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Vanilla, Strawberry, Chocolate, Caramel, Lemon and Tutti Frutti. 40c the quart.

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STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY.

SHIPPING & WATERFRONT NEWS

CHINA MAIL HOPES TO STAY UNDER FLAG OF U. S.

Although no definite advices have yet been received by H. Hackfeld & Company, Honolulu agents for the China Mail, as to whether the former Pacific Mail liner China, which was due to sail from Hongkong for San Francisco last Saturday, December 4, will call here on her way back to the coast, it is not believed she will stop at this port. The liner is due to reach San Francisco the day before Christmas.

San Francisco newspapers quote Look Tin Ell, president of the China Mail Steamship Company, as saying that unless Congress repeals or modifies the new seamen's act, the American flag will come down from the liner China, the one remaining steamship of American registry in trade between the United States and the Orient.

"The China Mail Steamship Company is an American corporation," said President Ell, "and we want to keep the liner China under the American flag. We will strive our best to do so. However, it is obvious that we cannot compete with the subsidized Japanese ships with cheap labor if we are forced to put an American crew on the China.

"To be obliged to pay union wages to an American crew in competition with the Japanese companies means that we shall have to charge \$12 a ton for freight, while the Japanese lines can carry it for \$8 a ton because of their government subsidy and low cost of labor."

Trying to Pick a Crew.
"I have exchanged several cablegrams with Captain Frazier, with the China in Hongkong, and he hopes to be able to pick a crew of 125 Chinese from the combined crews of the Mongolia, Manchuria and China, 75 per cent of whom speak English and 40 per cent of whom will be able to certify as able seamen in compliance with the terms of the seamen's law.

"However, we will meet the situation as to a crew for the outward trip upon the arrival of the vessel here on December 24th."

President Ell discussed the seamen's law with Collector J. O. Davis of San Francisco. Ell was apprehensive that Captain Frazier might have trouble with the American consuls at Hongkong and Shanghai concerning the terms of the new law. He was informed by the collector that the law applies to American vessels leaving American ports.

Stowaways Get Out of Locker, Then To Shore

Two Honolulu Boys Land in San Francisco After Being Caught on Matsonia

If you captured two stowaways, shut them up in the ship's chain locker, then were unable to find them after they escaped at sea from their "prison," even though you knew they were on the ship, wouldn't it make you peevish?

This is the experience which befell those officers on the Matsonia whose duty it is to look out for stowaways and see that they are returned.

When the Matsonia was sailing to San Francisco on her last trip, two stowaways, George Lambert, 22, and Henry Moore, 18 (both names believed to be fictitious) were discovered. They had stowed away here.

The men were imprisoned in the ship's chain locker. The Matsonia willed the Wilhelmina to stop when passing her and take the stowaways back to Honolulu.

In the meantime the men had escaped from the locker and stowed away a second time, down in the bowels of the ship. An extended search failed to locate the men in time to transfer them to the Wilhelmina.

The men hid so successfully the second time that they managed to escape and get to shore when the Matsonia docked at San Francisco.

Harbor Detective A. E. Carter is of the opinion that the names given by the men are assumed and that they were deserters from the army. Their escape is one of the most daring episodes of its kind known along the waterfront here in years.

INTER-ISLAND NEEDS MORE SHALLOW SHIPS TO HANDLE TONNAGE

An interview with Norman E. Gedge, secretary and treasurer of the Inter-Island Steam Navigation Company, in the San Francisco Chronicle, quotes him as saying that more steamers of larger carrying capacity than those now operated between islands of Hawaii are needed in the trade to handle increased freight.

HARBOR NOTES

Monday morning the next mail from San Francisco will arrive in the Oceanic steamer Sierra.

Saturday at noon the transport Dix will sail for Manila, unless something unlooked for prevents her getting away at that time.

Probably tonight the T. K. K. steamer Selyo Maru, here yesterday, will sail from Hilo for San Francisco, San Pedro, Salina Cruz and South American ports.

Making the run from this port to the coast in five days, 14 hours and 30 minutes, the Matson steamer Wilhelmina reached San Francisco yesterday.

Expected here Friday from Nagasaki is the U. S. navy collier Proteus, for bunkers and supplies. The collier Nereus, now in port, hopes to sail Friday from San Francisco. She is having her hull painted while in port.

Much Christmas mail for the eastern states, Canada and Europe, except the countries of the Teutonic Allies, is expected to go Friday afternoon in the Canadian-Australian liner Makura, due Friday morning from Australia.

Next mail to San Francisco direct goes in the Matsonia December 15. Mail in the Makura, sailing Friday for Vancouver, will reach San Francisco December 18, three days ahead of the Matsonia's scheduled arrival there.

A radio to Castle & Cooke, Matson agents, today, said the steamer Lurline sailed from San Francisco yesterday with 3976 tons of cargo for Honolulu, 773 for Kahului, 643 for Port Allen and 167 for Kaanapali. She is due to arrive here Tuesday morning.

Due here the afternoon of December 14 is the American-Hawaiian steamer Arizona, which sailed from San Francisco at 3:30 yesterday afternoon. She is bringing a large amount of Christmas merchandise to Honolulu, having come via Magellan.

Officers of the Selyo Maru, in port yesterday from Yokohama for a few hours, reported that a broken propeller shaft has delayed the T. K. K. steamer Dairen Maru, which was due to arrive Saturday, December 11. They thought this would delay her about three days.

When the Matson steamer Manoa sailed for the coast at 4 o'clock yesterday afternoon she carried 165 bags of mail, the accumulation of between 10:30 Monday night, when mails for the Great Northern closed, and 2:30 yesterday afternoon, when mail for the Manoa was gathered up.

Orders have been issued to mainland agents of the Pacific Mail Company to make no more bookings on the Panama run after December 11, on which date the City of Para is scheduled to sail for the Mexican and Central American west coast. This bears out the prediction that the line would cease operation by January 1.

Preparatory to taking the Mauna Kea's run Saturday, the Inter-Island steamer Kilaua moved over to the latter boat had sailed for Hilo. On her return from Hilo, the Mauna Kea will go into drydock for her annual inspection and overhauling. She will go back on her regular run December 18.

San Francisco papers say that the W. R. Grace Company has decided temporarily to suspend the service of the big four fleet until the reopening of the Panama Canal. The vessels which will be affected and which will be placed in other service until the big ditch is ready for traffic are the Santa Clara, the Santa Cruz, the Santa Cecilia and the Santa Catalina.

That the Inter-Island paid \$75,000 for the steamer Shoshone, which President J. A. Kennedy of the company announced yesterday he had purchased while in San Francisco, is stated by the San Francisco Examiner, which says the Honolulu corporation bought the vessel from the Charles R. McCormick Company of San Francisco. The Shoshone has been engaged in service up and down the coast for a number of years.

That the steamer Shoshone, purchased by the Inter-Island, went on the dock at San Francisco yesterday and passed the federal inspection of her hulls and boilers satisfactorily, was stated in a cable received today by J. A. Kennedy, president of the company, from Norman E. Gedge, its secretary and treasurer, who is taking a vacation in San Francisco. Mr. Gedge stated in his message that the

SIERRA BRINGING 952 SACKS OF MAIL HERE

Breaking all existing records for mail shipments arriving on one boat, the Oceanic steamer Sierra is bringing nearly 100 sacks of mail to Honolulu from San Francisco. The exact number is 952, according to a radio received this morning by the shipping department of C. Brewer & Company, Ltd., Honolulu agents for the Oceanic.

The steamer is bringing six days' accumulation. She sailed yesterday. "So far as we know, if this number is correct, the Sierra is bringing the biggest despatch of mail ever reaching the postoffice on a single steamer," said P. T. Sullivan, superintendent of mails, at the postoffice, on being informed of the Sierra's mail shipment.

"The largest amount arriving on one steamer heretofore is 790 sacks." The Sierra, according to the radio received this morning, has 75 passengers for Honolulu, and 150 tons of refrigerator goods. The number of through passengers to Australia is not stated. Capt. J. J. Koughan reported the steamer on time, which means she should arrive about 7:45 o'clock Monday morning, berthing at Pier 10.

This is the Sierra's first trip since she sustained an accident to her propeller shaft and had to go into drydock for many months, undergoing repairs and alterations. It is also the first voyage to be made to Australia by this ship, which formerly ran only from San Francisco to this port.

According to the San Francisco Examiner, the Sierra was due to sail from that city carrying one of the largest lists of passengers that the Oceanic Company has sent to Australia. Owing to the fact that the steamer has been completely remodeled there has been a rush to secure accommodations, and this part of the cargo holds will also be full. According to word received from Pago Pago, Samoa, the residents of that section are preparing a royal welcome for the steamer.

Dr. J. A. Nelson was to go out as surgeon.

CAPT. PLITZ TO BE SANTA CLAUS TO MIDWAY

Capt. George H. Plitz of the Commercial Pacific Cable Company's schooner Florence Ward, which sailed at 1 o'clock this afternoon for the cable station at Midway island, is playing Santa Claus this trip.

He is carrying to the entire station staff and other white residents of the island, Christmas presents of many and various kinds, gifts from their Honolulu and mainland friends. The schooner's arrival is being eagerly awaited at Midway.

On board the schooner are three months' provisions, magazines, newspapers and other periodicals, to relieve the lack of literature on Midway. There are 20 tons of coal and 20 tons of groceries and other provisions.

Employees leaving on the schooner, which hopes to make Midway not later than December 18, included Mr. and Mrs. Henry Butler and two children. Butler is going to be assistant superintendent at the station. Walter Varney was another passenger, going as a mechanic to work at the plant.

From Midway the Florence Ward will return here direct. Her mate is H. W. Gehan, and there are 13 men all told in the crew. The schooner will make the entire trip under sail, using her auxiliary engines only on leaving and entering port.

It was planned to leave last night, but delay in getting all the passengers and crew together set back the time of departure.

DIFFERENTIAL FROM PORTLAND LIFTED BY AMERICAN-HAWAIIAN

Advices received yesterday from the coast state that the American-Hawaiian Steamship Company has lifted the differential charge of \$1.50 a ton heretofore made on freight from Portland for Honolulu via Puget Sound. The same rate is now applicable from both Portland and Puget Sound.

The Portland Oregonian says the extra charge of \$1.50 a ton that has applied on cargo from Portland for Honolulu, via Puget Sound, will be eliminated and the same rate made applicable from both ports.

The tariff of \$1.50 was fixed originally to take care of part of the expense of loading freight at Portland and reloading it on Puget Sound aboard steamers bound for the island, which have not made Portland in the past.

Honolulu Stock Exchange

Wednesday, Dec. 8.

MERCANTILE	Bid	Asked
Alexander & Baldwin, Ltd.	230	...
C. Brewer & Co.	325	...
SUGAR.		
Ewa Plan. Co.	26	26 1/2
Hauku Sugar Co.	180	...
Haw. Agr. Co.	...	...
Haw. C. & Sug. Co.	42 1/2	42 1/2
Haw. Sugar Co.	39	40
Honokaa Sugar Co.	5 1/2	6
Honoum Sugar Co.	150	...
Hutchinson S. Plan. Co.	24	24 1/2
Kahuku Plan. Co.	19	...
Kekaha Sugar Co.	...	...
Koloa Sugar Co.	...	...
McBryde Sugar Co., Ltd.	9 1/2	9 1/2
Oahu Sugar Co.	29 1/2	29 1/2
Olaa Sugar Co., Ltd.	8 1/2	8 3/4
Onomea Sugar Co.	43 1/2	44
Panahau S. Plan. Co.	...	...
Pacific Sugar Mill	...	...
Pala Plan. Co.	180	...
Pepeekeo Sugar Co.	...	...
Pioneer Mill Co.	33 1/2	34
San Carlos Mill Co., Ltd.	9	...
Waialua Agr. Co.	26	26 1/2
Waikuu Sugar Co.	...	...
Waianalo Sugar Co.	...	...
Waimea Sugar Mill Co.	...	...

MISCELLANEOUS

Hulu F. & F. Co., Com.	...
Hulu F. & F. Co., Ltd.	...
Haw. Electric Co.	...
Haw. Pine Co.	34
Hilo R. R. Co., Ltd.	...
Hilo Ry. Co., Com.	...
Hon. B. & M. Co., Ltd.	19 1/2
Hon. Gas Co., Ltd.	100
Hon. Gas Co., Com.	100
Hon. R. T. & L. Co.	...
I. J. S. Nav. Co.	...
Mutual Tel. Co.	20
Oahu Ry. & Land Co.	145
Pahang Rubber Co.	11
Tanjong Pagar Rubber Co.	22

BONDS

Hamakua Ditch Co. 6s.	...
Haw. C. & Sugar Co. 5s.	...
Haw. Irr. Co. 6s.	80
Haw. Ter. 6s. Pub. Imp.	...
Haw. Ter. Pub. Imp. 4s.	...
Haw. Ter. 4 1/2s	...
Haw. Ter. 3 1/2s	...
Hilo R.R. Co. 6s issue 01	...
Hilo R.R. Co. R.&E. Con. 6s	...
Honokaa Su. Co. 6s.	75
Hon. Gas Co., Ltd. 5s.	103
Hon. R. T. & L. Co. 6s.	104 1/2
Kauai Ry. Co. 6s.	...
McBryde Sugar Co. 5s.	...
Mutual Tel. 5s.	105
Oahu Ry. & Land Co. 6s.	105
Oahu Sugar Co. 6s.	106 1/2
Olaa Sugar Co. 6s.	96 1/2
Pacific Guano & F. Co. 6s	97 1/2
Pacific Sugar Mill Co. 6s.	...
San Carlos Mill Co. 6s.	...
Waialua Agr. Co. 5s.	...

Sales: Between Boards—50, 100, 25, 100, 55, 200, 400, 400 Olaa 8 1/2; 100, 90, 60, 50 Pioneer 3 1/2; 30 McBryde 9 1/2; 100, 50 Waialua 2 1/2; 150, 100 Waialua 2 1/2; 15, 25, 50 Onomea 4 1/2; 25, 75, 40 Ewa 2 1/2; 100, 100, 50 Ewa 2 1/2; 88 Mut. Tel. Co. 20; 45, 70, 35, 10 Hon. B. & M. Co. 20; 10, 10, 5 Oahu Sug. Co. 29 1/2; \$5000 Olaa 6s 97; \$6000 Hon. Gas Co. 6s 103; 55 H. C. & S. Co. 42 1/2.

Session Sales—40, 100, 50, 20, 10 McBryde 9 1/2; 5, 5, 25, 50 Oahu Sug. Co. 29 1/2; 15, 10, 5 Onomea 4 1/2; 5 Oahu Sug. Co. 29 1/2; 100, 55, 50 Olaa 8 1/2; 25 Pioneer 3 1/2; 30 Oahu Sug. Co. 29 1/2.

NOTICE

December 8.—At a meeting of the directors of Onomea Sugar Co., held this date, an extra dividend of 4 1/2 per cent was declared, due and payable on the 20th inst., concurrently with the regular 1 per cent dividend, making a total disbursement on that date of 5 1/2 per cent, or \$119 per share. The total dividend to be paid for the year 1915 will aggregate 30 per cent.

At a meeting of the directors of C. Brewer & Company, Limited, held this date, an extra dividend of 2 1/2 per cent was declared, due and payable on the 31st inst., concurrently with the regular 1 1/2 per cent dividend, and making a total of 24 per cent for the year.

Latest sugar quotation: 36 deg. test 5.38 cts., or \$107.60 per ton.

Sugar 5.38cts

Henry Waterhouse Trust Co., Ltd.
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Fort and Merchant Streets
Telephone 3208

CREW FROM GEIER TRIES TO SALVAGE LOST BOAT

Mysterious diving operations in the harbor near the coast guard cutter Thetis by a diver and crew from the interned German cruiser Geier caused considerable excitement this afternoon along the waterfront until it was explained that the German navy officers and sailors were simply raising a sunken sailboat from the German coiler Locksno.

The small boat sank in the channel yesterday afternoon, when it capsized in a fresh breeze, its occupant swimming until picked up by the Thetis. The Geier's commander obtained permission from Pearl Harbor and Harbormaster Capt. William R. Foster, to conduct the salvage work.

WANTED

SITUATION WANTED
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Kauai Railway Company.
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