

# Greater Water Supply, Better Roads, Larger Harbor Needs Called to Attention

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man of unusual initiative, force and executive ability, and you can do no better than to give him the authority and means to carry out these projects.

He was not appointed for political reasons, but for two days occupied the Governor's private office and demonstrated his ability.

The confidence the executive gives him the Legislature may well give him.

Further information may be found in print.

## WATER SUPPLIES.

While in the control of the City and County of Honolulu, the Division of Hydrography has been instructed to study the water resources of the Island of Oahu, that the supply may be made prodigal if possible.

No mainland statistics or water rates can be used as a guide for us, as we are summer all the time and must irrigate to establish, encourage and preserve the vegetation so necessary to beautify our homes.

## HONOLULU WATER AND SEWER WORKS.

These utilities have been under direction and authority of Acts 138 and 139, S. L. 1913, transferred to the City and County of Honolulu.

The legal sinking fund requirements were beyond the financial possibility of the County, hence the Territory is obliged to content itself with the receipt of the interest accruing on bonds.

The Legislature is requested to provide for the necessary sinking fund.

## HARBOR PROJECTS.

I am not in favor of establishing berthage for unusual and very brief calls of through and irregular steamers. I am most earnestly in favor of providing ample anchorage and have individually graphically presented the situation to the Board of Engineers for Rivers and Harbors at Washington, so at a glance they could take in the situation.

In the plans adopted by them they have gone to greater lengths than I had dared to hope. Now, in conjunction with our Board of Harbor Commissioners, tentative plans for great and progressive improvements are being considered.

The Federal Government of their own volition are disposed to give the Territory much of the made land already existing and to be formed.

I hope we may be able to have coal storage transferred to the makai side of the harbor and do away with the clouds of coal dust that render our waterfront a most irritating nuisance, and also that means may be found to lighten the coal to steamships with the minimum of dust.

## PROTECTION AND INSURANCE OF PUBLIC PROPERTY.

Territorial public buildings, wharves and superstructures are uninsured.

The Territory should, in my opinion, establish gradually an insurance fund of a sufficient magnitude to enable the government to repair, replace or improve any structure injured or destroyed by fire, where there is a necessity for same before the Legislature can by act provide.

## GOOD ROADS AND STREETS.

Since January 1, 1903, the Territory in its own behalf, from bonds issued and sold, has paid out for roads and streets \$572,677.08, and there has been appropriated for the counties \$1,270,000.00 (of which \$224,721.50 is unexpended), thus making an ultimate expenditure under legislation to date of \$1,842,677.08 for roads. Against this total, there are bonds, all outstanding to like amount.

The public impression is that quite a per cent of this money has been wasted by misdirection and known faulty construction and drainage, as well as the destructive misplacing of public utilities, unwise for the present and unjust to future taxpayers.

There is but one remedy in my opinion, the standardization of roads and streets and placement of utilities.

This standardization should be under a competent non-political board of recognized technical and business ability and cover in its authority the entire Territory and its political divisions.

There are at present such a multitude of advisers on this subject the atmosphere will have to clear itself before anything generally effective can be accomplished.

I hope to see a system of first cost and depreciation applied to roads, so we may know from time to time the true valuation of roads and whether we are getting the worth of public investment.

## MARKETING DIVISION.

This function the government has undertaken should be properly organized on a business basis, be properly housed and equipped and supplied with a revolving fund or capital, so that it may conduct its business in business order.

No funds should be supplied except under such conditions as absolutely secure the government from any possibility of loss.

This division was inaugurated to regulate production, delivery, sale and protect the small agriculturist.

When the business of the Marketing Division is fully established and in suitable volume, a charge for its services should be made, as the traders and merchants who deal in similar articles and pay taxes should not be unduly handicapped by the government.

This division should be taken from the charge of the Federal Experiment Station and placed in Territorial control.

## LIQUOR TRAFFIC.

This Administration has no official knowledge as to controlling public sentiment on this subject, except existing statutes and the result of the plebiscite of June 26, 1910.

It will, however, undertake to express its views on the

## RETAIL LIQUOR TRAFFIC.

Probably no open business has such a relation to social wel-

fare, crime, courts and wasteful public and private financial burdens as the retail liquor business.

In order to curb the extension of the business, wholesale dealers and manufacturers are properly prohibited from having an interest in the retail traffic.

Persons engaged in the retail liquor business directly or indirectly, or directly or by subterfuge sharing in the profits of the retail liquor business, also, the owners and lessors of the property occupied, should be compelled by law to post their names conspicuously in their places of business so as to meet the sight of all customers or observers, and also post each his exact interest and exact rentals.

In retailing liquor the law should compel the proper serving of liquor and prohibit serving in original sealed containers for consumption on the premises.

The penalty for noncompliance should be severe. No legitimate retail dealer, conducting a respectable business will object to the suggested conditions.

Such conditions can only be objectionable to those who wish to exploit the retail dealer and those who desire clandestinely to secure liquor profits without the onus of public criticism.

The public is entitled to know who, high or low, are responsible for the reputable or disreputable conduct of the retail liquor business.

## HIGH SHERIFF AND TERRITORIAL PRISON.

All of us meet the experience that, when we believe we or our friends are doing our best, some one may do a little better by getting out of some of our fixed and tried ways.

I believe our old Territorial prison and its conduct discloses the fact that good can be made better. The present High Sheriff was appointed after I had spent some time observing the city jail plant and its management. I felt I was making no mistake.

Firm kindness and consideration has met a response that brightens prison life and breeds loyalty on the part of those restrained.

The physical conditions of the old prison have been improved.

Economy prevails and I believe we are progressing in a way that will ultimately make our new Territorial prison one of the most notable in the United States.

The plans of the new prison now under construction, were never officially approved. They are being gone over that they may be as near perfect as we can devise.

Economy of control and operation is having painstaking consideration.

The appropriation of \$75,000.00 is entirely inadequate for the construction of the prison as planned, or any other prison that could meet the requirements of the Territory.

The Superintendent of Public Works will cover the subject.

## THE HAWAII COUNTY INVESTIGATION COMMISSION.

The Hawaii County Investigation Commission duly reported on August 25, 1914, their findings and recommendations. The report was signed by Commissioners Harold B. Elliot and William Williamson. Commissioner Elia A. C. Long elected not to sign.

For the purposes of this Commission, Act 42, S. L. 1913, provided an advance of \$20,000.00 to the County of Hawaii, which proved insufficient. The Governor, under an opinion of the Attorney General, advanced \$1,622.23 from the Contingent Fund that the work might proceed.

The Territorial Auditor has made a demand on the County of Hawaii for the \$20,000.00, as by law provided. He should be authorized to collect the additional advance.

## LOSSES AND RECOVERIES.

### Compromise Effected by Board of Supervisors, Oct. 30th, 1913.

	Principal	Interest	Com- promise.
First Bank of Hilo—			
Illegal Warrants—Schedule A.	\$56,723.00	\$73,192.29	\$40,000.00
Chas. K. Maguire (Bonding Co.)	5,297.75	7,785.83	5,297.75
W. Elderts	110.00	110.00	110.00
W. C. E. Brown (Bondsmen)	859.95	859.95	859.95
W. N. Purdy (Bonding Co.)	3,192.95	3,192.95	3,192.95
	\$66,183.65	\$85,141.02	
	49,460.65	49,460.65	\$49,460.65
Loss of principal	16,723.00		
Loss of principal and interest.		\$35,680.37	

These compromises were made five months before the completion of the investigation by the Commission's Auditor.

The compromise with the First Bank of Hilo was made on Schedule "A," as stated.

Further illegal warrants to the amount of \$19,746.00 were collected by said bank from the County Treasurer, which with interest uncomputed is due the County of Hawaii.

There are still pending claims against T. K. Lalakea, ex-Treasurer, County of Hawaii: principal \$12,502.00 and interest \$3,565.00, total \$16,067.00.

Total pending claims amount to \$34,813.00 and uncomputed interest as above.

Attorney R. W. Breckons has been retained under contract dated January 15, 1914, to prosecute all criminal and civil cases in the courts of the Fourth Judicial Circuit.

The above are the only known cases.

These losses were directly due to elected known incompetency and doubtful integrity and also lax banking practice.

## INDETERMINE SENTENCE LAWS.

It seems to me the indeterminate sentence laws need revising. When a sentence of ten days to twenty years may be given, it would seem the judiciary are in position to avoid their responsibilities and impose on executives' judicial functions not properly theirs and practically forcing them to review evidence not logically within their training or province.

Criminal law is for the protection of society, and the only reasons for modifying its effect are the inequalities imposed by the courts or the subsequently ascertained fact that society may be better served by a wise dispassionate leniency, although often grievously imposed upon by the recipients of its mercy.

## THE PUBLIC UTILITIES COMMISSION.

This Commission has been somewhat of an experiment. It has lawfully within its control nine utility corporations comprising the Inter-Island Steam Navigation Co., the Hawaii Railroad Co., the Kauai Railway, five telephone companies and the Waiahi Electric Co., according to their statement of November 9th, 1914.

Until Congress approves Act 135, S. L. 1913, its actual powers are restricted to the above utilities, although it may take notice of complaints against the remaining ten public utilities.

Twice and very recently the Commission has extensively and thoroughly advertised in seven of the most prominent newspapers, inviting complaints to be filed with it against any and all public utility corporations. Except those noted below, no complaints have been filed.

Three complaints were filed against the Inter-Island Steam Navigation Co., Ltd.

These complaints may be briefly summarized and disposed of as follows:

### 1st. Complaint of overcharge on freight.

Proved, the complainant had loose material and failed to properly pack his goods, hence unnecessary cubic foot space was occupied with resulting high charge.

### 2nd. Delay in moving freight.

Proven, complainant knew his landing was frequently impossible from stress of weather. In this instance was impossible. His misfortune was due to his own negligence and lack of foresight in ordering his material.

### 3rd. Overcharge in freight.

This complaint was relative to the freight charge on two cases of kerosene, 6 6/10 cubic feet, or one-sixth of a ton. Without taking pains to inquire of the agents of the steamship company, he based his charge on the gossip that large shippers had a \$2.00 per ton rate, while he was charged a \$2.50 per ton rate or a difference of eight cents on the two cases of coal oil involved. On later proper inquiry he found \$2.50 per ton was the established and going rate to all and withdrew his complaint.

The Territory is entitled to protection against ill-considered charges.

In the eighteen months of its existence the Commission has expended \$12,106.34, and has received the appropriation of \$5,000.00 and has collected in fees \$15,449.56. There remains to its credit \$8,343.22. For nine months the Commission has had no chairman, as the Commission was in position to transact all business that came and was likely to come before it. The delay in Congress in approving Act 135, S. L. 1913, almost nullified the duties of the Commission.

In the opinion of your Governor the Public Utilities Commission will need reorganizing if its duties remain restricted as at present.

## HONOLULU RAPID TRANSIT & LAND COMPANY.

Your Act No. 136, S. L. 1913, extending the franchise of the Honolulu Rapid Transit & Land Company is before Congress under H. R. 9022. Your Public Utilities Commission has urged Congressional approval. Your Governor after a most thorough examination of the books of the Company could not conscientiously urge Congress to approve and notified the Company he could not accede to their request to so urge. The Company made the correspondence public. By all rules of procedure and ethics of respect to the Legislature and Congress, no further steps can be taken on either side until Congress disposes of the matter, unless the Rapid Transit makes some move indicating bad faith.

It is possible further information may be later in order.

## IMMIGRATION—UNEMPLOYMENT—CHARITY—REFORM.

The facts seem to indicate that the Territory requires no further immigration of magnitude; that immigration fostered by private organization and means should be carried on only with the knowledge and approval of the government; that unemployment and physical deficiencies can thus be held at a minimum; that certain phases of charity and assistance should be in government control and at its expense; that we still have unavoidable and moral obligations to Territorial assisted immigrants.

My experience during the past seven months convinces me that the government can conduct these operations more promptly, effectively and economically than any private organization.

In the nature of conditions existing here there is ample field for private charity.

We have reformatory institutions for boys and girls. The advisability of removing them from the control of the Department of Public Instruction has been suggested. There are other social problems to be solved or controlled.

I believe it would be well for you to consider establishing a Department of the Government to control all of the above activities.

## SHELTER HOME.

This was not built because the Territory had not the funds with which to do so.

Again, I believe a better solution may be found than establishing a temporary sheltering institution that will require very heavy overhead charges.

## CIVIL SERVICE.

The Territory has a rather limited number of official and salaried positions, the department having the greater number, is now under Civil Service rules. It is many years since there

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