

WISE MEN OF HAWAII Senate Talks Over the Old Tug Eleu.

(From Saturday's daily)

The Senate convened at 2 o'clock yesterday afternoon, and after going through the usual preliminaries, settled down to the occupation of listening to committee reports. But one report was presented, however, that by the Committee on Public Lands, and when talk on the matter had continued for an hour and a half, the conclusion was reached that it was time to adjourn. The following is the committee report:

Hon. S. E. KAUIA, President of the Senate. Sir: Your Committee on Public Lands, to whom was referred item for "Pay roll, steam tug," would report as follows: Your committee find the pay roll as follows: Captain, \$150 per month; mate, \$90 per month; engineer, \$150 per month; two deckhands, \$85 per month; two firemen, \$104 per month; total, \$550 per month. Two years, \$11,200.

Your committee find this to be added the sum of \$30,000 for coal and other expenses, making the total expense of the tug \$14,200 for the two years.

We also find that since the arrival of the Fearless the Government tug has not been paying but losing money as far as towing of vessels go. The only saving to the Government has been in the removal of garbage and carrying piles, etc., in the harbor.

This bill provides for a carbure crematory, which, if built, will do away with the need of the tug for this work.

Your committee do not consider it is wise for the Government to try and compete with private enterprise in the matter of towing of vessels.

We would therefore recommend that the appropriation be deferred for one year at the rate asked for, or until the carbure crematory is erected and then the tug be dispensed with.

J. D. PARIS, JOHN T. BROWN, L. NAKAPAAHU, Senate Chamber, May 23, 1901.

Senator Paris led off in defense of the report, and moved to adopt it.

Senator Russell followed, and showed several reasons why the tug Eleu should be continued as government property. If the government boat was discontinued the tug Fearless would have things its own way, was his argument, and in consequence would be an increase in the price of towing, etc. The Board of Health needed a boat in which to make their trips to Molokai and other points, and if the government tug was not available, they would have to resort to the tug Fearless or some other boat and would have to pay an exorbitant price for its use. He therefore was in favor of keeping the tug, as it is in a good serviceable condition for what it is used for.

Senator Russell then moved to retain the item as in the bill.

Senator Carter said it was a necessity to have such a vessel. The tug, he said, might prove of great service in saving life, and cited the instance of the little boy who was supposed to have been carried out to sea a short time ago. If the tug Fearless or any other boat had been asked to search for the boy they would have asked a good round sum for such work. In many other cases, he said, the boat had proven its usefulness, and besides had almost paid for itself in towing the garbage to sea.

"We are not in the days of the Monarchy, but in the regime of the Territory of Hawaii," said Cecil Brown, "and the government should not enter into competition with private enterprises of this kind. The boat is totally unfit for further service, and besides is not a paying proposition. When the government crematory is built there will be no further use for the tug, and it would then become an elephant on their hands."

Senator Kanaha remarked that if the other vessel was doing all the business, as is a well known fact, the government tug was a losing proposition. So far as the saving of life was concerned, the Federal government had a boat that could be used for that purpose.

Senator Paris said the committee had been informed by the treasurer that the cost of maintaining the tug amounted to over \$17,000, whereas the receipts were only \$9,600, a loss to the government of nearly \$8,000. The committee felt that it was necessary as long as it was necessary to haul the garbage to sea the boat would pay for itself, but as soon as the government crematory was established, which has been recommended, the boat would be a loser. The statement made that he had been made a tool of by parties interested, he wanted to tell his friend Carter, was not the case, as he had not received any instructions one way or another, and as far as the Fearless raising the price on towing, etc., was concerned, that would be the means of bringing other boats into competition with her.

Senator Aehl said it would cost the government \$75 per day to hire a boat to do what the government tug was doing, at a cost of less than \$50 a day. In regard to the remark that competition would arise if the other boats raised the price, he said such would not be the case, and referred the Senators to the meat market that had been doing business here for so many years, and when a competitor appeared in the field how everybody said a fall in prices would be the result. But such was not the case, he continued, and they had combined, and the same would be true of the tug business here. If the boat in question was done away with the members would some day be sorry that they ever favored such a proposition.

Senator C. Brown then rose, and after making a few more remarks, moved the previous question, in order to shut off the "wind."

Upon Senator Baldwin's motion the committee report was adopted. Under the suspension of the rules Senator Nakapahu presented the following resolution, which was lost: Resolved, That the work of the Senate be and he is hereby directed to cause the journal of the entire session of the Senate to be printed in the English and Hawaiian languages, and to furnish each Senator with two copies of each day thereof; and also to have such journal bound with the journal of the regular session Secretary ordered by resolution.

PROCEEDINGS OF THE HOUSE

The House spent another day without accomplishing much of anything. Several reports were presented, but until they are all in, nothing like a systematic consideration of the appropriation bill can be taken up. At least, the House decided, after spending all day finding it out. There was another tilt between Makekau (Ind.) and Emmeluth (Ind.), and it is exactly the lack of organization among the Independents that delays things. Makekau aspired to be leader of the party on the floor of the House, and was given chairmanship of committee on rules at the beginning of the regular session, which position he still holds, notwithstanding his adherents declared on the floor of the House "Goodbye Home Rule," and the Makekau faction, consisting of himself, Kaulaiki (East Hawaii), Naillima (East Hawaii), Kekoa and Keilikoa (both West Maui), to all intents and purposes, bolted their party during the last days of the regular session and have not shown signs of coming back into the fold since. Thus five of the Hawaii delegation belong to the Makekau faction, and of the other three, one (Monsarrat) is to all intents a Republican. This bolt from the Big Island is not to be lightly considered, and so far as is apparent no attempt has been made to read them out of the party, or to refuse them admission to the independent caucus on account of their attitude. Until this split is fixed, little need be expected from the House of Representatives in the way of legislation, for it leaves them a bare majority of "stairwells" of sixteen members, including the speaker.

The first thing in order was the message from Acting Governor Cooper, which had already been sent to the Senate, and has been published in these columns. As soon as it was read, Emmeluth (Ind.) moved to lay it on the table, as the matter of the authority of the Acting Governor to hold office is before the courts for determination. The motion was in the form of a resolution, and Makekau (Ind.) at once objected, as being out of order, the heading "resolutions" not having been reached on the order of business. Emmeluth then changed it to a motion, and it went through, but not before Aylett (Rep.) had moved to refer the matter to the Judiciary committee. Kanho (Ind.), one of the "stairwells" surprised the House with an objection to the table resolution, on the ground that the members had recognized the authority of Mr. Cooper to act as Governor by drawing their salary on the bill that had been signed by him as such Acting Governor. Hoops (Rep.), who always sees something of an amusing nature in the proceedings, suggested that the logical conclusion to draw from the tabling of the message was that the members should all go back to Treasurer Wright and hand in their little \$200 and mileage. Kukulua (Rep.) objected to this, as he said he had already spent the money, as had most of the others from the expressions passed.

The next matter to come up was the communication from the attorneys of the Oahu Railway and Land Company, who evidently think that their subsidy is in danger. The communication was as follows: Honolulu, May 22, 1901. To the Finance Committee of the House of Representatives of the Territory of Hawaii.

Gentlemen: We beg to call the attention of your honorable committee to the enclosed statement of subsidy to which the Oahu Railway and Land Company is entitled and which becomes due during the current biennial period, the amount of which is \$75,800. The wisdom of the Legislature of 1890 in granting this aid to the O. R. & L. Co. has been fully justified by the vast amount of taxable property which has come into existence through the construction of this road. The road would never have been built without the subsidy. If it had not been built, the Ewa and Waialua districts would have remained undeveloped to the present time.

The question before your honorable body at the present time is not should the subsidy have been granted, but what default be made? The credit of the Government was pledged to assist in the construction of this railroad. Bonds were sold and purchased by the public, and obligations were entered into on the faith of this undertaking on the part of the Government. The subsidy therefore, became a part of the national obligations standing exactly on the same footing as the national debt. Default cannot be allowed to take place in the payment of the one any more than of the other without impairing or destroying the credit of Hawaii.

We therefore beg to submit this matter to your attention in order that the proper appropriations may be made, and to prevent any default through oversight. Respectfully yours, HATCH & SILLIMAN, (By F. A. H.), Attorneys for O. R. & L. Co.

Honolulu, May 22, 1901. TERRITORY OF HAWAII TO OAHU RAILWAY AND LAND CO., DR.

To subsidy accrued and to become due under and by virtue of chapter 21 of the Laws of 1890.

Accrued third annual installment of subsidy due and payable on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 15 miles at \$700, 10,500.

Accrued fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued tenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eleventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twelfth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fourteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventeenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eighteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued nineteenth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twentieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued twenty-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirtieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued thirty-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fortieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued forty-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fiftieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued fifty-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixtieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued sixty-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-third annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-fourth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-fifth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-sixth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-seventh annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-eighth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued seventy-ninth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eightieth annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eighty-first annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.

Accrued eighty-second annual installment of subsidy accruing this date on the extension of the main line of the Oahu Railway & Land Co. from Waianae to Waialua completed and accepted by the Minister of the Interior as of December 27, 1898; 23 miles at \$700, 16,100.