

# Shipping

## AMERICAN - HAWAIIAN PREPARED TO HANDLE HEAVY SHIPMENTS OF PINES

Roughly speaking, 400,000 cases of preserved pineapples will be handled in the fleet of freighters operated by the American-Hawaiian line between the first of July and the last of December, according to estimates now in the possession of C. P. Morse, general freight agent at this port.

Pineapples are largely figuring in the homeward-bound cargoes carried by American-Hawaiian Pacific freighters for some weeks past. The Misourian, now at Kahului and to sail today for Hilo, to complete cargo, will depart for Salina Cruz on or about August 30th with an approximate shipment of 30,000 cases of the fruit.

The Mexican, the next vessel to visit the island ports, is scheduled to carry an equal quantity of the preserved product. The Columbian, a September boat loading at island ports, is predicted will be supplied with about 100,000 cases of canned pineapples.

The pineapples are destined for the United States and Europe and the United Kingdom. The product carried in American-Hawaiian steamers is transferred at the isthmus of Tehuantepec to vessels flying the house flag of at least a half-dozen companies, operating vessels between the Tehuantepec port and the continent or Great Britain.

It is stated that despite the increased offerings of preserved pines, the regular quantities of sugar will be forwarded from the several island ports to the east coast refineries by means of the American-Hawaiian service.

**Portland Hopes for Direct Steamship Line.**

PORTLAND, Ore., August 17.—Frank Waterhouse says one of the biggest steamship companies in the world has become interested in Portland and may decide to operate a line of freighters from the river to the Orient and on to Europe and around to this coast again, in very much the same manner as the Dowell & Co. run a line from Puget Sound. He says this company, whose headquarters are in London, intimated that this plan might be carried out soon if it were not for the fact that just now all the concern's steamers are employed on other routes. But the officials of the company requested him to keep them advised of the situation here, and later they may be in position to inaugurate such a service. Mr. Waterhouse asserts that a line running from Portland to the Far East and on around the world undoubtedly would prove a revenue producer and at the same time solve the problem of establishing and maintaining a regular service from Portland to the Orient. The Dowell steamers are about the only ones plying from a Pacific Coast port not fostered by a subsidy in some form or other, and they are reputed to be on a good paying basis.

**Search For Arms Proved Fruitful.**

A search for firearms in the baggage and personal effects of several hundred Asiatic steamer passengers carried by the Pacific Mail liner China while the vessel steamed from San Francisco to Honolulu is declared to have proved successful in that a number of guns, revolvers and several cases of ammunition was discovered. It is claimed that wholesale attempts are being made by Chinese along the coast to smuggle arms and ammunition into China, for the purpose of furthering the progress of the revolution in the new Republic. The statement was made on board the China during the stay of the steamer at this port that all sorts of tricks are tried by the wily Chinese in his attempt to land contraband arms in his native land.

On searching the Chinamen one of them was found to have two caches of ammunition. One package was found beneath a huge bandage he had tied on his leg and the other was wrapped around his waist beneath his blouse.

**Misourian Gathering Sugar At Island Ports.**

The American-Hawaiian freighter Misourian is gathering sugar at the several island ports and according to a wireless received at the local agency this morning the freighter was to have sailed from Kahului for Hilo today. The Misourian is scheduled to depart from Hilo for Salina Cruz on or about August 30th. The vessel is expected will leave the islands with twelve thousand tons of sugar and preserved pineapples to the amount of thirty thousand cases.

**Mongolia to Sail Wednesday Morning.**

The big Pacific Mail liner Mongolia will not get away for San Francisco before 10 o'clock Wednesday morning, according to the present expectations of H. Hackfeld & Co., the local representatives for the liner. The Mongolia is en route from Hongkong and Japan ports with 1750 tons of Oriental freight for discharge here. The Mongolia is to be supplied with nearly five hundred tons of coal during the stay at Honolulu. Included in the cargo from the Far East is a quantity of sulphur loaded at Japan ports, which is classed as very difficult material to handle by stevedores. The sulphur is to be used in the manufacture of fertilizer. The Mongolia will, it is understood, arrive with a hundred or more Japanese and Filipino steerage passengers who are destined for island sugar plantations. The liner will come to a berth at Alakea wharf. One hundred applications for transportation to the Coast in the Mongolia have been received at the local booking office.

**Seek Fortunes in the South Seas.**

Two well known Inter-Island Steam Navigation officials have decided to try their fortunes in the south seas. Pursuer John French for years connected with the local steamship service and of late with the Maui and Molokai liner Mikahala, in company with Donald Kent, also a former Inter-Island pursuer, contemplate taking up a life of ease and affluence near the equator. Messrs. French and Kent plan to leave Honolulu in the Oceanic steamship Sonoma, making their first stop at Samoa. If, after some time spent in looking over opportunities offered there, the Honolulu men are not pleased with the prospect, they will continue the journey to Australia, and thence to the China coast.

Following upon the retirement of Mr. French from the Mikahala, John Richter will assume charge of the pursuer's office in the Maui steamer.

**Many Passengers in the Lurline.**

The Matson Navigation steamer Lurline, now enroute from San Francisco to Honolulu and due to arrive at this port early Wednesday morning, is reported as bringing a list of cabin passengers that has taxed the capacity of the liner. A wireless received at the agency of Castle & Cooke today states that the Lurline was 789 miles off the port at eight o'clock last night, steaming through fine weather and smooth seas. The Lurline sailed from San Francisco with 36 cabin and 8 steerage passengers for Honolulu. Eight cabin passengers embarked at the coast port for Kahului. The liner also brings 249 bags of late mainland mail, 80 packages express matter and 4627 tons cargo for discharge at this port. In transit for Kahului is 479 tons cargo. The Lurline will dock at Hackfeld wharf.

**Cunarder to Enter the Pacific.**

One of the large Cunard liners is said will soon be transferred from the Atlantic to the Pacific, the vessel having been purchased by the Weir line, according to report which has reached Honolulu in the China. The Cunarder Ultonia, which will be remodelled to suit the trade to which the Weir line caters, has been purchased by that line. This is the third purchase of steamers in recent months by this firm of Glasgow shipowners. The Ultonia was built in 1898 and is 500 feet long, 57 feet 4 inches beam and 33 feet 9 inches deep. She is a twin screw vessel of 6593 tons net.

**San Francisco Feels Scarcity of Tonnage.**

Such is the activity of coastwise traffic that virtually all available tonnage is under engagement. In fact, never before, unless it was after the fire of 1906, was the harbor of San Francisco so utterly bare of idle vessels. The supply of home-owned vessels for loading lumber, foreign, between now and next January, is practically cleaned and charters have been forced to look for foreign bottoms. Vessels on the west coast of South America, due at the destinations shortly, are in excellent demand.

**Sparks From The Wireless.**

Two trans-Pacific liners were reported through wireless last evening as follows:

M. S. S. Mongolia, en route from the Orient to San Francisco, via Honolulu, August 25, 1912, 8 p. m.—527 miles west of Honolulu. Fine weather. Calm sea. Will arrive Tuesday morning at ten o'clock.

M. S. S. Lurline, en route from San Francisco to Honolulu, August 25, 1912, 8 p. m.—789 miles from Honolulu. Fine weather. Smooth sea. All well.

**Sugar Awaiting Shipment on Kauai.**

Sugar awaiting shipment on the Garden Island includes the following according to a report brought to this city yesterday with the arrival of the Inter-Island steamer Kinau. K. S. M. 8000 M. A. K. 11,661, G. and R. 3100, McB 2456, and L. P. 11,000 bags.

**Niihau to Sail for Kauai Today.**

The Inter-Island steamer Niihau is on the berth to depart for Kauai ports this afternoon. The vessel is scheduled to call at the ports of Anahou and Ahukini and will depart at four o'clock this afternoon taking cargo and mails only.

## WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 78; 10 a. m., 80; 12 noon, 82. Minimum last night, 73.

Wind—6 a. m., 2, NE.; 8 a. m., 4, E.; 10 a. m., 11, NE.; 12 noon, 9, NE.

Movement past 24 hours, 205 miles.

Barometer at 8 a. m., 30.09; relative humidity, 8 a. m., 71; dew point at 8 a. m., 68; absolute humidity, 8 a. m., 7.297; total rainfall during past 24 hours, 0.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Monday, August 26, 1912.

SAN FRANCISCO—Sailed, August 24, S. S. Enterprise for Hilo.

SEATTLE—Sailed, August 24, S. S. Hilonian for Honolulu.

PORT LUDLOW—Sailed, August 24, Bark Albert for Kaanapali.

SAN FRANCISCO—Sailed, August 25, S. S. Columbian for Seattle.

SALINA CRUZ—Arrived, August 23, S. S. Arizona from Hilo August 8.

**Acrograms.**

S. S. MONGOLIA—docks at Alakea wharf about 10 a. m. Tuesday and sails for San Francisco 10 a. m. Wednesday.

S. S. LURLINE—docks at Hackfeld wharf Wednesday morning with 36 cabin and 8 steerage passengers; 249 bags mail; 4627 tons cargo; for Kahului—8 cabin passengers and 479 tons cargo.

**Three vessels For Treasure Island.**

ABERDEEN, Wash., Aug. 5.—The bark Hesper, Captain Fred N. Hackett, cleared this port today, ostensibly to carry 80,000 feet of lumber to Antofagasta, Chile, but in reality to go to Cocos Island, about 400 miles off the coast of Costa Rica, in search of buried treasure estimated at \$20,000,000. This is the first of three expeditions making for the island, Captain Hackett's rivals being Miss Genevieve Davis, a wealthy English woman and Mlle. Matilde Durand, a French woman, also wealthy and highly adventurous. The island and its treasure have been the object of search for 25 years 20 expeditions having undertaken a search in that time, and all failed. Captain Hackett first learned the story while a sailor aboard a vessel off the West Coast. He visited the place once and believed that he knew the location of the buried gold and jewels, but says he was thwarted in his efforts by the refusal of the master and owner of the vessel to stay on the island long enough for him to pursue the search. Since then he has been saving his earnings with the one view in view of returning to the island in charge of his own ship.

The Hesper already has made one fruitless trip to the island. Hackett claims to have the only chart of the island, showing the location of the treasure. He secured it, he says, from one who helped in burying the treasure. Both his rivals also claim to have the only genuine chart of the island.

Preparations for the departure of the Hesper have been hastened owing to the reports of the activity of rivals. Hackett says he is determined to "get there first." His crew is composed of picked men, and the vessel is equipped with everything needful, not only for a long voyage, but for digging out the treasure and caring for it, should it be recovered. The treasure consists of money and jewels buried during the revolution in Peru, and argumented in later years by pirates' loot. Hackett has formed a company which has given financial backing to the voyage, and the race is on.

**New Zealand Salvage Project.**

A project to save a number of wrecked vessels in New Zealand waters is being formed by E. C. May, a salvage operator of New York, who was a passenger on the liner Sierra, arriving Friday from Honolulu, may says he intends to attempt to raise three sunken vessels whose location he is familiar with. He is confident of success and comes here, he says, to procure the proper wrecking apparatus.

**Lurline Report.**

The following Wireless message has been received by the Agents of the S. S. Lurline bound for Honolulu: S. S. Lurline, August 25, 1912, 8:00 p. m., 789 miles from port; fine weather and smooth sea. For Honolulu—36 cabin passengers, 8 steerage passengers, 249 bags mail, 80 W.F.X. matter, 249 tons cargo. For Kahului: 8 cabin passengers, 479 tons cargo. Ship arrives Wednesday morning and docks at the Hackfeld wharf.

**Iwaliani Back With Sugar Cargo.**

Sugar to the amount of 2923 sacks was included in the freight brought to Honolulu yesterday in the Inter-Island steamer Iwaliani. The steamer met with light winds and smooth seas according to report received from the officers. A quantity of empty gasoline drums, wirebarrels and bottles was listed on the manifest. Sugar awaiting shipment from Hawaii ports includes 1000 sacks Kipahulu and 9000 sacks Honoipt.

**Interisland Steamers Find Much Sugar.**

Sugar made up the bulk of the freight brought to the port on Sunday in the three interisland steamers. The Mikahala from Maui, Molokai and Lanai ports has discharged 42 head of cattle, 1500 sacks sugar, 73 pigs 684 cases honey and 117 packages sundries.

## ODDS AND ENDS AT THE PORT

The next mail to arrive from the mainland is due on August 28th in the Matson Navigation steamer Lurline. The Oceanic steamship Sonoma due to arrive from San Francisco on Sept. 2nd will carry the next mail destined for the colonies.

Sailing in ballast, the American schooner J. M. Griffiths squared away yesterday morning with destination as Fort Bragg. This vessel has just been discharged of a shipment of lumber.

A cable received here announces the departure of Hon. James Bryce, British ambassador to the United States, from Sydney, N. S. W., as a passenger in the Oceanic liner Ventura.

The Pacific Mail liner Mongolia scheduled to get away for San Francisco tomorrow evening or Wednesday morning will carry the next consignment of mail intended for the mainland.

All is well on board the Matson Navigation liner Lurline, which has been reported through wireless as 789 miles off Honolulu and due to arrive from San Francisco on Wednesday morning.

Repairs to the American schooner Expansion now on the local marine railway are rapidly being completed. This vessel is to return to Tahiti, and from thence will proceed to South American ports.

According to a late wireless, the Pacific Mailer Mongolia, from Hongkong by way of Japan ports, is due to arrive at Honolulu about 10 o'clock Tuesday morning. The Mongolia is bringing a large Oriental cargo for discharge here.

The reduction of 10 cents per ton put into effect by the directors of the Suez Canal is declared as not aimed at the Panama Canal and, furthermore, the Suez management insists that competition has not even been considered.

**Freighter Mexican On The Way.**

General freight Agent C. P. Morse of the American-Hawaiian line has been advised that the freighter Mexican sailing from Seattle is to arrive here on August 30th. The vessel is bringing a large general cargo a portion representing west bound cargoes 289 and 290 leaving New York on July 3rd and July 10th. The Mexican is scheduled to depart from the islands with about twelve thousand tons sugar and 30,000 cases of preserved pineapples.

**Maui Due With Sugar And Cattle.**

The Interisland steamer Maui is taking a large consignment of sugar at the several Hawaii ports of call, and that vessel is due to return to Honolulu on Wednesday according to report received in this city with the arrival of the steamer Helene. The shipment of cattle to be loaded at Kawahae.

A large list of cabin and deck passengers have been booked for Kauai port in the steamer Kinau that is scheduled to sail for the Garden Island at five o'clock tomorrow evening. This vessel returned to port yesterday morning with a cargo including 2 horses, 6000 sacks sugar, and 14 packages sundries.

**ARRIVED**

Sunday, August 25.

Maui, Molokai and Lanai ports—Mikahala, stmr. a. m.

Hawaii ports—Helene stmr. a. m.

Kauai ports—Kinau stmr. a. m.

Monday, August 25.

Kauai ports—Iwaliani stmr. a. m.

**DEPARTED**

Sunday, August 25.

Fort Bragg—J. M. Griffiths, Am. sch. a. m.

**LINER MAKURA BOOKED FULL**

Booked to the limit with first, second and third class passengers, the Canadian-Australian liner Makura to arrive at Honolulu on September 11th from Vancouver and Victoria emphasizes the need of one or more larger liners on the run between the northwest coast of British Columbia and the Hawaiian islands.

According to report received here, the list of passengers for the Makura will tax the available capacity in this ship.

In this connection comes the declaration that the Union S. S. Co., the parent company of the Canadian-Australian line, contemplates establishing a fleet of comparatively fast cargo vessels between Australia and Vancouver to run in addition to its present passenger service.

Already, as announced in the "Star-Bulletin," the company has chartered a cargo boat to load at Vancouver and San Francisco during September or October, in order to relieve the congestion of the mail fleet. So far the name of the chartered vessel has not been announced.

There is likely to be a change soon in the mail fleet, for the Marama will probably give way to the Niagara, which was recently launched in Great Britain. When she takes up her running, in all probability the Marama will take her place in the intercolonial trade, and the fleet will then comprise the Niagara, Makura and the Zealandia. For months there have been rumors that the Zealandia would be taken off at an early date, but so far there is nothing definite to these. It was not thought that the Zealandia would stay on the service as long as she has done, for she belongs to the Huddart-Parker Proprietary, and was built for the inter-colonial service. She has been running for two years and has grown very popular.

**WALL & DOUGHERTY'S STORE.**

Mechanics are busy fitting up the store lately occupied by the Library of Hawaii in the Young building for Wall & Dougherty's jewelry business. It will be one of the most elegant stores in Honolulu. Circassian walnut is the wood chosen for the fixtures. This has a beautiful grain and will be something new here. Mr. Wall said this morning that the store would be ready for the firm to start business about the middle of September. The pillar clock on the sidewalk has already made a ten-strike with the public.

**Star-Bulletin Ads. are Best Business Getters.**

## REAL MERMAN IN MARAMA'S CARGO

VANCOUVER, B. C., August 15.—Lying in a steel coffin-like tank on the C. P. R. wharf, and immersed in a chemical preservative as a stranger from the deep. What it is no one has yet been able to say, according to its owner, Mr. F. D. Ward, who brought it here from Australia on the Marama. It is over six feet long, and has many points of resemblance to other denizens of the deep, and stranger than all there are some points that are suggestive of the human body. Dr. Pakes of Johannesburg Hospital, stated that the organs of this strange fish were fully 42 per cent. human. The kidneys, for instance, were shaped exactly like those in the human body, with the exception that they were larger.

**Tail Like Whale.**

The tail of the visitor is like a whale's. It has flappers like a seal, but its eyes are in the side of its head. The creature could not get along on land with the ease that a seal could, and when it was brought from the water it was clearly out of its element. What it is has puzzled the scientists of France, Germany, Great Britain, Italy, South Africa and Australia.

It was caught in Delago Bay by an Italian fisherman after a strenuous fight. For five days it lived on land. At the end of that period it was poisoned, as the scientists there wished to have it kept for scientific reasons. It was first seen nibbling the weeds around the harbor, and as it was of a beautiful pinkish tint, and resembled nothing that the ignorant fisherman had ever seen before, he was almost panic-stricken. He told his friends about it, but they would not believe that his imagination had not run riot. Later on it was seen again by others, and then a watch was kept for it.

**Breaks From Net.**

For six weeks the fishermen had willing helpers in an effort to capture it. One day they got it in their nets, but the nets were torn and it escaped. Specially prepared nets were then obtained. These were reinforced with wire, and after many futile attempts the strange visitor was caught. He was finally dragged ashore, and finding that he showed no signs of dying, he was poisoned.

The curator of the Sydney, N. S. W. museum, after long research, came to the conclusion that the creature belonged to the Dugong species. Some fishermen on the New South Wales coast, however, maintained that there was no connection between the two. The dugong is found in waters around southern portions of Australia, and in the Red Sea, and the fishermen of New South Wales are familiar with the dugong. What it is now remains a mystery. It was billed at a merman on the manifests and naturally excites some curiosity among customs men. No duty has been charged on it.

Pending its removal to the east coast creature is exciting a lot of curiosity among customs men and others who are around when the heavy steel tank is removed.

**PASSENGERS BOOKED**

Per str. Kilanea, for Kona and Kau ports, August 30.—E. H. Wodehouse, Miss C. Harrison, Mrs. C. J. Harrison, Mr. and Mrs. E. E. Conant, Miss I. Conant, Mrs. N. Conant, R. Conant, A. Apana, Mary Kauhane, Jno. Kauhane.

Per str. Claudine, for Hawaii via Maui ports, August 30.—E. H. Nagle, Rev. J. W. Wadman, W. J. Coelho, E. H. Wodehouse.

Per str. W. G. Hall, for Kauai ports, August 29.—Miss Mamford.

Per str. Mikahala, for Maui and Molokai ports: Mrs. Mutch, Miss Alice Cooke, Chas. Gay, W. C. Hitchcock, H. R. Hitchcock.

Per str. Kinau, for Kauai ports, August 27: A. W. Robinson, A. S. Wilcox, Mrs. Wilcox, Mrs. C. L. Boder, Mr. and Mrs. Geo. Otani, P. R. Waterhouse, J. W. Roth, H. Raphael, Miss M. Bryant, Miss T. Awal, Sam Wong, Mr. and Mrs. J. H. Boie, F. B. Cook, Miss A. Fox, Miss J. L. Deems, Blanche Cox, Ruth E. Cox, Miss R. S. Brewer, D. B. Murdock, C. B. Gray.

Per str. Mauna Kea for Hilo via way ports, August 28: A. J. Thompson, G. K. Harrison, M. Jonsenel, R. M. Nowell, Mrs. A. Lloyd, Miss Bailey, Robert Hind, Chas. Gay, F. F. Baldwin, H. A. Baldwin, A. C. Wheeler, F. E. Muraine, T. Konno, H. K. Ohsuka, Miss A. Thompson, Miss E. Stone, Capt. and Mrs. G. J. Campbell, A. Mason, M. J. Moore, R. G. Black shear, J. A. Dias, A. Wong Wal.

**POPE TELLS SOCIALISTS NEEDS OF SCHOOL SYSTEM**

Willis F. Pope, superintendent of the Department of Education, addressed local Socialists at the Kilobans Art League Hall yesterday afternoon on the subject of "Needs of the School System." The meeting soon took the form of an informal discussion, among those taking part being Mr. Cox, Mrs. Byron O. Clark, Charles Albrecht, John T. Gulick, and Miss Louise Gulick.

P. A. S. Franklyn, Vice President of the International Mercantile Marine, sailed for Europe to superintend from the strain he underwent after the sinking of the Titanic.

Richard Spafford, a Chicago cocaine fiend, was sent to prison for three months for forgery at his own request. He hopes imprisonment will free him of the drug habit.

Fire destroyed the McCue and Wright milling plant at Bluefield, W. Va., and four adjoining buildings, causing a loss of \$200,000.

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