

# SHIPPING & WATERFRONT NEWS

## MERCHANT VESSELS SUNK SINCE BEGINNING OF WAR NOW 1584

### United States Lost None in August; Britain Leads in Ship Tonnage Lost

Copies of the New York Journal of Commerce of September 5 received by Deputy Collector of Customs Rayment Sharp say that the number of merchant vessels of all classes and types destroyed during 25 months of the European war, due to torpedoes, mines and uncertain causes, is 1584, with a total gross tonnage of approximately 2,378,915, as shown by records compiled from all available data by The Journal of Commerce from August 1, 1914, to September 1, 1916.

Inadequate cable despatches and the failure to report at all some of the losses until a considerable time has elapsed from their occurrence make it impossible to present exact figures for the entire period, but up to August 1 the losses are about complete. The receipts of later information may make necessary the revision of the September figures. The figures representing the amount of tonnage destroyed are not excessive, as is proved by the fact that the tonnage of many ships named in the lists is not recorded and has therefore not been included in the total.

**Submarines More Active**

Increased activity on the part of both Austrian and German submarines in the Mediterranean and North Seas, particularly during the first half of last month, brings the August total considerably above that for July, when the tonnage lost amounted to 102,522 gross tons, as compared to 123,397 tons in August. The number of vessels sunk was fewer, 93 as compared with 145, but 54 small Turkish sailing boats were listed as destroyed in July. In June, 61 vessels of 126,369 gross tons were sunk and in May 63 ships of 118,994 gross tons, showing that the rate of destruction has been well maintained.

**British Losses Smaller**

British losses were smaller in August than in July, but the losses of Italian shipping increased almost 200

per cent. Norwegian losses remained about the same as in the preceding month. The greatest activity on the part of submarines was noted in the Mediterranean. Greek and Spanish shipping being affected more severely than for some time past. Japan, which has escaped losses in recent months, lost two ships in August.

**Submarines Sink 66 Vessels**

A feature of the month's record was the comparatively few number of cases in which the sinking of a ship was not reported as the result of torpedoing. Sixty-five of the vessels lost were reported to have been destroyed by German or Austrian submarines; only three resulted from mines, while the causes of other losses were uncertain. The steamer Weser, the only German ship destroyed during the month, was sunk by an Allied submarine. The attacks of submarines in the North Sea were confined principally to trawlers and small craft.

The Stimpalia, an Italian steamer of 9900 gross tons, was the largest ship sunk during August and was larger than any vessel sunk in recent months. Very few ships of any considerable size were destroyed.

Ships sunk in July but not included in last month's totals in the issue of August 7 are, as reported since that date, the Dutch steamer Maas, 1334 tons, sunk by a mine; the British steamer Teano, 1907 tons, torpedoed; the Swedish schooner Preference, 222 tons, cause uncertain; Norwegian lighter Mary, 511 tons, torpedoed.

**U. S. Lost None in August**

Great Britain continues to top the list of nations which have lost merchant ships as a result of the war, the total British tonnage destroyed having reached the amount of 1,775,611 gross tons, or considerably more than half of the total tonnage of all flags destroyed. France is second with a total of 214,503 tons; Germany third with 147,728 tons; while Italy's losses have passed those of Norway's and she now ranks fourth, having lost 179,349 gross tons, compared with 177,647 for Norway. The United States did not lose a ship last month.

## Larline Loses Two Blades In Similar Place

### Matson Steamer Sheds Second Blade Put on 90 Days Ago, Examination Reveals

When the Matson steamer Larline was "up-ended" in the Inter-Island drydock Sunday morning it was found that the propeller blade which cracked and came off at sea a week ago Saturday was a new blade put on only three months ago to replace one which had gone to pieces the same way, also on a down voyage.

The new blade was put on and the steamer floated out at 4 o'clock Sunday afternoon. She moved to Pier 10, where non-union stevedores were put to work loading sugar aboard. This was finished at 11 o'clock last night and another speedy move was made, so that by 11:20 the liner was alongside Pier 19 and loading was again in progress at full speed.

At noon today Castle & Cooke's shipping department was confident the Larline would get all her cargo aboard in time to steam for San Francisco at noon tomorrow from Pier 19. If she can do this it will be quite a remarkable feat, as she will have made up a full day, 12 hours lost at sea because of lessened speed due to the breaking of a propeller blade and the other 12 in drydock getting a new blade in place. She will probably go on a drydock at San Francisco for cleaning of her hull, which she has not had for 10 months.

Only a small list of passengers will be taken to San Francisco by the Larline. Down to noon today there were only 18 or 20 booked, as a large number are either waiting for the Wilhelmina or will leave on the Oceanic steamer Sierra tomorrow night, which will beat the Larline to San Francisco by about a day with good weather.

Cargo going out on the Larline tomorrow will include 3255 tons of sugar, 1200 of molasses, 40,000 cases of canned pines and considerable miscellaneous freight. The Larline loaded 26,000 cases of canned pines at Kahului, and Capt. Troels K. Smith today reported 40,000 more awaiting shipment at the Maui port.

## TANKER ARRIVES STOCK MARKET WITH OIL AND GASOLINE AGAIN LAPSES INTO DULLNESS

Bringing 500 more drums of gasoline further to relieve the shortage on Oahu, the Standard Oil tanker Col. E. L. Drake docked at Pier 17 this morning with 37,000 barrels of crude oil in her tanks, in addition to the supply of the liquid so necessary for making motor vehicles run. She also brought 1225 bundles of box shock for Standard Oil kerosene cases.

Captain W. C. Badger reported a smooth voyage of 8 days and 13 hours from the Standard's oil refinery at Port Richmond, California. The Drake will steam on the return voyage to San Francisco at 8 o'clock tomorrow morning just as soon as she has her oil pumped out and her gasoline discharged. The tanker arrived off port last evening.

Officers of the Drake, which entered port today with her upper works, ventilators and other parts freshly painted a dark red and looking very spick and span, reported that the Standard is now having a fleet of eight big oil tankers built by the Union Iron Works at San Francisco as previously announced in advices from the coast. Each of the ships will have a capacity of from 86,000 to 90,000 barrels of crude oil, three times the size of the Drake's tanks, which can hold only 38,000 barrels. They will come here regularly on their completion.

The tanker Schofield, one of the first of the big new tankers to be completed, is now in commission, and is just finishing her maiden voyage with oil from San Francisco to Panama, the Drake's officers said.

Sales of 235 shares of listed securities between boards and 118 at the session, with no sales in the unlisted security market other than Mineral Products tell a story of dullness for the day in the stock market.

Some of the few stocks that were sold today were a little off in price. Hawaiian Pineapple sold in two small lots, one of 11 shares at 43 1/2 and one of five at 48 1/2. Oahu was 32 1/2, Pioneer 42, Onomea 55 1/2, Hawaiian Commercial 50 1/2, Waiaina 35 and Brewery 20; \$1000 Pacific Sugar 6 per cent bonds sold at 99.

Sales of Mineral-Products were 2055 shares at \$1.05.

### Honolulu Stock Exchange

Monday, Sept. 25.

MERCANTILE—	Bid.	Asked.
Alexander & Baldwin	300	300
C. Brewer & Co.	475	475
SUGAR—		
Ewa Plantation Co.	35	35 1/2
Haiuku Sugar Co.	250	250
Hawaiian Agr. Co.	20	20
Hawaiian C. & S. Co.	50 1/2	50 1/2
Hawaiian Sugar Co.	11 1/2	11 1/2
Honokaa Sugar Co.	9 1/2	11
Hutchinson S. Plant. Co.	20	22
Kahuku Plantation Co.	20	22
Kekaha Sugar Co.	210	210
Koloa Sugar Co.	210	210
McBryde Sugar Co., Ltd.	11 1/2	11 1/2
Oahu Sugar Co.	32 1/2	32 1/2
Olaa Sugar Co., Ltd.	17 1/2	18
Onomea Sugar Co.	55	56 1/2
Pasahau Sugar Co.	19	20
Pacific Sugar Mill	19	20
Pala Plantation Co.	230	245
Pepeekeo Sugar Co.	41 1/2	42
Pioneer Mill Co.	18	18 1/2
San Carlos Mill Co., Ltd.	18 1/2	18 1/2
Waialua Agr. Co.	34 1/2	35
Wailuku Sugar Co.	35	35
MISCELLANEOUS—		
Eastern Develop. Co., Ltd.	1st issue assessable.	
1st issue assessable.		
2nd issue assessable.		
40% Pd.		
Haiuku F. & P. Co., Ltd.		
Haiuku F. & P. Co., Ltd.		
Hawaiian Electric Co.		
Hawaiian Pineapple Co.	48 1/2	49 1/2
Hon. B. & M. Co., Ltd.	19 1/2	20
Hon. Gas Co., Ltd.	127 1/2	
Hon. R. T. & L.	140	145
Inter-Island S. N. Co.	185	
Mutual Telephone Co.	19 1/2	20
Oahu R. & L. Co.		
Pahang Rubber Co.		
Selma - Findings Plantation, Ltd., Pd.		19
Selma - Findings Plantation, Ltd. (49% Pd.)		
Tanning Dyeing Rubber Co.		40
BONDS—		
Hamakua Ditch Co. 6s.		
Hawaiian Irr. Co. 6s.	80	
Haw. Ter. 4% refund, 1905		
Haw. Ter. 4% Pub. Imps.		
Haw. Ter. Pub. Imps. series 1912-1913		
Haw. Ter. 4 1/2%		
Haw. Ter. 4%		
Haw. Ter. 3 1/2%		
Honokaa Sugar Co. 6%	92 1/2	97
Hon. Gas Co., Ltd. 5s.	104	
Hon. R. T. & L. Co. 6%	102	
Kauii Ry. Co. 6s.	100	
Manoa Imp. Dist. 5 1/2%	100	101
McBryde Sugar Co. 5s.	100 1/2	106
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.		
Pacific Sugar Mill Co. 6s.		
San Carlos Mill Co. 6%	100	101
Between Boards: Sales: 25, 35, 50, 25 Pioneer, 42; 95 Oahu Sugar Co., 32 1/2; 5 Onomea, 55 1/2.		
Session Sales: 7 Oahu Sugar Co., 22 1/2; 50, 10, 5 Hon. B. & M. Co., 20; \$1000 Pacific Sugar Mill 6s, 99; 20 H. C. & S. Co., 50 1/2; 10 Waiaina, 35; 11 Hawaiian Pineapple Co., 48 1/2; 5 Hawaiian Pineapple, 48 1/2.		

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## HARBOR NOTES

Next mail from Sydney and Pago Pago will arrive tomorrow in the oceanic steamer Sierra.

Next mail from San Francisco, 891 bags, will arrive tomorrow on the Matson steamer Wilhelmina.

Saturday the Peruvian bark Belfast, here from Tocopilla September 1, sailed in ballast for Port Townsend.

Taking a cargo of canned pines to San Francisco, the steam schooner Daisy Matthews left here Saturday.

The schooner A. F. Cooke was towed to sea for Kahului by the Inter-Island steamer Mauna Loa in Sunday from that port.

Arrival at San Francisco Saturday of the steamer Daisy Putnam from Honolulu with canned pines September 23 is reported.

That she towed the schooner Taurus eight miles to sea from Ahukini, Kaula, was reported Sunday by the Inter-Island steamer Maui. The Taurus had trouble getting away.

Mail despatched Saturday afternoon by the postoffice for San Francisco on the China Mail steamer China was 13 pouches of letter and 52 bags of print mail.

The U. S. lighthouse tender Columbine is at Hana, Maui, today, doing buoy work, and will leave for Hawaii in a couple of days, returning to Honolulu the end of this week. She took out new buoys and will bring back old ones for cleaning and painting.

Rates on general cargo from Hongkong to Honolulu have dropped from \$25.50 a ton to between \$12 and \$13, according to officers of the China Mail steamer China, which left for San Francisco at 2:40 Saturday afternoon. The China took out one first cabin passenger, Mrs. P. H. Childs, and four steerage.

There are 6250 bags of Hawaiian sugar awaiting shipment on Kaula, according to Purser Akau of the Inter-Island steamer Kinau. The steamer on Sunday brought in 2509 bags of sugar and varied island produce.

At least one steamer will be built by the China Mail, according to Yee Ling, a director of the company, who is a through passenger on the steamer China. Ling said the Nile was not bought outright, but that the China Mail Steamship Company took over a controlling stock interest in a Hongkong syndicate which purchased her from the Pacific Mail.

Thursday the Canadian-Australasian liner Niagara is scheduled to steam from Sydney for Auckland, Suva, Honolulu and Vancouver. She will arrive here October 12, to leave the same day for the northwest, taking 15 passengers from Honolulu. The Maikura will steam from Vancouver and Victoria for Honolulu and Australia Wednesday, arriving here October 4, to steam the same afternoon for Suva, Auckland and Sydney. Only three are booked to date with the local agents, Theo. H. Davies & Company, Ltd.

## SIERRA TO TAKE 1640 TONS OUT FOR 'FRISCO

At 6:30 tomorrow morning the Oceanic steamer Sierra, Captain J. J. Koughan, will arrive off port from Australia and Samoa, and will dock at Pier 10 about 7:30 to load the biggest cargo any Oceanic boat has taken out from Honolulu for San Francisco in a long time. It will total 1640 tons.

Freight to be loaded aboard at Pier 10 tomorrow by non-union stevedores, of whom C. Brewer & Company's shipping department expects to obtain enough without difficulty, will include 50,518 cases of canned pines, 10,441 bags of island sugar, 1200 bunches of bananas and 172 tons of general merchandise.

Loading this big cargo aboard here will keep the liner from leaving until 11 o'clock tomorrow night or later. Down to noon today there were 60 first cabin, 15 second and two steerage passengers booked at the passenger department of the local Oceanic agency, C. Brewer & Co., Ltd. The steamer has room for many more than this number.

## SLIGHT DELAY IS MET BY LINER WILHELMINA

Two hours and a half late, the Matson steamer Wilhelmina, Captain Peter Johnson, will not arrive off port until 9 o'clock tomorrow morning, instead of 6:30, her usual hour, says a wireless received by the shipping department of Castle & Cooke, Matson agents, this morning. She will dock about 9:30 at Pier 15, instead of 7:30.

No explanation for the delay is given in Captain Johnson's memorandum to the local agents. The Wilhelmina has been arriving a few hours late for the last several voyages owing to heavy cargoes and unfavorable winds on the trip over from San Francisco.

The Wilhelmina has 130 cabin passengers, 60 steerage, 891 bags of mail, 165 packages of express matter and 584 tons of cargo for Honolulu, also 147 tons for Hilo. She is due to steam for Hilo at 5 o'clock Thursday afternoon. The Wilhelmina's total cargo, 6901 tons, is 301 tons lighter than on her last voyage when she brought a total of 7202 tons, of which 6219 were for Honolulu and 983 for Hilo.

The Lewers & Cooke Lumber schooner Robert Lewers is expected to finish discharging her lumber today and will probably sail for Port Townsend Wednesday to load another cargo for Honolulu.

## BRITISH SEIZE CARGO GOING TO MANILA

MANILA, Sept. 3 (Cable to New York Journal of Commerce).—The British steamer Aymer, from New York and Victoria, B. C., bound for Penang in the Straits Settlements, has been detained at Hongkong and 1200 packages of her cargo have been removed.

The cargo of goods seized at Hongkong by the British authorities last month on the British steamship Kafir, from New York for Manila, was brought to this port today by the British steamship City of Durham. The City of Durham was chartered to the owners of the Kafir in order to show continuous voyage and thus escape the payment of duties.

As the City of Durham unloaded it was seen that 3600 packages destined for Manila were missing. The question of the payment of duty rests upon the identification of the delivered portion of the cargo as having been brought from New York on a through voyage.

The American goods on the Kafir were confiscated by the British authorities at Hongkong on the suspicion that they were consigned to German firms in the Philippines. Prior to the detention of the Kafir there was a similar seizure of goods on the steamship Chinese Prince and two Spanish vessels.

The state department at Washington on August 18 requested the American consul at Hongkong to send full details regarding the seizure of American cargoes with the view, it was said, of making a protest to the British government.

Cargo brought to Honolulu by the Inter-Island steamer Mauna Loa from Maui Sunday included 106 bags of corn and 95 packages of sundries.

## 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. Meneses, Mr. Breck, Mrs. Breck, Mrs. W. F. Armstrong and child, Miss Emma Kluegel, Miss Witte, Mrs. J. 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. E. 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 Lyan, Ben Williams, Mrs. Ben Williams, Miss Gladys Willard, Miss Vera Beyfus, Albert H. Hodson, Mrs. Albert H. Hodson, Mrs. Mervyn Troyer, Mrs. May Gupitill, 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, Master H. Giffard, 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 Tottlettem, J. Crocker, Mrs. J. Crocker, Miss Mildred Bascom and Miss D. Hiller.

## BELGIAN LINE TO RUN FROM N. Y. TO EUROPE

Announcement was made September 1, according to the New York Journal of Commerce, by A. W. Duckett & Company of 17 Battery Place, that a new service between New York and French and Italian ports would be inaugurated early next month by the Royal Belgian Lloyd, for which they have been appointed agents here. The first sailing is scheduled for October 5, when the Belgian steamer Italer (ex Wolhandel) will leave New York for Havre. A direct service to Havre will be maintained regularly thereafter, the steamer Ambrosoli sailing on October 15 and a steamer, name to be announced, being scheduled to sail October 23. The company plans to extend the service later to other French Atlantic and to Italian ports. Following the end of the war, the service will also include Antwerp, which will then be the home port of the company.

The Lloyd Royal Belge, or Royal Belgian Lloyd line, was recently formed at the instigation of the Belgian minister of marine and minister of finance to take over the fleet and assets owned and controlled by Brys & Gyslen, Ltd., of London, Antwerp and Havre, at from 15 to 20 per cent under present market prices. In addition, it is proposed that the company will acquire other fleets under the Belgian flag. Eventually the company plans to purchase a large number of additional ships to carry on the trades from Belgian ports, which until the beginning of the war, were handled by the German lines. The company has a capital stock of 50,000,000 francs, all of which has been taken up by Brys & Gyslen, who have also subscribed to an issue of 25,000,000 francs 4 per cent debentures. The Belgian government will subscribe to a further issue of 75,000,000 francs 4 per cent debentures.

Next mail for San Francisco will leave on the Oceanic steamer Sierra, due to depart at 11 p. m. tomorrow. Mails will close at 9 Tuesday evening at the postoffice.

## 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  
26—Wilhelmina ..... San Francisco  
26—Sierra ..... Sydney  
28—Shinyo Maru ..... San Francisco

Steamers to depart for—  
September  
26—Larline ..... San Francisco  
26—Sierra ..... San Francisco  
28—Shinyo Maru ..... Hankkoo