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HAWAII MAY NOT BENEFIT BY NEW MEASURE FOR BUILDING OF ROADS

(Continued from page one)

Honolulu, March 7, 1914.

Dear Sir: Roads in the Hawaiian Islands. I submit herewith certain data on roads in the Hawaiian Islands and notes on house resolution 10,522—a bill now before Congress.

In General. There are four main islands in the Hawaiian group, namely, Oahu, Hawaii, Maui and Kauai. In addition to these there are Molokai, Lanai, Niihau and Kahoolawe, which are smaller and of less importance. Population and Area.—The population and area of these islands are as follows:

Island	Population	Area Sq. Miles
Oahu	81,993	598
Hawaii	55,382	4,015
Maui	28,623	728
Kauai	23,744	547
Molokai	1,791	261
Lanai	131	139
Niihau	208	97
Kahoolawe	2	69
Total	191,909	6,454

The above population is taken from the 1910 census.

Post Roads.—From the post route map of the territory of Hawaii, under date of December 1, 1911, I note that there are 548 miles of post roads now in operation. These are tabulated as follows:

Islands	6 times a week	3 times a week	Twice a week	Once a week	Once a month	Total
Hawaii	47	35 1/2	38	85 1/2	106	287 1/2
Oahu	102 1/2	26 1/2	3	3	3	264 1/2
Maui	10	36	11 1/2	80 1/2	3	128 1/2
Kauai	5	65	26	65	3	164
Molokai	2	26	26	26	3	83
Lanai	1	15	15	15	3	49
Niihau	1	15	15	15	3	49
Kahoolawe	1	15	15	15	3	49
Total	159 1/2	97 1/2	114 1/2	192	106	548

Roads, Territory of Hawaii. Under Whose Care.—The roads of the territory of Hawaii are now being constructed by three different departments of the government—the city and county of Honolulu and the counties of each of the other three main islands, the territorial loan fund commissions and the public works department.

Counties.—The larger portion of all roads are maintained at the present time by the counties and most of the alterations and extensions are constructed by them. The care and maintenance of all roads have been delegated to the four different counties—Oahu, Hawaii, Maui and Kauai.

Loan Funds.—The session of 1911 of the legislature of Hawaii appropriated \$1,270,000 for the construction of roads; this money to be expended under the direction of the four loan fund commissions. These commissions had the authority to expend the money for roads, bridges and such other improvements as were deemed necessary. The following miles of road have been built by the different loan fund commissions:

Island	Miles	Cost to Feb. 28, 1914	Cost per Mile	Balance due Contractors
Oahu	15	\$199,479.01	\$13,298.60	
Maui	7.39	194,588.06	26,482.20	\$42,100.00
Hawaii	30.11	425,342.66	14,224.66	71,296.31
Kauai	.92	100,000.00		

Public Works.—Under the present homestead laws, money received from the sale of homestead lands can be expended; and in many cases must be expended on roads to and through the homesteads. This work is delegated to the Public Works Department of the territory of Hawaii, but the total amount of work so done is small compared with the total miles of roads in the islands.

Construction of Roads.—Roads in the Territory of Hawaii are of several types. Where travel permits and supplies are on hand, coral roads have been constructed and have usually proved very satisfactory. In other places, where an abundance of coral sand is to be had, ordinary macadam road covered with same carry the traffic. Where neither coral nor sand is at hand, it has been noticed that the ordinary water-bound macadam road unravels and rapidly deteriorates. The loan fund commissions have consistently used different forms of asphalt macadam for all other work, and in most cases have made satisfactory roads.

The Public Works Department rarely has had sufficient funds to construct anything but a dirt road. It is usually the policy of the Public Works Department to grade the road, leaving the high crowns, ample drainage, and rely on the county or the homesteaders themselves to complete the road. The amount of money received from the sale of homestead lands is not sufficient at any one time to lay out and construct suitable roads, owing to the fact that the revenues are received over a period of from five to ten years.

Travel.—Travel on roads in the islands has been very heavy as compared with the area and population. No exact figures can be given as to the tonnage or the vehicles per day. There are about 1500 automobiles in Honolulu, with a population of 81,000. This is at the rate of one automobile to each 54 inhabitants, which is very high. Most all tourists use automobiles to see the sights of the islands. Pineapple haulage is performed by heavy trucks. The army makes freight and express delivery by trucks to a large extent. Many of the plantations own motor self-propelled trucks of various descriptions and use the same on the public highways.

Rainfall.—There are included in this report maps taken from the "Climatological Surveys of the Weather Bureau" dated 1912. These maps show the rainfall of the various islands and speak for themselves. It will be noted that the rainfall varies from almost nothing to 200 inches and over annually.

On the island of Maui the maximum rainfall is 209.4 inches with a minimum of 8.07 inches. On Hawaii the maximum is 230.36 inches with a minimum of 14.24. On Oahu, the maximum is at Luakaha and is 135.58 inches. The minimum is at Ewa (on Oahu) and is 6.25 inches. From this report it can evidently be concluded

that the roads must be constructed in some places to withstand terrific rainfall, while in others to stand up under long continued drought and high winds.

In circling the island of Hawaii one is able to see all the kinds of climate and different processes of earth construction that are known to man. While the climate is of approximately the same temperature, one sees the heavy rains along the Hamakua coast and the desert along Keaumoku. From the crude lava in the Volcano house, one can travel in a day through the successive and disintegrating lava flows of the richest soil formed by long-continued and heavy forests.

All the other islands are similar to these to a more or less degree. The belt road of Oahu passes through some of the richest agricultural lands in the islands, and also through the dry and windy point at Kahuku.

H. R. 10,522.—The intent of this bill is "to establish in the department of agriculture a bureau to be known as a bureau of highways and to provide national aid in construction, improvement and maintenance of public highways in each state and territory, and to provide funds for same."

In section 4, the bill states that one-half of the cost of certain highways may be paid by the United States, provided that one-half shall not exceed \$5000 per mile and also provided that the state or territory shall pay in addition to its one-half proportion, all additional cost above an average of \$10,000 per mile. There are also other provisions in this section regarding the payments, but the item to which I desire to call attention is the assumed cost of roads.

In Hawaii, \$5000 will not pay one-half the cost of the roads. It has been shown that even with re-alignment and re-grade of an old road, the cost will still run between \$13,000 and \$26,000 per mile. This, of course, is for a form of asphalt macadam road. The bill states that all costs above \$5000 must be paid by the state or territory and it will readily be seen that on roads here the territory of Hawaii must pay probably twice as much as the United States for the construction of proper roads.

In section 7, a general road plan is provided for, which when completed will connect with each other in such a way as to form a national system of highways. It is, of course, obvious that no system of connecting roads can be provided for the territory of Hawaii, but that each island must be considered separately.

Section 9 gives certain additions, which literally interpreted, would prevent the territory of Hawaii from receiving any benefit from this act. This act states that 70 per cent of a proposed road must be used by the federal government in the delivery of mail. It is more than likely that any such road would be used throughout its entire length for mail delivery,

but at the present time there are some places where no mail delivery is made because of the excessive bad condition of the roads.

Again, this section states that the highways are to be so located as to pass through the center of a zone, the boundaries of which shall be 10 miles distant from said highway and shall contain at least 60 per cent of said stated territory. On the island of Hawaii the most needed road is the one from Waimea to Kailua. The road itself will pass through an almost uninhabited country, but will connect populous districts with each other. This road will be less than 10 miles distant from the seashore in most places, which is the boundary of the territory. Ten miles towards the mountains from such a proposed road would extend into a mountainous uninhabited territory. This road is badly needed and will be of great use to the territory. It is the missing portion of the belt road around the island. With a good usable road through this district, it is believed that a large amount of traffic would pass over the same.

Section 8 also states that such a road is to be of service and use to at least 80 per cent of the people, and over which 90 per cent of the vehicle mileage will travel. It is probable that such a highway would be of use to all the people of that zone and that all the vehicle mileage will travel on one portion or another of the highway.

Section 9 also states that said highway shall be selected for the benefit and use of the farmers in marketing their products to the local markets, cities and railroad stations. There is no railroad in the vicinity of Keaumoku, but this road will be of inestimable value, not only for marketing the produce of this particular zone, but for inter-communication between the richly agricultural lands on either side of it.

What is true on Hawaii of this particular portion is true on all of the other islands, to a more or less extent. It is impossible to locate any highway practically and have a 10-mile zone on each side of the highway. The highways in Hawaii are in great use in connecting the more populated districts and at present are needed mostly through unpopulated districts. Taken as a whole, the territory of Hawaii can not construct any road through a zone having 60 per cent of the population of the whole territory. The population is divided among the different islands and a road on any one island, even a highway through the center of Honolulu, will not comply with this portion of section 9.

In sections 10 and 15, three classes of roads are described: known as class A, class B and class C. Class A calls for a macadam road; class B calls for gravel, less expensive than macadam; class C calls for a dirt road. It has been pointed out that roads in Hawaii lie through mountainous and rough country for a large part, and that roads of class C and class B are of questionable value. Even class A roads will not withstand the heavy hauling and unfavorable weather conditions of this territory. It has been found necessary, by the loan fund commissions, to construct roads of a type superior in quality to that described as class A. Ordinary water-bound macadam is not sufficient. The road should be of a bituminous nature, having a rock or concrete sub-base and an asphalt or bitumen binder with suitable wearing surface. It has been found necessary to allow for many large culverts to take care of the excessive run-off due to sudden rains. On the Kona side of Oahu an exceedingly heavy sub-base construction has been required on the hillsides in some places to maintain the road over clay and water-soaked soils. It is believed that the best policy for road construction in the territory of Hawaii is to construct roads of a permanent nature. These roads should be designed to carry heavy automobile traffic and stand heavy precipitation and large and sudden run-off.

Yours very respectfully, J. W. CALDWELL, Superintendent of Public Works, Honolulu, T. H.

CHAMBER OF COMMERCE TO PRESENT DOUGHERTY WITH TOKEN OF REGARD

Presented to James D. Dougherty by the Honolulu Chamber of Commerce in recognition of his successful management and direction of the Carnival held February, 1914.

This reads the inscription on a handsome silver plate which will be presented to James D. Dougherty, director-general of the 1914 Mid-Pacific Carnival, by the Honolulu Chamber of Commerce shortly after his arrival in Honolulu in the Manoa Tuesday, President George R. Carter has called a special meeting of the chamber to be held at 2 o'clock Wednesday afternoon, at which time the presentation will be made. Besides the members, other citizens who may be interested are invited to attend.

A few days ago President Carter ascertained by wireless that Mr. Dougherty was aboard the Manoa bound for Honolulu after a three-weeks visit on the mainland settling the estate of his mother. Mr. Carter extended an invitation to Mr. Dougherty to attend the special meeting, although not setting forth the purpose of the gathering, which was accepted. The idea of the silver plate comes from the trustees of the chamber and besides being a surprise for Mr. Dougherty, will form an appropriate public recognition for services rendered.

The steamer W. G. Hall is today discharging 5000 sacks of sugar and other island products brought from the island of Kauai. The vessel will be dispatched for Ahukini and Nawiliwili at 5 o'clock this evening.

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