SHIPPING & WATERFRONT NEWS

PASSPORTS FOR SAILORS ARE NECESSARY

American Seamen are Causing Trouble in Foreign Ports Without Identification

A letter has been received by Collector of Customs Malcolm A. Franklin from the state department, regarding the taking out of passports by American sailors going to foreign ports. The letter says that "Many unfortunate incidents arise, and much trouble is caused, by the fact that American seamen are continually arriving in European countries without documentary proofs of citizenship, these difficulties arising mainly in ports of belligerent nations and their colonies and for this reason passports should be taken out by them."

E. T. Chamberlain, by whom the letter is signed, goes on to say that, "The passport is the most complete certification of American citizenship, and I wish you would call to the attention of the owners and masters of merchant vessels of the United States in trade with foreign ports the desirability of providing with passports as far as practicable masters and other officers and members of the crew entitled to them.

"The passport may be obtained from federal courts or state courts clothed with the necessary authority and where for any satisfactory reasons passports cannot issue, two forms of paper for identification of seamen as American citizens are being prepared, one to be issued by American consuls in foreign ports; the other by shipping commissioners and collectors of customs acting as such in this country."

SHASTA BRINGS FIRST LUMBER FROM GRAY'S HARBOR TO ISLANDS

When the steam schooner Shasta arrived yesterday with 927,943 feet of lumber for the City Mill Company she brought the first load of lumber ever loaded at Grays Harbor for the Hawaiian Islands.

According to the Aberdeen, Wash., World, the placing of the Shasta on the Grays Harbor-Hawaii run is due to high charter rates now prevailing to the islands. The rate on lumber from Grays Harbor to the Hawaiian Islands now is $17, due to a $1 advance May 1. On February 26 the rate to the islands from Grays Harbor was $9.50, thus making an increase of $8 per thousand feet on lumber inside of seven weeks.

With 16 cabin and 12 deck passengers the Inter-Island steamer Maui arrived here this morning from Kauai. She brought 3150 bags of Libue sugar and 2850 of Grove Farm sugar, two horses, 18 barrels of honey, 21 bags coconuts, one automobile, nine crates of pears and 27 packages of sundries.

MARINE GOSSIP AT OTHER PORTS

Charters of the American-Hawaiian Steamship Company's big freighter Floridan and the Norwegian bark Glenshee were announced recently at San Francisco. The Floridan, a vessel of 4311 tons and the newest of the American-Hawaiian fleet, was chartered by the Union Steamship Company and will be operated as an extra steamer by the company carrying merchandise from this port to Australia, supplementing the present freight service, which now includes one vessel every two weeks each way. The Glenshee, 831 tons, which left Honolulu last month, was chartered by Heatley & Co., and will be used to carry lumber from Hastings Mills, B. C., to South Africa. Charter rates in both instances were private, but it is rumored in shipping circles that the Union Company will pay in the neighborhood of $250 a day for the big freighter.

J. P. Dowling, manager of Dodwell & Co., 'Frsco agents for Nppon Yusen Kaisha, announced May 29 that San Francisco would be made a port of call of a new line to be operated via the canal to New York. The new line, according to Dowling, will give direct transpacific service and communication with the east and west coasts of Mexico and Central America and New York via the canal.

Further confirmation of the announcement by the local agents of the company, which operates a total of 100 ships to various parts of the world, came in a cable from the company to the Western Fuel Company providing for coal for the ships to be operated via this port.

Work on the monster drydock of the Union Iron Works at Hunter's Point, San Francisco, began May 27. The contract for the big structure, which will accommodate the largest vessel which can pass through the locks of the Panama canal and meet the future needs of commerce is held by the San Francisco Bridge Company.

Upon completion, according to General Manager J. J. Tynan of the Union Iron Works, the big structure will cost in excess of $2,000,000. The federal government has agreed to pay annually for five years for the right to use the dock for the large battleships of the navy.

The dock will be 1000 feet long and 150 feet wide.

Charles Kurz, president of the Philadelphia Shipping Company, was in Portland recently making arrangements for establishment of a steamship service between the Pacific and the Atlantic coasts by way of the Panama canal. Mr. Kurz said the line would begin operating in November. Vessels will call at California ports, Portland, Seattle and Tacoma.

Wireless advices from the army transport Sherman, received yesterday at the quartermaster's office, state that the big boat left San Francisco yesterday at noon and that she is now steaming toward Honolulu at a good rate. She will take on 900 tons of coal at this port.

NEW YORK FOUND BUSIEST PORT IN WORLD

WASHINGTON.—War trade has made New York within the last year the world's busiest port. The American city has exceeded by $200,000,000 London's annual import and export business.

New York's combined 1915 export and import figures, prepared at the department of commerce today, show a total of $2,125,000,000. Exports are put at $1,194,000,000 and imports at $931,000,000. London's imports were larger, at $1,232,000,000, but her exports amounted to only $696,000,000.

Other ports in the order of their importance are: Hamburg, Antwerp, Liverpool, Marseilles and Havre.

DEPARTMENT RENDERS DECISION DEFINING PASSENGERS ON BOATS

Collector of Customs Malcolm A. Franklin yesterday received from the department of commerce a definition as to the word "passenger" used in the steamboat inspection laws regarding the carrying of persons on steamers not certified as passenger carriers.

The department has ruled that "any person carried who is not connected with the vessel, her navigation, ownership or business is a passenger within the meaning of the steamboat inspection laws."

This ruling, however, is so construed that the wives and children of the officers of the vessel and officials of the company may be carried. Stockholders, however, and their families are not considered as connected with the vessel either in navigation, ownership or business and cannot be carried. Owners, corporate owners and members of the board of directors and their families are not passengers and may take passage.

MUST BE CAREFUL IN USE OF KUHIO WHARF

Permission to use the Kuhio wharf, Hilo, for the Hilo County Fair on September 22 and 23 of this year has been given to those in charge, providing they will take certain precautions for the safety of the wharf.

One of these precautions is to guard against smoking and see that it is prohibited. Care is to be taken to prevent injury to the wharf, and the wharf is to be returned to the harbor board in a condition as good as before accepted by the fair commissioners. No charge is to be made by the territory for the use of the wharf during the period.

HARBOR NOTES

With oil for the Union Oil Company the steamer Lansing arrived yesterday from Port San Lius via Lahaina, where she discharged part of her cargo.

The Lewers & Cooke bark Robert L. Lewers, now discharging lumber here, will start loading pines Friday for the coast. From the coast she will return with lumber.

According to word sent to the harbor board by the Inter-Island Steam Navigation Company work on the repair of the derrick at Pelekunu, Molokai, is to be started at once.

The Lewers & Cooke schooner Repeat left today in ballast for the Sound, where she will load lumber for this port. Capt. C. R. McKensie is taking his family to the coast with him.

The T. K. K. steamer Shinyo Maru was scorched recently by a fire which swept Pier 42, at which she lying, according to a report from San Francisco. The damage is approximately $1000.

The T. K. K. steamer Nippon Maru leaves tomorrow morning for San Francisco with mail. After tomorrow the next mail for San Francisco will go in the Oceanic steamer Ventura, due here from Sydney June 13.

The Matson steamer Hyades with cargo from Seattle arrived here last night and docked at Pier 18. She brought 2417 tons for Honolulu, 300 for Port Allen, 665 for Kahului, 115 for Kaanapali and 150 for Hilo.

The five-masted schooner W. H. Marston, from Newcastle to Port Allen with coal, passed by this port yesterday afternoon. From her appearance she had evidently encountered rough weather as she had a fished bowsprit and housed main topsail.

When the Inter-Island steamer Mauna Kea leaves here July 1 on her regular run to Hawaii she will remain one day longer at Hilo, leaving there at 5 o'clock July 4. This will be done to accommodate the crowd which will go to Hilo to take in the celebration. She will arrive here Wednesday morning, July 5, and leave again for Hilo a few hours later. The Inter-Island will run a round trip excursion to Hilo at that time for $15.

A radio from the Oceanic steamer Ventura, bound from Pago-Pago to Honolulu and due to arrive here June 13, was received today by C. Brewer & Co. and reports that she has on board 28 cabin, 61 second and 11 steerage passengers and 1850 tons of freight. The radio does not mention how many passengers or the amount of freight for Honolulu. According to D. H. Gilmore, local passenger agent for the Oceanic line, second-class passage on the Ventura is now completely booked, but he has still space for 17 steerage and plenty for first.

PASSENGERS BOOKED

Per Matson steamer Manoa from San Francisco, June 9:

Miss Alice Holt, W. M. Williams, Mrs. W. M. Williams, Edward S. Barnard, Edwin Heintz, C. W. Carpenter, Mrs. C. W. Carpenter, C. A. Ralston, Carl F. A. Rose, George Cunha, Mrs. Dexter, Mrs. Frances Reed, J. Ordenstein, Mrs. J. Ordenstein, Chas. H. Lober, Mrs. Chas. H. Lober, H. Caldwell, Mrs. H. Caldwell and child, Miss Marjorie Edwards, Mrs. W. M. Edwards, Mrs. M. Mathews, Miss E. McEwen, Mrs. M. M. Johnson, E. W. Barnard, Mrs. E. W. Barnard, Chas. E. Johnson, Leonard Hoffman, A. S. Shealy, Alfred Taylor, Jos. A. Swift, C. F. Eckart, Miss E. E. Spears, Mrs. Walter Salomon, Miss Ruby Johnson, Mrs. P. G. Dwyer and two sons, Mrs. E. M. Gideon, infant and nurse, Miss L. Amana, Miss D. Harris, Miss Clara McNeil, Mrs. M. Cooke, Miss Ruth Ayer, Miss Anna Cooke, C. H. Cooke, Mrs. C. H. Cooke, Miss L. E. Perkins, Miss A. E. Fritsch, Mrs. L. Cables, J. M. Dowsett, Miss A. Dowsett, Wellington E. Lake, Mrs. Wellington E. Lake, Miss Arnold, Mrs. L. L. Fish, Miss Annie Mills Fraser, Mrs. L. E. Arnold, Z. G. Dunn and Mrs. Z. G. Dunn.

Honolulu Stock Exchange

Wednesday, June 7.

MERCANTILE—	Bid.	Asked.
Alexander & Baldwin, Ltd.	....	....
C. Brewer & Co.	....	....
SUGAR—		
Ewa Plantation Co.	33¾	34
Haiku Sugar Co.	....	....
Hawaiian Agr. Co.	....	....
Hawaiian C. & S. Co.	53	....
Hawaiian Sugar Co.	....	50½
Honokaa Sugar Co.	11¼	....
Honomu Sugar Co.	....	....
Hutchinson S. Plant. Co.	....	....
Kahuku Plantation Co.	....	25
Kekaha Sugar Co.	210	....
KolOa Sugar Co.	204	208
McBryde Sugar Co., Ltd.	14	14¼
Oahu Sugar Co.	43¼	43½
Olaa Sugar Co., Ltd.	23⅛	23¼
Onomea Sugar Co.	....	60
Paauhau S. Plant. Co.	....	....
Pacific Sugar Mill	....	....
Paia Plantation Co.	....	....
Pepeekeo Sugar Co.	200	....
Pioneer Mill Co.	....	54¼
San Carlos Mill Co., Ltd.	16	16½
Waialua Agricultural Co.	36¾	37
Wailuku Sugar Co.	....	200
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	20
Hon. Gas Co., Ltd.	120	....
Hon. R. T. & L. Co.	....	....
Inter-Island S. Nav. Co.	....	201
Mutual Telephone Co.	....	20¼
Oahu R. & L. Co.	157½	....
Pahang Rubber Co.	....	24
Selma - Dindings Plantation, Ltd. (42% Pd.)	....	....
Selma - Dindings Plantation, Ltd. (42% Pd.)	6½	....
Tanjonk Olok Rubber Co.	....	46
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., Ltd., 5s	104	....
Hon. R. T. & L. Co., 6%	....	....
Kauai Ry. Co. 6s	....	....
McBryde Sugar Co. 5s	....	....
Mutual Telephone 5s	106	106½
Oahu R. & L. Co. 5%	106	....
Oahu S. Co. 6% (redeemable at 103 at maturity)	108½	....
Olaa Sugar Co. 6%	....	103½
Pacific Guano & Fert. Co.	....	....
Pacific Sugar Mill Co. 6s	100	....
San Carlos Mill. Co. 6%	....	....

Between Boards: Sales: 50, 50, 50, 50 Olaa, 23¼; 100, 100 McBryde, 14⅛; 220, 50, 70, 15 Oahu Sugar Co., 43; 30, 20, 100, 100, 100, 35, 250 Oahu Sugar Co., 43¼; 15, 50 Onomea, 60; 130, 130, 150 San Carlos, 16¼; 50, 50, 5 Waialua, 36½.

Session Sales: 10 H. C. & S. Co., 53; 25, 25 Olaa, 23¼; 35 Pioneer, 54¼; 5, 10 Oahu Sugar Co., 43½; 20 Hon. B. & M. Co., 19¾; 10 Ewa, 34.

NOTICE.

Honolulu, T. H., June 5, 1916.

The Kekaha Sugar Company, Ltd., will pay an extra dividend of $6 per share on July 1, making a total dividend due on this date of $8 per share.

Latest sugar quotation: 96 degrees test, 6.175 cts., or $123.50 per ton.

Sugar 6.175cts

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