their assistants, and their conduct while on duty; the embarking or disembarking of passengers; the expeditious and careful handling of freight, goods, wares and merchandise of every kind which may be delivered for shipment or discharged on the wharves, docks, quays, bulkheads or landings belonging to or controlled by the Territory; and defining the duties and powers of carriers, shippers and consignees respecting passengers, freight, goods, wares and merchandise in and upon such wharf, landing, dock, quay or bulkhead. The board may also make further rules and regulations for the safety of the docks, wharves, landings, quays, bulkheads and harbor and waterfront improvements belonging to or controlled by the Territory.

Said board may also, from time to time, make, alter, amend and repeal such rules not inconsistent with law as shall be deemed necessary for the proper regulation and control of all shipping in the harbors, shore waters and navigable streams belonging to or controlled by the Territory, and of the entry, departure, mooring and berthing of vessels therein, and for the regulation and control of all other matters and things connected with shipping in all such harbors, shore waters and navigable streams; and rules and regulations to prevent the throwing into such harbors, shore waters and navigable streams, of rubbish, refuse, garbage or other substances liable to make such harbors, shore waters and navigable streams unsightly, unhealthful or unclean, or liable to fill up or shoal or shallow such harbors, shore waters and streams, and likewise to prevent the escape of fuel or other oils into such harbors, shore waters and streams, either from any vessel or from pipes or storage tanks upon the land.

Any rules and regulations so made shall be published by said board in the manner prescribed for the promulgation of the laws of the Territory, and upon such publication shall have the force and effect of law.

Section 688. Clerk, Duties. The board may appoint and remove a clerk, and fix his compensation. The clerk shall have charge of the office of the board, and shall remain in such office during business hours. He shall, upon his appointment, give a bond under the provisions of Chapter 17, in such amount as shall be approved by the board and conditioned for the faithful performance of his duties as such clerk. He shall collect all moneys, fees and dues paid to the Terri-
tory of Hawaii for pilotage, wharfage, demurrage, harbor mas­
ter fees, and all other fees or compensation in respect to the
entry, anchorage and wharfage of all boats, steamers, vessels
and other craft entering into the ports of the Territory, and
shall account for the same to the Territory as hereinafter pro­
vided. He shall keep a full and complete record of the offi­
cial acts of the board and of the rules and regulations made by
said board, and shall cause said rules and regulations to be
printed and distributed without cost to the agents, masters or
owners of vessels, or other persons who shall request the
same. He shall certify the vouchers of all pilots and crews
of pilot boats, harbor masters, assistants and other persons
appointed or employed by said board.

Section 689. Pilots; Duties, Charges. The board shall ap­
point such pilots for the harbors of the Territory as it deems
necessary, and shall fix the number and compensation and the
method of examination thereof. The board shall fix the
powers and duties of such pilots while on duty, and provide
them with boats and crews for boarding and leaving vessels.
Any pilot may be removed or suspended by the board for
misconduct, carelessness or neglect of duty, or other cause
deemed sufficient by the board after an opportunity first given
him to be heard before a meeting of the board. The board
may appoint deputies or substitutes for any such pilots in
case of sickness or temporary absence, and fix their compen­
sation.

Each pilot shall give bond under the provisions of Chapter
17, in such sum as shall be required by the board, and condi­
tioned for the faithful performance of the duties imposed upon
him by law and by the rules and regulations of the board.

Upon the arrival of any vessel making the usual marine
signal for a pilot, it shall be the duty of the pilot or pilots in
the port immediately to put out to such vessel. Upon board­
ing the vessel the pilot shall take charge thereof, and shall not
quit the same until she be fully within the harbor or an­
chored within or without the harbor in a suitable and conve­
nient place as the case may be. No pilot shall take out any
vessel that may be under attachment or arrest by virtue of
any process, nor before she has obtained her clearance, under
penalty of forfeiting his commission.

Until otherwise provided by law or by the rules and regu­
lations of the board, the following charges shall be made for
the services of pilots: For the port of Honolulu, for coming
in and also for going out of port, for all steamers of 1000 tons
or over, $60.00; for all sailing vessels under 200 tons register,
$1.50 per foot of draft, and for each other vessel or steamer, five cents per ton; for anchoring vessels outside the harbor, $20.00; for detention on board a vessel for more than 24 hours, $7.00 a day. For the ports of Hilo and Kahului, $1.50 per foot on the vessel’s draft for coming into port, and the same for going out; for anchoring any vessel off said ports, $10.00; for detention on board a vessel for more than 24 hours, $5.00 a day. Where not otherwise provided, $1.00 per foot on the vessel’s draft for coming into port, and the same for going out; for anchoring vessels, $10.00; for detention on board a vessel for more than 24 hours, $5.00 a day.

All fees shall be payable either to the clerk of the board or to the pilot, who shall account therefor as the board may require to the clerk of the board.

If any vessel engaged in trade between the ports of the Territory and those of foreign lands shall enter or depart from any of the ports for which pilots may be appointed, without a pilot, such vessel shall be liable for one-half the pilotage fees prescribed for such port.

Section 690. Wharfingers; Fees. The board shall appoint wharfingers for the harbors of Honolulu, Hilo and Kahului, and for such other ports and harbors as in their opinion have need thereof. They shall fix the compensation of such wharfingers, and their assistants, and shall certify the names and compensation thereof to the auditor of the Territory. The board shall likewise fix the duties and powers of such wharfingers and their assistants relative to shipping, wharves, docks, anchorages and mooring places.

The fees for services of wharfinger at the ports of Honolulu, Kahului and Hilo, until changed by law or by rule or regulation of the board, shall be five dollars in addition to his disbursements for the use of boats and warps, and for labor in mooring or making fast such vessels; and if necessarily detained on board any vessel for more than two hours at any one time, he shall be paid at the rate of two dollars an hour for such extra detention, and for each time that he is called upon, or that it may be necessary for him, to board any such vessel after having once moored her properly, he shall be entitled to receive the same fee. The fees for services of wharfingers at other ports shall be determined by the board. Such fees shall be payable either to the clerk of the board, or to such wharfinger or his assistant, who shall account therefor as may be required by the board to the clerk of the board.

Section 691. Wharfage. All such water craft as shall lie idle alongside any wharf, pier, bulkhead, quay or landing be-
longing to or controlled by the Territory, and all such water craft as shall discharge or receive freight or passengers on or from any wharf, pier, bulkhead, quay or landing, belonging to or controlled by the Territory, while made fast or lying alongside of the same, shall pay to the said board such rates of wharfage as shall be fixed by said board, not exceeding two cents per ton per diem on the net registered tonnage of the vessel.

All such water craft as shall receive or discharge freight or passengers (1) from or upon any such wharf, pier, bulkhead, quay or landing by means of boats, lighters or otherwise, while lying at anchor or under steam in any bay, harbor or roadstead, or (2) while lying in any slip or dock belonging to or controlled by the Territory, but not made fast to or lying alongside of any wharf, pier, bulkhead, quay or landing, shall pay such rates of wharfage as shall be fixed by said board not exceeding one cent per ton per diem on the net registered tonnage of the vessel. Any water craft that shall leave any such wharf, pier, bulkhead, quay, landing, slip, dock, basin or waters without paying its wharfage and other charges, with intent to evade the payment thereof, shall be liable to pay double rates.

Section 691A. Demurrage, Lien, Foreclosure. When any freight shall have remained upon any wharf, pier, bulkhead, quay or landing for more than twenty-four hours, the board may, in its discretion, make such demurrage charges for each subsequent day or part thereof as in its opinion are just and equitable.

The amount payable by any shipper or consignee for demurrage or other charges in respect of any freight shall be a lien on the same, and the board, its officers, employees or servants may take and hold possession of any such freight to secure the payment of such amount and for the purpose of such lien, shall be deemed to have possession of such freight until such amount shall be paid. If the charges due on such freight shall not be paid within thirty days after being landed, the board may sell the same at public auction and out of the proceeds retain the charges accrued, including the costs of advertisement and sale, which latter shall be pro rated upon the articles or lots advertised in proportion to the amount received for each article or lot. Before any such sale is made, the board shall publish a notice of the time and place of sale at least once each week for three successive weeks in some newspaper of general circulation printed and published in the
county in which the place is located to which such freight is consigned or addressed, or if no such newspaper is printed and published therein, by posting such notice in the English and Hawaiian languages at the courthouses of the district in which such place is located; said notice shall contain a description of such property as near as may be, the name of the owner or consignee if known, the amount of charges due thereon, together with the time and place of said sale. Any freight in its nature perishable may be sold by the board either at public or private sale as soon as its condition makes a sale necessary.

The surplus, if any, received from such sale shall, after paying any accrued freight charges on the freight, be paid to the owner or consignee, if known, and if not known, shall be deposited in the territorial treasury as a special fund, which fund shall consist of the surplus received from sales made under this section. At any time within one year thereafter, upon written demand and proof of identity satisfactory to him, the treasurer shall pay the owner thereof said surplus. If such surplus be not claimed by the owner within one year after date of sale it shall thereupon escheat to the Territory of Hawaii, and be transferred to the general funds of the Territory.

Section 692. Cattle Landings. The board shall designate such wharves and other landing places in the harbors of the Territory at which cattle brought into such harbors shall be landed, and the location of such wharves or other landings when designated and set apart shall be published for at least once a week for four consecutive weeks in at least two newspapers of general circulation in the Territory. After such designation and publication no cattle shall be landed in any harbor or port of the Territory containing such designated wharf or landing, except on such designated wharf or at such designated landing, unless with the permission of the board.

Section 693. Violation of Regulations; Penalty. Any person or persons who shall violate any rule or regulation made, adopted and published by said board as herein provided, or who shall violate any lawful command of any pilot, harbor master or assistant pilot or harbor master while in the discharge of his duty as such, or who shall violate any of the provisions of this chapter, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding one thousand dollars for each such offense, and any
vessel, the agents, owner or crew of which shall violate the rules and regulations of the board or provisions of this chapter, shall be liable to a penalty of not exceeding one thousand dollars for each of such violations.

Section 694. *Wharfinger and Harbor Master Synonymous.*
The terms "wharfinger" and "harbor master," where used in this chapter, shall be synonymous.
STORAGE SPACE FOR COAL.

It has always been the policy of the Territory to cooperate with the United States Army and Navy officials and to accommodate them wherever and whenever possible, and to that end we have permitted the use of two sites on the Esplanade for storage of coal belonging to the United States Government.

One lot at the corner of Allen and Kilauea Streets, containing an area of 40,000 square feet, is leased to the Army at a nominal rent of $5.00 per month; the other, consisting of 25,000 square feet, is situated between Fort and Kekuanaoa Streets, adjoining the Custom House. Permission is granted for the storage of coal temporarily without monetary consideration. We have also, on one occasion, granted the Army permission to store a large quantity of coal on the last adjacent to Pier No. 8, which request was made by Captain Lister, U. S. A.