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Young Building

SHIPPING & WATERFRONT NEWS

SHIP'S COOK AND HIS DOG GOING TO NORTH

HARBOR NOTES P. M. FLEET WILL PROBABLY USE BIG DITCH

Only the ship's cook, H. B. Davis, and his dog "Mickey" are in Honolulu now, of the crew of the American schooner J. M. Weatherwax. The rest have scattered far and wide, some going to the mainland and others signing on ships bound for Australia.

"I am going back to British Columbia," said Mr. Davis today at the Seaman's Institute, where he has been staying since the schooner put back to port several months ago in an unseaworthy condition. "I will leave on the Niagara January 7, to return to my relatives there."

The ship's cook said he signed on the Weatherwax in order that he might get to Australia to visit his nephews, who is organist of one of the big cathedrals of the Commonwealth. It now looks as though it would be a long time before he sees him.

Mr. Davis has nine brothers, and most of them are sea captains. "I would have been one too if I hadn't gotten from a spar and smashed in both my ribs when I was 16," he complained. "I have been going to sea for nearly 40 years now, and believe me, I wouldn't sign on the Weatherwax again, nor would any other of us boys in the crew, if she was lined with gold."

Mr. Davis said Niel Nielsen, representing the New South Wales government, owners of the schooner's lumber cargo, had tried to get her original crew to sign up to take the schooner over to Australia, but that they had unanimously refused to sign on the vessel again. Nielsen bought the vessel in when she was sold at auction recently to satisfy libels brought by the crew. The schooner is now lying at Pier 17, waiting for a crew to be signed up.

The Weatherwax put in here in distress last summer, and after calling some of her widest seams continued on her way again. When about a third of the way over the ship sprang holes, leaks, so that her skipper put back to Honolulu a second time.

At this stage of affairs the crew filed libels on the vessel for unpaid wages. Almost two months went by before the crew won the suit, and the vessel was sold at auction. Attorneys' fees ate up much of the money received. The ship's cook had to pay his lawyer \$71.17, and the other mariners did not fare much better. In short, it was a hoodoo voyage.

With a cargo of oil for Honolulu the oil ship Marion Chilcott sailed from Gaviota yesterday.

The next mail for the coast goes next Tuesday afternoon at 4 o'clock by the Matson steamer Manoa.

Among San Francisco arrivals yesterday was the oil tanker Atlas, from Honolulu December 18, via Kaula.

Due here January 4 from Yokohama is the T. K. K. liner Nippon Maru, from the Japanese port December 26.

Collector of Customs M. A. Franklin has received authority to name a successor to S. R. L. Short, night customs inspector, resigned.

Several hours late, the Matson steamer Lurline, from here December 21, did not reach San Francisco until 2:25 yesterday afternoon.

Monday morning the next mail will arrive from San Francisco in the Oceanic steamer Ventura, which sailed at 2:25 yesterday afternoon.

Due here any time are the lumber schooners Alice Cooke, Helene, Louise, Deutless and Mawveaus, and the steamer Kiscap, from Puget Sound.

Advices to the Nippon Jiji place the damage caused by the fire in the Sinyo Maru No. 2, a T. K. K. liner, at yen 1,000,000, or \$200,000. Repairs will take two months, it is believed.

Because Saturday is New Years, the Inter-Island has changed temporarily its steamer schedule. The Mauna Loa will sail for Kona-Kau ports at noon tomorrow instead of Friday; the Claudine sails at 5 o'clock tomorrow afternoon instead of Friday, and the Mauna Kea will sail at 4 o'clock Saturday afternoon, instead of 3 o'clock.

Secretary of Commerce William C. Redfield has issued a circular letter to all collectors of customs and supervising and local inspectors. The circular states that on and after March 4, 1916, the Seaman's Act will apply to foreign vessels of more than 100 tons gross, as concerns percentage of able seamen in their deck crews.

A news story in the New York World of December 14 confirms the reports that the seven Pacific Mail steamers recently purchased by the American International Corporation, will be used in developing trade between New York and South America. Instead of in transpacific service. The World says \$1,250,000 was paid for the purchased ships, the Aztec, City of Para, Newport, Pennsylvania, Peru, San Jose and San Juan.

That the Panama fleet of the Pacific Mail will probably operate through the Panama Canal, at least as far as Colon, is the latest talk in San Francisco shipping circles, according to newspapers from the Bay City.

This confirms the opinion of F. W. Kiehl, secretary of H. Hackfeld & Company, who on his return from San Francisco earlier this month made the same prediction, stating that he did not think the steamers would be placed in transpacific service.

"There is a possibility," say the San Francisco Chronicle of December 21, "that the fleet taken over by the American International Corporation may go up the Atlantic coast, but the fact that the vessels will use the canal in future is definite.

Plan of Company.

"It was the plan in acquiring the fleet to assure shippers and travelers along the west coast that there would be a regular and uninterrupted service," said an official of the new owners December 20. "The entire plans for the service have not been made as yet, and just what is to be done with the Peru has not been determined."

"The Peru is one of the largest carriers in the fleet and was slated to go to China a few weeks ago to take back the Chinese crews of the Manchuria, Mongolia and China. With the purchase of the China by the China Mail Steamship Company the crews were sent back on her, and the Peru has been lying in the stream at San Francisco ever since.

Repairs Are Necessary.

"It is understood that the Peru will require the expenditure of several thousand dollars to put her in shape for long voyages again. The Aztec, which has been under charter to W. R. Grace & Co., is bound for the west coast of South America, there to load nitrate for the east coast.

"Under the present plan, R. P. Schwerin will continue in charge of the Pacific Mail Panama fleet until some arrangements have been made for other supervision. Grace & Co. are not in position to take active charge of the fleet, due to pressure of other business. Offices of the company will be moved from the Flood building to California street."

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VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange.)

Wednesday, Dec. 29.
GAVIOTA—Sailed, Dec. 28, sch. M Chilcott, for Honolulu
HILO—Sailed, Dec. 28, 5:40 p. m., S. S. Arizona for Delaware Breakwater via Magellan.
PORT ALLEN—Arrived, Dec. 29, sch. Prosper from Mukilteo.
SAN FRANCISCO—Sailed, Dec. 29, 12:30 p. m., S. S. Matsonia for Honolulu.
Sailed, Dec. 29, S. S. Hilonian for Honolulu.
EVERETT—Arrived, Dec. 29, bkt. Kohala, from Port Allen Nov. 25.

Radiograms.
S. S. VENTURA arrives from San Francisco Monday, 7 a. m. and proceeds to Sydney about 4 p. m., same day; passengers for Honolulu, 11; mail, 768 bags; ice-house cargo, 151 tons.
S. S. MAKURA arrives from Victoria about 5 p. m. today and proceeds to Sydney 8:30 p. m. Cargo, complete for through ports.

MINNESOTA FARMER STILL DRIVING 1903 CADILLAC
Hardly a week passes that the mail does not bring to the Cadillac Motor Car Company a letter-telling of the remarkable service given by one of its earlier models. Owners write that their cars have been driven from 100,000 to 200,000 miles. Many times they tell of particularly hard service performed, and almost invariably they state that the cars are still in good condition.

No exception to this rule is Peter Schoen, a farmer, who writes the company from Jeffers, Minn., "to let you know that I am a satisfied owner of one of your model A, one-cylinder, four-passenger tonneau cars." Mr. Schoen goes on to say that he bought the car second-hand in 1905, and that after it has been run for ten years, on soft tires, over country roads, it is as good as when he bought it. This model was built in 1905, so that the car had seen two years of service prior to the time it came into Mr. Schoen's possession.

LOS ANGELES, Cal.—Brooding over an impending operation which has physician told him involved great risk, Ernest Geerlitz, former executive director of the Metropolitan Opera house of New York under Heinrich Conried, was found dead in a hotel here, apparently the victim of self-destruction by shooting and poison. He was 52 years old and the father of two children. He was born in Berlin and came to this country under contract, it is said, with Maurice Grau.

The States Department has received no confirmation from London of the despatches stating that Great Britain intends to reopen the meat cargo cases.

Honolulu Stock Exchange

Wednesday, Dec. 29.

MERCANTILE	Bid.	Asked
Alexander & Baldwin, Ltd.	225	245
C. Brewer & Co.		
SUGAR		
Keew. Plan. Co.	26 1/2	26 3/4
Haku Sugar Co.	210	210
Haw. Agri. Co.	175	205
Haw. C. & Sug. Co.	43	43 1/2
Haw. Sugar Co.	40	40
Honokaa Sugar Co.	5	6 1/2
Honomu Sugar Co.	150	185
Hutchinson S. Plan. Co.	24	24
Kahuku Plan. Co.		
Kekaha Sugar Co.		
Koloa Sugar Co.	150	
McBryde Sugar Co., Ltd.	8 1/2	8 3/4
Oahu Sugar Co.	28 1/2	29
Olaa Sugar Co., Ltd.	9 1/2	9 3/4
Onomea Sugar Co.	47	47 1/2
Panahu Sugar Plan. Co.		
Pacific Sugar Mill	70	70
Pala Plan. Co.		210
Pepeekeo Sugar Co.		
Pioneer Mill Co.	36 1/2	36 3/4
San Carlos Mill Co., Ltd.	9	10
Wallua Agri. Co.	26 1/2	26 3/4
Walluku Sugar Co.	150	
Waimanalo Sugar Co.		
Waimaea Sugar Mill Co.		
MISCELLANEOUS		
Haku F. & P. Co. Com.		
Haku F. & P. Co. Prd.		
Haw. Electric Co.		
Haw. Pineapple Co.	34 1/2	35
Hilo R. Co., Prd.		
Hilo R. Co., Com.	17 1/2	18 1/2
Hon. B. & M. Co., Ltd.	100	100
Hon. Gas Co., Prd.	100	100
Hon. Gas Co., Com.	100	100
Hon. R. T. & L. Co.		
I. I. Steam Nav. Co.		
Mutual Tel. Co.		
Oahu Ry. & Land Co.	14 1/2	14 3/4
Pahang Rubber Co.	14	14
Tanjong Olok Rubber Co.	25 1/2	25 1/2
BONDS		
Hamakua Ditch Co. 6s.		
Haw. C. & Sugar Co. 6s.		
Haw. Irr. Co. 6s.		
Haw. Ter. 6s. Pub. Imp.		
Haw. Ter. 4 1/2s. Pub. Imp.		
Haw. Ter. 4 1/4s.		
Haw. Ter. 3 1/2s.		
Hilo R.R. Co. 6s Issue 01		
Hilo R.R. Co. R.&E. Com. 6s		
Honokaa Sug. Co. 6s.		
Hon. Gas Co., Ltd. 5s.	103	
Hon. R. T. & L. Co. 6s.		
Kaula Ry. Co. 6s.		
McBryde Sugar Co. 5s.		
Mutual Tel. 5s.	106	
Oahu Ry. & Land Co. 5s 105 1/2		
Oahu Sugar Co. 6s.	108 1/2	109 1/2
Olaa Sugar Co. 6s.	99 1/2	100
Pacific Guano & F. Co. 6s 104		
Pacific Sugar Mill Co. 6s.		
San Carlos Mill Co. 6s.		
Wailua Agri. Co. 6s.		
Sales: Between Boards—50, 50 McBryde 8 1/2; 50, 100, 50 Olaa 9 1/2; 50 H. C. & S. Co. 43; 160, 70 Ewa 26 1/2; 60, 90, 130 Wailua 26 1/2; 125, 75, 25, 10 Oahu Sug. Co. 29; \$2000 Hon. R. T. & L. Co. 6s 105.		
Session Sales—\$1000, \$1000 Olaa 6s 100; 50 Ewa 26 1/2; 15, 10 Olaa 9 1/2; 10, 50 Wailua 26 1/2; 50, 10, 40 Pioneer 26 1/2; 25 Haw. Pineapple Co. 35; 100 Olaa 9 1/2; 5 Onomea 47 1/2.		

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Kahuku Plantation Company.
McBryde Sugar Co., Ltd.
Kahului Railroad Company.
Kauai Railway Company.
Kauai Fruit & Land Co., Ltd.
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SHAFROTH WINS FIGHT TO HEAD OFF HASTY LAND LEGISLATION
WASHINGTON, D. C.—That there will be no precipitate general government land leasing legislation was assured when the United States senate sustained Senator Shafroth in a fight he made to withdraw the general leasing bill from the committee on mines and mining and refer it to the committee on public land. Senator Walsh, chairman of the mines and mining committee, resisted the change of reference vigorously, but the senate sustained Shafroth by a vote of 46 to 23. Shafroth feared plans were on foot to railroad the bill through the senate.

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