SHIPPING & WATERFRONT NEWS

MANOA'S ARRIVAL TODAY FESTIVE; MUCH ALOHA

Much eclat, pomp, ceremony and melody greeted the docking at 7:30 this morning at Pier 15 of the Matson liner Manoa, Capt. Francis M. Edwards.

As the steamer came alongside the dock, the Hawaiian Band burst into catchy strains, and a few minutes later Mayor Lane and other city officials walked up the gangplank and proceeded to decorate "Willie" Hoppe and Koji Yamada, the billiard champions, with fine large leis, the mayor making an appropriate speech of Hawaiian aloha to each, and not forgetting to bestow a large lei on Mrs. Hoppe as well.

Capt. Edwards reported bad weather the first two days out, but said he had been able to maintain schedule, as usual, and arrive on time to the minute, despite the northwest gales the liner bucked shortly after leaving San Francisco.

Forty-eight cabin passengers arrived on the steamer, and 47 automobiles, ranging from funny Fords to ponderous Packards. They filled up every available foot of room in the hold.

Purser L. E. Hamilton said the Manoa had every pound of cargo she could carry. The big steamer brought 5309 tons for Honolulu and 996 for Kahului, making a total cargo on board of 6305 tons.

Steaming time from San Francisco was six days, 14 hours and 8 minutes. Chief Steward "Joe" Farrell said the Pacific Mail's new offices opened in San Francisco the day before the Manoa left, and that there was a rush of prospective passengers to buy tickets for the first transpacific sailing June 17 from San Francisco.

Many Notables Come.

Among the prominent passengers arriving were the two billiard champions; Marc Klaw, the theatrical magnate; C. R. Johnson, president of the Union Lumber Company of San Francisco, and Mrs. Johnson; four musicians for the Alexander Young Hotel orchestra, Messrs. Fedia Fidler, A. Podinovsky, I. Fidler-Bermani, and L. Fidler-Lenov; also two entertainers for the Young, the Misses Mary Edgar and T. Theimare, and several others.

DEERING CRUISER WILL BE NEAT, FAST CRAFT

One of the finest and largest deep-sea game fishing cruisers ever floating in these waters will arrive here from San Francisco in the near future for C. W. Case Deering of Kalakaua avenue, Waikiki, according to the Pacific Marine Review.

"At W. F. Stone's yard," says the Review, "a fine raised-deck cruiser is now building to the order of C. W. C. Deering, who will use her mainly for deep-sea fishing off the Hawaiian islands. Honolulu is becoming a center for those who are interested in sea fishing for tuna and the wide variety of Hawaiian game fish.

"The new Deering boat is a staunch, comfortable sea craft with ample room for berthing eight people. She will be fitted with a standard binnacle and compass, and her owner intends to take protracted cruises in her. She will be driven by a 75-horse-power motor built by the Standard Motor Construction Company of Jersey City, New Jersey.

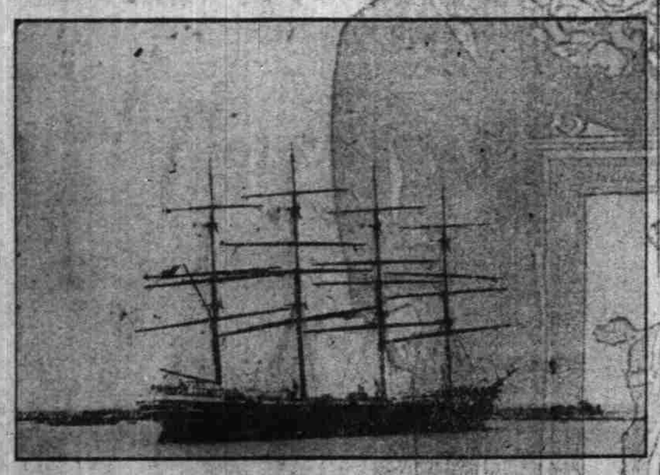
"The engine is four-cylinder, 350 revolutions, with cylinders 8 inches in diameter by 10-inch stroke. Large tanks are provided for both fuel and fresh water, giving the boat a wide radius of action. She carries a somewhat larger sail plan than is usual with this class of cruiser, but this gives her good qualities in a nasty sea.

"The boat is finished generally throughout in white enamel with mahogany trim, thus getting away from the somberness of dark wood finish. The cruiser was designed by Mr. T. W. Hobron of the T. W. Hobron Company, Lick building, San Francisco, distributers for the Standard Motor Construction Company."

Sugar awaiting shipment on the Big Island is reported by Purser Pete Phillips of the Mauna Kea to include: Olaa, 9500 sacks; Waiakea, 7000; Hawaii Mill, 8720; Wainaku, 22,600; Onomea, 8414; Pepeekeo, 7600; Honomu, 5500; Hakalau, 28,384; Laupahoehoe, 20,361; Kaiwiki, 6910; Kukaiau, 4666; Hamakua, 6528; Paauhau, 29,974; Honokaa, 6000; Punaluu, 6030.

OPEN A CHARGE ACCOUNT AT The Model Clothiers

Katherine One of Few Full Square-Riggers On Oceans



The above picture is an excellent reproduction of the full-rigged ship Katherine, formerly the Chilean ship County of Linlithgow, whose master, Capt. Zachary, has applied to Collector of Customs Franklin for permission to defer changing his ship from Chilean to American registry until she arrives at Puget Sound. She is now in port here.

This photograph shows the Katherine as she appeared while unloading her nitrate cargo at Kahului, Maui, before coming here from that port April 2. Territorial Hydrographer G. K. Larrison took the snapshot from the deck of the Inter-Island steamer Claudine, as the steamer was towing the ship out of Kahului.

The Katherine is one of the few full square-rigged ships sailing the Pacific, and when under sail with all canvas spread makes a splendid marine picture.

Women Pitchers Twirl Expertly On Ship's Deck

"Squabs" and "Chickens" Battle for Championship of Manoa at Sea

A baseball game between the "Squabs" and "Chickens," played on the deck of the Matson liner Manoa, helped to drive dull care away and relieve monotony on the voyage between San Francisco and this port, according to passengers on the boat, which arrived today.

All the players were women, and fair to look upon as well. Mrs. "Willie" Hoppe, wife of the billiard champion, was pitcher for the "Squabs," while Miss Polly Young twirled for the "Chickens." The final score was not learned, but at any rate, the game was both exciting and hilarious, with other passengers who had never seen a baseball game coaching as well as the most confirmed fan and fannette.

Not more than half a dozen base balls were batted overboard when pretty players would "swat the pill" with haymaker strokes.

HARBOR NOTES

Yesterday the tug Printer arrived from Hilo for minor repairs.

The Matson steamer Manoa brought 15 sacks of mail from San Francisco this morning.

Due here April 28 from Yokohama is the T. K. K. chartered steamer Awanto Maru.

H. T. Carmichael of Hongkong has purchased the old Pacific Mail steamer Nile. The price paid is not announced.

Mails for San Francisco will close at 8:30 tomorrow morning at the postoffice, and will leave at 10 o'clock on the Matson liner Wilhelmina.

The T. K. K. South American liner Anyo Maru steamed from Hilo for San Francisco at 2 o'clock Sunday afternoon, the Mauna Kea reports.

More than 180 passengers arrived in the Mauna Kea from Hilo and way ports this morning. They included 43 cabin, 16 way-cabin, 89 deck and 36 way-deck.

Officers of the Matson steamer Manoa, in port today from San Francisco, report that they sighted a schooner yesterday apparently heading for Hawaii.

Cattle numbering 75 head came from the Parker ranch on Hawaii today in the Inter-Island steamer Helene. They were loaded at Kawaihae.

At 9:30 yesterday morning the Oceanic liner Ventura, from this port April 11, arrived at San Francisco. Her steaming time was 5 days, 15 hours and 25 minutes.

At 7 o'clock last evening the American-Hawaiian freighter Mexican steamed from this port for Kahului and Hilo, to load the remainder of her sugar cargo for San Francisco.

In the cargo of the American-Hawaiian steamer Floridan, due to steam from San Francisco Thursday for the Orient, will be 15,000 barrels of lubricating oil for the Russian government.

The steam schooner Wilmington is reported by the Mauna Kea to be discharging at Kuhio wharf, Hilo. She arrived Sunday afternoon, and will load sugar at Hilo Friday for San Francisco.

Casey Wondering How He Will Get Back to 'Frisco

Intended to Go to Los Angeles But Boarded S. S. Sierra By Mistake

In Honolulu when he should be in Los Angeles, anxiously wondering as to the whereabouts and condition of his wife and children, is the predicament of Patrick Casey, who arrived on the Sierra yesterday. He has $22.50 in cash and an unused ticket from San Francisco to Los Angeles on the steamer Yosemite.

Pat Casey is an oil worker from Richmond, California. He was given a two weeks' vacation by the company, sent the wife and babies to Los Angeles and went himself to San Francisco. When he was ready to return for his family he bought a ticket on the steamer Yosemite, which was to sail last Tuesday from Pier 41, he says. Finding no pier of that number he boarded the nearest steamer he could find, and was ready for his journey.

It was after the Sierra was well outside the Golden Gate, bucking a high wind and sea that Pat Casey met a passenger whom he knew and in reply to queries as to where he was bound, replied "Los Angeles." When he learned that he was en route for Honolulu it was consternation and not seasickness that gave his complexion a pale green tinge. He was thinking of the family in Los Angeles that was anxiously awaiting his coming to take them home.

Pat Casey did not have a pleasant voyage. There was no enjoyment for him, only worry, sorrow and anxiety, and now he is wondering how he will get back to San Francisco, and when he does return, where and how he will find his wife and little ones.

HACKFELD'S MAY BE AGENTS FOR NEW P. M. LINE, SAYS REPORT

No information as to whether they will continue to be agents for the new Pacific Mail, as they were for the old line, was received today by H. Hackfeld & Co.

Reports from San Francisco are that the local firm will be agents for the line as before. The company has stated that it will give preference to the old agents.

The Pacific Mail's three new vessels, Colombia, Venezuela and Ecuador, will be placed in transpacific service this summer, with the first sailing, the Ecuador, from San Francisco June 17. The ships have 111 berths, two in each stateroom, and opposite each other.

autos, 12 pieces of koa lumber, 21 cords of wood, 90 bags of rice bran, 167 bags of awa, 80 bags of bottles, 33 bundles of hides, 700 sacks of sugar and 145 sundries.

That the American steamer City of Puebla may call here for bunkers after all, is indicated in a radio received today by the Inter-Island from the steamer's owners, Struthers & Dixon, giving her position as 1047 miles west of Honolulu. The vessel is coming from Hongkong, according to the San Francisco Guide.

Radio advices received by the American-Hawaiian's local office state that the Georgian will be off port at 4 o'clock this afternoon, from Seattle and Tacoma, with a capacity cargo of nearly 8000 tons. She may have a few bags of mail, although the Makura, due tomorrow, is bringing a heavy despatch from the Northwest.

H. K. HOPE

STEEL FREIGHT RATES GO UP $14 TON

Although transpacific freight rates on food commodities, such as wheat, lard and meat products, have risen but little in the last two years, the cost of shipping steel products from the Pacific coast to Japan and China has increased $14 a short ton since October 1, 1915, is shown in a letter from Dr. E. E. Pratt, chief of the bureau of foreign and domestic commerce, to the Hon. Joshua W. Alexander, chairman of the house committee on the merchant marine and fisheries.

"This (the small increase on food commodities) is more significant," says the latter in part, "in the case of wheat than in the case of lard and meat products, since under ordinary conditions there is a large volume of wheat moved and comparatively little lard and meat. The rates on boots and shoes show a comparatively small increase during the past two years; in other words, from 60 cents to only 75 cents per 100 pounds. In certain other commodities the transpacific rates from Seattle have increased in a remarkable degree.

"The rate on agricultural machinery was three times as high on January 1, 1916, as on January 1, 1914, while the rate on copper was twice as high; the rate on leather shipped in cases, about five times as high; and the rate on canned salmon, twice as high. The greatest increases, however, have been in steel products. On January 1, 1914, the cost of transporting bar iron, sheet iron, or wire from Seattle to Hongkong was only $3.50 per short ton, but on January 1, 1916, the rate was $30, there having been an increase of $14 per short ton since October 1, 1915."

Dr. Pratt makes an interesting comparison between the rates on specified commodities from New York to Liverpool and between Seattle and Hongkong. The rate on sack flour from New York to Liverpool increased in the period between January 1, 1914, and January 1, 1916, from 15 cents per 100 pounds to 90 cents, whereas the rate on the same commodity from Seattle to Hongkong increased during this period from 25 cents per 100 pounds to 75 cents. On January 1, 1914, the rate on flour from New York to Liverpool was 10 cents per 100 pounds less than the rate on flour from Seattle to Hongkong, but on January 1, 1916, the rate from New York to Liverpool was 15 cents more per 100 pounds than the corresponding rate from Seattle to Hongkong.

A special point is made of the remarkable rise in the rates on grain, one of the principal American exports. This increase from New York to Liverpool in the last two years has been about 900 per cent, while the increase in the rate on flour has been 500 per cent and the increase on provisions only 400 per cent. The more rapid increase is accounted for by the fact that in ordinary times grain is carried at especially low rates because of its desirability as ballast and because it can easily be taken on and discharged.

WILHELMINA TAKING CAPACITY PASSENGER AND FREIGHT LISTS

At noon today every available stateroom on the Matson liner Wilhelmina, which will steam at 10 o'clock tomorrow morning from Pier 15 for San Francisco, had been sold, and not even a sofa berth was for sale on the entire steamer.

This means the liner will take out from 110 to 120 cabin passengers tomorrow. The steerage is also booked full, and every pound of freight the Wilhelmina can crowd into her holds is being loaded today.

Freight leaving tomorrow will include 5366 tons of sugar, 500 tons of molasses, 27,000 cases of canned pines, 3000 bunches of bananas and other freight ranging from honey and fresh pines, to coffee, rice and automobiles.

The Governor Forbes, an American steamer, which has been used in inter-Island service in the Philippines, will call here for bunkers. She is bound to San Francisco from Manila, and is consigned to Welch & Company. She left April 14, according to the Merchants' Exchange.

WANT-ADS

The Star-Bulletin's Classified

TOO LATE TO CLASSIFY

WANTED.

A Tuxedo suit; trousers 31-31, coat 38 long; must be in good condition. Answer, stating price, to Box 323, this office. 6452—1t

FOR SALE.

LIVESTOCK AND POULTRY.

Day-Old Chicks—Black Minorcas, R. I. Reds, Sicilian Buttercups; limited supply. E. W. Jordan, 203 McCandless Bldg., phone 2181 or 2030. 6452—12t

FOR RENT.

FURNISHED ROOMS.

Lady can have nicely furnished room in private family at Waikiki. Phone 7095. 6452—3t

One-room furnished cottage; private bath; Punahou district. Phone 1210. 6452—3t

SHINGLING.

Old, leaky roofs reshingled; work guaranteed 5 years. R. S. Dunn.

Honolulu Stock Exchange

Tuesday, April 18.

MERCANTILE.	Bid.	Asked
Alexander & Baldwin, Ltd.	....	....
C. Brewer & Co.	....	....
SUGAR.		
Ewa Plantation Co.	32½	33
Haiku Sugar Co.	230	240
Hawaiian Agricultural Co.	....	....
Hawaiian C. & S. Co.	48½	....
Hawaiian Sugar Co.	46¼	47
Honokaa Sugar Co.	11⅝	11½
Honomu Sugar Co.	....	....
Hutchinson S. Plant. Co.	....	....
Kahuku Plantation Co.	25½	26½
Kekaha Sugar Co.	....	....
Koloa Sugar Co.	....	185
McBryde Sugar Co., Ltd.	12⅞	13
Oahu Sugar Co.	....	34
Olaa Sugar Co., Ltd.	16⅞	17
Onomea Sugar Co.	....	60
Paauhau S. Plant. Co.	....	....
Pacific Sugar Mill	165	....
Paia Plantation Co.	....	....
Pepeekeo Sugar Co.	....	....
Pioneer Mill Co.	45½	46
San Carlos Mill. Co., Ltd.	9	....
Waialua Agricultural Co.	....	34
Wailuku Sugar Co.	....	....
MISCELLANEOUS.		
Haiku F. & P. Co., Pfd.	....	....
Haiku F. & P. Co., Com.	....	....
Hawaiian Electric Co.	....	....
Hawaiian Pineapple Co.	39½	40
Hon. B. & M. Co., Ltd.	19	19½
Hon. Gas Co., Ltd.	117½	....
Hono. R. T. & L. Co.	....	....
Inter-Island S. Nav. Co.	....	....
Mutula Telephone Co.	....	....
Oahu R. & L. Co.	155	....
Pahang Rubber Co.	24	26½
Selma-Dindings Plantation, Ltd.	10½	....
Selma-Dindings Plantation, Ltd. (42% Pd.)	5¼	....
Tanjong Olok Rubber Co.	41	....
BONDS.		
Hamakua Ditch Co. 6s	....	....
Hawaiian Irr 6s	....	90
Haw. Ter. 4% Rfd. 1905	....	....
Haw. Ter. Pub. Imp. 4s	....	....
Haw. Ter. 4½s	....	....
Haw. Ter. 3½%	....	....
Honokaa Sugar Co. 6%	....	....
Hon. Gas Co., Ltd., 5s	104	....
Hon. R. T. & L. Co. 6%	....	103½
Kauai Ry. Co. 6s	100	....
McBryde Sugar Co. 5s	....	100½
Mutual Telephone 5s	106	....
Oahu R. & L. Co., 5%	106	....
Oahu S. Co. 6s (redemable at 103 at maturity)	....	108½
Olaa Sugar Co. 6%	103	....
Pacific G. & F. Co. 6s	....	....
Pacific Sugar Mill Co. 6s	....	....
San Carlos Mill Co. 6%	....	....

Between Boards: Sales: 100, 100, 105, 250, 150 Olaa, 17⅛; 100 Olaa, 17; 100, 50, 50, 70, 20 McBryde, 13; 20, 25, 70 85, 5 Honokaa, 11⅞; 50, 25 Honokaa, 11½; 75, 135 Hawaiian Sugar Co., 46½; 195, 15, 40 H. C. & S. Co., 48½; 5, 15 Oahu Sugar Co., 34; 109 Pioneer, 46; 10 O. R. & L. Co., 155; 50 Waialua, 34; 30 Mutual Tel. Co., 20½.

Session Sales: 5 Pioneer, 46; 10 Waialua, 34; 50 Honokaa, 11½; 10, 25 Olaa, 17.

Latest sugar quotation: 96 degrees test, 5.967 cents, or $119.34 per ton.

Sugar 5.967cts

Henry Waterhouse Trust Co., Ltd.

Members Honolulu Stock and Bond Exchange.
Fort and Merchant Streets
Telephone 7208

At last the world may know the name of the genius who invented the hole in the doughnut. He is said to be Captain Hanson Gregory of Quincy, Mass., and still hale and hearty at 84. He made the discovery while a cook aboard a schooner. Finding the square or twisted doughnuts, while crisp on the outside, were sad in the center he decided to cut the center out. Surely, he deserves a monument.—S. F. Chronicle.

ANZEIGE.

Am Karfreitag, April 21, findet in der Deutschen Evangelisch-Lutherischen Kirche, Abends 7:30, Gottesdienst mit darauf folgendem Abendmahl statt, zu dem freundlichst eingeladen wird.

6452—Apr. 18, 19, 21

NOTICE.

EWA PLANTATION COMPANY.

The stock books of Ewa Plantation Company will be closed to transfers Wednesday, April 19th, 1916, at 12 o'clock noon to Saturday, April 29th, 1916, inclusive.

CHAS. H. ATHERTON,
Treasurer, Ewa Plantation Company.
Honolulu, April 18, 1916.
6452—1t

IN THE CIRCUIT COURT OF THE First Circuit, Territory of Hawaii—At Chambers—In Probate.

In the Matter of the Estate of Francis Williams Damon, Deceased. Probate No. 4915.

On Reading and filing the petition of Mary Rebecca Happer Damon of the City and County of Honolulu, Territory of Hawaii, the Executrix of the Will of Francis Williams Damon, Deceased, wherein the petitioner asks that a final order be made discharging petitioner from all further responsibility herein as such executrix;

It is Ordered, that Monday, the 29th day of May, 1916, at 9 o'clock a. m., before the Judge presiding at Chambers of said Court at his courtroom in the Judiciary Building, in Honolulu, be and the same hereby is appointed the time and place for hearing said petition, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said property.

Dated, April 18th, 1916.
By the Court.
(Seal) A. K. AONA, Clerk.
Holmes & Olson.

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whether a brief vacation or an extended tour, a few cents a day will enable you to travel with a care-free mind.

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Maui Agricultural Company
Hawaiian Sugar Company
Kahuku Plantation Company
McBryde Sugar Co., Ltd.
Kahului Railroad Company
Kauai Railway Company.
Kauai Fruit & Land Co., Ltd
Honolua Ranch

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3-bedroom house; fine location; $25.
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PHOTOGRAPHER

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Capital paid up.....30,000,000
Reserve fund.....20,400,000
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Beautiful South Sea Baskets just received. HAWAII & SOUTH SEAS CURIO CO., Young Bldg. "Buy on Bishop Street"

FOR SALE
$2000—4-bedroom house on Maflock ave., nr. Pilikoi; 50x85; modern conveniences. This property has to be sold at a sacrifice to close an estate, whose owner refused $3500 for it three years ago.
$5000—The beautiful residence at the N.W. corner of Waialae and 11th ave., Kaimuki, with a 2-bedroom, commodious dwelling; grounds are 200x225. Garage, outhouses, fine manicured lawn, fruit trees, etc.

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