

COASTWISE SUSPENSION IS GIVEN FINAL BLOW BY COMMITTEE OF 15

Recommendations Made By Sub-Committee of Five on Traffic Congestion are Adopted—Plan for Avoiding Inconveniences and Delay is Suggested—Great Northern Possibilities are Discussed.

Four important recommendations concerning the activities of the Chamber of Commerce along lines intended to overcome the traffic congestion which has arisen since the withdrawal of the Pacific Mail steamers, were made by the sub-committee of five to the committee of 15 of the Chamber of Commerce, appointed to deal with the problem.

The report, submitted this morning, follows, in full:
Honolulu, T. H., October 8, 1915.
Mr. L. T. Peck,
Chairman, "Committee of Fifteen,"
Honolulu.

Dear Sir:—The sub-committee of five appointed to ascertain the facts in regard to passenger and freight business by the various steamship companies in Honolulu during the past four years begs leave to report as follows:

Requests for such statistics were made to the
Pacific Mail Steamship Company
Oceanic Steamship Company
Matson Navigation Company
American-Hawaiian Steamship Company

In the case of the last named company, the request was only for freight statistics as this company is not in the passenger business.

The Pacific Mail Steamship Company replied that as long as it had gone out of business as far as Honolulu was concerned, it did not care to furnish the figures desired.

The American-Hawaiian Steamship Company replied that it did not care to furnish the figures requested.

The Matson Navigation Company furnished the committee with outgoing passenger and both incoming and outgoing freight business by steamer for the last past four years, the statistics being attached to this report, together with the letter of Mr. John Drew in relation thereto.

The Oceanic Steamship Company furnished the committee with the incoming and outgoing passenger business by steamer and a summary of the incoming and outgoing freight business for the past four years, the statistics being likewise attached to this report.

The committee found that the passenger statistics as furnished by the companies in question did not perhaps give at a glance the information desired in a concise enough form, so prepared from these statistics its own digests, which are attached to this report under the following headings:

Oceanic Steamship Co., passenger statistics to San Francisco.
Oceanic Steamship Co., passenger statistics from San Francisco.
Matson Navigation Co., passenger statistics.

and references will hereafter be made to the digests as prepared by the committee.

The word "accommodations" means the total number of berths on a steamer, including transom or sofa berths. The term "available berths" means the number of berths actually available, and has no relation to "unoccupied berths," the number of which is not given; for instance, if a man and wife occupied one stateroom, the third berth is obviously not available to a third party. The column marked "per cent available" is merely derived from the two previous columns to a percentage basis for convenience. In figuring up accommodations, it should be borne in mind that this means three in every room, except special rooms, or nearly 3 1/3 per cent of the total. "Passengers" mean only first class passengers.

The summary of both digests tells at a glance the extent of business done and the available accommodations.

Matson Navigation Company (outgoing business only).
During the year 1912 this company operated the steamers Wilhelmina, Lurline and Hoodlum, the latter being chartered from the American-Hawaiian line. On the average, the company had three sailings a month, with accommodations for 257 passengers each month, provided every berth, including sofas, in every room was taken. The average for the year showed that the steamers went out with 39 per cent of their accommodations available.

In 1913 the same steamers were used and the percentage of available berths increased to 34 per cent.

In 1914 the Honolulu made three trips, when she was returned to the service of the American-Hawaiian Steamship Company, due to the fact that the Matsonia, with accommodations for 243 first class passengers, and the Matson, with accommodations for 90 passengers, were placed on the run. This made the minimum accommodations per month for the Matson line 536, rising up to 781 when the Matsonia made two sailings in one month.

The year 1915 showed accommodations for 3341 passengers, 1913 3493 and 1914 a total of 6531. The percentage of available accommodations for 1914 rose to 39 per cent. In other words, though the accommodations had practically doubled, the percentage of available accommodations only went up five points, showing, apparently, that the more steamers there are can expect and the greater benefits to the territory at large. From the side of the steamship companies, however, there is a point beyond which it will not be profitable to go, depending largely on the amount of freight that can be obtained. It is apparent that the passenger business as such is in its infancy.

The first seven months in 1915 show a heavy business. The total accommodations were 4098, and available berths only 351, or 23 per cent, according to the statistics. These statistics, however, are not quite accurate, because 74 passengers were carried

make her steady, a large enough freight capacity to make her profitable to her owners, and thoroughly first class passenger accommodations.

Recent Congestion.
The whole subject of passenger travel between here and the coast became acute because of the congestion which has existed here in a more or less marked degree since February of this year, more particularly since April. The steamship companies do not deny that at times this year there has been a congestion. It may be truthfully said that the figures herewith submitted do not show a congestion, and, if they do, it is only in a mild degree.

For instance, since February the Matson line has had accommodations for 2723 passengers, and has gone out, deducting first class passengers carried steamer in the Matsonia, with 320 available berths, or approximately 19 per cent. The Oceanic, in the same period, had accommodations for 2090, with 544 available berths. Since April the figures are:

Company	Accommodations	Available Berths	Per Cent
Matson	877	100	11.4
Oceanic	1260	194	15.4

It is argued that these facts show there were no accommodations for no congestion. This does not follow. As the proportion of sofa berths on a steamer is about one-third, it would mean that steamers left since April with only sofa berths available, or, in other words, a man and wife desiring to travel would be separated, and then only could travel, providing the available berths were in rooms occupied in one case by two men and in the other by two ladies. Therefore, one cannot depend on what the figures apparently show without going deeper into the facts, and the facts in such detail as this, even if obtainable, we have not asked for. We also must take into consideration that, traveling with three in a room is not comfortable.

So far we have confined ourselves to the statistics, the actual figures, which, however, when percentage of available berths is low, are entirely misleading. Take, for instance, the month of July of this year when the congestion was the worst:

Date	Steamer	Accommodations	Available Berths
July 2	Sierra	53	3
July 6	Lurline	53	3
July 14	Wilhelmina	152	29
July 16	Sonoma	150	5
July 22	Manoa	90	3
July 28	Matsonia	243	6
Aug. 12	Ventura	150	0

Although the figures show that there were available berths—we do not doubt the steamship companies' statements in any way—as a matter of fact it was impossible to get on the boats above mentioned unless bookings had been made months in advance, and hundreds of people were told they could not be accommodated. For instance, on the Lurline single men were offered to sleep in the smoking-room, or anywhere, were refused because no berths were available. The same was true of each and every sailing this month. On the Matsonia of July 28, although it appears that she had six available berths, 35 were obliged to take "first class steerage" accommodations, or 32 over her regular accommodations. This applied only to men, and ladies could not be accommodated. No record has, of course, been kept of the number who were refused passage by any of these steamers.

Many more instances could be given of repeated requests for passage and refusals, but the evidence of a congestion, more acute recently, is so overwhelming that this committee has assumed that this point is no longer open to dispute.

It is also the fact that the weather class of tourists are being kept away on account of their inability to obtain return passage, or of being assured of return passage in advance. From a tourist point of view, the islands are being hurt by the stories of the people of this class and of the business class, who spend in these islands perhaps a worried eight days.

It is only fair to the steamship companies, however, to say that there is no congestion at the time of the filing of this report, the outgoing traffic having eased off, as it has during October of prior years.

Effect of Withdrawal of the Pacific Mail Steamship Company.
Although we have no regular statistics from the Pacific Mail Steamship Company, the local agents state that the steamers come through Honolulu for San Francisco with accommodations available for from 50 to 150 passengers, depending on the time of the year, except in every unusual circumstance 50 being a fair average for the congested times. The five steamers make an average of five trips a month, or of twenty-five, or an average of two a month. Taking the low average, we would therefore have during the congested months accommodations available for 100 more passengers, which have now been lost to us. The total for the year can be conservatively placed as follows:

Steamer	Berths	Total for Year
Manchuria	80	400
Mongolia	80	400
Korea	60	300
Siberia	60	300
China	50	250
		1650

This loss of traffic does not include the tourists who make stopovers, either going to or coming from Japan. Sometimes this number has been as large as 20 or 40 on a steamer. While the Pacific Mail trade will undoubtedly be diverted in a large measure to the remaining lines, the tourist "stopover" traffic will be seriously interfered with. Then, too, the loss of the Manchuria, Mongolia, Korea and Siberia, four of the largest and finest ships flying the American flag, is a serious blow to any community, no matter from what angle it may be viewed.

The Great Northern.
In regard to the Great Northern, the committee hardly knows what to report and does not understand the attitude of the company. Representatives of the company came here, it was supposed, to look into the question of freight for the vessel, but it

is admitted by all that there seemed to be no serious attempt on the part of the company to secure any freight. Since their return to the coast, reports, apparently official, have come stating that the matter of the steamer coming here had not been decided, yet one of the October magazines which has been received gives the advertisement of the steamer with sailing dates, two in November and two in December, the "ad" bearing the name of Mr. Stone, who was here, and such "ad" must have been in the press while people in Honolulu were being given to understand by the same Mr. Stone that the matter was undecided. Evidently, the company is not working in harmony with the Chamber of Commerce.

However, if the Great Northern comes for a six months' trial season, it should materially relieve the Carnival congestion. This steamer has accommodations for 550 first class passengers and 102 intermediate, or second class, with one trip every 16 days an "advised" there should be little difficulty on that point. But the Great Northern is going to bring a large number of "new" tourists, opening up the great Southern California field by direct sailings from San Pedro, and having the backing of the Great Northern, Northern Pacific, and Chicago, Burlington & Quincy railroads. Hawaii will obtain a far greater amount of advertising than we have had to date if this company enters the field. It is doubtful, nevertheless, whether the increased tourist business which can be obtained on such short notice will, during the first season of this steamer, offset the large number of accommodations offered.

The coming of the Great Northern would, we feel, benefit the local lines, for if the steamer remains in port only a little over 24 hours, it is obvious that the large majority of passengers will stay over and take another boat back. Mr. Stone stated also that the company would only sell one way tickets.

Freight Statistics.
From the Oceanic Steamship Company the committee received a summary of the freight business from the Matson line a more detailed one on Honolulu business, not other ports, and nothing from the American-Hawaiian and Pacific Mail. As is well known, the Matson and American-Hawaiian lines carry the largest amount of freight, including practically all the sugar, but we could hardly expect either of these lines to furnish us with copies of their contracts. At the present time the renewal of the various sugar contracts, is being considered in San Francisco. What proportion the respective lines will obtain and what the future rates will be have a far more important bearing on the question of most passenger ships than a review of past statistics, particularly as we have the statistics of only one line. The statistics of that line, however, shows that it has done a very good business. For the reasons above indicated, the committee does not go into the freight question further in this respect.

Recommendations.
While perhaps it is not within the power originally granted this committee to make recommendations, the committee desires to make four suggestions, or recommendations, based on its observations:

(1) The Matson figures, both on passengers and freight, show that the company has done a good business. If the islands are not going to have free sugar and the Matson line gets its sugar contract renewed, this Chamber should take up with the company the proposition of building another "Matsonia," based both on past business and the unquestioned opening for the scientific development of the tourist traffic.

(2) For immediate relief, the subject of the Great Northern should not be dropped if anything further can be done by this Chamber. We believe that the tourist business can and will be increased during the winter months to an extent to justify both the Great Northern and another Matsonia. This can only be done if accommodations are available.

(3) The question of Coastwise Suspension should be dropped, provided American companies can and will take care of the business offered.

(4) Unquestionably, one of the reasons for the recent congestion and for the fact that boats have gone out with available berths, when more than enough people have been turned away to fill the steamer, for several months, was the faulty booking system then in use. People desiring to travel would, as a matter of course, book months in advance for two, three, four or even more steamers, sometimes with only a vague idea of their probability of going away at all. Duplicate bookings would be distributed over several different steamship lines, which, if kept in force, would require a clearing-house system to check up properly.

In June of this year the Matson and Oceanic companies established a new

system as follows: For actual bookings \$15 per person is required, nothing of course being required for being placed on the waiting list. If the person does not or cannot actually go, then the case is taken up on its merits as to whether the booking fee shall be returned. For bookings which had already been made prior to the new system, no deposit is required, and these bookings have not been disturbed. It is the opinion of the steamship agencies that this will materially decrease the number of duplicate bookings and cut down the possibility of a steamer going out with available berths when the office is obliged to turn away applicants.

In the opinion of the committee the rule does not go far enough. Let the deposit be, say, 25 per cent of the price of the ticket, and this be forfeited to the company if the person does not go on the steamer, unless at least five days prior to the sailing he notifies the company that he is unable to go. In case of such notification the deposit should be returned. This will allow the companies to know a reasonable time in advance the number of available berths and will mean that parties on the waiting list may obtain the same advantage. This committee recommends that the Chamber of Commerce take up with the steamship agencies a regulation along the lines suggested.

Courtesy of Steamship Agencies.
Before closing we wish to thank the various steamship agencies for the courtesies they have shown this committee. The detailed work done by the Matson and Oceanic companies was a burden to any office, but in each instance everything the committee asked for was freely granted. Both companies did all in their power to aid the committee in its work. In the case of the Pacific Mail, although the home office refused us detailed figures, the local agents furnished us gladly with the approximate general figures given above.

Mr. Strange, who has been absent during the work of this committee and is now absent, has had no opportunity to join with the other members in this report.

Respectfully submitted,
ALFRED L. CASTLE,
RAYMOND C. BROWN,
F. J. LOWREY,
W. H. MEINERLY,
(Adv.) 6293-31

TO PUT ON FLESH
AND INCREASE WEIGHT
A Physician's Advice.

Most thin people eat from four to six pounds of good solid fat-making food every day and still do not increase in weight one ounce, while on the other hand many of the plump, chunky folks eat very lightly and keep gaining all the time. It's all both to say the least a matter of the nature of the individual. It isn't Nature's way at all.

Thin folks say this because their powers of assimilation are defective. They absorb just enough of the food they eat to maintain life and a semblance of health and strength. Stuffed won't help them. A dozen meals a day won't make them gain a single "stay there" pound. All the fat-producing elements of their food just stay in the intestines until they pass from the body as waste. What such people need is something that will prepare these fatty food elements so that their blood can absorb them and deposit them all about the body—something, too, that will multiply their red blood corpuscles and increase their blood-carrying power.

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Korea	P. M.	18,000	210
Siberia	P. M.	18,000	210
Matsonia	Matson	17,000	243
Wilhelmina	Matson	13,250	152
Manca	Matson	13,000	30
Lurline	Matson	13,000	30
China	P. M.	10,500	129
Sierra	Geo.	10,000	4
Ventura	Oceanic	10,000	77
Sonoma	Oceanic	10,000	150

No mention so far has been made of the size of class of the various steamships running here, merely the amount of accommodations and the number of available berths being considered. However, the class of accommodations offered has a decided bearing on the volume of travel, particularly when it comes to tourist business. In this respect the average traveler prefers to go on a large, steady steamer, and so, for purposes of comparison, we give the displacement tonnage of the various American steamers running here during the past year:

This loss of traffic does not include the tourists who make stopovers, either going to or coming from Japan. Sometimes this number has been as large as 20 or 40 on a steamer. While the Pacific Mail trade will undoubtedly be diverted in a large measure to the remaining lines, the tourist "stopover" traffic will be seriously interfered with. Then, too, the loss of the Manchuria, Mongolia, Korea and Siberia, four of the largest and finest ships flying the American flag, is a serious blow to any community, no matter from what angle it may be viewed.