

SHIPPING & WATERFRONT NEWS

FIRST EX-GERMAN SAILING VESSEL TO ARRIVE, RED JACKET, IS HERE

When the U. S. shipping board's steam schooner Columbia and the ex-German bark Red Jacket get their cargo discharged, the Columbia will load a full cargo of canned pine, 2100 tons, for Seattle, her master, Capt. C. E. Allen, said today.

The Red Jacket, which was formerly the German four masted bark Dalbek, came into port this morning, towed in by the Matson tug Intrepid, and was berthed at Pier 14, to be there until the Columbia is through discharging coal at the inter-island coal wharf, Pier 3. She will then move out and begin loading canned pine while the Red Jacket discharges her coal. The Columbia will tow the Red Jacket back to Puget Sound, although the bark has a full outfit of canvas and could sail if necessary.

The United States when war was declared on Germany in April. She is a magnificent big vessel of 2723 gross and 2544 net tons, formerly owned by Knorr & Burchard. She is much bigger and longer than the John Ema, and has very graceful lines. The vessel is painted gray and her new name is in big white letters on her bows. The Red Jacket is the first ex-German sailing vessel to arrive here flying the American flag.

The bark Flying Cloud, ex-Ottawa, of San Francisco, another of the ex-German sailing vessels now flying Old Glory and the property of the shipping board, is only two net tons smaller than the Red Jacket.

Another ex-German sailing ship is 14 days out today from San Francisco for Honolulu. She is the Northern Light. Captain Allen of the Columbia says there is evidently plenty of coal at Nanaimo. The Red Jacket was loaded when he arrived and his own schooner got her cargo in 14 hours. The Columbia towed the ex-German steamer Loongmoon from her to Seattle in 14 and a half days. The Columbia expects to be here at least a week before starting back to the Sound with the Red Jacket in tow.

HILONIAN WENT DOWN LIKE SHOT

In just three minutes the former Matson steamer Hilonian went to the bottom after she was torpedoed off Genoa, according to a letter from Capt. H. H. ("Bert") Williams, master of the vessel, printed in the latest issue of the San Francisco Bulletin to reach Honolulu.

"As you know," writes Capt. Williams, "the Hilonian came to a sudden end on the 16th of May, and yours truly came very near coming to a sudden end with her. The torpedo struck her at 7:22 in the morning and at 7:25 she went down stern foremost. We got the boats down all right, with the men in them. The mate's boat, on the port side, got away all right, but the ship capsized onto my boat, catching the boat under the main stay and against the mast, taking boat and all hands down with her in the suction caused when the ship sank.

"One of the men in the boat was entangled in the rigging and had me by the ankle with both hands; with all the force I could summon I managed to kick him adrift. I then got tangled up in the wireless, but succeeded in getting myself clear.

"I then came to the surface, but had, taken in about a pint of salt water, and as I am a good swimmer I was O. K. Three or four seconds more would have finished me. Four of the men in my boat were never seen after she went down. The torpedo struck the ship thirty feet forward of the wheel on the port side, and well down toward the keel. This, of course, released the oil fuel in the double bottom, and when I came up there was about an inch of oil on the water, so you can imagine how I looked after floundering around in it for half an hour.

"I felt very bad to see the old ship go, as she was the most comfortable ship I ever went to sea in. I came over on a French line steamer from Bordeaux, landing here in New York June 15. Mrs. Williams was not with me; had she been we would undoubtedly have been lost.

"I do not know yet what I shall do, but am ready to take another ship to Europe, unless I can find something equally as good to do on shore. To give you an idea of the force of the explosion, when the torpedo struck the ship we had some boxes four feet square piled up on the poop. These boxes went thirty feet into the air.

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LORD NORTHCLIFFE WARNS U. S. AGAINST EVILS OF CENSORSHIP

NEW YORK, N. Y., June 25.—Lord Northcliffe, British high commissioner to the United States, in an address to magazine editors and writers at a luncheon here today expressed the hope that the United States would not muddle the censorship as England did the first three years of the war. The luncheon was given by Isaac F. Marcosson, who has just returned from the war. Lord Northcliffe said:

"America can and will do a tremendous part in this war, first, because she is fresh, and second, because she undoubtedly will profit by the mistakes of nations who have been fighting since August, 1914. What the war needs more than anything else is brains and speed.

"I trust that the United States will not make the censorship blunder that England made, and which is just being kept in the dark for nearly three years. The people were blinded by the fatuous optimism of soldiers and politicians, who, while efficient in peace, were incompetent in war. The people were not permitted to know the truth, and when the truth finally emerged out of costly blunders and sacrifices they were loath to accept it.

"I hope that America may permit her newspaper and magazine writers to be absolutely frank about what is going on. It is so important for the nation to know the truth as it is for the nation to know the best. For one thing—and we have found it out from actual experience—it is a great stimulus for the men fighting in the field to know that they are being written about at home and that the country they are fighting for knows precisely what they are doing.

"Every man with a pen in hand and a printing press near by can do a patriotic service to his country by awakening his people to the fact that this war is just beginning, and that every ounce of energy, that every revolution of America's vast industrial machine will be needed to bring the war to a successful end.

"It is only by an absolute mobilization of man power and machine power that this war can be won. Industries that at this moment seem remote from mobilization for the war will sooner or later be called upon to do their part. In Europe, for example, one of the largest cement factories is now turning out very delicate pieces of machinery in the construction of airplanes.

The war, which has proved the efficacy of motor transport to an almost incredible degree, will make a tremendous drain upon the automobile industry in your country. For one thing, the great bulk of automobile factories output will have to be concentrated on trucks. The automobile factories will inevitably be commandeered for the manufacture of airplane parts and airplane construction, generally.

In the airplane lies one great hope of allied victory. The war has taught that the airplane engine of spring may be almost useless for actual fighting by the next autumn, so rapid are the developments produced by the fierce competition of war.

When America has got her full stride in the war it will be found that there will be a tremendous demand for chauffeurs. England today has nearly a hundred thousand motor trucks in France, and is constantly sending more. Every one of these trucks must be manned by a trained driver. If skilled chauffeurs can be sent to operate your trucks, it will be possible to release adequate numbers of men for the fighting lines.

I have a strong conviction that with peace will come a close federation of the nations who are now fighting the great fight for freedom. You have only to look at the spectacle of what I might call the United Nations of Great Britain today to see the effect that the war has upon the co-ordination of peoples and nations of widely conflicting temperaments and national structures.

You see democratic Australia, a near-socialistic New Zealand, a vast country like India with its feudal princelands and other rulers; a free Canada and what is nothing less than the republic of South Africa, all pouring their blood and treasure upon the battlefields of France, linked by a common feeling of empire and sustained by a common hope of liberation from the militarism that sought to dominate the world.

A close federation of the nations now fighting the good fight will be the only insurance against the autocracy that made this war possible and the horrors that the armies of the autocrat perpetrated on innocent non-combatants. The world must be made free for democracy.

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"RAISE A PIG" SLOGAN

PORTLAND, Ore.—"Raise a Pig" has become a slogan of hundreds of boys and girls of Oregon, who have formed a Pig Club to carry on the work and help make up the pork shortage. In nearly every county banks are loaning money to the boys and girls to purchase pigs and the Oregon Agricultural College is telling them to raise the animals.

NEED OF EDUCATION OF JAPANESE IN POLITICS SHOWN BY LAST ELECTION

TOKYO, Japan.—That the results of the recent election which gave a majority to the government parties show the urgent need of the education of the people in politics is the opinion of Yukio Ozaki, Japan's great progressive who has been laboring for constitutional progress.

In an interview he declared that, under the elections convinced him that, under the present election law in Japan, money is more powerful than speech, and that this means that every patriotic Japanese must fight for the revision of the election laws.

Mr. Ozaki is quoted as charging the government with resorting to corrupt practices. He added: "It is strange that while our people know well that if they steal secret maps from the Gen-eral Staff Office and sell them to foreign agents they are committing a serious treachery against their country, they seem not to think it a crime if they sell their votes. Hereafter I shall endeavor to educate our people in politics, both with my tongue and pen."

He said that the adoption of a universal franchise system would be one way of saving the country from corruption, yet feared that universal franchise would do no more than lower the price of each vote. Mr. Ozaki voiced the opinion that the giving of votes to the educated classes, including graduates from middle or higher schools, irrespective of property or tax qualifications, would be one remedy for existing corruption.

FRENCH OFFICER FINDS TIDY FORTUNE LEFT BY COOK WHO WAS GERMAN

PARIS, France.—The equivalent of \$20,000 in securities recently was found hidden behind a buffet by a French official who was rearranging the furniture of his apartment. The little fortune was traced to a German cook who was employed by the official and whose excellent attitude since the war was gained her the privilege of remaining in France.

The police made inquiries about her movements recently and she disappeared. The official and his habitual guests were well placed to acquire confidential information regarding the national defense. That fact and the discovery of her unsuspected wealth led to the suspicion that the cook might have been in communication with the enemy. The fortune has been sequestered.

AMERICAN WRITER IS 'IN BAD' IN CUBA

HAVANA, Cuba.—John B. Caldwell, American newspaper correspondent and magazine writer, who has resided in Havana for a period of twelve years or more was placed under arrest recently and it is reported, will be deported by order of the Cuban government.

Caldwell is charged with being the author of an anonymous article that appeared in a recent number of a magazine published in the United States. The article attacked President Menocal and American Minister Gonzales and referred disparagingly to the wife of President Menocal.

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TIDES, SUN AND MOON.

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
July 9	7:16	1:3	8:12	1:59	5:26	6:45	10:43	
" 10	7:28	1:1	7:53	2:27	5:26	6:45	11:34	
" 11	7:40	1:3	8:37	3:06	5:26	6:45		
" 12	7:52	1:5	9:40	3:48	5:27	6:44	0:05	
" 13	8:04	1:7	11:03	4:35	5:27	6:44	0:30	
" 14	8:16	1:9		5:25	5:28	6:44	1:00	
" 15	8:28	1:11	0:36	6:14	5:28	6:44	1:37	

FIRST MAIL IN 6 DAYS ARRIVES

Honolulu today received its first mail from the mainland in six days, when a British liner arrived from Vancouver and Victoria with 365 bags for this port, from Canada and the States.

Several Honoluluans returned on the steamer, including Mrs. John Watt and daughter, Miss Kathleen Watt, the latter returning from school in Victoria, accompanied by her mother, Master H. W. Mist, son of H. W. M. Mist of this city, also returned from school in Victoria.

F. E. Quinn, until recently trade commissioner in New York for Australia, is returning home, accompanied by Mrs. Quinn and daughter, Leslie Brown, of Brown & Johns, Suva, Fiji, is going back to Suva after a tour of China, Japan, the Philippines, Canada and America.

Maj. C. H. Crichton of the British army is en route to Australia under orders, coming from Great Britain.

The steamer is one day behind schedule, most of the delay being due to repairs to the engine which left the steamer at Seattle in daylight. The liner was ready to leave at 6 a. m., but because of the repairs had to wait until 8:30 p. m. before she could get permission to depart.

Capt. J. D. S. Phillips reported a fine voyage. The liner was berthed at Pier 7, Waikiki side, by Capt. F. J. Haglund, Territorial pilot, who made a very nice docking.

Next mail for San Francisco will leave at 9 o'clock tomorrow morning, mails closing at the postoffice at 7:30 a. m.

P. M. IS AFTER FOUR STEAMERS

Although the question of just which ex-German steamer at Manila the Pacific Mail will be allowed by the U. S. shipping board to charter does not seem to have been settled, officers of a Pacific Mail steamer here yesterday from the Orient told the following story to waterfront men:

The two sets of officers and crews went to Manila on the last Ecuador with the intention of taking charge of the ex-German steamer Princess Alice and Sachsen.

The Princess Alice, however, is undergoing repairs at the Olongapo naval station drydock and will not be ready for use until August. She is a liner of 10,881 gross tons and 6529 net, with a speed of 15 and a half knots. She was owned by the Nord Deutscher Lloyd.

The Sachsen is a smaller steamer of 3007 gross and 2088 net tons, with a speed of 12 knots, owned by the Hamburg-American line.

As told here yesterday, the Pacific Mail officers, the company wants to get, in addition to these two steamers, the big liners President Lincoln and President Grant, each of 18,000 gross and 11,900 net tons. The Lincoln has been assigned for the P. M. passenger and the Grant for 2302. There is a crew of 365 men in each and their speed is 14 and a half knots. Both were Hamburg-American liners.

According to advices received here, the ex-German steamer Staatssekretar Solf at Pago-Pago was on June 12 assigned to the navy. This may mean that Pearl Harbor intends possibly to send the U. S. S. Gulfport, formerly the German naval collier Locksun, down to Pago-Pago to tow the Solf up here for permanent repairs. The Solf was towed here from Pago-Pago by the U. S. navy collier Ajax for repairs, and left here Tuesday morning for San Francisco under her own steam with 8000 tons of sugar.

PASSENGERS ARRIVED

The following passengers for Honolulu arrived today from Victoria and Vancouver: Mr. and Mrs. Cheatham and child, H. W. Mist, M. B. Value, Miss E. McQueen, Miss O'Leary, Miss C. McNaughton, Miss K. Crosey, Mrs. and Miss Watt, A. Ferrer, H. J. Blow, H. Gilbert, H. Tweed, Mrs. L. Brown, A. Weisman.

CARGO LICENSING NOT TO AFFECT HONOLULU GREATLY, IS BELIEF

Collector of the Port Malcolm A. Franklin said today he has received no instructions from Washington as yet concerning licensing of cargoes under the Espionage Act. It is not believed here that Honolulu will be much affected by the law, as the only freight now leaving here for foreign ports in large quantities is scrap iron and canned pine, both of which go to countries of the Entente Alliance—Japan and Canada. None is shipped to enemy countries.

Last night's Associated Press despatches say that all cargo leaving American ports after July 15 is affected by the law, and applications received in Washington yesterday were for permission to make shipments which will depart next week.

Under the new Espionage law the control of certain shipments is placed in the department of commerce which has the power to hear and determine all facts in each case and whether the shipments for which permission is sought shall be permitted. In this way trading with the enemy is intended to be effectually prevented.

HARBOR NOTES

A Japanese tramp steamer now in port may leave late today for the mainland.

Bunches of mail for Honolulu are the order of the day. A British steamer brought 368 bags this morning, and more despatches will be in tomorrow, on a U. S. Army transport and the Matson steamer Manoa.

The inter-island steamer Claudine arrived from Maui ports at 5:09 this morning, with 53 cabin and 25 deck passengers. Purser J. F. Mackenzie reports inward freight to have been 47 head of cattle, one auto, one motor, 66 hogs, 10 crates of chickens, 275 bags of empty bottles, 83 bags of corn, 30 of potatoes, 12 of taro, 17 bundles of hides and 365 sundries.

"He said he could walk to heaven with me." "What did you tell him?" "Asked him if he could reverse."—Ex.



Beware of the Wastebasket!

It is as much a mistake to send out poor printing as to send a poorly dressed salesman out to sell your goods. Either may do you more harm than good. Bear that in mind when you next have a circular, folder, letter head, or any other printing to do. Keep it out of the wastebasket. It was made to be read.

THE BEST WAY TO DODGE THE WASTE BASKET

Is to have your printing up to the standard that will reflect the quality of the goods and the business policy of the firm.

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