

SHIPPING & WATERFRONT NEWS

GREAT NORTHERN TO BRING 1500 FROM L. A.

That 1500 passengers are already booked at Los Angeles, the great tourist center of the Southwest, for the coming winter's run of the Hill liner Great Northern, is stated in advices recently received by the firm of Fred L. Waldron, Ltd., local agents.

No data has yet been received from the San Francisco offices concerning bookings there, but they are believed to be heavier than those reported from Southern California.

At 4 p. m. Tuesday, November 7, the Great Northern will resume the Hawaiian service, leaving San Francisco that day, and San Pedro at 5 p. m. November 8. She will arrive at Hilo November 13 at 5 a. m., leaving at midnight for Honolulu and docking here at 10 a. m. November 14.

The schedule has been so arranged that the passenger liner will remain in Honolulu during the entire Carnival Week, not leaving here for San Francisco that voyage until Sunday, February 25.

BIG TONNAGE TO GO ON SIERRA IF POSSIBLE

In an effort to relieve the congestion in sugar and canned pines at this port the Oceanic steamer Sierra, due here early on the morning of September 26 from Sydney and Pago-Pago, will take every pound of these commodities she has room for.

The local agents, C. Brewer & Company, today sent a radio to the steamer, which left Sydney September 13 and is due at Pago-Pago September 19, next Tuesday, notifying Captain J. K. Koughan, who has so much freight to load here that they desire the hour of departure for San Francisco set for 11 p. m. September 26. The usual sailing hour from here is 5 p. m.

Until the agents hear how much freight the Sierra will have to take on at Pago-Pago they cannot tell how much she will have room for from this port. There are 1500 tons of sugar and canned pines offering here, all and possibly more than she can handle unless her Pago-Pago freight is taken on there is light.

Pineapple men here are using every possible vessel, even lumber schooners, to get pines to the coast.

POWERBOAT GOES AT FINE RATE; IS SPEEDY

In a trial run made this week by "Bob" Atkinson's new powerboat, the most craft made the 14 miles between Manoa and the Pearl Harbor peninsula in 48 minutes, and at that with the bottom covered by San Francisco business not removed when it was shipped here on the Manoa.

According to Jack Young of Young Brothers, who bought the boat in San Francisco for Atkinson, it can do 20 knots without a bit of difficulty. On the run between this port and Pearl Harbor the craft, leaving Young Brothers' boathouse, made the distance from here to Pearl City and the peninsula in 15 minutes, riding easy, although a big swell was running at the time.

The boat has a 75 horsepower Bear machine motor and was built by Mr. Harris of the Golden Gate Dredging Company, who designed the motor especially for it. Harris is the designer of the Atlas gas engine. The boat is 35 feet long, with a beam of 4-1/2 feet, built very deep. She accommodated 11 persons comfortably on the trial trip and is now at Pearl Harbor being cleaned and tuned up.

At 5 p. m. Thursday the Matsuoia left for Hilo, taking 105 cabin and 12 steerage passengers. She will return early Sunday morning and sail at 10 a. m. Wednesday from Pier 15 for San Francisco, taking mail and passengers.

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HARBOR NOTES

At 5 o'clock Thursday afternoon the U. S. army transport Sherman steamed from Pier 15 for Guam and Manila.

Only one mail will come from San Francisco next week. It will arrive on the Matsuoia steamer Lurline Tuesday morning.

Arrival at Kahului Thursday of the schooner A. F. Coats is reported. She brought lumber and was 32 days out from Port Townsend.

Captain J. R. Macaulay, territorial pilot, has returned from Hana, Maui, where he supervised installation of moorings at that port.

Monday the schooner Sophie Christensen sailed from Antofagasta for Honolulu with a nitrate cargo for the Hawaiian Fertilizer Company.

Next mail from San Francisco will arrive in the T. K. K. steamer Nippon Maru, due off port at 5:30 this afternoon to dock about 6:30 at Pier 7.

Sugar reported on hand by the Maunaloa is: Punaluu 6876 bags, Honouliuli 5230, left at warehouses after shipment, 4476 bags of Punaluu.

The Inter-Island steamer W. G. Hall brought 4800 bags of Makee sugar today from Keala, Kaula. She will now be laid up indefinitely, having been on the run for three or four weeks as a relief steamer.

Three small, flat-bottomed skiffs and rowboats, which have been unclaimed and are in the way, will be sold at auction at Pier 7 at noon on September 23 by Captain William R. Foster, the harbor master.

George McCriston, assistant to Manager John K. Clarke of Hind, Rolph & Company's local office, is enjoying his vacation on Molokai. He will return the end of this month.

At 8 o'clock last night the Oceanic steamer Ventura, from this port for Australia Wednesday, was 392 miles from Honolulu, and doing 14 miles an hour, on time.

After taking fuel oil here the American steamer Alvarado left Thursday for Yokohama, Kobe, Chemulpo and Shanghai. She has 2400 tons of general cargo and a crew of 23 men.

Tuesday the British steamer Kestrel left Fanning Island for Honolulu with 91 tons of copra, says a cable to the local agents, Fred L. Waldron, Ltd. She is expected to arrive Sunday.

Canned pines will be loaded here by the steamer schooner Daisy Mathews, now discharging. The vessel brought 900,000 feet of lumber for Lewers & Cooke, and 12,025 bundles of shingles from Astoria.

Bookings for the Oceanic steamer Sierra, due to leave here September 26 for San Francisco, are reported by the shipping department of C. Brewer & Company, local agents, to be to date about 50 first-cabin and 5 second-cabin.

McCabe, Hamilton & Renny had 250 of their stevedores working the Matsuoia. They unloaded her 7383 tons of cargo for this port in 50 hours, by working day and night, so that she could steam for Hilo at 5 p. m. Thursday, on time.

The small boat found ashore at Kaula, which was believed to have been lost from the schooner Salvador, is an island built boat. It belongs to Allen Herbert, and was named Salvador. Herbert had the boat at his summer home and it broke away from its moorings, going ashore later.

The San Francisco Examiner of August 27 says the Hawaiian Fertilizer Company has chartered four vessels to carry nitrates to Honolulu from the west coast. They are the schooner Sophie Christensen, the schooner William Olson and the ships A. J. Miller and Charles E. Moody.

Bringing 15,000 barrels of fuel oil, 200 barrels and 350 drums of gasoline, also 100 barrels of distillate, the oil-ship Marion Chilcott, Capt. C. O. Anderson, arrived from San Francisco late Thursday afternoon after a voyage of 24 days. She is unloading today and is expected to leave for San Francisco tomorrow.

The Japanese steamer Kongoson Maru is expected to have her coal cargo for the Inter-Island discharged by Monday noon. She will then steam for Arica, a Chilean port, to load nitrates. Twenty-seven stevedores are working her. They dis-

MAKURA LEAVING AT 4:30 O'CLOCK FOR CANADA

At 10:20 this morning the Canadian-Australasian liner Makura was sighted, coming up from Sydney and Pago-Pago. She docked about noon at Pier 7, bringing 31 passengers to Honolulu, and is leaving for Victoria and Vancouver at 4:30 this afternoon.

Cargo cars from this port for the Northwest in 10,000 cases of canned pines. The Eben Low power schooner Mokoli is discharging a cargo of pines at the pier this morning, having brought them from Kahului, the Libby, McNeill & Libby cannery on windward Oahu. About 75 of McCabe, Hamilton & Renny's stevedores were working the Makura this afternoon.

Mail for all United States points will be taken by the Makura, mails closing at the postoffice at 3 this afternoon. The steamer is also taking mail for Canada and Europe except the countries of the Teutonic Allies.

The T. K. K. liner Nippon Maru, due off port from San Francisco at 7:30 this evening will steam for the Orient at 4 p. m. tomorrow.

FREIGHT RATES TO HAWAII ARE DEEMED TOO HIGH

That freight rates from eastern points in the United States are lower to Japan and China than to Honolulu was a fact brought out Thursday afternoon at the meeting of the board of retail trades of the Chamber of Commerce, at which the principal discussion was on transcontinental and transpacific freight rates brought up by a letter received from the Interstate Commerce Commission requesting the local body's aid in adjusting the rates which are considered discriminating against Honolulu.

The letter asked for a list of the imports and said that while the commission had no legal authority over the steamship companies, it would use its moral influence in an endeavor to bring about more equitable rates and as a result a committee composed of Ed Towse, E. A. Berndt and Raymond C. Brown was formed to draw up a report. Berndt pointed out that the difficulty was with the water carriers and not with the railroads.

Another subject discussed was the establishment of a telephone credit exchange the purpose of which was to enable merchants to learn the financial standing of a prospective buyer almost instantly.

charged 1494 tons Thursday. There are 2000 tons still to be unloaded.

Arrival at Port Allen Thursday of the Matsuo motor schooner R. P. Rithet is reported. She made her first voyage as a motor schooner from San Francisco in 12 days, having left September 2, and will not call here. The Rithet will load 1450 tons of sugar at Hana and 400 at Mahukona. Her rig has been changed from bark to schooner.

No word has been received by the Inter-Island as to when the British steamer Brinkburn will arrive for 600 tons of bunker coal. The Japanese steamer Hokkai Maru is expected September 25 from South America. The New Sweden is coming from Panama September 27 and the Eurymedon is due the following day from the same direction.

Bringing 6400 bags of H. A. sugar, 1733 of coffee and many other island products, among which are 81 bunches of bananas, 68 boxes of alligator pears, 255 pieces of koa lumber, 100 crates of honey, 25 head of cattle, 41 crates of chickens, 17 bundles of hides, 40 quarters of beef, 305 bags of charcoal and 173 sundries, the Inter-Island steamer Matine Loa arrived from Maui and Hawaii ports this morning. Inward passengers totaled 83.

POSTOFFICE TIME TABLE FOR MONTH

Following is the postoffice timetable for September. It is subject to change if sudden arrangements are made for unexpected mail service: UNITED STATES MAIL STEAMERS

Steamers to arrive from—	
September 19—Lurline	San Francisco
24—China	Hongkong
26—Wilhelmina	San Francisco
26—Sierra	Sydney
29—Shinyo Maru	San Francisco

Steamers to depart for—	
September 16—Nippon Maru	Hongkong
20—Matsuoia	San Francisco
20—China	San Francisco
26—Lurline	San Francisco
26—Sierra	San Francisco
29—Shinyo Maru	Hongkong

Commerce Reports of August 29 states that a Japanese commission, representing a group of Japanese capitalists, manufacturers, and merchants, is at present in Brazil making a study of the economic and commercial conditions in Rio de Janeiro, Sao Paulo, Parana, Santa Catharina and Rio Grande do Sul, with a view to the possibility of establishing steamship service between Japan and Brazil via Singapore, Ceylon, Madagascar and Cape of Good Hope.

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STOCK MARKET LANGUISHES, NO INTEREST SHOWN

Dullness still rules the market for listed securities. At the session today only 35 shares changed hands. Between boards sales amounted to 610 shares. Oiaa recovered the eighth it lost yesterday and was 18. Other sales were Ewa 34 3/4, Oahu 33 and McBryde 12.

In unlisted securities Engels Copper continued to advance and 2500 shares sold at \$2.65. Mineral Products fell back to \$1.00, first 500 shares selling at \$1.02 1/2 and then 2000 at the lower figure. Cal. Haw. Development again appeared and 1000 shares were dealt in at 10 cents. Mountain King was unchanged, 200 shares selling at 75 cents.

Walluku was today quoted as on a \$20 basis. There will be no session of the stock exchange tomorrow, Regatta Day.

Honolulu Stock Exchange Friday, Sept. 15.

MERCANTILE—	Bid.	Asked.
Alexander & Baldwin	300	300
C. Brewer & Co.	450	485
SUGAR—		
Ewa Plantation Co.	34 3/4	35
Haiuku Sugar Co.	35	35
Hawaiian Agr. Co.	50	50
Hawaiian C. & S. Co.	43	45 1/2
Honokaa Sugar Co.	50	50
Honoum Sugar Co.	21	22
Hutchinson S. Plant. Co.	21	22
Kabuku Plantation Co.	11 1/2	12 1/2
Kekaha Sugar Co.	33	33 1/2
Koiaa Sugar Co.	17 1/2	18
McBryde Sugar Co., Ltd.	11 1/2	12 1/2
Oahu Sugar Co.	33	33 1/2
Oiaa Sugar Co., Ltd.	17 1/2	18
Onomea Sugar Co.	55	55
Panahu Sugar Co.	20 1/2	20 1/2
Pacific Sugar Mill	20 1/2	20 1/2
Pala Plantation Co.	41	41
Pepeekeo Sugar Co.	18 1/2	19 1/2
Pioneer Mill Co.	34 1/2	35
San Carlos Mill Co., Ltd.	35	35
Wailuku Agr. Co.	35	35
Wailuku Sugar Co.	35	35

MISCELLANEOUS

Endau Develop. Co., Ltd.	1st issue assessable, 50% Pd.	125
	2nd issue assessable, 40% Pd.	125
Haiuku F. & P. Co., Ltd.		125
Haiuku F. & P. Co., Ltd.		125
Hawaiian Electric Co.		48 1/2
Hawaiian Telephone Co.		48 1/2
Hon. B. & M. Co., Ltd.		19 1/2
Hon. Gas Co., Ltd.		125
Hon. R. T. & L. Co.		140
Inter-Island S. N. Co.		180
Mutual Telephone Co.		20
Oahu Ry. & L. Co.		19
Panahu Rubber Co.		19
Selma - Dindings Plantation, Ltd. (49% Pd.)		18
Selma - Dindings Plantation, Ltd. (49% Pd.)		19
Tanjong Olok Rubber Co.		39

BONDS—
Hawaiian Irr. Co. 6%..... 100
Haw. Ter. 4 1/2% refund, 1905..... 100
Haw. Ter. 4% Pub. Imps. series 1912-1913..... 100
Haw. Ter. 4 1/2%..... 100
Haw. Ter. 4%..... 100
Haw. Ter. 3 1/2%..... 100
Honokaa Sugar Co. 6%..... 97
Hon. Gas Co., Ltd. 5%..... 104
Hon. R. T. & L. Co. 6%..... 102 1/2
Kauai Ry. Co. 6%..... 100
Maunaloa Imp. Dist. 5 1/2%..... 100
McBryde Sugar Co. 5%..... 100
Mutual Telephone 5%..... 100
Oahu R. T. & L. Co. 5%..... 100
Oahu S. Co. 6% (redeemable at 103 at maturity) 109 1/2
Oiaa Sugar Co. 6%..... 102
Pacific F. & P. Co. 6%..... 100
Pacific Sugar Mill Co. 6%..... 99
San Carlos Mill Co. 6%..... 100

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