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Capital subscribed \$5,000,000
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Electricity, gas, screens in all houses.
 Small furnished cottage for 2; \$15.
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 Fine 2-bedroom cottage in town; \$22.
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 New 5-bedroom house; \$30.
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 Choice building lots in Kalihi.

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FOR SALE.

\$500—Lot 75x200, 4th ave., 1 block from car.
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 \$2500—Two-bedroom modern bungalow, Green st.; lot 35x70; servants' quarters.

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Honolulu Stock Exchange

Wednesday, Aug. 18.

MERCANTILE	Bid	Asked
Alexander & Baldwin Ltd		
C. Brewer & Co.		
SUGAR		
Ewa Plantation Co.	22 1/2	
Haiku Sugar Co.	170	
Haw. Agri. Co.		
Haw. C. & S. Co.	36 1/2	37
Haw. Sugar Co.	36 1/2	37
Honokaa Sugar Co.		5 1/2
Hutchinson S. Plan. Co.		21
Kakuku Plan. Co.		16 1/2
Kekaha Sugar Co.		167 1/2
Kioia Sugar Co.	100	
McBryde Sugar Co., Ltd.	7 1/2	7 3/4
Oahu Sugar Co.	25 1/2	25 3/4
Olaa Sugar Co., Ltd.	6 1/2	6 3/4
Onomea Sugar Co.	35 1/2	36 1/2
Paaahu S. Plan. Co.		21 1/2
Pacific Sugar Mill		
aPia Plan. Co.	160	170
Peepeekeo Sugar Co.		
Pioneer Mill Co.	27 1/2	28 1/2
San Carlos Mill Co., Ltd.		
Waialua Agri. Co.	22 1/2	23
Waialuku Sugar Co.		
Waianalo Sugar Co.	185	200
Waimea Sugar Mill Co.		
MISCELLANEOUS		
Haiku F. & P. Co., Pfd.		
Haw. F. & P. Co., Com.		
Haw. Electric Co.		
Haw. Pineapple Co.	33 1/2	
Hilo R.R. Co. Pfd.		
Hilo Ry. Co., Com.	50	75
Hon. B. & M. Co., Ltd.	18	18 1/2
Hon. Gas Co., Pfd.	100	
Hon. Gas Co., Com.	100	
Hon. R. T. & L. Co.	160	
I.-L. Steam Nav. Co.	290	
Mutual Tel. Co.		
Oahu Ry. & Land Co.		
Pahang Rubber Co.	10	11 1/2
Tanjong Pagar Rubber Co.		
BONDS		
Hamakua Ditch Co. 6s.		
Haw. C. & Sugar Co. 5s.		
Haw. Irr. Co. 6s.		
Haw. Ter. 5s, Pub. Imp.		
Haw. Ter. Pub. Imp. 4s.		
Haw. Ter. 4 1/2s		
Haw. Ter. 3 1/2s		
Hilo R.R. Co. 6s Issue 01.	50	
Hilo R.R. Co. R.&E. Con. 6s	50	
Honokaa Sug. Co. 6s.	78	
Hon. Gas Co., Ltd. 6s.	100 1/2	
Hon. R. T. & L. Co. 6s.	103 1/2	
Kaula Ry. Co. 6s.	85	
McBryde Sugar Co. 5s.		
Mutual Tel. 6s.		
Oahu Ry. & Land Co. 5s.	102	103 1/2
Oahu Sugar Co. 6s.	105 1/2	106 1/2
Olaa Sugar Co. 6s.	90	91
Pacific F. & P. Co. 6s.		
Pacific Sugar Mill Co. 6s.		
Pioneer Mill Co. 5s.	100	
San Carlos Mill Co. 6s.	100	
Waialua Agri. Co. 5s.	100	

Sales: Between Boards—20, 15 Oahu 25%; 15, 10 Waialua 23; 95, 50 H. C. & S. Co. 37.
 Session Sales—10, 10, 15 Oahu 25%; 25 Oahu 25%; 5 Onomea 36.

Latest sugar quotation: 96 degrees test, 4.98 cts., or \$97.60 per ton.

Sugar 4.8825cts

Beets

Henry Waterhouse Trust Co., Ltd.
 Members Honolulu Stock and Bond Exchange.
 Fort and Merchant Streets
 Telephone 1208

NOTICE TO PRESENT BONDHOLDERS AND OTHERS CONCERNING APPLICATIONS FOR NEW BONDS OF THE MUTUAL TELEPHONE COMPANY.

The Mutual Telephone has provided for an issue of not to exceed \$700,000 or 5% gold coupon bonds to be dated October 1, 1915, redeemable October 1, 1920, due October 1, 1930, and to be secured by a trust deed of all its present and future-acquired property. Of this issue, bonds to the amount of \$200,000 will be disposed of on October 1, 1915, for the purpose of redeeming the present outstanding \$200,000 of 5% bonds, and the remainder will be held in the treasury, such amounts thereof as may be required to be issued from time to time for improvements of and additions to the company's plant and property. These bonds will be of denominations of \$100, \$50 and \$1000.

The company, being desirous of accommodating the holders of the present bonds as far as practicable, offers to sell to such holders, at the rate of \$101.50, bonds of the new issue to such amounts as may be desired and as may be practicable in view of the denominations of the bonds but not exceeding the amounts of the present bonds held by the holders thereof respectively. Accordingly, the undersigned will receive applications until and including August 31, 1915, from the holders of the present bonds, each application to set forth the numbers and aggregate amount of the present bonds held by the applicant and the amount (par value) of the new bonds desired by the applicant.

Applications will also be received until and including August 31, 1915, from the public for such of said proposed first \$200,000 of the new bonds, if any, at the rate of \$101.50, as may be available for sale after accommodating the holders of the present bonds as hereinabove set forth, the application in each case to set forth the amount (par value) of new bonds desired. In case applications are received from the public in excess of the amount of bonds so available for sale, the company reserves the right to apportion such bonds among the applicants in such manner as it may deem equitable and to reject any or all applications in whole or in part.

MUTUAL TELEPHONE COMPANY,
 By J. A. BALCH, Treasurer.
 Honolulu, T. H., August 13, 1915.
 6211-Aug. 13-31 inc.

SHIPPING & WATERFRONT NEWS

NEED SHOE HORN TO GET MORE ON VENTURA

There will be no bad grammar or split infinitive on the Ventura for at least one westward voyage, her next, so far as passengers are concerned. This is predicted largely for the reason that the boat will be packed with "schoolmarm" returning to Honolulu for the opening of the 1915-1916 school year in September.

Passenger Agent D. H. Gilmore of Brewer & Company, Oceanic S. S. Company agents, reported this morning that not another passenger could be put on the boat without the aid of a shoe horn.

"The Ventura will be loaded to the guards when she arrives here September 6," he said. "She will carry 150 first, 72 second-cabin and 29 steerage passengers. The school crowd is returning and every stateroom will be packed."

TAKES WHACK AT PACIFIC MAIL EXCUSES

A terrific whack at the Pacific Mail is indulged in by Senator Robert M. LaFollette in his magazine, an article from which is quoted in the latest issue of the Coast Seamen's Journal reaching the Star-Bulletin office. That the line is deliberately deceiving the public when it alleges it is quitting business because of the Seamen's Bill is declared by the senator.

"Take for illustration," says Senator LaFollette in his part, "the Pacific Mail Steamship Company—most often quoted in the inspired news despatches and businessmen's resolutions. The Pacific Mail, according to the claim of Mr. Schwerin, its general manager, is going out of business. The propaganda put forth by the shipping interest asserts that it is ceasing business because of the handicaps imposed by the seamen's law. This is wholly and maliciously false.

The controlling interest in the Pacific Mail is owned by the Southern Pacific Railway. Two years ago Congress passed a law forbidding railroad-owned ships to pass through the Panama canal. To continue in its highly prosperous business, the Pacific Mail was forced by that law to reorganize in order to run its ships through the canal. And it was back in February 1, 1913, at a hearing before a congressional committee that was considering the Panama Canal Act that Mr. Schwerin predicted the action that his company has now taken.

"What has really happened is this: The Pacific Mail is separating itself from the Southern Pacific in order to comply with the terms of the Panama Canal Act. It has obtained estimates and specifications from the Union Iron Works of San Francisco to change its vessels from coal burners to oil burners.

"It has further engaged some Chinese scholars to teach part of the crews of the vessels American sea phrases. By changing from coal to oil burners the company will reduce the cost of operation of its boats.

"Not only, according to Andrew Furuseth, in giving to the Pacific Mail cheaper fuel, but instead of carrying 115 Chinese firemen in the hold they can with the new apparatus operate the board with 18 white men in the hold. They pay these Chinese \$9 a month in gold. The white men will receive \$55.

"In other words, to take a typical vessel, while it now costs \$1035 in wages for Chinese labor, under the new arrangement the company would operate the boat for \$990 in wages per month. And there would be a further saving in operation to the extent of the difference between the food consumed by the 115 Chinamen. Furthermore, it is now a very costly operation to take on and store the coal and the coal costs more per heat unit than does the oil."

JAPANESE TRAINING SHIP TAISEI MARU IS REPORTED SAFE

[Associated Press by Federal Wireless] SAN FRANCISCO, Cal., Aug. 18.—The Japanese naval training ship Taisei Maru, whose failure to appear here at the date announced caused anxiety for her safety, has sent word by wireless that she will pass in through the Golden Gate today. As she is technically a vessel of war, the neutrality regulations will permit her to remain in port only 24 hours. She carries 102 middies and on her return trip to Japan they will be given a chance to see Honolulu, where a stop for necessary coal will be made.

The town of Turlow, Ky., is one mile long and about thirty feet wide. According to the paper in a nearby town, Turlow consists of five stores, two blacksmith shops, two churches and one mudhole.

HARBOR NOTES

The Callope is expected to arrive late today for bunker coal. This is a British freighter from Manila.

John D. Spreckels' yacht Venetia is expected to sail for Kaula some time Saturday before returning to San Francisco.

Before leaving for the Orient at 7 o'clock this morning the Kosogosa Maru took on 400 tons of bunker coal from the Inter-Island.

Two oil vessels are en route to this port, having sailed Monday. They are the J. A. Chanalar, from Monterey, and the Markon Chilcott of Govista, California ports.

Carrying a cargo of bulk oil for China, the British oil tanker Mitra is due to arrive about daylight tomorrow morning to take on bunker coal at the Inter-Island. She left Panama July 30.

The Dutch ship Rondo is due to call here for bunkers at the Inter-Island about September 1 from the Philippines. She will be the first Dutch vessel to call here for bunkers since the Panama canal was opened.

The Manoa yesterday, sailing from Honolulu for San Francisco at 4:30 o'clock, carried the largest passenger list in its history. There were 81 cabin passengers. A big cargo is also being carried to the mainland in this boat.

The Matsonia is due to sail for Hilo tomorrow afternoon, to load a cargo and return here Sunday. She will depart for San Francisco next Wednesday, August 25, carrying a big passenger list, expected to be close to 240.

Numerous passengers and 3,422 tons of cargo for Honolulu will reach here next Tuesday morning, when the Matson boat Lurline docks at the wharf for Kahului.

No mail will arrive here from San Francisco until next Tuesday, when the Lurline will bring a large number of bags. The next mail for California will go on the Persia, due to leave here the same day, but the Makura takes mail to Vancouver Friday.

Harbormaster, Foster said this morning that the Caroline, a four-masted schooner, should be here almost any day now from Grays Harbor with about 800,000 feet of lumber for Allen & Robinson. The schooner left Grays Harbor, Washington, 21 days ago.

Carrying more than 300,000 cases of oil, the Japanese steamer Kosogosa Maru left today for Nagasaki, after taking bunker coal from the Inter-Island. The boat is 22 days out from the canal. She has 199,000 cases of kerosene, 1000 of gasoline and 400 cases of toys.

Raymer Sharp, special deputy collector of customs, will land here September 14 from San Francisco on the Matsonia, accompanied by his family. Malcolm A. Franklin, collector, will leave September 17, for New York, to attend the annual convention of collectors October 4-9.

The Makura, bringing mail from Suva, Auckland and Sydney, is due to arrive off port at daylight Friday morning and will sail the same day for Vancouver. The liner is a Canadian-Australasian line ship and the local agents, Theo. H. Davies & Company, report she is carrying a big passenger list.

A consular report from Consul-general George H. Scidmore of Yokohama, states that in his opinion, the N. Y. K. is not planning to institute a trans-Pacific passenger service on the Pacific Mail's withdrawal. Mr. Scidmore says the Japanese companies have made no statement of their intentions and that the government will grant no subsidies for new ships.

The American-Hawaiian offices reported this morning that the Georgian will sail from San Francisco September 1 with 500 tons of general cargo. The boat should arrive here the morning of September 8. This is the freighter which went ashore on Duxbury Reef, just outside San Francisco Bay several weeks ago. The Georgian has been undergoing repairs since the accident which occurred in a heavy fog, the boat going out of its course.

OCEANIC NOT TO BUILD OR BUY NEW SHIPS

In case the Oceanic company gets a mail subsidy and decides to take the Sierra off the Honolulu run for the San Francisco-Australia run, the company will plan no additional service to Hawaii, according to John D. Spreckels, who arrived in Honolulu in the yacht Venetia yesterday.

Mr. Spreckels says the Oceanic company is seriously considering placing the Sierra on the Australian run. The company has asked a subsidy from the government, and should it be granted the Sierra then will be in a position to take up the run. In case the subsidy is not granted, says Mr. Spreckels, the steamer will be kept in reserve should one of the other vessels have to be laid off.

With the Sierra in the Australian service the company would resume its calls at Pago Pago, Samoa, north-bound. When the company last October failed to receive \$60,000 from the government, in addition to a subsidy of \$2 an outward mile for mail service to Australia alone, the calls at Samoa were dropped. The Ventura and Sonoma now receive a subsidy of \$2 an outward mile for the mail service. A similar subsidy is wanted for the Sierra.

Mr. Spreckels declares the Oceanic company will not increase its service to Hawaii because of the withdrawal of the Pacific Mail. There is too little profit in the business, he says. He believes that the reported movement to reduce the fine to be paid by foreign ships for carrying passengers between Hawaii and San Francisco is wrong. Enough has been done to lower the American flag on the high seas and American shipping needs the protection of the coastwise laws, he says.

The Oceanic company, as well as other steamship concerns, will be satisfied for the present if the next Congress will relieve them of the worst provisions of the Seamen's Act, says Mr. Spreckels. He declares it is folly to talk subsidy to the Democrats, and that they throw up their hands when they hear it mentioned.

"The Seamen's Act is onerous," he says. "The men are not to be had to run the ships under that law. If it were put into effect, I do not know where American sailors would come from to handle American ships. It would mean suspension under a rigid enforcement."

As to sugar, it is Mr. Spreckels' belief that Congress may maintain the present duty, thus preventing sugar from becoming free in 1916.

PASSENGERS ARRIVED

Per stmr. W. G. Hall, from Kaula, Aug. 18.—G. P. Wilcox, F. T. Waterhouse, Mrs. O. S. Christian, J. Radway, Miss Kekua, Mrs. J. Chalmers, J. Waterhouse, J. Teraoka, Tanehiro, R. V. Lupton.

PASSENGERS BOOKED

Per stmr. W. G. Hall, for Kaula, Aug. 19.—W. H. Hindell.

CARD OF THANKS.

The family of the late Mrs. Charlotte D. King wishes to express appreciation of the sympathies extended by the many kind friends at the time of their bereavement.—Ady.

WANTED.

A night watchman, white. Apply, giving references and stating previous employment, box 303, Star-Bulletin. 6245-3t.

FOR RENT.

Large two-story unfurnished house, 10 rooms, two baths, kitchen, lanai, two-room cottage, excellent location downtown; possession given Sept. 1. "H." P. O. box 627. 6245-6t.

Furnished rooms, with use of garage. 816 Young st. 6245-3t.

LOST.

Passbook No. 13,985; finder please return to Bishop; Sveta. Bk. 6244-3t.

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P. O. Box 446. Telephone 2035

Suggestions given for simplifying or systematizing office work. All business confidential.

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CLAUDINE WILL GO BACK ON REGULAR RUN NEXT MONDAY

The Inter-Island steamer Claudine will resume her regular run to Maui next Monday. The boat has been having her annual overhauling and renovation, which has been completed with the exception of some painting. The Claudine is going on the dock tomorrow and will resume her run next week.

Following the Claudine for annual repairs and overhauling, will be the Kipau, which goes into drydock next week. She will be in a week or 10 days, and during her laying up will be replaced on the Kaula run by the Mauna Loa. The Inter-Island officers stated today the overhauling is nothing but the usual thing, and the outlay will not be any more than is customary.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

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MEAT MARKET & GROCERY

PHONE 3451

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HAWAIIAN DRUG CO.

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Osteopathy

DR. SCHURMANN,
 Beretania and Union Streets
 Phone 1733

Book for auto trip around island on Sunday—4 to 6 Pass. \$4 EACH IN FIRST-CLASS AUTOMOBILE. Sundays special rate of \$3.50. Opp. Y. M. C. A. Phone 2999

BUSSES

To and from SCHOFIELD BARRACKS, Alaska and Hotel Sts., every Two Hours—75c one way, \$1.25 round trip.
 HAWAIIAN TRANSPORTATION COMPANY

Extra Large Chiffoniers

BAILEY'S FURNITURE STORE
 Alakea St., near King

LAMB SMOKED SNAPPER SHRIMPS

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