

RAPID TRANSIT COMPANY'S POWER HOUSE.

FRANCHISE.

The franchise of the company, which is for a term of thirty years, is based on an act of the Legislature of the Republic of Hawaii, which, oddly enough, was signed by Governor Dole on July 7, 1898, the very day on which President McKinley signed the act annexing Hawaii. Upon this coincidence a claim was based that the sovereign power of the Republic of Hawaii to franchises was instantly extinguished upon the signature of the annexation act, and that consequently this franchise was invalid as against the United States Government. Whether this claim was well founded or not, it threw such a cloud upon the company's securities that it was unable to proceed until in May, 1900, Congress ratified the franchise, subject to the approval of the President, which was given in June, 1900.

One of the most valuable features of the franchise is that the company is not limited to the streets named therein, but with the consent of the majority of the adjoining property owners and the approval of the Governor, it can construct and operate its tracks at any time, on any street in the city.

Under this provision the company has already acquired the right to lay track the entire length of King street, and now has in operation thereon over two miles of track.

Injunction proceedings attempting to prevent the occupation of King street, have failed in both the local Circuit Court and the Federal Court, and the Supreme Court of the Territory has unanimously upheld the validity of the right.

This gives to the company the great advantage of being able to meet development and changes in the city, without the delay and uncertainty incident to additional legislation.

CHARTER.

In order to operate the franchise, a company was formed under the local corporation act of Hawaii.

The franchise was assigned by Clinton G. Ballantyne and others, the original grantees thereof, to this company.

The charter is for a term of fifty years, with a capital of \$200,000, with privilege of subsequent extension to \$2,000,000. It has been already increased to \$500,000.

Full power of borrowing, mortgaging and bonding is granted.

PRESENT STATE OF DEVELOPMENT.

The company has expended to date approximately \$750,000. Funds for development are being obtained partly from stock and partly from bonds.

To show for this expenditure the company has:

Power Plant—Over two acres of land in the heart of the city on which is located a brick and steel power house, car barn and offices, fully equipped with boilers, economizers, engines, dynamos and all the tracks, switches and appliances incidental to the most modern electric railway plants, furnishing power enough to operate thirty miles of track, with room enough in the power house to double the capacity, and ample yard room to add all necessary car or other storage which the growth of the city can ever require.

Cars—Forty-five cars, of the most modern and improved type. A number of them are the so-called "convertible car," mounted on double trucks and extra springs, convertible at a moment's notice from an open summer car to a closed car with large glass windows.

Tracks—The company is building twenty-three miles of track, extending through the city from east to west on three main streets—Hotel, King and Queen—from Kalihi to Waikiki, extending into Nuuanu Valley by two lines; to Pauoa Valley; along the slopes of Punchbowl, through the "Plains" district and Makiki to Punahou, and thence through Manoa Valley by one line and through the Punahou

and McCully districts, giving a connection at King street to the Waikiki line, in addition to other shorter lines. Of this mileage, approximately nine miles are completed and in operation. The entire twenty-three miles of track is in hand, and the poles, ties, wire and incidental fixtures are either on hand, en route, or ordered. The rails are of the flat girder type, weighing eighty-five pounds to the yard.

Construction—The construction is of the most approved and substantial character.

The ties are sawed cedar, 6x8 inches, 6 feet long, and are all treated with a preserving liquid. The ties are laid on six inches of macadam rock, thoroughly rolled down by a 12-ton steam roller owned by the company. The ties are tamped with fine crushed rock, and the filling is chiefly macadam and coral stone, with a steam-rolled macadam surface.

The poles used are 30 and 35-foot cedar poles, and the trolley wires, 4-0 throughout, are suspended from cross wires, or from iron brackets.

BUSINESS DONE.

The cars have been in operation since August 31, last, and the business done has astonished every one.

The resident population of Honolulu is somewhat over 40,000. Sailors, soldiers, tourists and travelers probably increase this number to about 45,000.

Out of this population the Rapid Transit cars have carried in the three months and twenty-nine days from September 1 to December 29, 860,344 passengers.

WEEKLY RECEIPTS.

That the business is not merely a "flash in the pan" due to curiosity is shown by the following table of weekly receipts:

Receipts from fares—
Week ending September 7.....\$2,682.25

Week ending September 14.....	2,018.65
Week ending September 21.....	2,357.49
Week ending September 28.....	2,200.65
Week ending October 5.....	2,166.50
Week ending October 12.....	2,079.65
Week ending October 19.....	2,145.60
Week ending October 26.....	2,149.50
Week ending November 2.....	2,262.20
Week ending November 9.....	2,170.40
Week ending November 16.....	2,109.90
Week ending November 23.....	2,412.15
Week ending November 30.....	3,019.10
Week ending December 7.....	2,696.05
Week ending December 14.....	2,782.90
Week ending December 21.....	3,155.75
Week ending December 28.....	3,010.10

***Opening of Palama extension.**

The actual receipts from fares, to and including December 29, have been \$41,996.25. Estimating the receipts of the two remaining days of the year at the average rate per day, will give a gross total for the four months receipts of \$43,000.

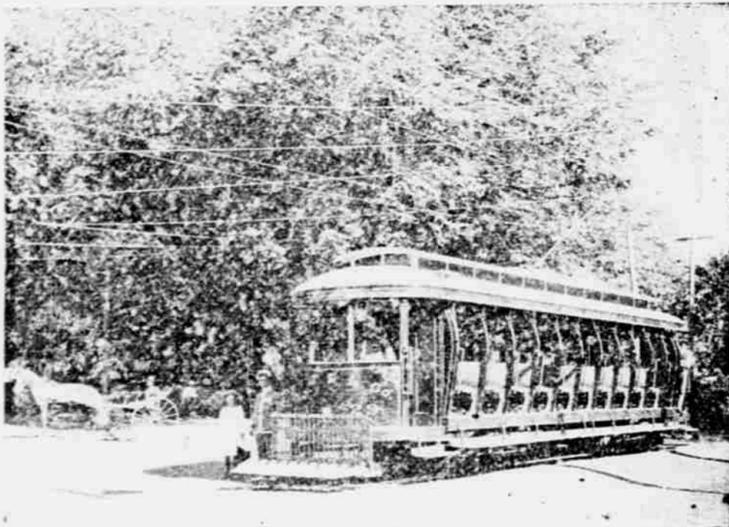
During more than half the term only six cars were in operation. There are now ten, with occasional specials.

EXPENSES.

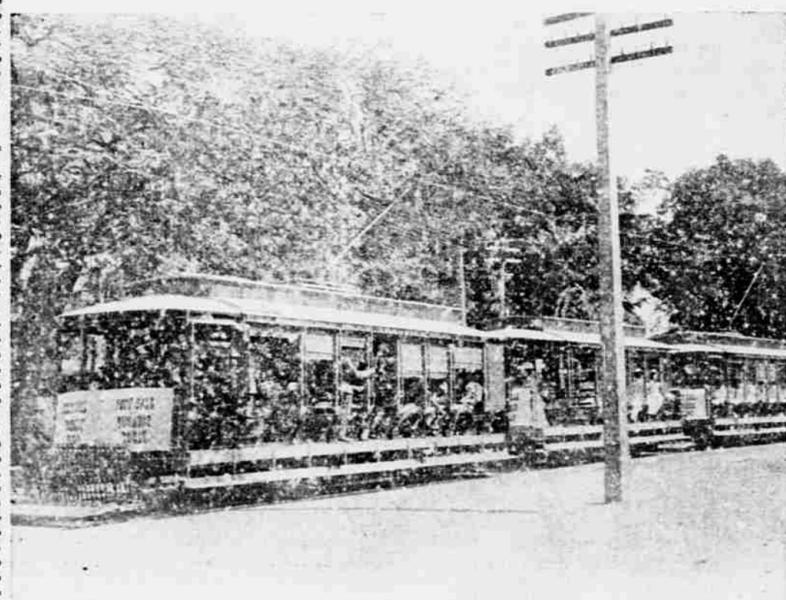
Coal costs \$8.50 a ton, delivered. Motor men and conductors are paid 30 cents an hour.

Operating hours are from 5:35 a. m. to 12 p. m. The men are on in two watches of nine hours each, so arranged as to give each man an hour off for each meal. A clubroom for the men is now being fitted up at the company's office building.

The operating and maintenance expenses during the four months have amounted to approximately \$24,500, leaving a balance of approximately \$18,300, or at the rate of \$54,900 per annum. This makes a showing of operating and maintenance expenses but 56 per cent of the total receipts.



RAPID TRANSIT CAR.



RETURNING FROM FOOTBALL GAME.