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4981?

WHAT IS IT?

RETRENCHMENT POLICY TO SAVE CITY MANY THOUSANDS OF DOLLARS

(Continued from page one)

on the basis that the taxes would keep up. We have run for three months on it," said Lloyd. "We find today that the values have dropped \$8,000,000. Of this \$2,500,000 has been written off on plantations alone, and the treasurer is not sure that they will accept the present valuations. The tax rate, which is \$1.17, was made in January, and cannot now be increased."

Though the supervisors have considered retrenchment for several weeks, it being known that they were running behind a few thousand dollars each month, they were frank to admit that they did not realize the grave possibilities of the situation until last night. It was borne to them in cold figures which they couldn't evade or overlook. A howl will go up, they all agreed; but the fear of that didn't stop them.

Here are the three reasons given for the present crisis:

Reduced tax assessment.
Creation of revolving fund—an act of the last legislature which requires them to leave \$50,000 in the fund when they go out of office.

High cost of school maintenance.
The revolving fund is a sore to them. Different from the other two elements forcing on the financial predicament, they had notice of this since the legislature adjourned last spring. They are expected to put \$20,000 aside each semi-annual period. In default of doing so, they say they will be liable on their bonds.

Agreeing that they must cut down \$93,300 in the expenses of the city and county in the next nine months, the first problem before the board last night was how this should be done—whether to cut down appropriations indiscriminately, or to make a percentage cut of from 10 to 15 per cent. After debate, it was decided that the percentage cut would not work out satisfactorily; and with this agreed they decided to take up the budget and cut right and left wherever they felt it possible. When at last they stopped for the night—it was after midnight then—\$28,000 had been saved for the coming semi-annual period. With proportionate cuts made for the remaining three months of this period, the cuts are brought up to \$42,000, not half as much as needed.

It was understood, as the cuts were made, that they would remain tentative for the night. They agreed that they should meet again this morning and put the thing in definite shape, so that the amendatory budget could be introduced at the meeting Friday noon.

One thing they decided—that was not to cut salaries. Rather than that it was decided to do away with positions. They do not, in any case, expect to inform a department head who he is or is not to discharge, but their action is sufficiently clear to make it plain. As an example, take the city and county attorney's office. They cut \$235 a month from the salary allowance of that office; this is the sum received by the first deputy city and county attorney, P. L. Weaver. In the case of garbage, \$185 is cut—the aggregate salaries of J. A. Lawelawe and H. K. Poyd, the collector and assistant collector of garbage fees. The clerical side of this work is to be given to Robert Cathcart, chief clerk of the roads department.

Charities Are Eliminated.
All the donations to institutes and charities were cut as well as that for the Promotion Committee. Supervisor Wolter objected to eliminating the latter appropriation, but it was caught in the current with the others and went. Elimination of the Promotion Committee represents a loss to it of \$3000 a year; for the Leali Home, \$3000 a year. The Salvation Army had received \$400 a year, the Humane Society \$400, the Shelter Home \$2500.

They are all eliminated. In the cases of the Salvation Army and the Humane Society, whose appropriations for each period are not prorated, the money has been already drawn for this period.

The mayor saw his entertainment fund of \$500 a semi-annual period go; and it went with his consent. The meat and food and milk inspectors were passed over temporarily last night, but they were in line for the axe. Seventy-five dollars a month was saved in police court interpreters; in place of keeping them on salaries, they are to be paid so much a day for their services.

Supervisor McClellan declared after the meeting last night that the band must be done away with entirely. Pacheco had made a motion to this effect at the first part of the meeting, but it was not acted on. They did, however, cut off \$1470 from its appropriation for the next period, but this they later decided was not sufficient. It costs the municipality about \$28,000 a year for the band, Pacheco pointed out. The city fathers seemed ready to agree last night that the band must go.

Situation, Not a Theory.
Speaking of the Promotion Committee appropriation, McClellan said:

"I have fought for the five years I have been on this board to save the Promotion Committee's appropriation; but I can't fight now. We have got to cut it. We have got to cut everything. We have got to save \$93,000

in the next nine months, and in order to do that we must close our eyes to every consideration that diverts us from the strictest possible economy.

"We are facing a situation, not a theory. We can see just where we are and where we will get off if we do not save this money. We owe it to the people who have entrusted us with these offices to make ends meet, and the only way we can do it is to cut without fear or favor. And the Promotion Committee's appropriation must fall with the rest of them.

"When this budget was made up we thought we would have about as much revenue as we had in the former period. We did not think the appraisements would go down; we had information that they would not. But now we see that they have, gone down terribly, and we must readjust our expenses accordingly."

Read Fund May Go.

Supervisor Petrie hesitated to eliminate employees. He strove to find some other solution, but failing, bowed to the will of the others. Suggestions were made that all road improvement work be stopped for the balance of the year, that the maintenance of roads fund be wiped out, and allow the cost of this work to come out of the permanent improvement fund. This would save about \$42,000. The permanent improvement fund is one created by statute; a certain percentage of all tax money received goes into this fund and can not be diverted. It was pointed out that by enlarging the definition of permanent improvements, it could be made to include maintenance, thus saving a huge sum from the general fund.

This was deemed such an important subject—bringing up and determining the entire policy of the board on road work—that it was decided not to touch it, except generally, last night, but allow it to remain for consideration this morning.

The retrenchment work was in no wise completed when the supervisors knocked off for luncheon. They plan to work on this afternoon and evening. The road policy has as yet been only roughly outlined, but this outline is enough to show that only the money coming into the permanent improvement fund will be used; in other words that no money will be used for roads out of the general fund.

PUBLIC INVITED TO DISCUSS NEW SPEED ORDINANCE

(Continued from page one)

passenger car which has been stopped for the purpose of receiving or discharging a passenger or passengers, no such vehicle aforesaid shall pass or approach within eight (8) feet of said street car so long as the same is so stopped and remains standing for the purpose aforesaid, nor shall such vehicle pass such car at a rate of speed exceeding eight (8) miles an hour.

In passing a garage entrance or exit, or school premises between the hours of 8 a. m. and 4 p. m. on school days, or in approaching a bridge, the person operating, driving or propelling any vehicle or riding any animal subject to the regulations of this ordinance, shall not proceed, nor shall the owner or person in control of such vehicle or animal riding therein or thereon cause or permit the same to proceed at a rate of speed greater than ten (10) miles per hour.

In passing a garage entrance or exit, the person operating any street car shall not proceed, nor shall the person in control of such street car cause or permit the same to proceed at a rate of speed greater than ten (10) miles per hour.

"Nothing contained in any of the provisions of this ordinance as to specific rates of speed shall apply to any of the following vehicles, to wit:

"Vehicles, wagons, trucks and apparatus under the control of the chief engineer of the fire department, of the sheriff of the City and County of Honolulu, ambulances, public or private, properly equipped with red cross signs and sound signal devices, when in the actual performance of duty, and vehicles which run only on rails and tracks, except when expressly included in the regulations.

Vehicles of duly licensed physicians and ambulances, public or private, shall be exempt upon complying with the conditions of this ordinance. The vehicle driven by them shall display, in at least two conspicuous places, one in front and one in the rear of such vehicle, the sign of the "red cross" in figures of not less than five (5) inches in height and of proportional width painted in conspicuously contrasting colors. At night, light shall be reflected upon such signs so that such signs shall be seen by night.

No traction engine, road engine, hauling engine, trailer, steam roller, automobile truck for passengers or freight, motor or other power vehicle, carrying a weight in excess of four tons, including the vehicle, shall be operated upon any public highway, at a speed greater than fifteen (15) miles an hour; and no such vehicle carrying a weight in excess of six tons, including the vehicle, shall be operated upon any such highway at a speed greater than six (6) miles an hour when such vehicle is equipped with iron or steel tires, nor greater than ten (10) miles an hour when the vehicle is equipped with hard rubber or other similar substances.

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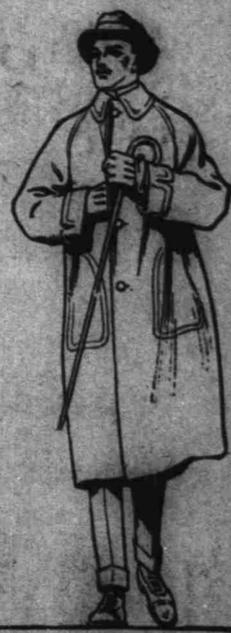
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hereby declared to be as follows:

On the seaward or makai side by the sea;

On the easterly or Waikiki side by the easterly or Waikiki line of Hackfeld, Alapai and an extension of the easterly line of Alapai street to the sea.

On the northerly or mauka side by the northerly or mauka line of Luso and School streets.

On the westerly or Ewa side by a straight line drawn from the intersection of said line of School street and the westerly or Ewa side of the Asylum road to the westerly or Ewa side of the bridge on King street in Palama, Honolulu, and continued to the sea.

On Nuuanua avenue to Judd street.

Pali road.

On the Pali road between the government electric light station and the east side of the turn at the Pali gap, and between said gap and the foot of the grade at the last turn thereof where the grove of kukui trees is now located, near the old trail to Kailua.

Any person who shall operate, drive or propel, and also any owner thereof or person in control of the driving of vehicle, who shall cause or permit any vehicle subject to the provisions of section 1 of this ordinance to be operated, driven or propelled, in violation of any of the provisions of this ordinance shall be punished, upon conviction for the first offense, by a fine of not less than twenty five (25) dollars nor more than one hundred (100) dollars, or by imprisonment not to exceed fifteen (15) days, or by both; and, upon conviction of a second offense, within one year from the commission of the first offense, shall be punished by a fine of not less than fifty (50) dollars nor more than one hundred (100) dollars, or by imprisonment not to exceed thirty (30) days, or by both; and, upon conviction for the third offense, and for each and every offense subsequent thereto, within one (1) year from the commission of the first offense, shall be punished by a fine of not less than one hundred (100) dollars, or by imprisonment for a term not to exceed sixty (60) days, or by both.

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