Shipping & Waterfront News

BIG STRIKE ON COAST MAY TIE UP SHIPPING IN MANY PORTS

(Continued from page one)

may be run short here.

The Japanese steamers now in San Francisco are the T. K. K. liners Tenyo Maru and Shinyo Maru and the O. S. K. steamer Seattle Maru. If these vessels are held on the coast for very long the trade between Honolulu and the Orient will also be greatly disturbed, and there is likely to be a scarcity of silks, rice and other Oriental merchandise.

J. L. McLean, vice-president of the Inter-Island Steam Navigation Company, said today in regard to the strike that it would not affect the shipment of coal here, as all the Inter-Island coal supply comes from Newcastle or from the East via the Panama Canal.

Shipowners and Steamboat Men Say Cannot Afford Big Increase

That the Pacific coast shipping industry would be tied up completely unless the longshoremen were granted their demands for a "closed shop" was the threat made two weeks ago by P. J. Martins, vice-president of the International Longshoremen's Union, who has been going up and down the coast, organizing the waterfront workers.

The demands of the workers, according to Martins, rest not so much on a new wage scale as on the "closed shop" principle, that is, that none but union men shall be employed. The boss stevedores and stevedoring companies insisted on the "open shop"—allowing union or non-union men to work.

The labor troubles on the coast involve not only the stevedoring unions, but the Bay and River Boatmen's Union of California, the riggers and the marine engineers. In fact, it is a general movement of waterfront and steamboat employes, and each of the unions has demands of its own, most of them for wage increases.

A special meeting of the Bay and River Boatmen's Union of California was held on May 28 to vote whether or not to strike on June 1. No news regarding the vote reached Honolulu, but it is evident the vote was in favor of a strike if the demands were not granted.

This union demands a 10 per cent increase for deck-hands and threatened that unless the increase was granted all the deckhands, firemen, oilers and electricians would quit June 1.

The longshoremen of the coast have been agitating for higher wages for months. They said they would accept nothing less than a 10 per cent increase.

The marine engineers called a meeting for Portland and said they would demand a new wage standard carrying an increase from 10 to 15 per cent.

Advance predictions were that on account of high charter rates and the prospering condition of shipping, the owners would consent to a 10 per cent increase, but would go no higher.

In California the State Railroad Commission, which handles public utilities in general and fixes the rates for river and bay steamboats, attempted to compromise between the boatmen's union and the Steamboat Owners' Association of California, but failed. The steamboat owners declared that under the rates fixed by the commission they could not meet the wage increase demands and continue to do business at any profit. They also complained that the California rivers were overrun with the "jitney" steamers, which are unregulated because of their small size and character, and that the commission should regulate this. But this would require an act of the legislature and the commission found itself virtually powerless.

Sec. Brown Shows How Strike Might Hurt Hawaii Interests Seriously

As to the results of the waterfront strike on local business and local conditions, Secretary Raymond C. Brown of the Chamber of Commerce said today:

"The effect is bound to be felt here and if the strike be at all prolonged, seriously felt. In the absence of definite advices on the situation it is impossible to say how seriously.

As to imports we would feel the effect almost immediately from the failure to arrive of vessels leaving San Francisco at this time. As to exports, it will not be felt so immediately for we have one Matson steamer here and another on the way and the Oceanic has two steamers between here and Australia. Thus we will have four vessels out. But if it be prolonged the congestion here of sugar and pineapples for shipment to the mainland will be seriously aggravated.

"On imports, the piling up of goods on the mainland, which has been occasioned by the withdrawal of the Pacific Mail, the American-Hawaiian and of the Great Northern, will be still further accentuated.

"If it be prolonged it will have a serious effect on all contracts in connection with which goods and supplies are required. It is to be hoped that a speedy settlement will be reached, before the really disastrous effects can reach us.

"The strike is not unanticipated. It has been known there was unrest on the San Francisco waterfront, just as there was among eastern railroad employes, but that anticipation has not been such, with the congestion of freights that has existed, as to permit steps to be taken which might mitigate evil effects. The seriousness will depend entirely upon the speedy or the delayed settlement of the matter as the case may be."

A. P. Taylor Shows Injury Tie-Up of Shipping May Do All Hawaii

"Industrial preparedness is as vitally important to us in the Hawaiian Islands as military preparedness, and the fact that virtually every unit of communication, except wireless and cable, between the Pacific coast and the Hawaiian Islands is severed today, justifies our island community in seeking relief from the many restrictions imposed on our commerce both at Washington and by organized arrangement," said A. P. Taylor, secretary of the Hawaii Promotion Committee, this morning, with reference to the tie-up of shipping.

"The Hawaiian Islands have suffered time and time again in the past from unpreparedness, and if this tie-up of vessels continues for even a short time, the results will be disastrous throughout the islands.

"Almost every other section of the United States has some means of inter-communication for its people, and for the export and import of commodities, with other places. We are absolutely dependent upon ocean carriers to keep up our communication. Tie up our shipping and we are helpless.

"Naturally, our expectations for an increased summer tourist travel may be blighted by this general strike. We had carefully built up, through a consistent campaign, an increased travel for this summer, despite the fact that we have a less number of steamers on the run this year than last. This prospective increase will be knocked out if the strike is not called off soon.

"Our general preparedness program for the future must contain provision for uninterrupted communication between these islands and the Pacific coast. When strikes occur on railroads, inter-communication can be maintained by other methods. There is no telling how far reaching the results of this tie-up will be. Our mails are held back and who knows how much distress that will occasion. Our own people who are coming home for the summer will be held back. We cannot leave our islands. There are many necessities of life which we will be short of. The community in general may possibly not really understand how many lines of business in this city and throughout the islands are dependent more or less on the regular arrival of steamships from other places, and these will suffer financial loss.

"Hawaii cannot of itself, of course, eliminate strikes and tie-ups and the stagnation which follows, but Hawaii can take initiative in action to be brought before the national legislators at Washington in presenting arguments, that restriction of commerce on the high seas more vitally and disastrously affects the Hawaiian Islands than any other section under the protection of the American flag, and we are entitled to better community protection. It is high time that a new preparedness issue, as above, is placed in the list of new legislation."

Local Waterfronters Think Tie-Up Will Be Settled, No Trouble Here

Belief along the waterfront seems to be that the strike will not last more than a few days and possibly but a few hours. This was expressed freely by the sailors at Sailors' Union headquarters, by businessmen vitally interested in the outcome of the trouble and by practically all who would voice an opinion on the subject.

"It will be settled within a few days. It can't last longer," declared Jack Guard, secretary of McCabe, Hamilton & Renny Co., stevedores. "There will have to be concessions on one side or the other. It may be settled this afternoon, as soon as the effect of the general tie-up is seen. I don't anticipate any trouble here as it will all be over long before the effect of the strike has time to reach Honolulu."

Jack Edwardson, secretary of the Sailors' Union, feels the same way about it. "Storehouses in San Francisco are stocked to the ceilings," he said. "Businessmen there can't afford a tie-up. As I see it, there will be concessions on both sides. I believe the men will get their 55c an hour, perhaps this afternoon, and arbitrate the overtime question."

But if the strike does last, if it is not settled by tomorrow night or Saturday, Edwardson predicts serious trouble. "The whole country will be tied up," he said this noon. "All the waterfront workers of the country are affiliated through the International organization and if the strike drags along, the Pacific coast division will undoubtedly ask the others to go out in sympathy. Work will stop on the Atlantic coast, on the great lakes, everywhere where the workers are organized. Next the sailors will be called out. It will be impossible for even the passenger boats to sail. Commerce will stop absolutely."

The sailors have contract with the shipowners whereby they agree to give a day's notice before stopping work. The longshoremen and stevedores have no such agreement and can't go on a minute's notice on a sympathy strike. This will not affect the locomotive workmen as they have no organization, although there are rumors of attempt at unionizing the men. Edwardson doubted though that there would be likelihood of the local longshoremen striking from sympathy.

U. S. Mails Must Not Be Tied Up

With the strike of the longshoremen along the Pacific coast holding up shipping, mail might be delayed, but according to U. S. District Attorney S. C. Huber the United States has the power, if the strike continues, to force the strikers to do sufficient work to permit steamers which carry mail to depart.

The law is as follows:

"Whoever shall knowingly and wilfully obstruct or retard the passage of the mail or any carriage, horse, driver or carrier, car, steamboat or other vehicle or vessel carrying the mail shall be fined not more than $100 or be imprisoned six months in jail or both."

According to Mr. Huber this law includes employes who suddenly desert their work and this may apply particularly to the longshoremen who are now out on strike.

Transport Service Not Affected

Officials at the quartermaster's office stated this morning that the big strike is not likely to affect transports between here and San Francisco. The number of union men who work on the transports is said to be comparatively small. The government attempts to keep "neutral" on the subject of unions, hiring a man as it sees fit, be he union or not.

It is pointed out that strikers seldom take action against the government.

If stevedores in San Francisco refuse to work, soldiers will be shipped down from adjacent posts to load supplies for the troops.

The big tie-up will affect none of the contracts that the army now has under way, was said this morning. All the material and supplies for these are on hand now.

PASSENGERS CANNOT STAND WITH CAPTAIN ON BRIDGE ANY MORE

Passengers of incoming steamers must keep on the deck and not stand on the bridge with the captain is an order given by Capt. John K. Bulger, supervising inspector of steam vessels in district No. 1, before he sailed yesterday on the Matsonia.

According to Capt. Bulger this regulation has been in force for many years but lately has not been observed so closely as it should have been and as a result several narrow escapes from serious accidents have occurred on steamers entering Honolulu harbor.

The order in part says that all persons shall be excluded from the pilot house and navigator's bridge except licensed officers of the vessel, pilots and members of the federal government who are in charge of that particular watercourse.

HOPE FOR SAFETY OF STEAMER SEIKO MARU HAS BEEN ABANDONED

All hope for the safety of the Japanese steamer Seiko Maru was abandoned recently at San Francisco when the Japanese consul-general sent out a request to all Pacific coast ports that outgoing vessels seek traces of the steamer and her crew. The Seiko Maru left Tacoma, Wash., March 23 for Yokohama. Since leaving port nothing has been heard of the vessel, and all efforts to locate her have failed.

The marine department of the Chamber of Commerce has received a request to notify all outgoing steamers to seek traces of the vessel or crew, and similar requests have been sent broadcast along the coast. The owners or charterers of the vessel are unknown at this port, the vessel not being listed in Lloyd's register. The Seiko is schooner-rigged, with one smokestack, and 4121 tons' gross measurement.

YOUNG KAUAI GIRL IS DROWNED WHILE BATHING

(Special Star-Bulletin Correspondence)

LIHUE, Kauai, June 1.—A fifteen year old half Hawaiian, half Chinese girl named Helen Maluna was drowned last Sunday in the Kalihiwai stream, competent help being summoned much too late to allow resuscitation efforts to be of any avail.

Two small children accompanied her at the time, none of the trio, however, being able to swim. Helen preceded the others into the stream, suddenly exclaiming "Go back, it is too deep here," and sank.

Frightened, the youngsters ran for help, but it is claimed an hour had elapsed before John Akana finally reached the body, from which life had very evidently been extinct for some time.

PETRIFIED MAN UNEARTHED.

BECKLEY, W. Va.—Coal miners digging in a mine of the East Gulf Coal Company have unearthed the body of a petrified man. The fossil is a perfect specimen of the human body. The petrified body was found several hundred feet below the surface and in a spot where, so far as is known, no white man had ever before penetrated.

BANK WRECKER DEAD.

WASHINGTON, N. J.—Robert M. Fetty, recently paroled, who was convicted of wrecking the Washington National Bank, of which he had been president, is dead at his home on Broad street from tuberculosis. His health began to break when he was taken to the state prison at Trenton three years ago to serve a 10-year sentence.

TRY KURINE EYE REMEDY
For Red, Weak, Watery Eyes and GRANULATED EYELIDS
Quick as Doesn't Smart—Not Sold in Bulk

HARBOR NOTES

The schooner Sal is on the way here from Newcastle.

Yesterday the Matson steamer Wilhelmina left San Frcisco for Honolulu with a large passenger list and mail.

With mail from Mila the U. S. A. T. Sheridan will arrive here late Saturday night and will probably not dock before Sunday morning.

PASSENGERS EXPECTED

Per Matson steamer Wilhelmina from San Francisco June 6: Vincent Fernandez, Jr., S. H. C. Bruns, F. A. Taylor, Alfred Mersfelder, H. L. Dennison, Jas. Blyth, Mrs. M. Anderson, S. M. Levy, Mrs. S. M. Lowrey, Miss Berni Halstead, Miss Grace Tiernan O. Fduth, Mrs. Chas. Judkins, Dr. Elmer Jen, Mrs. Lutted, W. H. Smith, I. B. C. Suplee, Mrs. W. K. Bohlin, Miss D. Hiller, Mrs. Pauline Nelson, Miss A. Sorenson, Miss Signe Hanorn, Miss K. M. Atherton, Z. G. nn, Miss S. E. Treadway, D. Ghirdi, Mrs. H. V. Murray, Mrs. John H. A. F. Meyer, Miss Grace Thurtell, A. McCandless, Rev. Henry S. Coff, Mrs. E. Morris Lara, C. H. Allen, Harry Baldwin, Mrs. H. P. Faye, Mar E. Faye, Master Allen Faye, Milda Faye, Miss Myra Palache, Missadys Partridge, Mrs. R. H. Pearson, s. S. W. Bixley, Miss Jessie Barnhi, Mrs. Chas. Atherton, Mrs. Highle, Miss R. Dwyer, H. C. Burns, Jas. Blythe, W. A. Smart, F. C. Denni, Theo. N. Corbaly, Miss L. Andon, Mrs. W. J. Harry, Miss C. Mande, Miss Sarah A. Crumpton, Misleo Case, F. J. Rolph, Chas. Judki Robt. F. Steven, Lutted, G. C. Hollisworth, Miss M. Suplee, W. K. Bohl, Mrs. F. G. Barnard, Mrs. James ler, Miss S. Kalkes, Mrs. F. Goodn, Miss S. Flaxman, Miss M. Peri, Mrs. Z. G. Dunn, Miss Sorenson, M. McCleod, John Watt, E. H. Wodouse, Mrs. A. F. Meyer, Mrs. L. Tiaskell, H. Berg, Mrs. Henry S. Cin, Mrs. Horace Trumbauer, Miss Dothy Allen, Mrs. Harry Baldwin, M. I. Faye, Master Alexander Faye, iss Amada Forseyth, Miss Mairet Faye, Miss Grace Partridge, iss Isabel Faye, Miss Pearson, Misleien Rolph, Mrs. Atherton, Miss Bizhe Highley, Miss Lola Lee, Miss Edl Lee.

FISHERY BUREAU DOES GOOD.

WASHINGTON—The United States Bureau of Fisheries during the month of April rescued any hundreds of thousands of large fingerling fish from the overflow lands along the Illinois river, opposite Meredosia, Ill., and returned them to the main stream.

WANT ADS
The Star-Bulletin's Classified

TOO LATE TO CLASSIFY

FOR RENT

FURNISHED HOUSES.
By week or month—Three furnished cottages at Waikiki Beach. Phone White 898. 6490—1m

LOST.
Between Pawaa Junction and Alakea st., watch fob, Panama-Pacific design. Finder please leave at Star-Bulletin office. 6490—2t

FOUND.
An Elk bicycle in Kaimuki. See Wm. Martin at Messager Service. 649—3t

CARD OF THANKS.
Mr. Freeman Medeiros wishes to thank his friends from Waipio and Kukalau and also Mr. Antone Soares for their recent kindness. 690—1t

Honolulu Stock Exchange

Thursday, June 1.

MERCANTILE—	Bid.	Asked.
Alexander & Baldwin, Ltd.	....	....
C. Brewer & Co.	....	....
SUGAR—		
Ewa Plantation Co.	34¼	34⅝
Haiku Sugar Co.	....	....
Hawaiian Agricultural Co.	....	....
Hawaiian C. & S. Co.	53	54
Hawaiian Sugar Co.	50¼	50¾
Honokaa Sugar Co.	11¼	11½
Honomu Sugar Co.	....	....
Hutchinson S. Plant. Co.	....	....
Kahuku Plantation Co.	....	26¼
Kekaha Sugar Co.	....	....
Koloa Sugar Co.	....	....
McBryde Sugar Co., Ltd.	14⅛	14¼
Oahu Sugar Co.	42¾	42⅞
Olaa Sugar Co., Ltd.	23⅜	23½
Onomea Sugar Co.	60½	61
Paauhau S. Plant. Co.	....	....
Pacific Sugar Mill	....	....
Paia Plantation Co.	....	....
Pepeekeo Sugar Co.	....	....
Pioneer Mill Co., Ltd.	54½	55
San Carlos Mill. Co., Ltd.	14	....
Waialua Agricultural Co.	37½	38
Waialuku Sugar Co.	....	....
MISCELLANEOUS—		
Haiku F. & P. Co., Pfd.	....	....
Haiku F. & P. Co., Com.	....	....
Hawaiian Electric Co.	....	....
Hawaiian Pineapple Co.	44	45
Hon. B. & M. Co., Ltd.	....	19¾
Hon. Gas Co., Ltd.	120	....
Hon. R. T. & L. Co.	....	....
Inter-Island S. Nav. Co.	....	....
Mutual Telephone Co.	....	....
Oahu R. & L. Co.	157½	....
Pahang Rubber Co.	24	24½
Selma - Dindings Plantation, Ltd. Pd.	....	....
Selma - Dindings Plantation, Ltd. (42% Pd.)	6½	....
Tanjong Olok Rubber Co.	....	47
BONDS—		
Hamakua Ditch Co. 6s	....	....
Hawaiian Irr Co. 6s	....	....
Haw. Ter. 4% Rfg., 1905	....	....
Haw Ter. 4% Pub. Imps.	....	....
Haw Ter. Pub. Imps. 4% (series 1912-1913)	....	....
Haw. Ter. 4½%	....	....
Haw. Ter. 4½%	....	....
Haw. Ter. 3½%	....	....
Honokaa Sugar Co. 6%	....	....
Hon. Gas Co., Lt., 5s	104	....
Hon. R. T. & L. Co., 6%	....	....
Kauai Ry. Co. 6s	....	....
McBryde Sugar Co. 5s	....	100½
Mutual Telephone 5s	106	....
Oahu R. & L. Co. 5%	106	....
Oahu S. Co. 6% (redeemable at 103 at maturity)	107¾	....
Olaa Sugar Co. 6%	103	....
Pacific Guano & Fert. Co.	....	....
Pacific Sugar Mill Co. 6s	100	....
San Carlos Mill. Co. 6%	....	....

Between Boards: Sales: 25, 65 Olaa, 23⅝; 300, 150, 30, 25 Olaa, 23¾; 40, 100, 30, 15, 25 McBryde, 14⅜; 1000 McBryde, 14½; 100 Onomea, 60; 95 Onomea, 60½; 100, 100, 205, 85, 18, 55, 27 Oahu Sugar Co., 42¾; 50 Pioneer, 54½; 80, 30, 90, 50, 50 Pioneer, 55; 25, 75, 50 Hawaiian Pineapple Co., 45; 100 Mutual Telephone Co., 20; 15 Hawaiian Sugar Co., 50¾; 40, 35 Ewa, 34½; $1000 P. S. M. Co., 6s, 100; $3000 P. S. M. Co. 6s, 100.

Session Sales: 55, 25, 25, 25, 25, 25, 45 Ewa, 34½; 20, 20 Hawaiian Sugar Co., 50½; 100, 100 Honokaa, 11½; 100, 25, 50, 50, 50, 50, 10 McBryde, 14¼; 15, 15, 5 Pioneer, 54; 20 Ewa, 34½; 5 Oahu Sugar Co., 42⅞; 25, 10 O. R. & L. Co., 157½; 100, 100 Olaa, 23½; 20 Oahu Sugar Co., 42¾; 100 Pioneer, 54⅜; 25 Oahu Sugar Co., 43¾; 100 Pioneer, 54½.

DIVIDENDS.

June 1, 1916—Haiku ($5 special), $6; Paia ($5 special), $6; Kekaha, $2; Pioneer, .40; Tanjong Olok Rubber, .20.

RUBBER QUOTATIONS.

May 25, 1916—Singapore .628; New York, .69.

NOTICE.

Honolulu, T. H., May 31, 1916.

The directors of Pepeekeo Sugar Company today declared two extra dividends of 4 per cent each, the first payable on June 15 and the second on July 15, payments in both cases to be made along with the regular monthly dividends of 2 per cent, making a total of 6 per cent, or $45,000 to be disbursed on each of the dates mentioned.

NOTICE.

Honolulu, T. H., June 1, 1916.

The directors of Honomu Sugar Company today declared an extra dividend of 6 per cent, due and payable on July 5, along with the regular 1½ per cent dividend, making a total disbursement on that date of 7½ per cent, or $56,250.

Latest sugar quotation: 96 deg. test, 6.40 cents, or $128 per ton.

Sugar 6.40cts.

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

WOMAN SHOOTS BURGLARS.

FOSTORIA, Ohio.—An attempt to rob the home of Peter Manecke, a wealthy suburban resident, resulted in the shooting of two persons and the routing of the two burglars by Mrs. Roscoe Davis, wife of a tenant.

N. W. HALSEY & CO.
New York, San Francisco, Chicago.
We Own, Offer and Recommend
INVESTMENT BONDS
At Prices to Net 3.50 to 6.00%
H. A. BRUCE
200 Bank of Hawaii Bldg.
Telephone 1819
Honolulu Representative

If You Are Planning a Trip
whether a brief vacation or an extended tour, a few cents a day will enable you to travel with a care-free mind.
Let us explain to you in full the advantages of an AETNA Tourists' Baggage policy and its slight cost.
It indemnifies you against loss from fire, theft, etc., in custody of Railroad, Express Company, Steamship, Hotel or Clubhouse, anywhere in the world.
Castle & Cooke, Ltd.
General Insurance Agents

FOR your convenience, ladies, this rest-room, equipped with free public telephone, stationery, etc. We want you to use it as your headquarters—as your "business office," when you are in town.
Bank of Hawaii, Limited
Cor. Fort and Merchant

Alexander & Baldwin
Limited.
Sugar Factors
Commission Merchants
and Insurance Agents
Agents for
Hawaiian Commercial & Sugar Company.
Haiku Sugar Company.
Paia Plantation.
Maui Agricultural Company.
Hawaiian Sugar Company.
Kahuku Plantation Company.
McBryde Sugar Company.
Kahului Railroad Company.
Kauai Railway Company.
Kauai Fruit & Land Co., Ltd.
Honolua Ranch.

J. F. MORGAN CO., LTD.
STOCK BROKERS
Information Furnished and Loans Made.
Merchant Street—Star Building.
Phone 1572

FOR RENT
Electricity, gas, screens in all houses.
Neat 2-bedroom house; $14.
2-bedroom house; fine location; $25.
5-bedroom house; fine location; $35.
Large 4-bedroom house; $30.
J. H. SCHNACK
942 Kaahumanu St. Telephone 3633

MEAT MARKET & GROCERY
PHONE 3451
C. Q. YEE HOP & CO.

D. L. Burnette
79 Merchant St.
Notary Public

CITY MILL COMPANY, LTD.,
Importers of best lumber and building materials. Prices low, and we give your order prompt attention whether large or small. We have built hundreds of houses in this city with perfect satisfaction. If you want to build consult us.

R. W. Perkins PHOTOGRAPHER

Agents Wanted
HOME INSURANCE CO. OF HAWAII, LTD.
96 KING STREET, CORNER FORT

FOR SALE
$2400—Modern 2-bedr. cottage, Kalihi road, close King.
$1600—2-bedr. house, Kalihi road, close King; garage.
$1800—9886 sq. ft. in Perry Tract, nr. School and Emma; sewer, water.
P. E. R. STRAUCH
Waity Bldg. 74 S. King St.

Dancing Gourds (Pohue); also Wood Cases (44 oz.) for Mailing Ukuleles. HAWAII & SOUTH SEAS CURIO C., Young Building, and at all hotel news stands.

William E. Ramey, an insurance adjuster, was sentenced to the workhouse for 20 days for operating an automobile in New York while intoxicated.

Bank of Honolulu
LIMITED
Issues K. N. & K. Letters of Credit and Travelers' Checks, available throughout the world.
Cable Transfers at Lowest Rates

C. BREWER & CO.
(Limited)
SUGAR FACTORS
COMMISSION MERCHANTS
SHIPPING AND INSURANCE AGENTS
FORT ST., HONOLULU, T. H.
List of Officers and Directors:
E. F. BISHOP.....President
G. H. ROBERSTON.....Vice-President and Manager
R. IVERS.....Secretary
E. A. R. ROSS.....Treasurer
G. R. CARTER.....Director
C. H. COOKE.....Director
J. R. GALT.....Director
R. A. COOKE.....Director
A. GARTLEY.....Director
D. G. MAY.....Auditor

Insurance
B. F. DILLINGHAM CO., LTD.
PHONE 4915
Fire, Life, Accident, Compensation
SURETY BONDS

BISHOP & CO.
BANKERS
Pay 4% yearly on Savings Deposits, compounded twice Annually.

THE YOKOHAMA SPECIE BANK, LIMITED.
Yen.
Capital subscribed....48,000,000
Capital paid up.....30,000,000
Reserve fund 20,400,000
S. AWOKI, Local Manager.

HAWAIIAN TRUST CO., LTD.
Carries on a Trust Business in all its branches.

FOR GOOD MEALS
The Palace of Sweets

STEINWAY HALL
Thayer Piano Co., Ltd.
148-150 Hotel St. Phone 2313

LUMBER
LEE CHU LUMBER CO.
Pauahi and River Streets
Phone 3618 P. O. Box 357