



SHIPPING

OCEANIC OUT FOR A NEW TRAFFIC AGREEMENT

A passenger traffic agreement between the Oceanic Steamship Company and the Union Steamship Company, operating vessels in the Canadian Australian service is about to go into effect within a few weeks and following the return of I. F. Cockcroft, general passenger and traffic agent for the Oceanic line, who has been spending some time in this city, where a number of important business matters have been brought to the attention of the official.

At the present time the Oceanic and the British lines have an agreement whereby an interchange of passengers between Vancouver, Victoria, Honolulu and San Francisco has been possible.

The question of a transfer of passengers destined for San Francisco from a Canadian Australian liner to an Oceanic vessel at Honolulu is a matter that has received serious consideration, and according to advices received today with the arrival of the Sierra, practically all details toward a satisfactory traffic agreement have been concluded.

Under the new arrangement it will then be possible for a passenger to book from Sydney to San Francisco by a British vessel, steam to Honolulu by way of Auckland and Suva, leave the vessel at this port, to make close connection with one of three Oceanic liners sailing from the islands to the coast. The same rule can be made to apply for passenger traffic bound for Honolulu.

A year ago, a similar agreement was effected between the Matson Navigation and the British lines, and some minor changes in the schedules of both companies followed, with a view of effecting a far more satisfactory and convenient connection at this port. The plan apparently worked out to the satisfaction of all concerned, though it is now rumored that the arrangement may be dropped by the Matson line should the Oceanic company enter the field.

Allman Back in Pacific Mail.

Captain Roger Allman, former commander of the trans-Pacific liner China, and for many years an officer on the Panama run, will go out on the steamer Peru as chief officer, relieving Chief Officer R. Jensen, who was stricken with malaria on the last trip north. Allman has been enjoying a leave of absence on the shore side for the past two months. The personal work of Captain Allman is recognized among shipping men as the factor which saved the old Pacific Mailer City of Panama from foundering a year ago. Allman, who was in command of the vessel, by his own efforts when the Spanish crew quailed, lowered himself aft and stopped the flow of water into the companionway when the craft yawed badly with a heavy list seaway.

Demand Discharge of Chinese.

The use of Chinese labor on vessels belonging to the British government and under government charter has caused Havelock Wilson and the London Seamen's Union, of which he is the head, to declare themselves as determined to oppose every ship owner who offers himself in the future as a candidate for election to Parliament, who is an employer of Chinese labor on any of his ships.

Discharged Australian Cargo.

During the stay of the Canadian-Australian liner Makura at Honolulu yesterday 110 tons cargo were discharged consisting for the main part of meat and refrigerated provisions. Among the items were 200 carcases of beef, 70 boxes butter, 750 sacks fertilizer and 55 cases preserves.

Whaler Adrift in South Pacific.

With four members of the crew dead from beri-beri and the remainder of the men lashed to a broken topmast, the steamer Uskmoor sighted the whaler Sound of Jura which was voyaging in the South Pacific in a helpless condition, according to a story brought to Honolulu yesterday with the arrival of the Canadian-Australian liner Makura. The steamer Uskmoor towed the distressed whaler seven hundred miles to St. Vincent, the vessel reaching there June 20.

Missourian Has Left for the Isthmus.

Taking 12,000 tons sugar and scattering shipments of preserved pineapples, the American-Hawaiian freighter Missouriian sailed from Hilo for Salina Cruz on Saturday, the vessel having been supplied with Hawaiian products from four island ports. The Missouriian brought 2000 tons general cargo for discharge here.

Lurline for Pearl Harbor.

The Matson Navigation steamer Lurline on the occasion of its next visit from the mainland may steam to Pearl Harbor, there to be discharged of a large quantity of supplies for the United States government. This will be the first time that a Matson steamer has entered the new waterway.

SMALLER SUBSIDY SAYS JAPANESE FOR JAPANESE LINERS NECESSARY TO INDUSTRY

T. Isaka, director and traffic manager for the Toyo Kisen Kaisha, who passed through Honolulu some days ago en route to Tokyo, where he will hold a series of conferences with the directors of the big Japanese steamship line, will, among many important matters for consideration, be brought to face a possible reduction in the government subsidy which has heretofore been awarded to the company operating a fleet of trans-Pacific liners. The Japanese government is considering the Shipping Subsidy bill which is to be submitted to the diet at the next session for approval. The shipping circles of the world are concentrating their attention on the opening of the Panama canal, with a view to availing themselves of whatever advantage it offers, and the opinion of the Japanese government seems to be in favor of opening a Panama canal line. In arranging future subsidies, therefore, the Panama canal line will be added to the list of subsidized lines and the Nippon Yusen Kaisha considered to be the company best able to opt the service which the government will order.

If the service is made a fortnightly one, and the loss on one voyage amounts to \$46,000, the total losses on 24 voyages in a year will be about \$1,104,000, and it will be necessary for the government to grant a subsidy of at least \$1,000,000 to the service. This amount must be economized from the present subsidy list, as the government cannot afford to increase its grants. If \$1,000,000 can be economized from the \$1,250,000 now granted to the European line and the \$2,000,000 now granted to the American services, the Panama canal service can be opened without difficulty.

Believe Donohue Committed Suicide.

Coast intimates of Harry Donohue, who as a former chief steward in the Pacific Mail liner Mongolia, was found missing from the ship on June 28, now profess to believe that the popular official, well known to a host of Honoluluans, committed suicide by leaping into the sea.

Sailor Vejorda Drowned.

Frank Vejorda, declared to be a sailor in the American schooner Alert, which sailed from Honolulu for the Sound on Saturday, met death in the waters of Honolulu harbor, the body having been discovered but a short time following the departure of the sailing vessel from her wharf.

Per str. Kinahu, from Kanael ports.

July 20.—M. de Mello, Seghorn, Mr. and Mrs. Koola Makini, Miss Mura, Rev. H. Mashita, Rev. J. Imamura, Dan Lyons, Mrs. Lyons, Rev. I. Benito, Rev. J. Hirakoa, Miss L. Makamui, Miss Waterhouse, Miss Jordan, Miss E. Hano, Miss C. Kahana, C. B. Gage, W. W. Chamberlain, C. O. Smith, A. Lucas, A. S. Wilcox, Mrs. Wilcox, Mrs. C. M. Cooke, Dr. E. V. Wilcox, Clarence Elkins, George Morath, Miss Julia Ferreira, Albert Rodrigues, A. D. Hilles, I. Schido, Mr. Tomito, P. G. Riley, S. A. Strader, Garley Yan, H. Riley, Paul Super, J. Joehin, Doctor Lyman, A. H. Rice, Miss F. Albright, W. Staubert.

Per str. Mikahala, from Maui and Molokai ports.

July 20.—R. Ludlow, Alex. Hussey, Mrs. Hussey, Rev. H. P. Wood.

Per str. Nippon Yusen Kaisha.

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"Japan's Attitude Toward Hawaii" is the title of a striking statement made in the "Jitsugo No Hawaii," a local Japanese periodical, by Sobomuro Shimada, member of the Imperial diet. Translated by the Hawaii Hochi, the statement says:

"Viewing from the geographical standpoint, it is a fact that the Hawaiian islands serve as connecting links between Japan and the United States. Hawaii is a small group of islands in the mid-Pacific, a distance of 3400 miles or so, but we should not consider her too lightly, judging from her important position or relation to the economically and commercially on the Pacific to Japan in future.

"Long ago, the United States recognized the need of having full sway on the Pacific, having two points of view, first a military, and second a commercial policy. Thus, capitalists of the United States came over to Hawaii and have come to the present condition, under the protection of the central government, while laborers were imported from Japan, in a wonderful measure, so that I shall not hesitate a moment in saying that the riches of Hawaii are the result of two combined elements—American capital and Japanese labor.

"Influenced, however, by the general feature of anti-Oriental or Japanese agitation in the United States, some of the residents of Hawaii have come to possess similar sentiments toward the Orientals. Still as said before, the present Hawaiian riches, being the outcome of two combined elements, should the Japanese be excluded from the archipelago, American capitalists most likely would go bankrupt owing to the decrease of labor, without any slight room for doubt. And then no more enterprises will be promoted, industries will be discouraged and economic circles shall consequently be confused. The condition of affairs being as stated, 'excluding Orientals' will mean a greater problem with regard to American interests in addition to a disadvantage to 'Japanese people here.'

CHINESE ACQUIRE NINE STEAMERS

That several steamers out of a fleet of nine that have been placed under a lengthy charter by the Chinese republic, will include Honolulu as a port of call in crossing the Pacific seems certain in the light of recent events.

When the Oceanic liner Sierra sailed from San Francisco some days ago negotiations toward the formation of a new company had proceeded to a stage where all that remained was the signing of final papers.

The Chinese government has subsidized nine big freighters of the Robert Dollar Steamship Company, which ply between the United States and the Orient, according to statements made by officials of the company. Negotiations have not yet been completed, but it is expected the Chinese government will give help to the transportation line which was refused by the American government.

Robert Dollar, second vice president of the company, is reported to have said:

"At the time of the outbreak of the Chinese revolution negotiations with that country to put our line under the Chinese flag were broken off. Arrangements are now under way and are about to be consummated. We may build a large steel plant in San Francisco."

WILLET & GRAY GIVE LATEST SUGAR NEWS

Willet & Gray's Sugar Journal of latest date says:

STATISTICS BY SPECIAL CABLES.—Cuba.—The six principal ports: Receipts, 7,000 tons; exports, 35,000 tons; stock, 525,000 tons. Centrals grinding 21, against 22 last week, 22 last year and 6 in 1911. Stocks in the United States and Cuba together of 972,943 tons, against 1,024,571 tons last week and 656,832 tons last year, an increase of 316,111 tons from last year.

Europe.—Stock in Europe, 3,223,000 tons against 1,577,000 tons last year. VISIBLE SUPPLY.—Total stock of Europe and America, 3,195,943 tons, against 2,333,832 tons last year at the same uneven date. The increase of stock is 862,111 tons against an increase of 1,014,571 tons last week. Total stocks and floats together show a visible supply of 3,346,943 tons against 2,388,832 tons last year, or an increase of 958,111 tons.

RAWS.—Centrifugals, 96 degree test, advanced 12c per 100 lbs. for the week, to 3.48c per lb. The cost and freight basis correspondingly advanced 2 1/2c c & f. for early July shipment.

Previous to this price paid by the Federal, it had been difficult to obtain this price except for August shipment, and the rise has been rather too rapid to continue further immediately.

The printing last week of our estimate that some 48,000 tons of full-duty sugar may be required to fill out our consumption this year evidently has been followed by conclusions that these sugars, being required to be purchased at the world's price at Hamburg, which price was then .63c above the centrifugal parity here, would necessitate a steady advance in centrifugal values culminating in 5-8c per lb. rise unless beet sugar already on a near to cost basis should further decline.

The early buyers for this advance were both speculators and refiners, and without securing very much sugar have reduced the parity margin of profit from 8c to 5c in a week.

This movement is a duplicate of that every season when foreign full-duty sugars are needed near the close of the campaign.

This year we had thought that the large Cuba crop would eliminate this annual rise, and it would have done so but for the largely increased drafts made up of by Europe over former years.

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Honolulu Star-Bulletin

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Washington, fire insurance companies are refusing to accept renewals of risks on expirations, some of the companies having placed sugar house risks on the prohibited list.

Temperature at New Orleans.—Maximum 90 deg.; minimum, 74 deg. F. ST. PETERSBURG, June 17, 1913.—There is no new feature to report from the Russian sugar position of a striking nature. But some of the particulars of the anticipated inland consumption may be of interest in view of the very limited quantity of sugar that the factories have been able to produce from the disappointing beet harvest, because, on the other hand, owing to the higher prices reached the refiners are tempted to produce all they can in order to take advantage of them. It is a case somewhat similar to that of the petroleum position, where reduced production is likely to be made good by better prices. By last 14th April this year the quantity of refined sugar produced was 51,691,146 pounds, whilst the quantity of crude produced was only 22,201,145 pounds, that is to say, that the refined has been taken mainly from the old stocks of crude sugar. At this period last year the quantity of crude produced was a little over 44,000,000 p., whilst the refined was 67,554,000 p. and a little more.

The quantity of refined sugar expected by Russia this campaign is somewhere near 55,000,000 p., and the factories propose to turn out between 62,000,000 and 63,000,000 p. At present on the inland market a severe shortage is experienced of crude sugar; but, on the other hand, there are sufficient reserves of refined which it is anticipated will be increased as the season advances, which improvement may be expected in its turn to react on the demand for crude sugar on the part of the refiners, who will probably shorten their production and their supplies to the inland market from new sugar. Any shortage that is likely to take place in the production next year would be made up by balances carried forward from this year. There is no danger, says one authority, of the supply of crude sugar being insufficient; for, as has been already stated, the area sown with beets is only inferior to that of last year by about 2 1/2 per cent, and given fair growing and harvest conditions and only average sugar content the production by the crude factories should be quite sufficient to supply all demands both at home and abroad.

Our Washington advices make it clear, we think, that no changes are likely to be made in the sugar schedule that will tone down the above statement. Hence Cuba will be looked to, under free sugar, to become the latest competitor against the world's supplying these United States with sugar at lowest cost to consumers unless Germany and Austria renege again their old benefits to exporters of their surplus productions by subsidies and cartels, against which fits to the U. S. consumers no objection is made in the new tariff but, rather, an invitation is given by the absence of countervailing and dumping duties against such in the tariff as concerns free sugar. The policy, as indicated, is, if any nation or people wish to make presents to us we will accept them for the people.

The Philippines have been shut out of our markets thus far this season by reason of the low prices for Cuba sugar and relatively higher prices in Eastern markets but our cable advices today give 3,000 tons shipment to San Francisco in June and 4,000 tons eastward China and Japan. Indications point to decline in the East and advance here, sufficient to enable the Philippines to market part of the balance of crop here.

EUROPEAN BEET CROP.—F. O. Licht cables us specially from Maderburg, Germany, June 27, 1913: "Weather is favorable for field work and for the growing crop." July 1, 1913.—"The weather is mostly favorable for the growing crop." CUEA CROP.—Special cables received by us from Havana, Cuba: June 27, 1913: "Heavy rain generally; 21 Centrals grinding, against 22 last year and 7 in 1911." July 1, 1913: "Rain continues; 21 Centrals grinding, against 22 last year and 6 in 1911."

LOUISIANA CROP.—A number of good heavy showers have been expected during the past week and have greatly improved cane crop prospects. Many expect heavy yields next fall as the stand in the fields is unusually full, while weeds are few, and while the crop is at present backward in size a continuance of the present warm, showery weather will soon bring it up to the average.

HARBOR NOTES

Two Toyo Kisen Kalaha are now en route to Honolulu from opposite sides of the Pacific. The Nippon Maru from the coast should reach here on or about July 25.

It is the present intention of the local naval officials to dispatch the large floating crane to Pearl Harbor on Wednesday. The craft has been moored at the naval dock for many months past.

Miss Annie Sun, daughter of Dr. Sun Yat Sen, died shortly after she reached her father's home in China following a voyage from California to the Orient. Miss Sun left Berkeley, Cal., May 3, on her trip home, and was in Honolulu for a few hours, being ill at the time. Both Miss Sun and her brother, Po Sun, who is at present a student in the University of California, are well known and have many friends in Honolulu.

Consul Frank W. Mahin, of Amsterdam, notes that the Dutch raw sugar factories produced in the 1912-13 season 310,000 tons, valued at \$15,577,500. In the previous season 265,000 tons were refined. The average yield per acre is placed at \$61. Twenty years ago the annual sugar production was only one-tenth what it is now.

Henry S. Graves, chief of the United States forest service, is to study conditions in the Chugach national forest of Alaska.

Samuel A. Kean, a Chicago banker and bond dealer has just died. He was famous for his practice of holding a brief religious service at his bank at the opening of each business day.

A hundred page indictment charged the former warden of Sing Sing prison with neglected duty in almost every possible way.

There was serious rioting in Belfast streets during the celebration of the Orangemen's July festival.

Secretary of the Navy Daniels has changed the method of examinations for rear admirals, making them far less perfunctory.

Governor West of Oregon failed as a strike mediator in a stormy but fruitless conference between tannery strikers and employers.

Vincent Astor gave the first of his series of stambout outings for the poor of New York when a chartered steamer carried 5000 tenement women and children for a day's outing.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, July 21.

GRAY'S HARBOR—Sailed: July 20, Sch. Cecelia Sudden, for Honolulu.

COLUMBIA RIVER—Arrived: July 20, Sch. John A. Campbell, from Kaaunapali June 24.

HILO—Sailed: July 19, noon, S. S. Missouriian, for Salina Cruz.

Aerogram.

S. S. MONGOLIA—Arrives off port 6 a. m. tomorrow, from San Francisco, with 60 passengers; departs for the Orient probably at 5 p. m.

REAL ESTATE TRANSACTIONS

Entered of Record July 19, 1913, from 10:30 a. m. to 4:30 p. m.

Kaplan Estate Ltd to Shigetaro Kinoshita D

Wm. H. Rice and wife to Kalaupapa D

Entered of Record July 21, 1913, from 8:30 a. m. to 10:30 a. m.

Kalko Kaubi to A R Souza Jr. D

Sol W. Meheula and wife to Mrs. Anna Koani D

Kaohimauu Opto (k) to Dick K Diamond D

Adelaide P. Correia (widow) to Mutual Bldg & Loan Socy of H Ltd M

Don't go to Hawaii without taking in the spectacular scenery along the Hilo Railroad's new 31-mile \$2,300,000 extension along the Hilo and Hamakua coast. See Waterhouse Trust Co. for cost and connections.—advertisement.

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