

# FLEET BASES TO BE OPENED AT PEARL HARBOR

## NAVAL EXPERTS LAYING PLANS TO MAKE CROSSROADS OF THE PACIFIC A STRONG OUTPOST FOR AMERICAN NATION

ON board U. S. S. Louisiana, U. S. Battle Fleet, Honolulu, H. I., July 22.—The Atlantic fleet, as the world's greatest collection of sixteen American battle ships is known officially, although designated as the battle fleet by President Roosevelt in his annual message to Congress last December, came face to face here with one of the hard facts of national urgent need—the immediate improvement of Pearl Harbor.

The fleet anchored for the most part in the open roadstead of Honolulu harbor. There was no room for all the ships inside. Only eight miles away is one of the finest natural harbors in the world, a place of shelter just now more important to the United States, from a military and commercial standpoint, than any harbor it possesses. Not one of these sixteen battle ships could enter it. They could not even coal off Honolulu with comfort. Four ships had to seek the sheltering lee of the Island of Maui, seventy miles away, to supply themselves with fuel. The others found room one by one in Honolulu's small harbor.

If there is one fact that has been drilled into the minds of the American people in recent years it is that the Pacific Ocean is the legitimate sphere of action for the energy of the United States from a diplomatic, military, and commercial viewpoint. In a loose way of speaking, those who experienced in statercraft have spoken of this matter of national action as meaning the control of the Pacific.

No such policy, directly or indirectly, has ever been formulated or enacted by the American government. What has been made plain is that the American people have begun to realize that peace upon the sea, especially the Pacific, with a door open to all, is essential to our national development.

No one expects or even desires the United States to secure absolute control of the Pacific. All Americans do wish to see it Americanized, that is, they want this country to make sure that no other nation shall control it, and that in the friendly rivalry to be developed on the Pacific every nation shall have an equal chance. To bring this about there must be peace; to make sure of peace, the improvement and immediate use of Pearl Harbor is as necessary to the Americanism of the Pacific as an adequate supply of water and food is to an army on the march.

**Try for Opening the Harbor.**

In its primary purpose the problem of developing Pearl Harbor is essentially military. The presence of this great fleet of battle ships lying off its deep recesses was mute testimony to this fact. There was the great harbor with its entrance only partly opened, with a site already purchased for a great naval station, and there was the great fleet outside with an immediate need of the place for coaling, to say nothing of ultimate use. That fleet was literally knocking at the door of the harbor, and if the ships could have given tongue to their insensate impulses a mighty roar would have been heard from here clear across the United States, which being interpreted would have said:

"Open Pearl Harbor at once to the navy of the United States."

That cry would have meant solely that the navy must have a complete naval station in Pearl Harbor if the country expects the navy to defend it adequately from attack in the Pacific. It would have meant that national protection demands this naval station. It would have meant no more, for the navy as an entity concerns itself strictly with its own affairs, and to a man those who are on its official register know that without Pearl Harbor it cannot do the work of national protection in the Pacific that the country would like to have it do.

Listen to what the foremost recognized authority on naval strategy and development, as applied to international affairs, Capt. A. T. Mahan, had to say on this subject in 1888:

"To any one viewing a map that shows the full extent of the Pacific, two circumstances will be strikingly and immediately apparent. He will see at a glance that the Sandwich Islands stand by themselves in a state of comparative isolation, amid a vast expanse of sea; and, again, that they form the center of a large circle whose radius is approximately the distance from Honolulu to San Francisco. This is substantially the same distance as from Honolulu to the Gilbert, Marshall, Samoa, Society Islands, all under European control except Samoa, in which we have a part influence.

"We have a central position such as this and to be alone, having no rival and admitting no rival, are conditions that at once fix the attention of the strategist. But to this striking combination is to be added the remarkable relations borne to the great commercial routes traversing this vast expanse.

"Too much stress cannot be laid upon the immense advantage to us of any maritime enemy having a coaling station within 2,000 miles, as this is, of every point of our coast line from Puget Sound to Mexico. Were there many others available we might find it difficult to exclude them. There is, however, but the one. The operations of the United States, all under European control except Samoa, in which we have a part influence.

"It is rarely that so important a factor in the attack or defense of a coast line—a sea frontier—is concentrated in a single position."

**Our Treaty Right to Harbor.**

It would be superfluous to add anything to emphasize the urgent need of developing Pearl Harbor, but it is of interest to note that the United States has had the right to improve it for more than twenty-two years and not until the present year, when it became known that the Atlantic fleet would call at Honolulu, was anything done to advance the matter. In 1886, the first administration of President Cleveland, a treaty was ratified between Hawaii and the United States which said:

"His Majesty the King of the Hawaiian Islands grants to the government of the United States the exclusive right to enter the harbor of Pearl River, in the Island of Oahu, and to establish there a coaling and repair station for the use of vessels of the United States, and to that end the United States may improve the entrance to said harbor and do all other things needful to the purpose aforesaid."

Thus was the right given to this country in the days of the Hawaiian monarchy to make Pearl Harbor the outpost of our defenses. What was done? Congress in 1890, fourteen years later, appropriated \$500,000 to purchase a site on the shores of the harbor for a naval station. In July 1892, the purchase of 25 acres of land, mainly on the south shore of East Loch of the harbor, was made at a cost of \$125,000. An appropriation had also been made in a river and harbor bill for excavating the sandbar at the entrance to the channel, and at a cost of about \$100,000 a channel, 250 feet wide, 30 feet deep and 1,000 feet long has been dredged. It needs to be deepened five feet more and to be made wider. The \$400,000 just appropriated for that purpose will probably open up the harbor within a year or eighteen months. Entrance then will be ready for the ships of the navy. They won't have to go to a neighboring island to coal when they arrive here in large numbers. Along the upper main stem the government has purchased a tract of forty-nine acres known as the Dowsett leasehold. Adjoining that and continuing along the south side of the East Loch it has purchased a tract of 600 acres, now under lease to the Honolulu Plantation Company. Opposite the far eastern end of this tract is an island of fifty-one acres separated by a channel about 250 yards wide which has also been purchased outright. Farther out in the East Loch is Ford Island, the southern shore of which, amounting to twenty-five acres, have been purchased.

Here is land sufficient for the establishment of a great naval base. The approach to it is narrow. Fortifications for the harbor of Honolulu can even protect it. The channel itself also is capable of being fortified, and indeed such fortifications are already under way. There are no swamps land about. It is within easy reach of Honolulu.

One of the best ways to see Pearl Harbor to-day is to go there by launch from

headed by Rear Admiral Station Schroeder, commander of the second division of the fleet, and accompanied by the Rear Admiral W. L. Capps, who came here with the fleet as a passenger.

Hence the arrival of the fleet had not only peculiar significance in that it called national attention to the need of developing Pearl Harbor, but it furnished a cause for rejoicing because this arrival was instrumental in the actual beginning of the work. It is not permissible to correspondents with the fleet to make any conclusions that the Schroeder board may reach because of the ruling laid down by Rear Admiral Sperry, the commander-in-chief, that "no detailed information which is properly a subject of special report to superior authority, and which should be made public if at all by the superior authority, is to be furnished to correspondents or other civilian passengers, nor shall correspondents be permitted to transmit any such information."

Hence whatever improvements the Schroeder board may suggest, they are to be made through the Secretary of the Navy.

**Description of the Harbor.**

But exactly where is Pearl Harbor and what is it like at present? The reader may ask. Well, it is the only land locked harbor in the Hawaiian Islands and, as has been said, it lies less than ten miles west of Honolulu, and the entrance to it is from the same general body of water through which a ship enters Honolulu Harbor. Pearl Harbor resembles in rough outline a three-leaf clover. The stem is nearly straight and extends from one-half to three-quarters of a mile wide. At the upper end the stem branches into two forks, one of which runs into what is called West Loch and the other into Middle Loch and East Loch. The water in this stem and its branches has an average depth of from eight to twenty fathoms. A large part of the lochs is covered by water surface, but the bottom of the East Loch and East Loch is of such a nature that it could be dredged easily to any required depth. There are more than ten miles of deep water in the stem and branches—others, more shallow, called. Once in them 100 battle ships could float safely. It is estimated that there are more than 2,400 acres of deep water channel in the harbor and about 3,500 acres of shallow water, from one-half to three-quarters of a mile wide, through which a channel 250 feet wide and 30 feet deep and 1,000 feet long has been dug. It needs to be deepened five feet more and to be made wider. The \$400,000 just appropriated for that purpose will probably open up the harbor within a year or eighteen months. Entrance then will be ready for the ships of the navy. They won't have to go to a neighboring island to coal when they arrive here in large numbers. Along the upper main stem the government has purchased a tract of forty-nine acres known as the Dowsett leasehold. Adjoining that and continuing along the south side of the East Loch it has purchased a tract of 600 acres, now under lease to the Honolulu Plantation Company. Opposite the far eastern end of this tract is an island of fifty-one acres separated by a channel about 250 yards wide which has also been purchased outright. Farther out in the East Loch is Ford Island, the southern shore of which, amounting to twenty-five acres, have been purchased.

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Honolulu. You got tossed about a good deal by the long swells of the Pacific in the eight-mile run and you are glad to see the two buoys about two miles out that mark the entrance to the place. As you pass between them you see the long swells breaking in foaming crests almost within 100 yards of the buoys. The coral reef is there and you are glad that your little craft is headed for the opening. You are surprised to see how narrow it is—only 250 feet wide. After you have gone a quarter of a mile inside your pilot tells you that the water is thirty feet deep. The entrance is as straight as a taut rope and you wonder why the ships are not regularly entering the place. He tells you the reason quickly.

"You'll see why when we come to make the sharp turns shortly."

Soon you make a gentle curve to the right. You are told that in the narrow channel there is a depth of sixty-eight feet of water. Then comes a swing to the east just as you enter the space between the low shores of the harbor and you are told to know that there is 125 feet of water under you. The shores come together within half a mile and you twist and turn sharply and then you begin to realize how impossible it is for big ships to use the entrance as it is to-day.

You look up the maps and you are surprised to find water as deep as forty feet across the entrance to the main stem. The present is particularly pleasing. Bare are the great mountains of the island and nearer by are the sloping shores under sugar cane cultivation. A thick growth of trees and shrubs grows here and there the stumps of the Japanese tell the story of imported labor into these islands. An occasional lode of some mineral is seen here and there. The peaceful surroundings of a beautiful bay peep out from the shrubbery, and now and then you hear the laughter of children. The echoes resound with all the intensity of deep solitude.

It is difficult to imagine that this place is soon to become a great center of commerce and military preparation. The great extent of the place amazes you and you wonder why it is that Honolulu was not built here. The answer is forthcoming when it is known that the sand bar to the harbor was a few feet nearer the shore than that of Honolulu Harbor in the old days. Had it been Honolulu, in the Nuano River, had a supply of fresh water, which Pearl Harbor had not. The whalers made Honolulu largely, and they got fresh water here, hence that became the harbor of Oahu.

**Getting Some of Her Money Back.**

One comes away from Pearl Harbor wondering why the government could have delayed its development so long. This is all the more surprising when one considers what Hawaii has done for the rest of the United States since annexation. Only last year the customs receipts in Honolulu amounted to more than \$1,000,000. Every cent of that was sent to the National Treasury in Washington. In the old days Hawaii would have had that money to spend for herself. She has already given the United States more than \$10,000,000 in gold cash as the price of annexation. She will continue to give it millions more, as the years go by. She has got almost none of her money back.

It would seem to be no more than ordinary justice that at least a good share of the money sent by the government in Hawaii should be expended there, especially as it means national safety for the entire mainland. A meager million of the enormous sum Hawaii has sent to the National Treasury in Washington, for the development of the great national harbor here. There are those who say that the least the government should do is to give some of the money back to Hawaii. Let the rest be made with Pearl Harbor.

**Means Great Help to Commerce.**

But Pearl Harbor's improvement is also extremely important for commercial reasons. The opening of the Panama Canal has a most important bearing on this matter. When the canal is in operation a large part of the commerce between Asia and the Atlantic ports of Europe and America will pass through it. Hawaii is almost midway in the passage from Asia to the canal. It will be a matter of about eight or nine days steaming from Asia or the canal for the average freight vessel to reach it. Such vessels will call for supplies at Honolulu. Within ten years ship will number from 150 to 200 a month. They will want coal, they will want food. There is no room for fifteen or more of such ships in Honolulu Harbor and there will be none. Why, it is on record that in the early '90's the whalers so crowded Honolulu Harbor that one could step from deck to deck, and walk all over the entire harbor.

Congress has authorized the expenditure of about \$1,200,000 in improving Honolulu Harbor so that it will have a general width of 120 feet, a depth of 30 feet, and a depth of 35 feet, but dock room is limited, and no one believes that the commerce of a great international freight route between Asia and Europe and America can be accommodated there. It will have to go to Pearl Harbor. There

is ample room in the unreserved parts of that harbor to float the commerce of a Hongkong.

There will be erected the coal sheds and other large supply depots, and there also will arise a new city, a rival, or perhaps it would be better to say an extension of Honolulu. This extension has already started—Pearl City. The deep sea business of Hawaii will largely be done there. Of course some ships will call at Hilo, on the Island of Hawaii, where the government is about to erect a large breaker, one of the most important places for the shipment of sugar, but in the main trans-Pacific commerce must call at Pearl Harbor.

Deeply important, therefore, is this national project of improving this fine sheet of water. It means money to commerce and trade as well as protection for commerce and the nation at large. One enthusiastic writer has referred to Hawaii as a coming center for the "throbbing shuttles of a gigantic ocean traffic." Another speaks of the territory of Hawaii as the "headquarters of Americanism" on the Pacific. However it is viewed there can be no regret over the development of the one piece of water in its borders that means so much to the United States.

**Two Great Blunders.**

Two most serious blunders—one might call them colossal—have been made in our maritime policy in the last century. One was when we let the Marquesas Islands go and the other was when we allowed Magdalena Bay to pass out of our possession. David Porter annexed the Marquesas Islands in 1812. They commanded the entrance to the Panama Canal and have the same strategic situation toward it that Hawaii has for the western coast of the United States. They would be invaluable to-day as an outpost for the protection of the canal on the Pacific side and as a place of call for supplies and trading on the way from New Zealand, Australia, and the South Sea Islands by ships bound through the canal. We let them go for lack of interest in them, and curiously enough James Monroe, Secretary of State at that time, was largely responsible.

We got possession of Lower California at the time of the Mexican War and we let it go when a peace treaty was made. As this correspondence on the cruise around South America has pointed out repeatedly, the possession of Magdalena Bay for target practice and a naval station on the southern end of California and on the way to Panama would be priceless.

**"Monroe Doctrine of Pacific."**

No such mistake was made with Hawaii, but at times it seemed as if indifference would cause us the loss of this national outpost. As the report of the House Naval Committee says: "For sixty-five years the United States government has officially recognized the strategic importance of the Hawaiian Islands and the necessity of preventing their occupation by any other nation." It was in 1842 that President Tyler served notice on European nations that this country would never consent to their using these islands

for a military base. In 1850 Secretary of State Clayton notified France that we could never with indifference allow them (the Hawaiian Islands) to pass under the dominion or exclusive control of any other power." Secretary of State Daniel Webster reiterated the same "Monroe Doctrine of the Pacific" in 1851. William L. Marcy, James G. Blaine, other great Secretaries of State, reiterated it once more, as did William McKinley when he pleaded for the annexation of the islands. Most Americans are familiar with the events which finally brought about an annexation of these islands in 1898. The Spanish war was the immediate cause. Dewey's victory made their possession necessary. It is known generally, perhaps, that prior to that, in 1854, 1855, and 1871, the monarchs of the islands sought annexation and we refused it. Four times we refused a reciprocity treaty, and not until 1875 was one adopted, which brought forth wonderful results. Three times, in 1874, 1880, and 1883, were United States men-of-war called on to land, and did land forces to maintain order there. Twice since the islands have been civilized, was possession taken of them on behalf of Great Britain, in 1831 and 1835. Strangely of each time England refused to accept them.

The overthrow of royalty in 1833 was the beginning of the final step. Of the many anxious moments that the revolution passed through owing to the sudden reversal of policy of President Harrison by President Tyler, the country is well informed. Few persons now regret that by exactly a two-thirds vote, 42 to 21, on July 6, 1898, the islands were finally annexed to the United States, exactly seventy-two years from the time the King executed his first treaty with any foreign power, a treaty which Capt. Timothy C. Jones, a merchant seaman, made for the United States, but which was not ratified, a policy that was followed for many years by our government. It took the read hand of war to make these islands part of our country. Had it not been for that the islands ultimately might have shared the fate of Lower California and the Marquesas Islands so far as becoming part of our domain was concerned.

**Kamehameha the Great.**

There stands in Honolulu a massive statue of the one great figure of Hawaiian history. It is that of Kamehameha the Great. He it was who made a kingdom of Hawaii and developed his land so that he and his people passed from a state of barbarism and half savagery into a dignified approach to what we now call civilization. The figure is heroic and the massive headress upon it closely resembles the symbols worn on their heads by the Greeks at the time of the Trojan war. It seems to have been prophetic. It is a far cry from the condition in which Kamehameha molded the people of these islands into one nation, dramatically driving thousands upon thousands of his opponents on this island of Oahu to their deaths, in 1790, over the Paoli peninsula, a sheer fall of 800 feet, to the modern civilization and the full rights of American citizenship which the people now enjoy. The great chieftain died in 1819 at the age of eighty-two. He had prepared the way for Americanizing the Pacific. The next year the traders and whalers and seamen came almost simultaneously. From that time progress was swift. A record of a few events tells the story. The first English newspaper west of the Rocky Mountains appeared in Honolulu in 1838. Kamehameha III started a bill of rights in 1839. It is called the Hawaiian

Magna Charta. In 1838 no less than 15,000 natives were converted to Christianity on one Sunday in July just seventy years ago. In 1842 the King caused to be placed upon the seal and coins of the realm this sentiment: "The life of the land is perpetuated by righteousness." It is the motto of Hawaii to-day.

**Industries of the Territory.**

Hawaii sent food supplies to California in the days of '49. It established a postal service in 1850 and a banking system in 1858. In the latter days of Kamehameha the great's rule the kingdom did a mighty trade in sandalwood. Now only a few trees of that species can be found in the kingdom. The people denuded the land of these trees, and when the product was gone poverty ensued, an early and bitter lesson in forestry. Later came the days of sugar planting, the chief industry to-day of the islands, amounting to nearly \$27,000,000 in 1907. Coffee raising and rice planting became another great source of wealth. To-day the people are going extensively into fruit growing, and one of the sights of the islands is the presence of enormous groves of pineapples, said to be as fine in flavor as any grown elsewhere.

There is said to be a fine field for American farmers here. The place is ideal as to climate. The temperature almost everywhere goes above 85 or below 55 degrees, and it is said that one may sleep out of doors without a blanket ten months in a year. Surprisingly beautiful are all the islands of the group. The population of all the islands is about 200,000. Of these the Caucasians number only about 12,000. The Portuguese number nearly 25,000. The Japanese number more than 50,000. The Chinese about 23,000. The Hawaiians, pure and mixed, number about 69,000. The rest is a mixture of South Sea Islanders and negroes. The population of Honolulu is about 45,000, of whom only a little more than 3,000 are strictly Americans. Nevertheless, the islands are completely Americanized. This is due chiefly to the long-continued American influence here. In the early '30's the laws of Massachusetts were selected as a model for Hawaiian law. An American school system was established shortly afterward, and it is curious to note that almost immediately a large part of the sales of public lands was set apart for the support of the school system, a plan adopted afterward in most of the American Commonwealths. Commonwealth as Hawaii is, it is no more so than parts of New York City, and no part of the East Side of the great metropolis is more American than this American acquisition.

No one can doubt that there is a tremendous commercial future for Hawaii. Politically, the land is to hold the high honor of being the leading outpost of American national safety in the Pacific. The keystone of that position of safety is Pearl Harbor. An impressive sight it was to see this fleet of sixteen battle ships lying off that harbor and unable to enter it. A still more impressive sight will be in a very few years the presence of perhaps dozens of warships flying the American flag inside that harbor. Even more impressive will be the sight of scores of merchantmen inside the same place engaged in trade and commerce, many of them, let us hope, flying the American flag, and all this made possible by the full awakening of the people and the government to the necessity of establishing a naval base in that refuge.

Here's to Pearl Harbor, the coming foremost outpost in the Pacific of American peace and good will to all other nations!

**THE CROSSROADS OF THE PACIFIC.**

Map showing the Pacific Ocean and surrounding regions, including Alaska, Russia, and the United States.

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