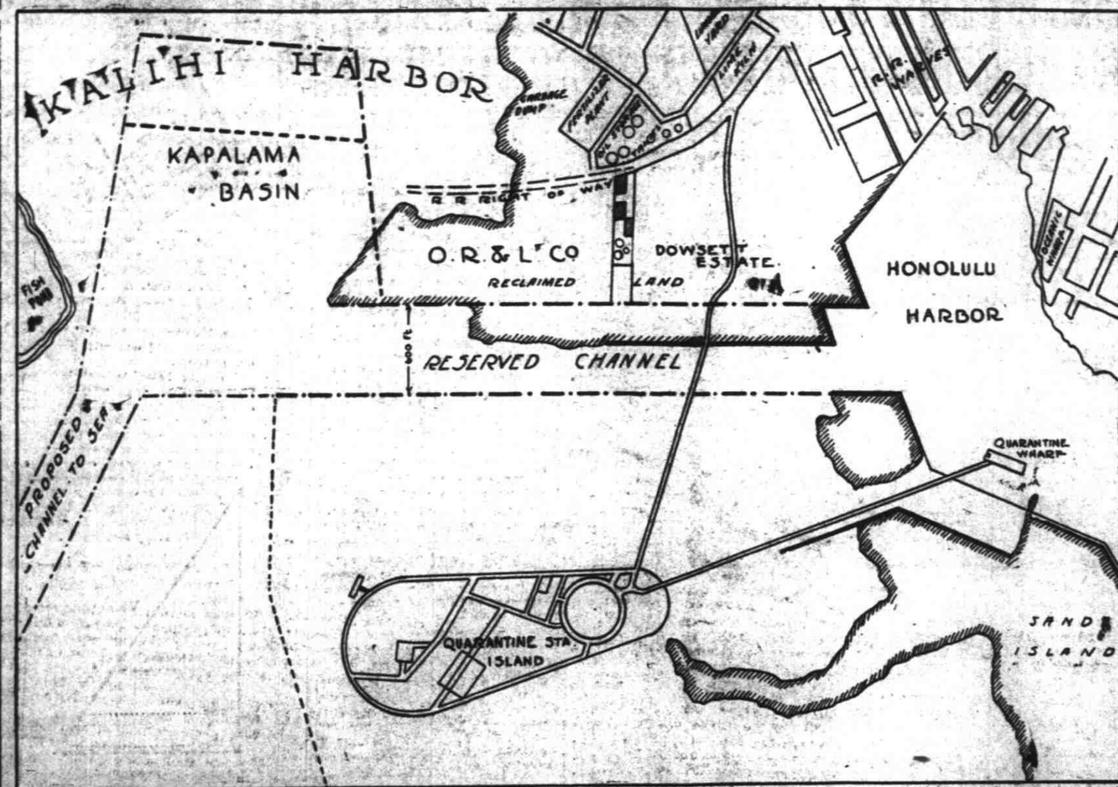


SECTION OF WATERFRONT, SHOWING KALIHI HARBOR PROJECT



The drawing above shows graphically the important points in the Kalihi Harbor project, as it is known. More concretely, it is the opening of a channel from Honolulu Harbor to the Kapalama basin, a part of the Kalihi Harbor area. The 600-foot space reserved for the channel is shown, with the O. R. & L. lands and the Dowsett estate lands on one side and the U. S. property, including the federal quarantine station, on the other. The proposed channel to the sea at the extreme left of the picture is not included in the project now before the people of Honolulu and the federal engineers in Washington. For reasons of space, the drawing above is not made to conform directly to prints of the compass as compared with the proportions of the newspaper page. The strip between the railroad and Dowsett holdings is standard Oil property.

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LANDHOLDERS, BY 1902 AGREEMENT, HOLD FRONTAGE

(Continued from page one)

feet and a width of 400 feet, the Advertiser of June 3 conveys the impression that the owners of property abutting on the said reserved channel would get something for nothing at the federal government carries out the project. It was suggested that the material to be taken out in the dredging operations could be used for filling in low lands belonging to owners of property in that vicinity, which lands were considered to have practically no value at the present time.

To clear up any misapprehension which may be in the minds of the members of your commission, we should like to call your attention to the following facts:

1. In the year 1849 the kula and kalo lands of Kahaloa, together with the land of Kaholoa, was confirmed to William Sumner by Land Commission Award No. 153, but no patent issued to these lands until the year 1902, when land patent No. 3159 was issued.

2. The title to these lands passed to J. L. Dowsett and John K. Sumner and from them to The Dowsett Company, Limited, and the Oahu Railway & Land Company.

3. During Mr. Dowsett's lifetime he collected rental from the Hawaiian government for himself and Mr. John K. Sumner for the use of Quarantine Island, which is a part of the land of Kaholoa.

4. Upon annexation of the islands, the United States took possession of Quarantine Island in the belief that the title to that land had been vested in the Hawaiian government, and the land was set apart for its Marine Hospital Service.

5. The owners of the land of Kaholoa, The Dowsett Company and the Oahu Railway & Land Company, then caused a suit of ejectment to be instituted in order to clear the title.

6. Local representatives of the government and of the land owners were called to Washington to see if a settlement could not be reached out of court.

Upon the recommendation of the secretary of the treasury, of the surgeon-general of the Marine Hospital Service, of the acting governor of the territory of Hawaii, and of the United States district attorney for Hawaii, the attorney general of the United States, under date of May 5, 1902, instructed the United States district attorney to enter into a compromise on behalf of the federal government with The Dowsett Company, Ltd., and the Railway Company, along the following general lines, viz.:

(a) The Dowsett Co., Ltd., and the Railway Company were to convey to the United States the portion of Kaholoa lying southerly or to the seaward of an arbitrary division line, which is the northerly boundary of the 600-foot reserved channel now under discussion.

(b) The remaining portion of Kaholoa to be released by the United States to the said grantors.

(c) It was also agreed "That an open and unobstructed passage or waterway be forever maintained along the south side of said division line, out of the portion of said premises to be conveyed to the United States of a width of six hundred feet, which shall at all times be open to navigation and be treated as a part of the navigable portion of the Honolulu harbor and along which the holders of the title of said William Sumner shall

Personal Mentions

MRS. R. F. SMITH of this city is a guest of Miss Dorothy Jordan at her home at Palo Alto, Calif.

H. B. BROWN is back from a business trip to Maui. He returned in the steamer Mauna Kea.

MISS EMMA GILL and Florence Vance, teachers identified with San Francisco schools, are arrivals in the Matson Navigation steamer Manoa.

MISS PEARL SUTHERLAND, who has been selected as instructor in music at Oahu college, was an arrival in the Matson liner Manoa this morning.

MISS JESSIE MACAULAY, daughter of Harbor Pilot J. A. Macaulay, who has been a visitor to the coast, returned to Honolulu in the Manoa this morning.

NORMAN WATKINS, general manager of the Hawaiian Fertilizer Company, is expected to return from an extended business tour of the mainland about July 15.

H. CASSIDAY, who has figured in politics throughout the state of Colorado, and hailing from Denver, is a visitor at Honolulu, with the arrival of the Matson steamer Manoa.

MISS R. BENEDICT of the Young Women's Christian Association, who has been absent on the island of Hawaii, returned to the city today as a passenger in the steamer Mauna Kea.

H. M. CAMPBELL, Jr., a passenger in the Matson steamer Manoa this morning, will continue the voyage to Australia in the British steamer Evramra, leaving Honolulu tomorrow evening.

ATTORNEY F. SCHNACK leaves at all times have full and unobstructed wharfage privileges and riparian rights as appurtenant to the portion of said premises not conveyed to the United States, including the right to dredge and deepen said waterway from time to time to such extent as to said parties shall seem best and to remove any material excavated. This compromise was finally effected and proper conveyance were executed and delivered before the end of 1902.

Approximately 550 acres of Kaholoa L. C. A. 153, were conveyed to the United States and the title to approximately 83 acres was confirmed to the two corporations. This last mentioned small area was only accepted in compromise by reason of the grant of full and unobstructed wharfage privileges and riparian rights, including the right to dredge the reserved channel to such extent as might seem best, and to remove any material excavated; and upon the further condition:

"That an open and unobstructed passage or waterway be forever maintained along the south side of said division line, out of the portion of said premises to be conveyed to the United States of a width of six hundred feet, which shall at all times be open to navigation and be treated as a part of the navigable portion of the Honolulu harbor."

We shall be pleased to exhibit maps and documents in connection with this matter, if you so desire. Yours respectfully, OAHU RAILWAY & LAND CO., By Its Secretary, A. W. VAN VALKENBURG.

for the coast on the Wilhelmina tomorrow. He expects to be gone three months, which time he will spend on the Pacific coast and in the Yosemite valley.

F. L. OSBORN is an arrival in this city to accept an important position with the American Can Company. He is accompanied by Mrs. Osborn. They were passengers in the Matson steamer Manoa.

WILLIAM HATCH, son of the principal owner in the Montecello Steamship company, with his bride, are to spend some weeks in the islands. Mr. and Mrs. Hatch were passengers in the steamer Manoa.

JUDGE J. P. WISENHAGEN, of the Philippine Is., is a passenger on the Pacific Mail liner China, en route from Manila to the mainland. He will spend some months in visiting his former home in the south.

DR. R. NEWBERNE, who has been identified with the far east for a number of years, residing at Manila and along the coast of China and Japan, is a through passenger in the Pacific Mail liner China for the coast.

WILLIAM R. SIMS, who has been absent on the coast for some weeks on a government mission, was a returning passenger in the Oceanic liner Ventura yesterday. He is expecting to make another tour of the Pacific slope within a few days.

HERMAN FRANKEL, identified with the theatrical business in New York and Australia, is a through passenger in the liner Ventura. Frankel has booked Richard Bennett and a number of other stars for an extended engagement in Australia and New Zealand.

SAMUEL BLAIR, a prominent theatrical and motion picture impresario, well known in Honolulu where he has figured in several engagements, returned to the islands as a passenger in the Oceanic liner Ventura. He has arranged to secure a local theater for the exhibition of late feature pictures.

C. M. ATHERTON, prominently identified with the business interests of the state of Nebraska, and a resident of Omaha, is an arrival at the city as a passenger in the steamer Manoa. With Mrs. Atherton and daughter Natalie they may decide to make the islands their home for some time to come.

EBEN P. LOW, manager of the Oahu Shipping Company and a candidate for mayor of the city and county of Honolulu, who has been away on the island of Hawaii on vacation bent, returned to the city this morning as a passenger in the inter-island steamer Mauna Kea. Mr. Low has been indulging in game hunting on the slopes of Maunaloa.

GOVERNOR PINKHAM put in a busy few hours this morning, but he did not go to the capitol. He remained at his home, where he knew he would not be interrupted every five minutes by callers. Though it was not given out at his office, it is believed he is preparing for the Hawaii trip by getting together data that will be of importance to him there.

R. J. BAKER, the local photographer, who is visiting his brother and sister at Lindsay, Cal., gave an illustrated lecture on Hawaii in that city on the evening of May 29. A large audience listened attentively to Mr. Baker's splendid talk and enjoyed immensely his fine pictures of the many beautiful scenes on the Hawaiian Islands, says the Lindsay Gazette.

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