

ALL COMBINING TO GET WORK DONE

Dredging of Entrance to Kulo Bay Recognized as Prime Necessity.

HARBOR COMMISSION ACTS

Petition From Hilo Stirs Things Up—Federal Government Asked to Act.

(From Thursday Advertiser)

Unless the federal government takes some action at once toward the removal of the shoals at the entrance to Kulo Bay, Hilo will be deprived of the use of its new wharf until some time in 1914, according to information sent to the harbor commission at the meeting of that body yesterday afternoon.

Reports from the board of trade and citizens of Hilo state that the new wharf which is rapidly nearing completion will be ready for acceptance July 1 next. Unless the harbor entrance is deepened and the shoals removed this expensive and much-needed structure must necessarily remain idle.

This condition is caused by the fact that the federal government last November rejected all bids for this work, when it was decided to delay operations until congress will pass the next river and harbor appropriation act. It is expected by the government that this act will carry sufficient money to enable the government to take up as one project the extensive harbor plans it has made for this Territory.

One reason for rejecting the tenders last year, it is said, was that the figures were deemed too high. It has since developed that these figures were submitted under a wrong conception and if tenders are again called for the bids will be much lower.

Congress has already made an appropriation for dredging Kulo Bay, and it is understood that Maj. W. P. Wooten, commanding the engineer corps in Hawaii, is willing that the important work be taken up as soon as possible.

Practically every business establishment in Hilo has joined with the board of trade of that place in petitioning the harbor commission to secure prompt action on this question. This petition, together with the resolutions, were received at the meeting yesterday. They met with the hearty approval of the commissioners.

Resolutions endorsing the move to have the work started without delay were presented by Commissioner James Wakefield and adopted without a dissenting vote. Following is a copy of the resolutions:

Resolution for Action.

"Resolved, That the board of harbor commissioners of the Territory of Hawaii hereby express their entire approval of the request contained in the petition of certain petitioners of Hilo, Hawaii, requesting the assistance of this board in securing early action by the federal authorities under the appropriation of congress for the removal of the shoals at the entrance of Kulo Bay:

"That this board is of the opinion that the public, commercial and shipping interests will be subserved if the federal authorities having control of the above named work can arrange to make an early call for tenders for the execution of this work in Kulo Bay, Hilo harbor, independently of other work and future appropriations, and we respectfully urge that such a course be adopted, and

"That a copy hereof, and the petition named herein, be forwarded to the chief of engineers through Maj. W. P. Wooten, Corps of Engineers, U. S. A., commanding in Hawaii."

Hilo Acts Promptly.

That the citizens of Hilo are desirous of the speedy completion of the dredging is shown by the following resolutions adopted by the board of trade at Hilo, a copy of which were read at the harbor commission meeting yesterday.

"Whereas, The public interests of the Island of Hawaii are vitally involved in the early completion and opening to public use of the Kulo bay wharf, in Hilo Harbor, now under construction by the board of harbor commissioners of the Territory of Hawaii;

"Resolved, That the board of directors of the Hilo board of trade do hereby authorize the proper officers of this board to sign the petition to the said harbor commissioners looking toward securing early action in dredging the entrance to said Kulo bay, attached hereto, and that copies hereof be sent to the chief of engineers, through Maj. W. P. Wooten, commanding Corps of Engineers in Hawaii, and to the board of harbor commissioners of the Territory of Hawaii.

"Hilo Board of Trade,

"By H. B. ELLIOT, President.

"By E. N. DEYO, Secretary Treasurer.

"Hilo, Hawaii, February 3, 1913."

The petition asking that the Kulo bay shoals be removed without further delay sets forth the urgent need of prompt work on the part of the government. The original copy of that petition, containing the signatures of the heads of practically every business interest in Hilo and vicinity, will be forwarded at once to Major Wooten, and it is believed results will be secured. Following is a copy of the petition, together with the names of those who have signed it, directed to the harbor commission:

Petition Explains.

"Gentlemen:—The undersigned, having interests as shippers and importers at Hilo, Hawaii, respectfully present for your consideration the following facts:

"1. The wharf now being built on you, at Kulo Bay, Hilo harbor, will be available for use by the largest steamers entering Hilo harbor, not later than July 1 next;

"2. The extension of the Hilo railroad, from Wainaka to said wharf, a distance of approximately two miles, has been completed and is now in operation, as agreed upon with your board;

"3. The last congress provided an appropriation for dredging the shoals opposite Coconut Island at the west end of Kulo Bay in Hilo harbor. Tenders were called for to do this work, in conjunction with some similar work at Kahului; but all bids were rejected last November, and no further call for tenders has been made;

"4. It has been intimated to us that the federal authorities are planning to await an anticipated appropriation by the next river and harbor bill, for other dredging operations in the Territory, upon the making of which, all of the several Hawaiian dredging projects will be proceeded with together.

"5. If this course is pursued, basing an estimate upon the time which similar propositions have taken in the past, the probability is that the contractor will not get to work on said Hilo dredging project until some time next fall, completing the same about the end of 1913. With any of the usual delays, caused by weather or otherwise, completion of the job may easily be extended well into the year 1914.

"6. Under these conditions, if the dredging of Hilo harbor is permitted to await the passage of the next River and Harbor Bill, and take its course in conjunction with such larger measure, the indications are that the wharf at Hilo will be completed, and ready for use at least six months, and probably longer, before the entrance to Kulo Bay is cleared so that the larger steamers visiting Hilo can utilize the same.

"7. Under the foregoing circumstances, we respectfully request that your honorable board use its influence with the federal authorities to secure as early action as practicable under the appropriation to remove the shoals at the entrance to Kulo Bay, without waiting for the outcome of the next River and Harbor Bill, with a view to securing the earliest practicable use of said Kulo Bay wharf when completed.

THEO. H. DAVIES & CO., LTD.,
Per A. W. Lindsay, Manager.
THE FIRST BANK OF HILO, LTD.,
Per H. S. Patten, Assistant Cashier.
C. BREWER & CO., LTD.,
Hilo Branch, per Chas. A. Drew.
THEO. H. DAVIES & CO., LTD.,
Hilo Agents, American-Hawaiian Steamship Company, per Frank Medcalf.
INTER-ISLAND S. N. CO.,
Hilo, per Wm. McKay, Agent.
MATSON NAVIGATION CO.,
Per C. A. Drew.
THE FIRST TRUST CO. OF HILO, LTD.
By W. B. Mariner, Manager.
BISHOP & CO.,
C. M. L. Watson, Manager at Hilo.
VOLCANO S. & T. CO., LTD.,
C. E. Wright, Manager.
HILO DRUG CO., LTD.,
W. Scott Wise, Treasurer.
E. H. MOSES,
H. HACKFELD & CO., LTD.,
Hilo Branch, Chr. Castendyck, Manager.
WALL, NICHOLS CO., LTD.,
Hilo Branch, H. D. Corbett, Manager.
E. N. HOLMES,
THE HILO EMPORIUM, LTD.,
G. H. Vickers, Manager.
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W. C. PEACOCK & CO., LTD.,
E. H. Austin, Vice-President.
HILO SUGAR CO.,
Per John A. Scott.
OLAA SUGAR CO., LTD.,
Per J. Watt, Manager; L. A. Thurston, President.
PUNA SUGAR CO., LTD.,
By L. A. Thurston, President.
HILO RAILROAD COMPANY,
By its President, B. P. Dillingham.
WAIKEA MILL CO.,
By E. H. Wodehouse, Secretary.
LAUPAHOEHO SUGAR CO.,
By E. H. Wodehouse, Secretary.
KAIWIKI SUGAR CO., LTD.,
By E. H. Wodehouse, Secretary.
KUKAIAU PLANTATION CO.,
By E. H. Wodehouse, Secretary.
HAMA KUA MILL CO.,
By E. H. Wodehouse, Secretary.
KUKAIAU MILL CO.,
By Theo. H. Davies & Co., Ltd., Agents, by E. H. Wodehouse, Director.
HUMUULA SHEEP STATION CO.,
By E. H. Wodehouse, Vice-President.

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THE PROVINCIALISM OF JUDGE DUNNE.

A year ago we should have applauded the conduct of Governor-elect Dunne of Illinois in refusing to pay thirty-five cents for a cup of restaurant coffee. Today we can only lament the exhibition he has made of his ignorance, says the New York Sun. How has he escaped the educational efforts of our leading food purveyors?

Does he not know that when he buys a cup of restaurant coffee the proprietor gives him everything except the more or less less brown beverage that stains the china cup? If he does not he should come to New York and learn. Here we have been properly instructed and realize that all we pay for is the food or drink we take. The generous eating house keepers give their lucky patrons tables, chairs, floors, walls, table furniture, linen, instrumental noises and the privilege of paying the wages of the waiters. Does not Judge Dunne know that if he does not neglect to read the entirely convincing explanations of the bread and butter charges made by the restaurant proprietors of this town last summer?

Anyhow, why should Judge Dunne kick? A cup of good coffee is worth thirty-five cents, and mighty hard 't is to get at any price.

RHEUMATISM.

It is now well known that not more than one case of rheumatism in ten requires any internal treatment whatever. All that is needed is a free application of Chamberlain's Pain Balm and massaging the parts at each application. Try it and see how quickly it will relieve the pain and soreness. Sold by Hanson, Smith & Co., Ltd., agents for Hawaii.—Advertisement.

MILLIONS ASKED FOR HARBOR WORK

Commission Plans Call for Bond Issue of \$2,500,000 for Needed Wharves.

Permanent improvements to the value of two and one-half million dollars will be made in the harbors of the Territory of Hawaii within the next two years if the recommendations of Harbor Commissioner James A. Wakefield, made at a conference between the members of the commission and Governor Frear yesterday afternoon, are carried out by the coming legislature.

For nearly two hours the Governor and members of the commission discussed the needs of the Territory's harbors. Though the question of harbor improvements has been discussed before, the commission was not ready until yesterday to submit definite estimates as to the probable cost of the work necessary. The discussion brought out the fact that the facilities of the harbors of the Territory at the present time are taxed to their utmost and with the expected increase in shipping in the next few years the principal ports will prove inadequate to care for the vessels.

A Bond Issue.

In the event that Governor Frear includes the recommendation in his message to the legislature that body will be called upon to authorize the issuing of bonds to the amount of \$2,500,000. Work is to start as soon as the Territory can arrange to float these bonds, which will perhaps be during the present year.

The money will be in addition to the regular funds which will be required to maintain and operate the wharves of the Territory.

The money secured from the bond issue will be used principally in permanent construction at Honolulu, Hilo and Kahului. Not until these improvements are carried out will any effort at permanent construction be made at the other ports, it is said. This does not mean that the wharves now in use at these ports will not be improved.

Permanent Work.

"The permanent construction work we now plan," said Commissioner Wakefield, "has been under discussion for some time and all members of the board approve of it. Concrete will take the place of piling and the wharves will endure. In the past we have paid as much as \$150,000 for some of our wharves only to find that after a few years we have expended nearly the original cost in upkeep. With permanent construction, this item of upkeep will be practically eliminated.

"We do not care to repeat our Makuhona wharf experience, where a \$14,000 structure was swept away within a few months after it had been accepted by the Territory.

"It was nearly four o'clock yesterday afternoon before the commission began its regular session. Despite the late hour, opportunity was found for transacting a large amount of business. Commissioner Berard was unable to remain for the meeting. Bills to the amount of \$29,341.55 were approved and ordered paid.

Somebody Blundered.

No attempt was made to conceal the fact that some one blundered in planning the Makuhona wharf on Hawaii. The investigation made by Commissioner Wakefield last week showed that the walls of the structure were built upon a flimsy foundation of small, loose stones, to be undermined and carried away during the first storm. The contractor was not held to blame, for Superintendent Bishop said that his reports showed that the contractor had more than complied with the specifications. The error, it was hinted, was probably due to the original plans and specifications.

The Makuhona wharf cost the Territory \$14,000. It was accepted last November. The recent storm at Makuhona was the first to test the strength of the frail structure and it was swept away. The condition of the structure is such that it was not deemed worthy of repair. An estimate as to the cost of a new wharf was submitted. It is figured that the debris on the present site can be cleared away and a more substantial wharf built for \$15,000.

It was decided to prepare new plans and specifications and get everything in readiness to begin construction work while the coming legislature is called to make an appropriation for the urgent work.

Oil Pipe Extension.

An effort is to be made to have the oil pipe line along the waterfront completed to allow serving the Alakea and Oceanic Steamship Company wharves by April 1 next. Bids for the building of the line in accordance with specifications, submitted yesterday, will be called for at once. The specifications require the line to be completed by July 1 next. The urgency clause was inserted following receipt of a communication from C. Brewer & Co., representing the Oceanic Steamship Company, in which the difficulty in supplying fuel oil to the company's Australian boats now touching here were pointed out and the commission urged to remedy the condition.

Permission was granted the Young Men's Christian Association to use a vacant room on the Alakea wharf for an information bureau for Japan. The application was made by Paul Soper, general secretary of the association.

Wait for Ohia Blocks.

A report from Assistant Superintendent A. C. Wheeler of the department of public works showed that the ohia block industry is temporarily tied up as a result of the destruction of the Paloa mill. Because of this he recommended that the Lord-Young Company be allowed to lay concrete flooring in the uncompleted portion of the Alakea wharf contract. He suggested a nine-inch flooring, or four inches of concrete to take the place of the four-inch surface required by ohia blocks. It developed that the mill may be ready to turn out ohia blocks within the next six weeks. The company requires about \$250,000 blocks to complete its contract. It has about 50,000 blocks in sight. It was decided to await a further report from the mill owners before authorizing the use of concrete.

Will Remind Hilo.

Commissioner McCarthy brought out the fact that Hilo so far has made no attempt to carry out its promise to build a road to the wharf at Hilo. The wharf is rapidly nearing completion and nothing has been done toward opening the road, it is said. Commissioner Wakefield moved that the commissioners and board of trade at Hilo be communicated with at once and asked to take steps toward carrying out the promise to build a road when the construction of a wharf at Hilo was agreed upon.

Several communications of minor importance were also read and acted upon. The only business continued until the next meeting was that of adopting the revised harbor rules of Harbormaster Foster.

The commissioners present at the meeting yesterday were H. K. Bishop, F. B. McStocker, C. J. McCarthy and James A. Wakefield.

DON'T CUSS WHILE W. R. LETT IS IN THE CITY, NOR AFTER HE GOES, EITHER

Secretary of Anti-Profanity Society Here—Earnest in His Work.

W. R. Lett, national secretary and founder of the Anti-Profanity Society of the World, is in Honolulu, a guest at the Young Hotel. He is here in the interest of a mainland dry goods concern, but his real mission is connected with the regeneration of the profane man and he is not slow in voicing his sentiments.

The man who stands on the street corner and fills the atmosphere with cuss words and the young boys just emerging from school into the great stage of life was swigger about, interlarding their conversation with profane words, are among those whom he aims to regenerate. Having been a commercial traveler for seventeen years chiefly through the Pacific States and, to use his own expression, "having heard the Master's name profaned, hearing His Name battered about on the tongues of men as tough the God of the Universe were nothing more than a bootblack or a tramp," he decided to do something to prevent such a profanation and planned and perfected the organization with which his name has been prominently identified all over the United States.

Profaners of His Holy Name.

Mr. Lett, "use the sacred name with less reverence than they do a bootblack's, for in addressing a bootblack or a tramp they sometimes say Mr. Bootblack or Mr. Tramp, but they never say A. R. God, but slash it off their tongue in saloons, on the street corners and in all places of debauch, hearing and seeing these things daily with nothing being done to check this terrible crime, weighed heavily on my heart. Something told me to organize against this profanation and finally I yielded. I discussed the matter with two godly men and it was proposed to perfect an organization to fight Satan's language. Accordingly, on December 30, 1904, we three met and drew up a constitution and by-laws for a society and called it the Anti-Profanity Society of the World.

Profanity a Crime.

"Profanity is a crime. It is so prevalent on our thoroughfares that one cannot ride on a street car, or walk on the street, but all the time our mother's, sister's or children's hearing is shocked by the profaner who tramples on our rights as citizens of this country, disregarding the holy name of the God that the nation worships.

"During the first year of this society's existence I remonstrated with one hundred and seventy-five profane men and one hundred and seventy-three admitted the terribleness of their crime. Of all the societies that I know of not one offers the same opportunities to do good as does the Anti-Profanity Society of the World. Why? Because the moment a person profanes God's name in your hearing in conversation with you, you know at once that he is away from God, and there is your opportunity to talk to him of his crime, and then talk eternal life at the same time.

Where Pilgrim's Progress Started.

John Bunyan was turned to God because a woman called him down on his notorious profanity, and the Pilgrim's Progress was the result. We want a united crusade of all Christians and moral people against the devil's language. Such a united effort will go far toward making a wholesome suppression of the prevalent blaspheming of the sacred name of our God.

"The motto of our society is that we never converse with a man who swears without calling his attention to the crime. It is poisonous because it teaches the boys to swear from hearing men swear. We do not jump on every person we hear using profane language, but we get in touch with him, but if he swears in a boisterous manner in the hearing of women and children we get after him at once and may bring him into court.

Corner Curses Especially.

"The profane men who hang around street corners are the ones we are particularly after as many of them do not respect the presence of women and children. Under the California law the man who does this is guilty of a misdemeanor and may be fined not exceeding \$200, or both. Not everybody knows there is such a law. It would be well for such a law to be strictly enforced in Honolulu.

"It is a startling fact, established by careful statistics kept for thirty years, that profane men's lives are short. Because a profane man finds himself ostracized by the moral and Christian men he falls naturally into bad company and becomes a prodigal and very often winds up in a reformatory, that soon either ends his life

NATIONAL EUGENICS SOCIETY ORGANIZED

DENVER, Colorado, January 25.—The National Eugenics society was organized here tonight with Mrs. Mary Watts, Audubon, Iowa, president; Dr. Mary Elizabeth Bates, Denver, vice-president, and O. M. Plummer, Portland, Oregon, secretary and treasurer. David Starr Jordan of Leland Stanford University, C. B. Davenport, secretary Eugenics Record office, New York; Dr. G. Stanley Hall, president Clark University, and A. F. Wolf of the bureau of labor, Washington, D. C., are members of the organization. The society's organization tonight is only temporary so far as the officers are concerned. It is planned to supplant them by Dr. Jordan, Hall, Davenport and Wolf.

The society is the outgrowth of the eugenics baby exhibition which closed here at the Denver annual stock show with 228 entries. The Denver show is the fourth of its kind ever held in the world.

Members of the society received today a telegram from C. C. Moore, president of the Panama-Pacific exposition, to be held in San Francisco in 1915, stating that the officers of the association are greatly interested in the eugenics exhibition and expects such a show to be one of the leading attractions of the world's fair.

O. M. Plummer, member of the Association of Fairs and Exhibitions of America, stated tonight that he has arranged with the officers of state fairs in all the States of the Union to have an eugenics department at their exhibition, where an elimination contest will be held from which entries to the world's fair will be made.

or sends him to the insane asylum. Therefore, the habit of swearing is much more serious than many think or stop to think about."

Mr. Lett has been successful in the establishment of branches of his organization throughout the United States and the society now boasts of several thousand members. The founder of this unique society is a modest man but not in the least shy in pressing the conviction on any one who will listen to his cult. He is also the founder of a rescue mission in San Francisco, which is doing much good against the social evil and in rescuing people in great want or danger. Mr. Lett's bundle of newspaper clippings show that the newspapers have been loud in their praise of his efforts.

Mr. Lett believes that sermons should be preached in the churches against the use of profane language at least once a month and the propaganda agitated in all Christian churches.

TREES IN RELATION TO WATER SUPPLY

Director Giffard Gives Emphatic Warning Against Present Conditions.

One of the most important pamphlets which has yet been issued by Walter M. Giffard, chairman of the board of agriculture and forestry, has just come from the press, and is entitled "Some Observations on Hawaiian Forests and Forest Cover in Their Relation to Water Supply." This paper, which was read before a joint meeting of the board and the committee on forestry of the Hawaiian Sugar Planters' Association, contains not only a fund of valuable information, but gives a clear warning of what may be expected if the islands are deforested.

Mr. Giffard, however, is constructive in his criticism of present conditions and goes into detail in his recommendations of what should be done to not only preserve the forests which remain in the rain zones of the islands, but tells of what should be done to increase this water-conserving force and how.

After telling of conditions and the danger in present indifference, Mr. Giffard says: "If the agriculturists on this and the other islands are dependent on water for irrigation purposes, as they surely are, then it behooves them systematically to protect the forest and prevent disturbance of the conditions which conserve such supplies.

"If the people of Honolulu desire to be assured of a constant future supply of water for domestic and other uses, then similar protection must be enforced as to the mountains back of this city."

And then, again, elsewhere, he says: "We have reached a stage of economic development in this Territory when we can no longer afford to allow such reckless and unwarranted carelessness. Water itself, as well as the forest that clothes the catchment areas, must be conserved, and what is more, action must be taken at once. The people of this island face a serious condition, one that can no longer brook delay."

Quoting from the report of G. K. Larrison, local district engineer of the hydrographic service of the United States geological survey, Mr. Giffard incorporates in his report many important suggestions and conclusions, one of which is:

"It is estimated that, during the drought of the past year on Kauai, enough water was wasted through lack of proper regulations to have increased the value of the sugar output of that island by more than one million dollars.

"From rainfall records available it is believed that sufficient rainfall is precipitated on the Hawaiian Islands to supply all possible needs, if the forests are properly