

SHIPPING & WATERFRONT NEWS

HESITATION IN SUGAR MARKET IS DISCUSSED BY WILLETTS & GRAY

LURLINE IS IN WITH RECORD CARGO

Looking like a floating barnyard with horses, mules, cattle, chickens and a small grove of acacia trees grouped about the decks, the Matson steamer Lurline arrived here today from San Francisco with a record cargo. It freight and loaded at Pier 15 shortly after 12 o'clock.

The Lurline brought 95 bags of mail, 18 first cabin and two steerage passengers, and 150 tons of freight, which is the largest cargo she has ever taken from San Francisco. She also has 970 tons of freight for Kahului. The cargo included 35 mules, 17 head of cattle, one stallion, 75 crates of chickens and 81,000 feet of lumber.

Among the island passengers on the Lurline who returned from a visit to the mainland are the Misses Edith and Juliet Rice, Mrs. Stillwell, traveling secretary for the Salvation Army, was also a passenger.

Purser P. H. Levey reported a pleasant voyage except for the first day out. He said that there is still 1500 tons of freight awaiting shipment on the Matson wharf at San Francisco, mostly railroad supplies.

HAWAII ASKED TO MEET WITH PASSENGER AGENTS

Hawaii has been asked to send a representative to the convention of the American Association of Passenger Traffic Agents, which will be held in Washington early in October. L. F. Vonburgh, general passenger agent of the New York Central, and a friend of Hawaii, has written Albert P. Taylor of the Promotion Committee asking that a representative be sent, as it would give Hawaii a closer touch with the men who are handling the tourist business.

GREAT NORTHERN COMPANY ASKS FOR 50,000 FOLDERS

"They are off again," said Albert P. Taylor of the Hawaii Promotion Committee this afternoon as he looked over his mail. "Here we have the Great Northern Steamship Company calling for 50,000 pamphlets and 25,000 folders for the first advertising campaign of the year. They surely go after things in a big way."

PASSENGERS ARRIVED

Per Matson steamer Lurline from San Francisco today: W. G. Allen, Miss Mora Caborn, Miss Dorris Durst, Cecil E. Halstead, Miss E. Harlow, Miss Edna Harlow, Mrs. Daisy Ives, E. S. Marston, Annie McKenzie, Mrs. E. Oland and two children, A. J. Oram, Miss Edith Rice, Miss Juliet Rice, E. V. Selde, Mrs. Stillwell, Mrs. E. S. Swan.

Try our "Lurline" Special—a dainty and delicious combination of ice cream, fresh crushed pineapple and whipped cream. Served only at the Fountain of Benson, Smith & Co.

A gigantic project for linking the North Sea and the Baltic with the Black Sea by a series of canals connecting the rivers has received the official recognition of the German government.

GOLDEN GATE MAKES FAST ROUND TRIP, S. F. TO NEW ZEALAND PORT

A return to the old days when American sailing ships were supreme on the high seas, making records which even on some routes today have not been bettered by steamers, occurred May 28 when the four-masted bark Golden Gate arrived in San Francisco, having made the round trip to Wellington, New Zealand, in 94 days. Capt. H. N. Burgess is master. The down trip was made in 48 days and the return in 46. Before being purchased by Hind, Rolph & Co. a year and a half ago, she was the Lord Shafter and was built in 1888 in England.

HARBOR NOTES

The British steamer Skipton Castle is due today but as yet has not put in an appearance.

The next mail from San Francisco will arrive Saturday in the T. K. K. steamer Persia Maru.

The Oceanic steamer Sierra arrived yesterday at San Francisco. She made the trip in five days, 16 hours and 29 minutes.

John K. Bulger, supervising inspector of the first district of U. S. steamboat inspection, will leave here tomorrow on the Matsonia for San Francisco.

The next mail for San Francisco will go on the Matson steamer Matsonia tomorrow, due to sail at 10 a. m., and mail closing at postoffice at 8:30.

The South American T. K. K. steamer Kiyu Maru left Honolulu this morning at 9 o'clock for Yokohama and Shanghai after loading 175 tons of scrap iron.

The British steamer Charlton Hall is due here at 4 o'clock this afternoon for bunker coal. She is taking a general cargo from New York to Muroran and Vladivostok.

Sugar left at Hawaii island ports is: Olan 16,700 bags, Waiakea 5000, Waiakua 10,500, Pepeekeo 4628, Honoumama 3000, Hakalau 28,000, Lanipahoehoe, 11,230, Kukalau 9623, Hamakua 5372, Pauhau 14,000, Honokaa, 20,000, Punaluu 2215, Honuapo 5328.

The Japanese steamer Wakasa Maru arrived this morning on her second trip here and docked at Pier 10. She is from New York via the canal and is taking a general cargo, including war material and oil to Shanghai and Kobe. She is here for bunkers.

The inter-island steamer Mauna Kea arrived this morning from Hilo and away with 78 cabin and 75 deck passengers. She brought one donkey, 3 automobiles, 50 bags of rice, 242 bags of sugar, 187 bundles of oil, flooring and 215 packages of sundries. A pleasant voyage was reported.

Milton E. Merriman, formerly passenger agent for the Pacific Mail Steamship Company at Yokohama, has been appointed to the same position at Hongkong by the same line, which would indicate that the Pacific Mail intended to start its service to the Orient, via Honolulu, in the near future. Mr. Merriman will pass through here June 16 on the Tenyo Maru.

SPANISH BOATS WILL GO TO SAN FRANCISCO

The Compania Transatlantica Espanola, the principal shipping line of Spain, is to extend its lines to the Pacific Coast ports of South America and around the first of 1917 the big steamers of the Spanish line will be plowing their way through the Canal and touching at San Francisco. The repeated closing of the Canal and war conditions in Europe prevented the inauguration of the new line this year.

The vessels operated by the line on the American route, several of which will be diverted to the Pacific Coast route, are the Conde Wilfredo, 8000 tons; Pio IX, 6000 tons; Haimex, 6500 tons; Martin Saenz, 5500 tons; Miguel M. Pinillos, 4500 tons; Valbarona, 19,000 tons, and the Catalina, 8000 tons.

MARINE GOSSIP AT OTHER PORTS

London underwriters have reduced the premium on war risks by 1/2 to 1 per cent. There is no change in domestic war risks.

The American-Hawaiian steamer Georgian, which left San Francisco May 22, will take a cargo to New York from New Caledonia before returning to San Francisco.

When the Pacific Steamship Company's steamer Yucatan arrives at San Francisco from Shanghai June 19, she will be sold to Swayne & Hoyt of San Francisco. The reported price is \$250,000.

Contracts to build a fourth \$800-ton steamer were signed during the past week by the Willamette Iron & Steel Works and the Northwest Steel Works of Portland, Ore., with Hannavig & Johnson of New York. There are now 13 under construction or contracted for on the Columbia river.

The Union Iron Works of San Francisco has just signed the largest shipbuilding contract with one exception ever made by a shipbuilding company on the Pacific coast. The contract is with the Pan-American Petroleum Transport Company of New York and Los Angeles and calls for the construction of three big oil tankers, costing approximately \$4,000,000. This makes a total of 20 big steel vessels either under construction or ordered at the local works. Each steamer is to be 435 feet long, 56 feet wide and has a capacity of 70,000 barrels of oil.

According to the Canal Record coal is supplied to vessels at both Cristobal and Balboa at the rate of between 600 and 1500 tons per day. Present prices are: At Cristobal, from lighters, trimmed in bunkers, or from cars alongside wharf, handled by ship's gear, per ton, \$6; use of steam hoist and crane per hour, \$1; at Balboa, the price is \$1 more per ton, either form of delivery. Fuel oil may be obtained at Balboa or Cristobal at \$1.25 per barrel. Diesel engine oil is for sale by several companies at approximately 50 shillings per ton of seven barrels. Water may be obtained in any quantity at either terminal. The price is 25 cents per 1000 gallons, delivered at the docks, with a minimum charge of \$2. Vessels may take up from the fresh water section of the canal without charge, all the boiler water they may require. This water is, however, scarcely fit for drinking. Ice may be obtained at 23 cents per 100 pounds at either Cristobal or Balboa.

POSTOFFICE TIME-TABLE FOR MONTHS

Following is the postoffice timetable for May and the first half of June. It is subject to change if sudden arrangements are made for unexpended mail service.

UNITED STATES MAIL STEAMERS

Steamers to arrive from—	
May:	
30—Lurline	San Francisco
30—China	San Francisco
June:	
3—Persia Maru	San Francisco
4—Panama Maru	Mojil
4—U. S. A. T. Sheridan	Manila
6—Wilhelmina	San Francisco
7—Nippon Maru	Hongkong
13—Ventura	Sydney
13—Manoa	San Francisco
14—Makura	Vancouver
14—U. S. A. T. Sherman	San Francisco

Steamers to depart for—	
May:	
30—China	Hongkong
31—Matsonia	San Francisco
June:	
3—Persia Maru	Hongkong
4—U. S. A. T. Sheridan	San Francisco
5—Panama Maru	San Francisco
6—Lurline	San Francisco
7—Nippon Maru	San Francisco
13—Ventura	San Francisco
14—Wilhelmina	San Francisco
14—Makura	Sydney
15—U. S. A. T. Sherman	Manila

Railroad detectives are investigating an apparent attempt to wreck the Twentieth Century Limited on the New York Central.

Sugar Trade Journal Tells of Cuban and European Crops and Shipping Conditions

Hesitation characterizes the sugar market, as outlined by Willett & Gray's Sugar Trade Journal for May 28. The following extracts are interesting:

"We wrote last week that hesitation was shown to the advance in prices being carried further at present.

"The same hesitation continued through the present week until yesterday, when a cargo of Porto Ricans was sold to Boston at 6.25c, or say, making 11 days since a sugar transaction had been reported in the market. Such a circumstance as this can occur only under most unusual conditions, such as plenty of ready supplies in refiners' stock and plenty of profits in sellers' pockets, to enable them to be, for a time at least, independent of further selling. How long this extreme dulness to trade may continue is hard to say, or in whose favor, buyer or seller, it will eventually end. As in the case with the Porto Ricans, it appears natural that some seller of Cubans will be found to make a concession when a buyer appears ready to buy.

"Thus far only intimations are thrown out that at 5 1/2c c. & f. (6.40c) for Cubans the next business in these sugars may be put through. As we go to press the market quotations are lower at 5 1/2c c. & f. (6.40c) for afloats and prompt shipment, and 5 1/2c c. & f. (6.52c) for June shipments, with the outlook favoring a decline in prices rather than an advance. Porto Ricans sold today at 6.02c for prompt shipment. A renewal of advance later on is by no means an impossibility, provided Cuban holders so will it, by remaining firm and offering lightly until buyers require fresh supplies of raw sugar. All sugar business at the moment, in both raws and refined, is reduced to the hand-to-mouth basis, which sometimes proves dangerous to both interests, and may prove so now while necessary supplies from any other source than Cuba are still a long distance into the future.

"The United States beet sugar crops, due after July, are the first real competitors against present sources of supply. "A disturbing factor of the week is the labor and river strikes, which have made difficult the moving of vessels and cargoes in the harbor, and these are not yet overcome. Cuba. "The figures for the week ending May 13 give receipts of 105,229 tons, against 107,000 tons for same week last year. Total exports are somewhat larger, at 97,842 tons, of which an increased amount, 71,984 tons, are destined to the United States Atlantic ports and 1900 tons to New Orleans; 2500 tons to Europe. Stocks are further increased to 942,323 tons, the highest point so far. Visible production to May 13 has passed the two and one-half million mark, standing at 2,568,946 tons, compared with 1,994,092 tons and 2,124,828 tons to corresponding dates of the two previous years. The centrals that continue grinding (89 on the 15th), are about commensurate with those of two years ago, when 93 were bringing at this time. Market opinions for the future are dependent to quite some extent upon the final output of the present Cuba crop, so we give herewith the statistics as we view them: Cuba has produced so far a visible of 2,568,946 tons, with the central still working amounting to about the same number as those of 1914, but with undoubtedly a larger invisible stock existing on the plantations in the island at this time than two years ago. We think it may safely be taken that at least the balance of production for this crop will equal that of 1914, say 472,902 tons. Adding this figure to the present visible production, we have 3,041,850 tons, so that a three million ton crop seems almost a certainty. Weather during the week has been unsettled with heavy rains in the eastern provinces. Latest cable advices state torrential rains have occurred in eastern provinces, with light and partial rains in western provinces. On May 17 80 centrals were grinding. "Our regular monthly cable reports 15,000 tons shipped to the United Kingdom during the month of April, while 16,000 tons were exported to Oriental ports. The earliest shipments to Europe last year were in June, when 20,000 tons were shipped. This year's shipments may be expected to be large each month now to complete the United Kingdom's purchases of 500,000 tons.

"A report was received here by mail that the royal commission of England had purchased some 250,000 tons of the Java crop, harvesting of which begins May, 1917, but upon inquiry a cable was received by us stating that the United Kingdom had purchased no Javas from the above mentioned crop, but that all their Javas bought would be shipped from the crop maturing May, 1916. Russia—Petrograd. "A large Russian sugar manufacturer has prepared a report on the position and prospects of the sugar industry in Russia, and after elaborating many factors contributing towards the success or non-success of the sugar business, concludes as follows: In 1914-15 the profits of the sugar manufacturers, as far as can be judged by the published balance sheets, were very large. This was accounted for, he says, by the fact that in 1914-15 the manufacturers worked on fuel and material which they had purchased before the war started, at satisfactory prices. But during the second half of 1915 the prices for

fuel, metals, manufactures, raw material and wages all had risen, along with which there was established a special government decree limiting prices for sugar for the army, etc. All this, taken together, considerably reduced the margin of profit for the sugar makers. It is maintained that if the price limit is not varied in proportion to the rise in cost of fuel and materials, etc., the profits of the sugar makers will not only be reduced to very small proportions, but they will even disappear altogether. "The market shows no change from previous reports, and there are no new features to be recorded. Reports are expected soon on the prospects in respect to beetroot, etc."

EXCHANGE IS NOT OPEN BUT SOME BROKERS WORK

Despite the fact of today being Memorial Day, that is generally observed as a holiday and that there was no session of the Stock Exchange, numbers of brokers were at their offices "watching conditions," if nothing more. There was little evidence of customers, however, and what, if any, trading was done between boards was the filling of already standing orders.

Advices received from the mainland last evening told of heavy dealings in Engels Copper. These sales aggregated 20,000 shares and were made up largely of small lots, though there were some good sized blocks to change hands. Mail advices stated that it was reported that the company would pay a dividend of 2 per cent in July.

Duisenberg & Co. are in receipt of a letter from John R. Hemphill, secretary and treasurer of the Tipperary Company at Oatman, Ariz., telling of conditions and what is being done by the company in the way of installing equipment, which letter has been filed for the information of such local parties as may be interested in the matter. "That the present stock market is abnormal was clearly indicated by the attendance of so many brokers at their offices when ordinarily on this holiday offices would have been deserted and doors locked.

WOULD EXTEND FRANCHISE OF ISLAND ELECTRIC CO.

Copies of a house bill to ratify an amendment to the franchise of the Island Electric Company, Limited, by extending it to include the Makawao district on the island of Maui have just been received by the public utilities commission from Washington. This is amendment of an act of the Hawaii legislature entitled, "An act amending the franchise granted to H. P. Baldwin, R. A. Wadsworth, J. N. S. Williams, D. C. Lindsay, C. D. Lufkin, James L. Coke and W. T. Robinson, and now held under assignment to Island Electric Company, Limited, by extending it to include the Makawao district on the island of Maui, Territory of Hawaii; and extending the control of the public utilities commission of the Territory of Hawaii to said franchise and its holder."

George Jordan, aged 8, of Portsmouth, Ohio, confessed that he had accidentally shot and killed his mother. He had charged his father with the crime, and the latter had been arrested.

All classes in the Alabama State University, Tuscaloosa, Ala., have been closed by an epidemic of diphtheria.

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Sugar capitalists are reported to be forming a \$25,000,000 corporation to acquire and operate a fleet of passenger steamers from Cuban ports.

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