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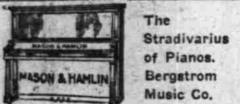
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SHIPPING & WATERFRONT NEWS

LURLINE TRAILED BY BAD WEATHER ALL WAY OVER

Bad winds and high seas are holding back the Mauna and other boats headed for the coast, according to officers of the Matson steamer Lurline, which docked at 7:30 this morning at Pier 15, from San Francisco, bringing 21 passengers and 4105 tons of cargo.

Rough weather behind the boat, and following it all the way, was experienced by the steamer, which passed the Manoa at 5 o'clock Saturday afternoon, where the two steamers usually meet at midnight Friday. This would make the Mauna almost 17 hours late, not allowing for the difference in time. "We could see her diving into it for all she was worth," said Purser P. H. Levey.

Capt. Troels K. Smith said the Mauna was "doing some lively jumping" when the Lurline passed her Saturday. He said she reported strong winds and heavy seas since leaving Honolulu. He brought news that the Hill liner Minnesota will have to discharge her ice-boat freight at once, as it is spoiling. The steamer is lying at anchor in the stream at San Francisco, and as government boiler inspectors have refused to allow her to keep up steam, owing to the dangerous condition of her boilers, her refrigerating plant has been put out of commission.

The Lurline brought 421 bags of mail and a sizable cargo, consisting of 3329 tons for Honolulu and 776 for Kahului. There were no stowage passengers. Freight included a caterpillar tractor for the Schuman Carriage Company, and about 100 tons of general supplies for the Panning Island cable station, to be forwarded by the steamer Keatrel, now in port at Pier 6.

Freight which the Matsonia was unable to land at Hilo due to the storm, will be transhipped on the Lurline. Her cabin passengers included a number of Philippine government employes and officials, who will wait here for the transport Sheridan, due Thursday, and go on to Manila. There was no room for them on the transport at San Francisco.

MAUNA KEA COMES BACK WITH ALL HILO CARGO

Bringing back every pound of her Hilo freight, having been unable to land anything except mail and express matter there, owing to the storm, the Inter-island steamer Mauna Kea returned at 7:30 this morning from the Big Island, and will go out again tomorrow morning as usual, taking such additional freight as she has room for, plus her original cargo.

Capt. W. K. Freeman reported the undertow at Kulu Bay the worst he has ever known. He said the Mauna Kea went alongside the wharf there and tried to unload her cargo, but that the undertow made it impossible to hold the ship fast, and the attempt had to be given up.

"It was comparatively smooth on the surface, but the undertow slammed the boat around like a threshing machine," he said. Capt. Freeman reported the Niihau to be holding on to the schooner Maweema at Hilo.

The steamer left Hilo at 4:30 yesterday afternoon, half an hour late, and arrived an hour later than her usual time this morning. Passengers were taken out to the Mauna Kea at Hilo by means of the steamer's boats, while she was anchored about 200 feet from Kulu bay wharf.

The Floridan, the American Hawaiian's new steamer, has been delivered at New York from the builders' yards, and is loading for Europe. The vessel will enter the New York-Pacific coast trade after the Panama canal is reopened.

Repairs to the schooner William Bowden are being made. The vessel came here in distress, leaking, December 31. She is having new scupper pipes installed and masts strengthened. The Bowden is carrying lumber from the coast to Sydney.

Tyree's Antiseptic Powder
A powerful germicide, it is easy and pleasant to use. PREPARED AS A DOUCHER, does not stain, and is perfectly harmless, whereas death lurks in the use of bicloride tablets, carbolic acid, potassium permanganate and other so-called antiseptic remedies. A 5c tin makes two gallons of standard solution. Send for free sample.

Three, 25c, 50c, \$1 at all
stores.

J. S. TYREE, Chemist, Inc.
Washington, D. C.

HARBOR NOTES

The Matson steamer Lurline brought 421 bags of mail from San Francisco today.

Due here January 17 from Yokohama is the T. K. K. liner Shinyo Maru, which left there on time, January 8.

The Inter-island steamer Mikahala brought 15 cabin and 11 deck passengers from Maui and Molokai Sunday.

The Inter-island steamer Kinau reports the bark British Yeoman discharging coal, and the schooner Prosper discharging lumber at Port Allen.

Bound for Mahukona from San Francisco is the schooner Annie Johnson, which left the coast Saturday.

Next mail for San Francisco leaves at 10 o'clock tomorrow morning in the Matsonia, from Pier 15. Mails close at 8:30 at the postoffice.

In addition to the mail arriving today on the Lurline, despatches will arrive tomorrow on the Great Northern, and Thursday morning on the China.

Friday morning the T. K. K. steamer Tenyo Maru is due here, to sail the same afternoon for Yokohama. The liner left San Francisco Saturday afternoon.

Two steamers are due for bunkers this month. They are the Shinku Maru, expected January 27, and the Midawaska, due between January 25 and 30, both from Chile.

Kaui's list of sugar awaiting shipment is reported by the Inter-island steamer Kinau as follows: Hawaiian, 5072 bags; Koloa, 4650; McBryde, 2202; Gay & Robinson, 2007.

The Allen & Robinson wharf has had temporary repairs made to it. Part of the structure collapsed because of dredging nearby. The schooner Helene is discharging there.

Expected here about January 17 with nitrate from Antofagasta is the steamer Tampico, reported by the Merchants Exchange as sailing from Balboa December 29 for Honolulu.

The Kinau on Sunday brought in from Kauai 3674 bags of sugar, 377 of rice, 75 of molasses bran, 50 of taro, 35 hides, 24 empty wine barrels, three drums of molasses and 68 packages of sundries.

Capt. Frazier, master of the China, due here early Thursday morning, is well-known here, as are also Dr. F. G. Leach, the surgeon, and K. W. Clarke, purser, formerly in the same position on the Mongolia.

Tomorrow morning the schooner Louise is expected to sail for Grays Harbor. The schooners A. F. Coats and Dauntless, both with City Mill cargoes, are discharging at Pier 16, the Louise having moved.

About Wednesday the schooner Louise is expected to sail for the Northwest. She has to fumigate and have repairs made to her donkey engine before sailing. The schooner arrived from Grays Harbor December 30.

Approximately 300 passengers are expected to leave here Saturday night on the Great Northern. The big liner is due to arrive here at 10 o'clock tomorrow morning, from San Francisco and Los Angeles, via Hilo. She has 420 passengers for Honolulu.

Due to sail at 5 o'clock tomorrow afternoon for Kaunapali, Kahului and Hilo, to land about 3000 tons of sugar for New York via the Straits of Magellan, is the American-Hawaiian steamer Panama. She will discharge the Kahului cargo the Minnesota was unable to land on account of the storm.

Reports from Manila say the American schooner A. J. West, from this port August 26, bound from Manila for New York with a mahogany lumber cargo, reached Panama prior to December 4. As the canal was closed the schooner proceeded to San Francisco and discharged her cargo there. The West arrived here August 11, 74 days out of Manila, after a hard voyage.

SHIP MAIL TO SAN PEDRO TO CATCH GREAT NORTHERN

Word was received today at the postoffice by mail from San Francisco that an additional despatch of mail from that city will be put aboard the Great Northern at San Pedro every voyage.

Mail accumulating in San Francisco after the Great Northern sails from there will be sent by train to San Pedro and put on board the liner. This will enable the boat to bring mail from San Francisco to Hilo and Honolulu that would otherwise have to wait several days for a slower steamer.

It allows the boat to bring practically another day's mail, as she does not sail from San Pedro until 24 hours after leaving San Francisco.

BUILDING PERMITS.

St. C. Sayres, owner, Makiki Round Top, location, Waikiki side of Makiki Round Top road, 400 ft. mauka from bridge; residence; N. Knaack, builder. Estimated cost, \$700.

Sam, Damon Estate, owner, Location, Maunakea-Ewa corner of Queen and Nupanu streets; rest room and coffee house; Acetylene Light and Agency Co., builders. Estimated cost, \$150.

A humming bird, when stripped of its feathers, is no larger than a bumblebee.

JAPANESE LINES TO GET LARGE SUBSIDIES

That the Toyo Kisen Kaisha will receive this year in subsidies from the Japanese government, approximately \$15,240; the Osaka Shosen Kaisha \$154,386, is stated in a special report made by the United States vice-consul at Yokohama to the department of commerce, and reprinted in the Japan Advertiser.

"The Japanese government," says the report in part, "will grant a subsidy to the Toyo Kisen Kaisha for three vessels, namely, the Tenyo Maru, the Chiro Maru and the Shinyo Maru, of about 13,000 gross tons each, to the Osaka Shosen Kaisha for three vessels, namely, the Chicago Maru, the Panama Maru, and the Canada Maru of 7000 tons; to the Nippon Yusen Kaisha for two vessels, the Shidzuoka Maru and the Yokohama Maru, each of 6000 tons.

"Examination of the papers of the Pacific Mail steamship Korea shows a monthly salary expenditure of about \$5000, while the average monthly expenditure for salaries on a Toyo Kisen Kaisha steamer does not exceed \$3000. If anything, this is too high an estimate.

"Taking into account the subsidy which the Toyo Kisen Kaisha receives it costs this company about \$227,860 less per year to run one ship of its fleet of four than it did the Pacific Mail Steamship Company to run one of its five ships."

The total monthly salaries to officers and crew of the Korea, exclusive of the Asiatic crew, is given as \$3368.25.

Figures given in this consular report, as representing the amount of subsidy to be received by the Toyo Kisen Kaisha and the Osaka Shosen Kaisha, may be modified through an increased number of ships in the trans-Pacific service of those companies.

SOUTH AMERICAN PORTS DEMAND MORE SHIPS

PANAMA, C. Z.—The entire west coast of South America is asking for ships to move the vast amount of freight that is piling up at the various ports awaiting shipment to other countries, according to information in shipping circles here. The closing of the Panama Canal, together with new conditions brought about by the European war are the principal causes for the present congestion.

All the ships that touch at ports along the South American west coast from Punta Arenas to Panama regularly are getting all the freight they can handle, and so much is being transhipped over the Panama Railroad across the isthmus that every car the company has as in constant use and there is need of more rolling stock.

The Peruvian ports are said to be stacked mountain high with sacks of sugar, while in Ecuador it is reported that there are 750,000 bales of cotton waiting to be moved, and the harvest of cacao is so great that it will have to be destroyed if not handled soon.

MATSON BOATS CARRY 40,000 PASSENGERS TO HAWAII IN 1915

All passenger-carrying records for any one steamship company operating ships between San Francisco and the Hawaiian Islands, were surpassed by the Matson Navigation Company in 1915, according to an account in the San Francisco Examiner of December 31, which says:

"The six vessels composing the company's fleet carried approximately 41,068 passengers from San Francisco to Hawaii and 7007 visitors from the islands to San Francisco.

"Most of those going from San Francisco to Honolulu were round trip passengers. The line also carried 3000 passengers between ports in the Hawaiian Islands.

"The cargo carried out of San Francisco for the islands for the last year totaled \$25,000 tons. All of this went to the Hawaiian Islands. Incoming vessels from Hawaii brought in 300,000 tons. The greater part of these shipments consisted of sugar, bananas and pineapples."

COUNTY MARKET PLAN IS BOOSTED IN HILO

HILO, Jan. 7.—In a letter to the board of supervisors L. A. Thurston strongly urges that a county market be established in Hilo, along the lines of the Territorial Market of Honolulu. He points out that there is an urgent need for such an institution and adds that it should be a government concern.

Thurston states a very good case for the cause he represents, and he points out that at present the small farmers are too cramped for a market for what they grow because they do not know how to get in touch with prospective purchasers in Hilo or elsewhere.

En route to Hilo from San Francisco is the Matson steamer Enterprise, which sailed Saturday.

Honolulu Stock Exchange

Tuesday, Jan. 11.

| MERCANTILE | Bid. | Asked. |
|------------------------------|---------|--------|
| Alexander & Baldwin, Ltd. | 340 | |
| C. Brewer & Co. | 340 | |
| SUGAR. | | |
| Ewa Plan. Co. | 26 1/2 | 26 3/4 |
| Haku Sugar Co. | 210 | |
| Haw. Agri. Co. | 205 | |
| Haw. C. & S. Co. | 43 1/2 | 44 1/4 |
| Haw. Sugar Co. | 39 | |
| Honokaa Sugar Co. | 5 | 6 |
| Honolulu Sugar Co. | 160 | |
| Hutchinson S. Plan. Co. | | |
| Kahuku Plantation Co. | 19 | |
| Kekaha Sugar Co. | | |
| Koloa Sugar Co. | 156 | 160 |
| McBryde Sugar Co., Ltd. | 8 1/2 | 8 3/4 |
| Oahu Sugar Co. | 29 1/2 | 30 |
| Onomea Sugar Co. | 9 1/2 | 9 3/4 |
| Paauhau S. Plan. Co. | 46 1/2 | 47 1/4 |
| Pacific Sugar Mill | 50 | |
| Paia Plan. Co. | 210 | |
| Pepeekeo Sugar Co. | | |
| Pioneer Mill Co. | 35 | 36 |
| San Carlos Mill Co., Ltd. | 9 | |
| Waialua Agri. Co. | 27 1/2 | 27 3/4 |
| Waialuku Sugar Co. | | |
| Waimea Sugar Mill Co. | | |
| MISCELLANEOUS. | | |
| Haiku F. & P. Co., Com. | | |
| Haiku F. & P. Co., Pfd. | | |
| Haw. Electric Co. | | |
| Haw. Pineapple Co. | 34 1/2 | 35 |
| Hilo R. R. Co., Pfd. | | |
| Hilo Ry. Co., Com. | 30 | 40 |
| Hon. B. & M. Co., Ltd. | 17 1/2 | 18 |
| Hon. Gas Co., Pfd. | | |
| Hon. Gas Co., Com. | 110 | 120 |
| Hon. R. T. & L. Co. | | |
| I. I. Steam Nav. Co. | | |
| Mut. Tel. Co. | 19 1/2 | 20 1/2 |
| Oahu Ry. & Land Co. | 147 1/2 | |
| Pahang Rubber Co. | 17 1/2 | 19 |
| Tanjong Olok Rubber Co. | 30 | |
| BONDS. | | |
| Hanakua 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 | | |
| Hilo R.R. Co. R. & E. Co. 6s | | |
| Hon. Gas Co. Ltd. 5s. | 103 | |
| Hon. B. T. & L. Co. 6s | 104 1/2 | |
| Kaui Ry. Co. 6s. | 100 | |
| McBryde Sugar Co. 5s. | 100 1/2 | |
| Mutual Tel. 5s | 106 | |
| Oahu Ry. & Land Co. 5s | 108 1/2 | |
| Oahu Sugar Co. 6s. | 100 1/2 | |
| Pacific G. & F. Co. 6s. | 95 | |
| Pac. Sugar Mill Co. 6s. | 95 | |
| San Carlos Mill Co. 6s. | | |
| Waialua Agri. Co. 5s. | | |

Sales Between Boards—10 Waialua 27 1/2; 50, 50, 50 Onomea 47; 50 Ewa 26 1/2; 50, 35 Pioneer 36; 25 Alex. & Baldwin 240; 25 Olat 9 1/2.

Session Sales—10, 5, 5, 30 Oahu Sug. Co. 29 1/2; 30 Olat 9 1/2; 10, 5, 25, 5, 5 Hon. B. & M. Co. 17 1/2; 25, 20, 50 Waialua 27 1/2.

Latest sugar quotation: 96 deg. test, 4.49 cts., or \$89.80 per ton.

Sugar 4.49cts

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

CHAMBER DIRECTORS WILL MEET TOMORROW

Announcement has been made by the Chamber of Commerce that dues for the quarter ending March 31 are now payable. At a meeting of the directors of the organization to be held tomorrow the accounts of the year will be gone over.

According to the monthly bulletin of the chamber, the treasurer of the public health committee had a balance of \$17,379.82 on hand to the credit of the tonnage tax fund on the last day of the year.

WANTED

Someone to hatch and raise, or to raise only, 100 or more white leghorn pullets. Address K. F. Star-Bulletin. 6368-6t

Second-hand wagon scale, capacity at least 12,000 pounds. Address "K. F." Star-Bulletin office. 6368-6t

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Day old chicks from heavy laying S. C. white leghorn stock; also eggs for hatching. Prices, day-old chicks, 20 cents each; in lots of 50 or more 17; Eggs, 7 cents each plus postage. We ship chicks safely to Honolulu. Address High School Hatchery, Hilo. 6368-6t

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CARD OF THANKS.

Q. M. Sgt. and Mrs. Rath of Castner wish to express their sincere thanks to their many friends who generously contributed towards the floral decorations for the funeral of the late Mrs. Anna Wollert. 6368-1t

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