

SHIPPING & WATERFRONT NEWS

LUMBER MEN ARE AT MERCY OF SHIPOWNERS

Charter Rates Have Risen From \$5.50 to \$16 Per Thousand In Year's Time

At present charter rates for lumber schooners, Honolulu lumber firms not owning vessels are losing money when they sell Douglas fir at \$32.50 a thousand feet.

This condition, it was learned today, has resulted from the scarcity of bottoms for lumber from the Northwest to this port. At this time last year charter rates were \$5.50 a thousand feet. They are now between \$15 and \$16.

Last month the retail price of Douglas fir was raised from \$30 to \$32.50 by the City Mill Company, one of the largest of the local lumber firms not owning lumber bottoms. This variety of lumber had been selling at \$30 for the last year or two.

"The only reason we can keep on selling at \$32.50 and not lose money is that we received a large amount of Douglas fir in January, before charter rates soared up to their present unprecedented figure," said C. K. Al, treasurer and manager of the City Mill Company, Ltd., today. "If our lumber now on hand had cost us \$15 and \$16 a thousand to ship here, the present charter rate, we would be selling at a loss if we kept our retail price at \$32.50 per M."

Boats Get Own Price.

Mr. Al said that lumber vessels which formerly supplied the City Mill Company and other firms here, have now been chartered to take lumber from the Northwest to Australia, at big charter rates. These include the Fred J. Wood, the Dauntless and the A. F. Coats. The last time these vessels brought lumber here, their charter rates were \$9 and \$9.50 a thousand feet. Now \$15 and \$16 is asked and is given.

"We are simply at the mercy of the shipowners," added Mr. Al. "We simply cannot get sailing vessels to bring lumber here. Even the small boats, with only half a million feet capacity, are getting \$35 a thousand as a charter rate to Australia."

The City Mill Company expects to charter a steamer next month to bring nearly a million feet of Douglas fir here, from Gray's Harbor, if a sailing vessel cannot be secured in the meantime.

HARBOR NOTES

A big mail from San Francisco, 784 sacks, is coming in the Matson liner Matsushima tomorrow morning.

Due to steam from Yokohama Wednesday for Honolulu is the China Mail liner China, scheduled to arrive at this port May 6.

Late Saturday night the Inter-Island steamer Cludine arrived from Maui with 23 cabin passengers. Inward freight was mainly 17 tons of scrap iron.

The Norse bark Glenshee is today discharging 1400 tons of rock phosphate which she brought yesterday morning from Makatea, after a voyage of 23 days.

Next Mail for Manila, Japan and China will go Friday afternoon, probably at 5 o'clock, in the T. K. K. liner Shinyo Maru, due that morning from San Francisco.

The Matson steamer Manoa, steaming at noon tomorrow from Pier 19, will take the next mail to San Francisco, mails closing at the postoffice at 10:30 tomorrow morning.

At 8 o'clock this morning the Matson steamer Manoa, Capt. F. M. Edwards, returned from Kahului, where she loaded canned pines and sugar. She towed the barge Bennington back from the Maui port.

On his return from Fanning Island and the Gilberts, Capt. E. L. Tindall, master of the British steamer Kestrel, will open a garage and machine shop here. The Kestrel is expected to leave Fanning in a few days.

Due Friday morning from San Francisco is the T. K. K. liner Shinyo Maru. She will bring mail from the coast and take a full despatch for the Orient. The Shinyo left San Francisco at 2 p. m., Saturday.

The Inter-Island steamer Mauna Loa reports the following sugar awaiting shipment: on Kauai, Kekaha, 2750; Gay & Robinson, 18,265; Hawaii, 17,815; McBryde, 13,131; Koloa, 12,885; Keala, 47,000; Lahoe, 3000.

Due here Friday morning from Australia, New Zealand and Fiji is the Canadian-Australian liner Niagara, from Suva Friday, on time, with 300 passengers aboard. The Niagara will take 4000 barrels of fuel oil here and about 150 tons of freight. To date 50 cabin passengers have been booked.

The British cruiser Laurentic, which stopped the China Mail liner China off Shanghai and removed 48 Germans and Austrians, has returned to Hongkong, the work of detaining Chinese waters having been entrusted entirely to Japanese war vessels.

Cabin passengers on the number of 49 and 47 deck passengers arrived yesterday morning from Kauai on the Mauna Loa. Inward cargo included 2000 bags of V. K. sugar, 3000 of Kekaha N. 100 bags of coconuts, 100 of tar, 27 barrels of honey and other island products.

Bound for San Francisco via Port Allen, Kaunapali, Kahului and Hilo, the American-Hawaiian steamer Georgian steamed last night from this port, taking sugar. On reaching San Francisco with a full sugar cargo she will load general cargo for the Orient, and will not call here again soon.

IDE MARU GOES INTO DRYDOCK FOR REPAIRS

At 9:30 this morning the Japanese freight steamer Ide Maru went on the Inter-Island drydock and had her stern tipped up so that a new center gudgeon can be put on her stern post, the old gudgeon having been broken when the middle portion of her rudder carried away at sea March 6 on the Great Circle route.

Capt. T. Uchiyama said this morning he expects the new gudgeon will be made and put in place by Wednesday and the repaired rudder can be shipped Friday or Saturday. The rudder is now being repaired by the Honolulu Iron Works Company.

After the rudder has been shipped 600 or 700 tons of bunker coal will be taken aboard, and if all goes well the big freighter will resume her voyage to Vladivostok May 3 or 4, a week from next Wednesday or Thursday.

Part of the Ide's Japanese crew was set to work this morning cleaning the ship's sides. A diver worked beneath the steamer, putting the keel blocks in place as her stern was lifted.

58,000 TONS OF SUGAR LEAVING EACH MONTH

With the American-Hawaiian moving 28,000 tons of island sugar to San Francisco every month for transshipment by rail to the east, and the Matson line taking 30,000 tons a month to Crockett Refinery, no trouble in getting the island sugar crop to market by the end of September is looked for by local shipping men.

Following the publication Saturday by the Star-Bulletin of the first official announcement by the Sugar Factors that sugar would be consigned to eastern refineries would continue to be consigned east by rail until December 1, General Manager C. P. Morse of the American-Hawaiian's local office made the following statement today:

"We do not anticipate any trouble moving island sugar within the time that the Sugar Factors want it moved—the end of September. We are now transporting 28,000 tons a month to the coast. To date, including the Mexican, which steamed from Hilo at 9 o'clock yesterday morning, with 13,726 tons, we have carried during the present season 101,500 tons, of which 27,000 have gone via Magellan, and the rest to San Francisco and overland by rail."

Mr. Morse added that there are only 1500 tons of sugar on hand in Honolulu now, and that the Texan will clean it up when she returns from the coast.

"There will be no trouble whatever," said Manager John H. Drew of the shipping department of Castle & Cooke, local Matson line agents. "Our steamers are now taking out about 30,000 tons of island sugar a month to the Crockett, California, refinery of the Sugar Factors. We can handle it all without difficulty. I don't think the American-Hawaiian will have any trouble taking care of its end, either."

Honolulu Stock Exchange

Monday, April 24.

MERCANTILE	Bid	Asked
Alexander & Baldwin, Ltd.	280	
C. Brewer & Co.		200
SUGAR		
Ewa Plantation Co.	35	35 1/2
Jaaku Sugar Co.	240	
Hawaiian Agricultural Co.		190
Hawaiian C. & S. Co.	500	500
Hawaiian Sugar Co.	48	
Honokaa Sugar Co.	12 1/2	13
Honouliuli Sugar Co.	190	
Hutchinson S. Plant. Co.		200
Kahuku Plant. Co.		200
Kaunapali Sugar Co.	250	
Koloa Sugar Co.	180	
McBryde Sugar Co., Ltd.	14 1/2	15
Oahu Sugar Co.	37 1/2	38
Olaa Sugar Co., Ltd.	19	19 1/2
Waialeale Sugar Co.	60 1/2	61
Paunahou S. Plant. Co.		120
Reine Sugar Mill	11 1/2	12
Paia Plant. Co.		100
Pepee Sugar Co.		100
Pioneer Mill Co.	50	50 1/2
San Carlos Mill Co., Ltd.	104 1/2	105
Waialeale Agricultural Co.	37 1/2	38
Waikuu Sugar Co.		200
MISCELLANEOUS		
Haku F. & P. Co.		100
Haku F. & P. Co., Com.		100
Hawaiian Electric Co.	400	400
Hawaiian Pineapple Co.	19 1/2	19 1/2
Hon. B. & M. Co., Ltd.	120	120
Hon. Gas Co., Ltd.	120	120
Hono. R. T. & L. Co.		100 1/2
Inter-Island S. N. Co.		200
Mutual Telephone Co.	20	20 1/2
Oahu R. & L. Co.	150	150
Pahang Rubber Co.		12
Selma-Dindings Plantation, Ltd. (Pd)	12	12
Selma-Dindings Plantation, Ltd. (42% Pd)	6	6 1/2
Tanjong Olok Rubber Co.	41	41
BONDS		
Hamakua Ditch Co. 6s.		100
Hawaiian Irr. Co. 6s.		100
Haw. Ter. 4 1/2 Rfd. 1905		100
Haw. Ter. Pub. Imp. 4s.		100
Haw. Ter. 4 1/2s.		100
Haw. Ter. 3 1/2s.		100
Honokaa Sugar Co. 6 1/2s.		100
Hon. Gas Co., Ltd. 5s.		104
Hono. R. T. & L. Co. 6 1/2s.		103 1/2
Kaula Ry. Co. 6s.		100
McBryde Sugar Co. 5s.		100
Mutual Telephone 5s.		100
Oahu R. & L. Co. 5 1/2s.		106
Oahu S. Co. 6s (redem-able at 103 at maturity)	108	109
Olaa Sugar Co. 6 1/2s.		103
Pacific G. & F. Co. 6s.		100
Pacific Sugar Mill Co. 6s.		100
Sag Cartos Mill Co. 6 1/2s.		100
Between Boards: Sales: 35, 150, 70, 30, 100, 100, 50, 50, 50, 250, 250, 45, 25, 200, 150, 20, Olaa, 194 1/2; 250, 50, 200, 30, 100, 100, Olaa, 19; 30, 105, Olaa, 19 1/2; 110, Ewa, 35; 50, 50, 50, 100, 20, 30, 20, 25, Ewa, 35 1/2; 50, Pioneer, 50; 200, Pioneer, 50 1/2; 200, McBryde, 1 1/2; 35, 32, 35, Oahu Sugar Co., 3 1/2; 30, Oahu Sugar Co., 38; 175, Hon. B. & M. Co., 19 1/2; 100, 25, Kahuku, 26; 5, Honokaa, 12; 25, Honokaa, 12 1/2; 10, H. C. & S. Co., 50 1/2; 10, Waialeale, 36 1/2.		
Session Sales: 50, 50, 100, 100, 100, 25, 100, 110, 25, Honokaa, 12 1/2; 15, 10, 100, 100, 50, Olaa, 19 1/2; 10, Hawaiian Sugar Co., 47 1/2; 5, 50, 50, 50, 25, 100, 100, 100, Oahu Sugar Co., 38; 50, McBryde, 14 1/2; 10, Olaa, 19 1/2; 10, 15, H. C. & S. Co., 50 1/2.		

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Kauai Fruit & Land Co., Ltd.
Honolulu Ranch.

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PASSENGERS BOOKED

Per I.L. str. Claudine for Maui, April 24—H. Fasoth, Sam Pupuh, T. A. Nui, William Thompson, T. J. Flanagan, Dr. J. Carey, Yen Chu, Mrs. and Miss Murphy.

The Canadian-Pacific liner Empress of Russia arrived at Vancouver April 8, with 24 cars of silk and 537 passengers from the Orient. The steamer is still painted admiralty gray. She saw strenuous war service prior to her return to her old run.

The Inter-Island steamer Mikahala brought 11 cabin and 23 deck passengers from Maui, Molokai and Lanai yesterday morning.

PASSENGERS ARRIVED

Per I.L. str. Mikahala, from Maui, Molokai and Lanai, April 22—T. Kawano and wife, M. V. de Coita and wife, Miss D. McCarriston, H. McCarriston and wife, E. Dunn, Y. Van Hing, Miss Olga de Coita, Miss E. McCarriston.

Per I.L. str. Mauna Loa, from Kauai, April 23—R. Nakayama, Koyama, Mrs. Koyama, Koyama, M. T. Rodrigues, Dr. K. Seifert, A. V. Peters, A. S. Downey, George Bustard, Mrs. C. H. Dickson, Mrs. D. Embrose, M. Ozaki, T. J. Fitzpatrick, L. H. Johnson, A. M. McBryde, R. H. Rohd, C. Land, E. Bust, A. Ah Lo, D. L. Austin, Mrs. W. D. Adams, Master Adams, D. F. Hopkins, Mrs. D. F. Hopkins, Mrs. L. Molderhauser, Mrs. Cass, Mrs. Schroeder, P. Spalding, J. K. Iopa, W. D. Adams, J. D. McInerney, George Vickers, J. de Frances, E. A. Berndt, George Angus, A. P. Taylor, W. O. Aiken, A. Horner Jr., Hans Gittle.

Per I.L. str. Claudine, from Maui, April 23—W. O. Smith, Mrs. W. O. Smith, J. G. Pratt, S. Ozaki, Ikebara, Mrs. Ikebara, K. Fujinaka, Miss A. Souza, Look Tong, Tam Hoy, W. Shinkie, W. J. Moore, Miss Bryant, Miss H. Ishida, Miss Tillant, E. J. Lord, W. A. Wadsworth, S. Pupuh, T. Odo, E. J. Nell, E. Gay and son, F. G. Krauss.

Per I.L. str. Kinua, from Kauai, April 23—A. Garter, W. H. Friedly, S. P. Kind, A. Nielson.

SEATTLE OFFERS BIG BONUS FOR HILL LINER

Now that the Matson Navigation Company has announced it must decline further shipments of lumber, millwork and furniture from Seattle and Tacoma to Honolulu, until further notice, owing to the urgent need of room in Matson steamers for shipping food necessities to Hawaii Northwest shippers of the classes of freight barred out will probably renew their efforts to have one of the two Hill liners put on the Seattle-Honolulu run.

Even before the Matson Line announced its refusal of these classes of freight, Seattle shipping and business interests had, on April 3, appealed to President L. W. Hill of the Great Northern Railway Company and President L. C. Gilman of the Great Northern Pacific Steamship Company in an effort to have either the Great Northern or the Northern Pacific operated from this port to Hawaii.

"Honolulu," says a Seattle despatch, "has offered \$5000 a trip for five trips or \$25,000, for one of the liners, and it is planned to offer at least this amount and a cash subsidy if one of the vessels is sent to Seattle. It is also planned to guarantee a full cargo for six trips.

"It was expected by shipping men today that approximately 15,000 tons of general freight, worth \$300,000, is offering in Seattle every six weeks for ports in the Hawaiian Islands, with only two steamers, the Hyades and the Hilonian of the Matson Navigation Company, with a total cargo capacity of 11,000 tons, plying in this trade.

Commenting on this move, the San Francisco Journal of Commerce thinks it will not amount to much, and says:

"In local shipping circles the endeavor to obtain one of the Hill liners for the Puget Sound-Honolulu run is expected to prove futile, as the Great Northern Pacific Company seems determined to operate both vessels on the San Francisco-Fuel run, for which purpose they were constructed and brought to the Pacific Coast.

"It is said that shipments from Seattle and nearby ports to the islands at the present time average in value approximately \$300,000 a month. All this freight is transported to Hawaii on two steamers, the Hyades and Hilonian of the Matson Navigation fleet."

VITAL STATISTICS

BORN.
VASCONCELLOS—In Honolulu, April 16, 1916, to Mr. and Mrs. John Vasconcellos of Iolani avenue and Magellan street, Awaoliiloma, a son—Walter.

TOMITA—In Honolulu, April 16, 1916, to Mr. and Mrs. Kumajiro Tomita of Aala lane a daughter—Yoshiko.

KUDO—In Honolulu, April 5, 1916, to Mr. and Mrs. Koresighe Kudo of Auld lane, Palama, a son—Takes.

BOTELHO—In Oolaka, North Hilo, Hawaii, April 3, 1916, to Mr. and Mrs. John Botelho a son.

TSUNEMATSU—In Honolulu, April 3, 1916, to Mr. and Mrs. Sukeki Tsunematsu of Desna lane, Palama, a daughter—Tatsuye.

JARRETT—In Honolulu, March 28, 1916, to Mr. and Mrs. Paul James Jarrett of 58 Vineyard street, a son—Robert Gordon Lapaula.

SAKAI—In Honolulu, February 25, 1916, to Mr. and Mrs. Jirokichi Sakai of Kamanuwa lane, off Beretania street, a son—Kenichi.

MARRIED.
REGO-OLIVEIRA—In Honolulu, April 12, 1916, Joseph P. Rego and Miss Sarah C. Oliveira, Rev. Father H. Valentin, pastor of the Catholic Church of St. Augustine-by-the-Sea, Waikiki, officiating; witnesses—Felix Rodrigues and Miss Henrietta C. Oliveira.

DIED.
KANAKA—In the Queen's Hospital, Honolulu, April 21, 1916, Mrs. Annie Kanaka of Kaimuki, a native of Hawaii, 40 years old.

CHU—In Honolulu, April 21, 1916, Kam Yee, daughter of Mr. and Mrs. Chu Chip of Kamanuwa lane, off Beretania street, a native of this city, 1 year and 29 days old.

MURAOKA—In Honolulu, April 21, 1916, Hnae, daughter of Mr. and Mrs. Ichisaburo Muraoka of Beretania street, a native of this city, 2 years, 9 months and 26 days old.

SMITH—In San Francisco, March 21, 1916, David Smith, married, telephone and telegraph lineman, 45 years old, brother of E. J. Smith of Hilo, Hawaii.

PEREIRA—In Springfield, Ill., March 9, 1916, Antonio F. Pereira a native of Punalu, Madeira, Portugal, uncle of Mrs. A. V. Soares of Honolulu.

AGUIAR—In Honolulu, April 23, 1916, Sylvia Aguiar, 617 Capt. Cook avenue, a native of Punalu, Madeira Island, aged 71 years. Funeral this afternoon at 4 o'clock from residence.

MARRIAGE LICENSES

Mateo Peratta, Filipino 22
Maria Aeya, Filipino 18
Joseph Sylvester, Portuguese 25
Alvina Gosmann, German 17
Joseph Rodrigues, Portuguese 22
Virginia Gasper, Portuguese 17
David K. Robinson, part-Hawaiian 22
Rose Cardozo, Portuguese 19
Samuel I. Zeidner, American 22
Mary L. Hammon, American 23
Reider W. Olson, American 23
Cedele M. Heeney, American 23



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Two men were killed and serious damage was caused by fire when a Grand Trunk train crashed into an intercolonial train taking on water at Levis, Ont.

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