

NEW RECLAMATION PLAN FOR WAIKIKI IS DECIDED UPON

So-Called Pinkham Project Entirely Discarded—Problem Reduced To Simplest Proportions

WON'T TRY TO MAKE WATER RUN UP HILL

Swamps Will Be Drained and Reclaimed For Residential Use At Cost That Will Be Reasonable

After discussions, arguments, surveys and innumerable conferences a feasible plan for Waikiki reclamation has been evolved and decided upon in all but some minor details.

The feature of the new plan is that it discards entirely the so-called Pinkham project, with its elaborate frills, and reduces the problem to its simplest proportions. There will be no wide canal with its sweeping curve from the Mochitsuki Club to Kapiolani Park, no boulevards, no unworkable check gates to handle the rise and fall of a tide that doesn't rise and fall and no three or four hundred thousand dollar bill to pay.

But the swamps will be drained and reclaimed for residential use just the same. The muck lagoon that now pours its turbid flood waters into the bathing spot at Waikiki will be a thing of the past and the meandering slough that crosses the Kalia Road will join the Outrigger lagoon as a thing of the past.

Won't Attempt Impossible

Instead of attempting to make sea water run up hill to flush out the proposed drainage canal, the canal agreed upon will be drained by the natural flow of the mauka streams that now make the Waikiki duckponds possible, while the stream that flows today into the sea via Makee Island and the Kapiolani lotus pond will continue so to flow, but through a channel straightened and concreted.

The main drainage canal will head near the Waiialae Road and will pick the flow from the Manoa stream. From almost the same point a smaller canal will intercept the flow of the streams now meandering through the swamps in the direction of the Outrigger Club and Kapiolani Park. The main canal will run in practically a straight line from Waiialae Road, crossing Kalakaua Avenue a short distance Waikiki of the junction of the street car line and the avenue. It will cross Kalia Road at almost the location of the present bridge.

Cut-off walls and other necessary engineering works to force the flood waters from mauka into one or the other of the canals will be installed.

"Venice Idea" Eliminated

The "Venice idea" has been entirely eliminated from the present Waikiki reclamation scheme, said Lyman H. Bigelow, superintendent of public works, yesterday as confirmation that much of the floss of the Pinkham plans has been abandoned under the new administration.

"According to our present plans it is purely a drainage scheme which we intend to inaugurate for the reclamation of the Waikiki swamps. Some of the fancier ideas of the Pinkham plan might be worked out, say, in ten years, but under the restrictions of the legislative act we are working under that scheme would be impossible now, if for no other reason than the amount of money we have available," he said.

Superintendent Bigelow said the report that the work at Waikiki was to be done for about one third what the Pinkham scheme would have cost could not be based on a definite estimate, as the present plans were not yet completed, so such an estimate could be made.

Big Saving Effectuated

However, he gave an inkling of how a big saving is to be made by saying that there is to be a relocation of the main canal or lagoon so it will pass through government holdings wherever possible and not through a great many kaleannas on the mauka side of the swamp as was planned by Pinkham. What is lost in sweeping or straight lines of beauty will be made up in equal utility by a lagoon which will follow a course where the right of way can be easily secured.

A radical change contemplated in the original plans, is the fact that no effort will be made to make the canal so wide and so deep that it will furnish all the necessary material for the filling in of the land drained.

"The canal or lagoon is to be a drainage one. The filling in of the land will be accomplished partly in another way," Mr. Bigelow said.

How the fill on the drained lands is to be made the superintendent of public works declined to say at this time.

At present the public works engineering force is at work completing the "property plotting" of the Waikiki swamps. It will be fully a week before this can be completed after which the plans are to be traced and the blue prints made. Mr. Bigelow says that the course of drainage lagoon will not be definitely located until this property plotting has been finished.

The new plans for the Waikiki reclamation work are being worked out by an engineering board consisting of Col. Robert E. Raymond, district engineer of the Hawaiian Department, U. C. A., A. S. Cantin, city engineer, and

Child Isn't Going To Washington But He Intended To

Can't Get Steamer Passage So He'll Stay In Hawaii and Continue To Settle the Fish Question—Raps Eben Low

J. France Child, federal food administrator for Hawaii, is not going to Washington this month as he hoped to do, and National Food Administrator Herbert C. Hoover will miss the opportunity of learning at first hand how the fish question has been "settled" in Hawaii.

Mr. Child did intend to go to the national capital for the purpose of attending a meeting of all the federal food administrators of the United States to be held September 4, at which the policy for the coming year will be formulated. He found, however, that he could not get steamer accommodations, so he will not be able to go.

Meantime, Mr. Child remains confident that the pond mullet men are tried, true and trustworthy and scoffs at the suggestion that they would try to put something over on him. There just aren't any mullet, he says, and no evidence to the contrary is sufficient to make him change his mind.

Mr. Child took occasion yesterday to take a shot at Eben Low. Mr. Low is not credulous when it comes to the fish question. He has learned by experience that the more that agitated question is settled, the less fish there are for sale, and he doesn't hesitate to say so right out in meeting, as he did Wednesday at the session of the marketing commission.

This apparently didn't make any hit with Mr. Child, who took occasion yesterday to deliver himself of the following regarding Mr. Low:

"We all have our weaknesses. Some men's weakness is women, that of others is booze. Eben Low's weakness is fish."

And Mr. Child shifted his cigar to the other side of his face and resumed his study of the works of Isaac Walton.

W. S. S.

PROMOTION BOARD ASKS FOR VESSELS

Endorses Letter To Director Setting Forth Congestion of Passenger Traffic

Figures carefully compiled by Fred J. Halton, secretary of the Hawaiian Promotion Committee, show that there are approximately 346 persons awaiting transportation from Hawaii to the mainland. This does not include those who have booked on the Canadian-Australian Steamship Co. for passage to Vancouver.

At a meeting of the Hawaiian Promotion Committee yesterday, a letter from the committee to J. H. Rossiter, director of operations for the United States Shipping Board at Washington, was read by Secretary Halton setting forth the shipping conditions here, the hardships which were being worked through the present passenger congestion and the need of immediate relief. The letter to Mr. Rossiter said:

"I am directed by this committee to point out to you the needs of this community with regard to passenger tonnage.

"You will please understand that Hawaii does not request anything that may militate against the early successful conclusion of the war and that if the exigencies of the war are such that your board cannot relieve our situation you will please keep in mind our needs until such time as war activities will permit something being done.

Congestion On Coast

"In addition to the congestion here the following Associated Press despatch dated San Francisco, August 7, would indicate that similar congestion prevails there:

"At the office of the various steamer lines here it was said today that nearly 800 persons are awaiting transportation to Hawaii, including teachers who are worrying over the effect that tardiness may have on their jobs."

"From press despatches, we understand that the shipping board is sending to these islands a fleet of small carriers to take care of the sugar crop. If this is the case, may I suggest that one steamer, of the 'President' or 'Governor' class be released from Coast service and placed on this run.

"These steamers can carry as much sugar as some of the smaller carriers now in this service and in addition we would be assured of regular passenger tonnage which will go far towards relieving the situation here.

"The argument had been advanced that these steamers were withdrawn from this run last winter for the reason that they were not patronized and that consequently the shipping board lost considerable money for their operation. Mr. C. W. Cook, assistant director of operations at San Francisco, issued instructions to the Matson Navigation Com-

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the superintendent of public works. All three engineers are understood to be in accord regarding the plans which are now practically completed, excepting for the minor details.