

# SHIPPING & WATERFRONT NEWS

## MAKURA NOT DUE UNTIL 4 P. M.; SAILS AT 9

The Canadian-Australasian steamer Makura will not arrive here until 4 o'clock this afternoon. She was scheduled to arrive here at 8 a. m. but probably due to head winds, as she left both Sydney and Suva on time, she is eight hours late. She will leave for Victoria and Vancouver at 9 o'clock this evening from Pier 6, taking mail for all American and European points except Germany. Mail will close at 7:30 for regular and 8:30 for registered.

The Makura has 19 passengers for Honolulu and freight and mail, but the radio did not state the amount. From here she will take 45 passengers and 250 tons, the greater part of which is 6000 cases of canned pineapples. She will also take the 5000 bags of corn which arrived from Japan in the Dairon Maru and was refused entry here. Through passengers are 95.

### MATSON COMPANY WILL NO LONGER RECOGNIZE LONGSHOREMEN'S UNION

From now on the Matson Navigation Company will have absolutely nothing to do with the longshoremen's union, according to advice received from San Francisco. They will hire and discharge men as they see fit and pay them their own scale of wages. If the union men want to work for the Matson people they can and if they do not they can quit. In regard to the present strikers, where there is a vacancy they will be given positions, but they will be paid only what the Matson company deems fair. The only requirements that will be demanded are that the men, whether union or non-union, do the work properly.

### CANADIAN AND U. S. AUTHORITIES AGREE ON SEAMEN'S ACT

MONTREAL, July 17.—The enforcement of the new seamen's act in the United States has been followed by a new arrangement between Canada and the U. S. authorities regarding the treatment of Canadian shipping in U. S. ports. On account of the U. S. regulations concerning the number of able seamen carried on foreign vessels, the department of marine has made arrangements with the Washington authorities for the recognition of able seamen certificates granted in Canada. These certificates are provided by the Canadian collectors of customs to seamen who have qualified under the provisions of the U. S. legislation.

### IMMIGRATION STATION EMPLOYES ON TRIPS

Several employees of the U. S. immigration station in this city are now on their annual vacation of 30 days, exclusive of holidays and Sundays. Among those now enjoying vacation trips are Edwin Farmer, inspector; C. T. Tuller, Japanese interpreter, and Benjamin Houghgalling, laborer. Next month other employees will go after these now away return. Business varieties can be culturally evolved.

## HARBOR NOTES

The T. K. K. has increased its capital stock from 13,000,000 yen to 32,500,000 yen.

The next mail for San Francisco goes in the Oceanic steamer Sierra Tuesday, July 25.

The Federal Telegraph Company reports the Oceanic steamer Sierra 1562 miles from Honolulu at 8 p. m., July 20.

Strained relations with Mexico have caused no interference in the sailing of steamers between Gulf and Mexican ports.

The bulk of the German liner steamer Mariechen, wrecked 10 years ago off the north coast of Vancouver island, is being broken up by wreckers for her iron.

The Hawaiian Dredging Company's dredge Reclamation went on the inter-island drydock this morning for repairs, which will be made by the former firm's workmen.

Saturday the American-Hawaiian steamer Mexican arrives with 226 bags of mail and following her the next mail will come in the Matson steamer Lurline Wednesday, July 26.

The lumber mill companies of Port Townsend will, according to a report from there, finish loading all vessels in their respective plants using non-union men and then will close until the strike is settled.

The following tramp steamers are due here in the next two weeks for bunkers: St. Patrick from the canal due July 29, Royal Prince from Nagasaki due August 1, and the Swedish steamer Nippon from Japan due August 5.

According to advice received at Castle & Cooke's office, the T. K. K. steamer Nippon Maru will arrive here from Yokohama August 25 instead of August 23 and the Tenyo Maru's schedule has been changed so that she is due here August 9 instead of August 7.

The Hon. William Morris Hughes, premier of Australia, has purchased 15 large steamers in London for moving the Australian harvest. The vessels will be operated as the Commonwealth Government Line. All the steamers average 4400 gross tons and are said to have cost an average of \$550,000 for each boat.

The construction of an additional wharf for the corporation that owns and operates the only modern wharf facilities in Hongkong is well under way. The government is dredging the approaches and the new wharf when completed will be 650 feet in length and will afford accommodations at low tide for two large vessels drawing up to 30 feet.

The cause of the breakers off Cape Flattery which have been observed and reported by coastwise navigators for the past 30 years has been definitely determined by Capt. R. S. Fenton, who, with a geodetic survey party, who reports that he found an uncharted rock a mile and a half south and southwest of Tatoosh island and Cape Flattery, but that the undersea obstruction at extreme low tide is 45 feet under water which precludes any chance for an accident.

The hoisting engineers of steam lighters at New York have struck for \$24 a week. The strike is not general and is directed by a local branch of the International Union of Steam and Operating Engineers. The demands also include shorter hours, pay-and-a-half for overtime and double pay on Sundays and holidays and recognition of the union. The present wages are from \$18 to \$22 a week. This point was which the strikers felt greatest stress is recognition of the union, and this is likely to be the chief bone of contention. Holding that water competition be-

## WOODEN VESSELS INCREASING RAPIDLY

An interesting sequel of the unusual activity in the steel shipbuilding industry in this country is shown in a most remarkable revival of wooden shipbuilding.

For a long period of years subsequent to the development of steel shipbuilding in the United States and elsewhere, the business of building wooden vessels gradually declined as the steel vessels at the prevailing prices were a more desirable investment. Accordingly the large wooden shipbuilding plants along the Atlantic seaboard have gradually fallen into a condition where in many cases they were not used at all, and in others only at infrequent intervals would a vessel be constructed.

Some six months ago shipowners and those interested in having commodities transported by water, finding it impossible to have steel ships built for them with sufficient despatch to make them available and, further realizing the enormously high cost of steel construction, commenced to ponder over the advisability of building wooden ships.

As the necessary equipment for building wooden vessels is exceedingly simple as compared with the establishment required for steel construction, it was evident that the location of a wooden shipyard should be governed primarily by the lumber situation, and that other things being equal, wooden ships should be built where lumber could be most cheaply procured.

Accordingly, while the already established yards throughout the Maine coast have been given a number of contracts and are still receiving more, a number of entirely new concerns have gone into the shipbuilding business and in the southern states this condition is particularly marked.

An interesting feature of wooden shipbuilding as now carried on is that the vessels are a low carefully designed by competent naval architects and are not merely built by rule of thumb and copied after some previous vessel, as was formerly the case. The naval architect has, of course, at his disposal models of successful vessels that have been built and by combining this information with his own knowledge a material improvement in the designing and earning capacity of any vessel is certain to be secured.

Between the Atlantic and Pacific coasts has been completely destroyed under way conditions, the Interstate Commerce Commission June 27, ordered transcontinental railroads to revise their rates from the East to the Pacific coast by September 1, so that they shall not be lower than rates to intermediate points. The order applies to a long list of commodities in west-bound traffic, including iron and steel articles from Pittsburgh and many food products from the East generally. It also includes eastbound rates from California points by way of rail and water routes through gulf ports to the Atlantic seaboard.

### PASSENGERS BOOKED

Per I. I. str. Claudina for Maui July 21: K. Alexander, Miss Irene K. Sylvia, Mrs. F. P. Rosecrans, Mrs. J. W. Fleming, C. C. James, A. Derog, S. Asaki, Miss Fleming, Mrs. H. B. Carter, Young Goon.

## Honolulu Stock Exchange

Friday, July 21.

MERCANTILE	Bid.	Asked
Alexander & Baldwin	.....	.....
C. Brewer & Co.	.....	.....
SUGAR	.....	.....
Ewa Plantation Co.	36 1/2	36 3/4
Haiuku Sugar Co.	.....	.....
Hawaiian Agr. Co.	210	.....
Hawaiian C. & S. Co.	52 1/2	52 3/4
Hawaiian Sugar Co.	.....	47 1/2
Honokaa Sugar Co.	12	.....
Honolulu Sugar Co.	.....	.....
Hutchinson S. Plant. Co.	.....	.....
Kahuku Plantation Co.	22	22 1/2
Kekaha Sugar Co.	.....	225
Koloa Sugar Co.	.....	225
McBryde Sugar Co. Ltd.	13	13 1/2
Oahu Sugar Co.	43 1/2	43
Olan Sugar Co. Ltd.	18 1/2	20
Onomea Sugar Co.	.....	57 1/2
Panauhau Sugar Plant. Co.	.....	.....
Pacific Sugar Mill.	.....	23
Paia Plantation Co.	240	.....
Pepeekeo Sugar Co.	.....	.....
Pioneer Mill Co.	54	54 1/2
San Carlos Mill Co., Ltd.	15 1/2	16
Waialua Agr. Co.	36 1/2	36 3/4
Waialuku Sugar Co.	.....	.....
MISCELLANEOUS	.....	.....
Haiuku F. & P. Co., Pfd.	.....	.....
Haiuku F. & P. Co., Com.	.....	.....
Hawaiian Electric Co.	.....	.....
Hawaiian Pineapple Co.	45 1/2	46
Hon. B. & M. Co., Ltd.	20	20 1/2
Hon. Gas Co., Ltd.	30	.....
Hon. R. T. & L. Co.	157	.....
Inter-Island S. N. Co.	190	200
Mutual Telephone Co.	.....	20
Oahu R. & L. Co.	159	.....
Pahang Rubber Co.	15	21
Selma Dindings Plantation, Ltd.	.....	.....
Selma - Dindings Plantation, Ltd. (49% Pfd.)	.....	.....
Tanjong Olok Rubber Co.	30	.....
BONDS	.....	.....
Hamakua Dist. Co. 6s.	.....	.....
Hawaiian Irr. Co. 6s.	80	85
Haw. Ter. 4% Rfg., 1905	.....	.....
Haw. Ter. 4% Pub. Imps.	.....	.....
Haw. Ter. Pub. Imps. 4% (series 1912-1913)	.....	.....
Haw. Ter. 4 1/2%	.....	.....
Haw. Ter. 4 3/4%	.....	.....
Haw. Ter. 3 1/2%	.....	.....
Honokaa Sugar Co. 6%	96	97 1/2
Hon. Gas Co., Ltd., 5s.	.....	.....
Hon. R. T. & L. Co., 6%	101 1/2	100
Kauii Ry. Co. 6s.	.....	.....
McBryde Sugar Co. 6s.	.....	.....
Mutual Telephone 5s.	106	.....
Oahu R. & L. Co. 5%	106	.....
Oahu S. Co. 8% (redeemable at 103 at maturity)	103 1/2	103
Olan Sugar Co., 6%	102	103
Pacific C. & Fert. Co. 6s.	101	.....
Pacific Sugar Mill Co. 6s.	100	.....
San Carlos Mill Co. 6%	100	101
Between Boards: Sales: 200 Olan, 19 1/2; 20, 40, 60, 80 Olan, 19 1/2; 15, 50, 100, 85 Olan, 18 1/2; 100, 100, 20 McBryde, 12 1/2; 24, 10 Oahu Sugar Co., 42 1/2; 100, 100, 24, 10, 40, 50 Oahu Sugar Co., 42 1/2; 80, 20, 90, 50, 50, 50, 5, 33 Ewa, 35; 35 Ewa, 35 1/2; 200 Ewa, 35 1/2; 40 Pioneer, 53 1/2; 30 Pioneer, 54; 20, 25 Waialua, 36; 100, 25 San Carlos, 15 1/2; 60 Hon. B. & M. Co., 20 1/2; 50 Hawaiian Pineapple, 45 1/2; Session Sales: 5, 5, 10, 50 Ewa, 36; 20 Pioneer, 54; 10 Pioneer, 54 1/2; 15 Oahu Sugar Co., 42 1/2; 50, 10 Oahu Sugar Co., 42 1/2; 50, 10, 40 Ewa, 36 1/2; 40 Waialua, 36 1/2; 25 Ewa, 36 1/2; 10, 25 100 H. C. & S. Co., 53 1/2; 100, 50, 500 McBryde, 13; 14 Ewa, 33 1/2.		

### JORDAN'S WOMEN'S APPAREL

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### POSTOFFICE TIME TABLE FOR MONTH

Following is the postoffice timetable for July and the first half of August. It is subject to change if sudden arrangements are made for unexpected mail service.

UNITED STATES MAIL STEAMERS	Steamers to arrive from—
July	.....
22—Mexican	San Francisco
25—Sierra	Sydney
28—Lurline	San Francisco
31—Persia Maru	Hongkong
August	.....
1—U. S. A. T. Buford	Manila
1—Wilhelmina	San Francisco
4—U.S.A.T. Sherman	Manila
8—Tenyo Maru	Hongkong
8—China	San Francisco
8—Manoa	San Francisco
9—Makura	Vancouver
14—U.S.A.T. Thomas	San Francisco
15—Ventura	Sydney
15—Matsonia	San Francisco

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All of Moss' Books on Sale At ARLEIGH'S

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a day will enable you to protect your home against loss by fire. See

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for using a letter of credit when you travel. There are plenty more, but these two good reasons should appeal to you. First, its convenience. Second, its safety. You can get money without any trouble and a letter of credit is susceptible neither to forgery nor theft. Investigate further before you take that trip.

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## How Physiologists Regard Coffee

In a recent article, Dr. W. A. Evans, editor of the "How to Keep Well" column of the Chicago Tribune, says:

"In order that no misunderstanding may arise, I should say that physiologists regard Coffee, Tea, Tobacco and Whiskey as drugs in the same sense as Opium and Cocaine are. From coffee at one end of the line to cocaine at the other, no pot has the right to call the kettle black."

The average cup of coffee contains about 2 1/2 grains of caffeine, a habit-forming drug—not enough in one cup to seriously harm. But, when used regularly, it is with many the cause of sleeplessness, nervousness, heart trouble, mental and physical fatigue, and a host of other complaints.

# POSTUM

on the other hand, is a pure food-drink made of roasted wheat and a little molasses. It tastes much like coffee, but contains no caffeine nor other injurious drug.

Postum comes in two forms: The original Postum Cereal, which must be boiled; and Instant Postum, a soluble form that produces the beverage instantly—a level teaspoonful to a cup of hot water. Both forms are equally delicious, and the cost is about the same.

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