SHIPPING & WATERFRONT NEWS

WILHELMINA HAS CLOSE TO 900 BAGS MAIL

Varied Freight Cargo Aboard; Lurline Left for Kahului At 4 This Morning

One of the biggest mails coming to Honolulu since the holiday season last December, 891 bags, will arrive Tuesday morning from San Francisco on the Matson liner Wilhelmina, Capt. Peter Johnson, according to a Marconigram received by Castle & Cooke's shipping department today from the steamer.

There is a good-sized passenger list, 130 cabin and 60 steerage. The steerage number is unusually large, as the Wilhelmina generally brings not more than eight or 10 steerage from the coast every trip. The increase this time may be due to Filipino fruit pickers returning to the islands following the close of the season in California.

In addition to the big despatch of mail aboard, the Wilhelmina has 165 packages of express matter and 5954 tons of cargo for Honolulu, including the following shipments: 1200 tons for railway delivery, 500 tons intended for the Lurline but which that boat had to leave behind owing to lack of cargo space; two lots of cement, 4496 and 3459 bags respectively; two lots of fertilizer, 3200 and 3160 bags; 1700 cases of condensed milk; 1000 cases of tin, and 2500 boxes of shooks for local pineapple canners. Hilo cargo is 947 tons.

At 4 o'clock this morning the Lurline steamed from Pier 19 for Kahului, Maui. Her departure had been set for 8 o'clock last night, but because she arrived 12 hours late from San Francisco Tuesday it was impossible to get her Honolulu cargo discharged before early this morning.

The steamer arrived at Kahului later today and will return Sunday morning with 25,000 cases of canned pines, going on the inter-Island drydock as soon as she returns to have a new propeller blade put on replacing the one she lost at sea Saturday. The Lurline is a single-screw vessel and carries extra blades, as do all Matson boats. She will load 6000 tons of sugar and canned pines here, and will steam for San Francisco at noon Tuesday from Pier 19. The new propeller blade should be in place by 4 or 5 p. m. Sunday.

PASSENGERS EXPECTED

Per Matson steamer Wilhelmina, due Tuesday, September 26, from San Francisco: Roy Reed, Mrs. Roy Reed and child, Frank W. Gladding, Mrs. Frank W. Gladding, S. W. Peck, J. C. Sanborn, E. H. F. Wolter, Mr. Moore, F. F. Woodford, Chas. Knott, W. Dease, Dana T. Bartlett, M. E. Menezes, Mr. Breck, Mrs. Breck, Mrs. W. F. Armstrong and child, Miss Emma Kluegel, Miss Witte, Mrs. T. Sutherland, Miss A. McLaughlin, Mrs. Dartha Ellis, Mrs. S. B. Webster, Miss Winifred F. Bell, Mrs. S. S. Peck, Miss Agnes Quain, Mrs. M. Costello, Mrs. M. T. Miller, Mrs. L. M. Branch, Miss M. Lightfoot, Mrs. J. B. Lightfoot, H. L. Freeman, Mrs. H. L. Freeman, R. A. Kearns, M. A. Silva, A. Morrison, L. M. Knouse, H. Hecks, Mrs. H. Hecks, F. T. P. Waterhouse, W. N. Eklund, Miss Ruth A. Langenin, R. A. Lucas, Mrs. R. A. Lucas, H. W. M. Mist, Mrs. H. W. M. Mist, John Mailer, Mrs. John Mailer, Dr. Mrs. Jessie Lycan, Ben Williams, Mrs. Ben Williams, Miss Gladys Willard, Miss Vera Beyfuss, Albert H. Hodson, Mrs. Albert H. Hodson, Mrs. Mervyn Troyer, Mrs. May Guptill, A. E. Derby, Dr. F. E. Clark, W. R. Ford, Mrs. F. A. Warner, Mrs. C. A. Smith, W. D. Adams, Mrs. W. D. Adams and son, F. E. Thompson, Mrs. F. E. Thompson, Mrs. E. J. Knight, Miss Jennie Jackson, Mrs. Caroline E. Knott, Miss I. G. Converse, Mrs. E. B. Derby, M. D. Brown, Mrs. M. D. Brown, Master H. Giffard, Mrs. H. B. Giffard, Miss Ruth Chong, Master R. Wall, Miss Betty Wall, Master Ormond Wall, Mrs. O. E. Wall, Mrs. M. Welcher, T. M. Church, Allan Herbert, Mrs. Grace Wilder, Mrs. M. L. Thompson, E. J. Reed, Jay Morrison, Miss Tottletem, J. Crocker, Mrs. J. Crocker, Miss Mildred Bascom and Miss D. Hiller.

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
23—China ..... Hongkong
26—Wilhelmina ..... San Francisco
26—Sierra ..... Sydney
29—Shinyo Maru ..... San Francisco

Steamers to depart for—

September
23—China ..... San Francisco
26—Lurline ..... San Francisco
26—Sierra ..... San Francisco
29—Shinyo Maru ..... Hongkong

By Monday the makai gangway opening being made at Pier 7 by the harbor board to allow the placing of two gangways there when T. K. K. boats arrive, will be completed, according to Capt. William R. Foster, the harbormaster. This will make much easier the handling of passengers and visitors at the pier and will relieve the congestion materially.

HARBOR NOTES

Due here about October 7 from Antofagasta for bunkers is the Japanese steamer Kumi Maru.

The Matson steamer Hyades will leave for Port Allen from Pier 16 tomorrow or Sunday, returning here afterward.

The steam schooner Daisy Matthews may get away tonight for San Francisco, taking canned pines from this port.

Next mail from San Francisco will arrive Tuesday on the Matson steamer Wilhelmina. The Hyades brought only consignees' mail Thursday.

Last night the U. S. lighthouse tender Columbine steamed on a cruise, general overhauling, cleaning and painting of the vessel having been completed here.

Another mail from San Francisco, in addition to the despatch coming Tuesday on the Wilhelmina, will arrive a week from today in the T. K. K. liner Shinyo Maru.

The barkentine Lahaina is bringing coal from Newcastle to Port Allen under charter to Alexander & Baldwin, for the Kauai Railway. She left Newcastle September 11.

The China Mail steamer China will be off port from the Orient at 6:30 tomorrow morning and will dock about 8 o'clock at Pier 7, steaming for San Francisco at 2 p. m.

Next mail from Australia and Samoa will arrive Tuesday morning in the Oceanic liner Sierra. She will take a despatch for San Francisco when she steams at 11 o'clock that night.

The lumber schooner Leroy Somers has been chartered by Alexander & Baldwin to bring lumber from Grays Harbor to Port Allen for the Kauai Railway. She has not yet sailed.

At 8 o'clock last night the Oceanic steamer Sierra was 1577 miles from Honolulu. She is due to dock here Tuesday morning at Pier 10, steaming for San Francisco at 11 o'clock Tuesday night.

The Matson steamer Hyades was moved at 6 o'clock this morning from Pier 16 to the railroad wharf and will probably complete discharging her cargo tomorrow afternoon at the Hackfeld wharf.

A cablegram received by the Inter-Island today from its Panama canal correspondent says the Japanese steamer Meiten Maru left the canal September 14 and will call here for bunkers between October 3 and 5.

Next mail for San Francisco will go in the China Mail steamer China at 2 o'clock tomorrow afternoon. Mails close at 12:30 p. m. at the postoffice. The China will bring mail from the Orient.

About 3 o'clock this afternoon the lumber schooner Lily, Captain A. B. Guhl, is sailing for San Francisco in ballast. She was unable to get any canned pines or other cargo to take to the coast.

It is believed now that the Japanese steamer Hokkai Maru, which had been expected to arrive here Monday from Chile, for bunkers, will not come before October. She steamed from Mejillendo for Antofagasta August 28, probably to load more nitrate there.

Cargo of the Matson steamer Wilhelmina, due Tuesday from San Francisco, is 5504 tons for Honolulu and 947 for Hilo, according to cablegrams to the agents, Castle & Cooke. The steamer's cargo this voyage is 751 tons less than on the last trip down, when it totaled 7202.

The T. K. K. South American steamer Seiyo Maru, due Wednesday or Thursday from Chile and San Francisco, has 800 tons of nitrate for Honolulu. The steamer will probably be here two days. She has room out for 100 steerage passengers, and will take 12 players of the St. Louis baseball team to Japan if there is room.

The Peruvian bark Belfast will sail tomorrow morning for Port Townsend. Eight of her crew have been given physical examinations by Dr. William F. James, acting assistant surgeon of the U. S. public health service here, as required by the Seamen's Act. Six of them passed and two were rejected for physical disabilities.

San Francisco papers say Capt. F. M. Edwards of the Manoa will be given command of the Matson steamer Wilhelmina, whose master, Capt. Peter Johnson, will be made commander of the big new Matson liner Maui on her completion next February or March. Capt. Troel Smith of the Lurline is slated to take the Manoa, while Capt. A. L. Soule of the Hilonian will get the Lurline, coast papers say.

Alexander & Baldwin's steamer-day calendars are being printed for the last quarter of 1916, and will be distributed the morning of October 1. There will be 7500 of them. The calendar this time contains schedules of the O. S. K. steamer Panama Maru, the T. K. K. South American liner Anyo Maru, and the Hill liner Great Northern, in addition to the regular sailings of Matson, Oceanic, Canadian-Australasian and T. K. K. Orient-San Francisco liners.

Harrison A. McKown, of St. John, N. B., a judge of the Superior Court of New Brunswick, was designated as Chief Justice of the King's Bench Division of the court.

PHYSICAL TESTS ARE GIVEN 506 SEAMEN HERE

Since the Seamen's Act went into effect November 4, 1915, as concerns American seamen, and March 4, 1916, for foreign vessels, Dr. William F. James, acting assistant surgeon of the U. S. public health service in Hawaii, has given physical examinations to a total of 506 seamen, American and foreign. Of this number 57 have been rejected because of physical defects, making the total number passing 449.

Dr. James said today that since July 1, 1916, the beginning of the present fiscal year, he has examined 56 men. The number examined in September to date has been 22, of whom 18 have passed the tests successfully and been awarded certificates.

The surgeon has just finished examining eight members of the crew of the Peruvian bark Belfast, due to sail tomorrow for Port Townsend. Six of the men passed. Dr. James says that on several recent army transports seamen from them have applied for examination here whom he knows failed in physical tests given in other ports. They were rejected after thorough examinations had shown them to be deficient physically.

HASHIMOTO WILL COMMAND OLD SIBERIA

Honolulu will again see the old Pacific Mailer Siberia, now the T. K. K. liner Siberia Maru. The steamer will leave Nagasaki September 20 and Yokohama September 24, under command of Captain K. Hashimoto, says the Japan Advertiser.

After an absence of eight months from transpacific service, the old Pacific Mail liner Siberia, now the Siberia Maru of the T. K. K., has again returned to Oriental waters. She arrived at Nagasaki last month. The vessel is being thoroughly renovated pending the granting of a commission from the Japanese government.

The Siberia carried 4000 tons of American munitions and railway materials from New York to Vladivostok.

On her first regular trip across the Pacific, sailing the T. K. K. flag, she will sail from Nagasaki September 20 and from Yokohama September 24, according to the present schedule. She is commanded by Captain K. Hashimoto. Among her other officers are A. E. Evans, formerly chief steward of the ill-fated Chiyo Maru, Surgeon Charles Scully and Purser E. A. Seeley, who have been on T. K. K. service before.

787 SHIPS USED PANAMA CANAL IN 5 MONTHS

The number of ocean going vessels passing through the canal during the period from July 1, 1915, to June 30, 1916, inclusive, was 787. Their aggregate net tonnage, according to the rules for the measurement of vessels for the Panama canal, was 2,479,761. The total quantity of cargo carried through the canal on these ships was 3,140,046 tons. The aggregate of the tolls collected from the ships was $2,399,830.42.

The canal was closed in the middle of September and remained closed, except for the transit of small vessels which had waited at the entrances for passage, until the middle of April.

There were thus five months of the 12 in which the canal was in normal operation. Considering the vessels which waited for the reopening and those which came early in April for passage, in anticipation of the opening which had been announced for April 15, the operations may be considered normal for slightly less than half the year.—Coast Seamen's Journal.

SAVES GOVERNOR'S LIFE, GETS PARDON

LITTLE ROCK, Ark.—The happiest fisherman in Arkansas to-day is Hezekiah Porter, negro, of Helena, Ark. Six weeks ago he "fished" Governor George Hayes out of the Arkansas River, probably saving the Governor's life, and to-day the Governor rewarded him by signing a pardon. Porter was serving a twenty-one year sentence for murder on the State Farm for Negro Convicts, at Columbus, when he saved the Governor's life. Had he not been selected to row the Governor's boat on a fishing trip he might have served the remaining fourteen years of his sentence.

COMPASSES

The Chinese had compasses long before the Europeans, using them, as men do today, in the steering of ships. European sailors began using compasses in about the year 1300.

BILL SEEKS TO WIDEN BRITISH SHIP CONTROL

In view of the recent legislation in Congress relative to government purchase of foreign-built vessels to build up an American merchant marine, it is interesting to note that a new bill has been presented to the British Parliament designed to restrict the sale and control of British ships. The bill's text follows:

1. (1)—The British Ships (Transfer Restriction) Act, 1915 (in this act referred to as the principal act), is hereby extended so as to apply to mortgages (including transfers of mortgages) of ships made after the 10th day of August, 1916, as it applies to transfer of ships, and shall apply to mortgages (including transfers of mortgages) and transfers of ships to foreign controlled companies made after the 10th day of August, 1916, as it applies to transfers of ships to persons not qualified to own a British ship.

(2)—The expression "foreign controlled company" means any corporation: (a) where the majority of the directors, or persons occupying the position of directors by whatever name called, are not British subjects; or (b) where the majority of the voting power is in the hands of persons who are not British subjects, or who exercise their voting powers directly or indirectly on behalf of persons who are not British subjects; or (c) where the control is by any other means whatever in the hands of persons who are not British subjects; or (d) where the executive is a foreign controlled company, or where the majority of the executives are appointed by a foreign controlled company.

A corporation shall not be deemed to be a British subject for the purposes of this section unless it is established in and subject to the laws of some part of his majesty's dominions or of some British protectorate, and has his principal place of business therein.

(3)—The Board of Trade may require any person who is the owner or mortgagee of a British ship, or who applies to be registered as the owner or mortgagee of a British ship, to furnish to the board such particulars as appear necessary to the board for the purpose of ascertaining whether or not that person is, or is a trustee for, or otherwise represents, a foreign controlled company, and, in the case of a corporation, may also require the secretary, or any other officer of the corporation performing the duties of secretary, to furnish those particulars.

If any person fails to supply such particulars as it is in his power to give when required, or furnishes particulars which are false in any material particular, he shall be guilty of a misdemeanor.

2. Where, after the passing of this act, any person who is the owner or mortgagee of a British ship ceases to be a British subject or become a foreign controlled company, that ship, or, in the case of a mortgagee of a ship, the interest of the mortgagee, shall be subject to forfeiture under Part 1 of the Merchant Shipping Act, 1894.

3. (1)—In this act, unless the context otherwise requires, any reference to a ship shall include a reference to a share in a ship.

(2)—The principal act and this act shall have effect during the continuance of the present war and a period of two years thereafter, and sub-section (2) of section 3 of the principal act is hereby extended accordingly.

(3)—This act shall be read as one with the principal act, and the principal act and this act may be cited together as the British Ships (Transfer Restriction) Acts, 1915 and 1916.

IN THE CIRCUIT COURT OF THE First Circuit, Territory of Hawaii—At Chambers—In Probate.

In the Matter of the Estate of Adeleine Kaikilani Dowsett, of Honolulu, City and County of Honolulu, Deceased.

Clerk's Notice of Hearing Petition for Probate of Will

A document purporting to be the Last Will and Testament of Adeline Kaikilani Dowsett, Deceased, having on the 15th day of September, A. D. 1916, been presented to said Probate Court, and a Petition for Probate thereof, there being no executor named therein, and praying for the issuance of Letters of Administration with the will annexed having been filed by John W. Cathcart;

It is ordered, that Friday, the 20th day of October, A. D. 1916, at 2 o'clock p. m., of said day, at the courtroom of said Court in the Judiciary Building in the City and County of Honolulu, be and the same is hereby appointed the time and place for proving said Will and hearing said application.

By the Court.

J. A. DOMINIS,
Clerk.

Dated Honolulu, September 15, 1916.
Thompson, Milverton & Cathcart,
Attorneys for Petitioner.
6581—Sept. 15, 22, 29, Oct. 6

NOTICE

TO WHOM IT MAY CONCERN: The undersigned desire that no collections of payments be made to any person or persons other than Mr. L. Steinberg, Mrs. L. Steinberg or Mrs. A. Phillips.

THE HONOLULU EXPERT WINDOW CLEANING CO.,
(Signed) L. STEINBERG,
Manager.
6587—3t

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DARK DULLNESS SETTLES OVER STOCK MARKET

Dullness has again settled upon the stock market, not the listed securities alone, for apathy extends to the unlisted shares as well. Between boards only 160 shares of listed stock and $5000 Pacific Sugar 6 per cent bonds were dealt in and at the board 295. Unlisted security shares amounted to only 1200 shares.

Pioneer advanced to 41 1-4 at the session, having sold at 41 between boards, Olaa was 17 3-4, Oahu 32 1-2, McBryde 11 1-2 and Ewa 35. The Pacific Sugar bonds sold at 99.

In unlisted securities oil again advanced and 100 shares sold at $3. Mineral Products held at yesterday's price, 1000 selling at $1.02 1-2, and Engels Copper was firm, 100 shares at $2.90.

Honolulu Stock Exchange

Friday, Sept. 22.

	Bid.	Asked.
MERCANTILE—		
Alexander & Baldwin	....	300
C. Brewer & Co	....	485
SUGAR—		
Ewa Plantation Co	34¾	35
Haiku Sugar Co	....	....
Hawaiian Agr. Co	....	....
Hawaiian C. & S. Co	50	50½
Hawaiian Sugar Co	44	44½
Honokaa Sugar Co	9	10¼
Honomu Sugar Co	....	45
Hutchinson S. Plant. Co.	....	....
Kahuku Plantation Co	21	22
Kekaha Sugar Co	....	....
Koloa Sugar Co	....	....
McBryde Sugar Co., Ltd.	11¼	11½
Oahu Sugar Co	32¼	33
Olaa Sugar Co., Ltd	17⅝	17¾
Onomea Sugar Co	54	55
Paauhau Sugar Co	....	....
Pacific Sugar Mill	....	....
Paia Plantation Co	235	245
Pepeekeo Sugar Co	....	....
Pioneer Mill Co	41¼	42
San Carlos Mill. Co., Ltd.	18	19
Waialua Agr. Co	34¾	35
Wailuku Sugar Co	....	....
MISCELLANEOUS—		
Endau Developt. Co., Ltd. 1st Issue assessable, 50% Pd	....	....
2nd Issue assessable, 40% Pd.	....	....
Haiku F & P. Co., Ptd.	....	....
Haiku F. & P. Co., Com.	....	....
Hawaiian Electric Co	....	....
Hawaiian Pineapple Co	....	49½
Hon. B. & M. Co., Ltd.	19¾	20½
Hon. Gas Co., Ltd	125	....
Hon. R. T. & L. Co	....	145
Inter-Island S. N. Co	....	....
Mutual Telephone Co	....	20
Oahu R. & L. Co	....	160
Pahang Rubber Co	....	19
Selma - Dindings Plantation, Ltd., Pd	....	....
Selma - Dindings Plantation, Ltd. (49% Pd.)	....	....
Tanjong Olok Rubber Co.	....	39
BONDS—		
Hamakua Ditch Co. 6s	....	....
Hawaiian Irr. Co	80	....
Haw Ter. 4% refund. 1905	....	....
Haw. Ter. 4% Pub. Imps.	....	....
Haw. Ter. Pub. Imp., series 1912-1913	....	....
Haw. Ter. 4½%	....	....
Haw. Ter. 4%	....	....
Haw. Ter. 3½%	....	....
Honokaa Sugar Co. 6%	....	97
Hon. Gas Co., Ltd., 5s	104	....
Hon. R. T. & L. Co. 6%	102	....
Kauai Ry. Co. 6s	100	....
Manoa Imp. Dist. 5½%	100	101
McBryde Sugar Co. 5s	....	100½
Mutual Telephone 5s	105½	....
Oahu R. & L. Co. 5%	....	....
Oahu S. Co. 6% (redeemable at 103 at maturity)	110	....
Olaa Sugar Co. 6%	....	102
Pacific G. & Fert. Co. 6s	102¼	....
Pacific Sugar Mill Co. 6s	....	....
San Carlos Mill. Co. 6%	100	....

Between Boards: Sales: 20 Ewa, 35; 25, 25 McBryde, 11½; 80, 30 Pioneer, 41; $5000 Pacific Sugar 6s, 99.

Session Sales: 100 Olaa, 17¾; 100 Oahu Sugar Co., 32½; 50, 5, 5, 5 Olaa, 17¾; 30 Pioneer, 41¼.

Latest sugar quotation: 96 deg. test, 5.83 cts., or $116.60 per ton.

Sugar 5.83cts

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Telephone 1208

THE SAME OLD STORY

There's a story in each of the faces
You see in the passing throng,
But it's only the same old story—
The struggle of right and wrong;
The battle of hate and duty;
The strife between love and fear;
It's only the same old story,
With a chapter for every year.
The hope is turning to sadness;
The courage beset by pain;
The moment of transient gladness
That shines like the sun through rain—
The tale may be told but simply,
For it isn't so much to tell,
It's only the same old story
That this old world knows so well!

Washington Star.

PRISONERS FURNISH STUDY

VIENNA, Austria.—The number and variety of prisoners of war in the Austrian camps have presented an almost unprecedented opportunity to the students of anthropology. One of the most ardent investigators, Prof. Poech of the Academy of Sciences, already has a collection of 148 plaster casts of heads of polyglot prisoners of war. Among the Russian prisoners alone there have been found 14 or more distinct races of widely divergent type.

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