SALE OF BOTTLED JAGS TO SOLDIERS SECURELY BARRED

Liquor Board Plans To Take Action To Forbid Retailers Selling Bottled Booze

DEALERS THEMSELVES ARE COMING TO AID OF ARMY

Better Class of Saloon Men May Call Meeting To Deal With Difficulties of Situation

Heinie's Tavern, the Moana and the Seaside Hotels have announced that in future no intoxicating liquor will be sold to any one in a bathing suit. For this purpose the bathing suit will have to carry all the onus of a full dress army or navy uniform. No more will the festive drink circulate gleefully along the sand to the thirsty ones just out of the sea. So if you don't wear "cits" don't bug the flattering unction to your soul that a bathing suit will get you the booze your uniform forbids.

Saloonmen of Honolulu will today send a letter to the board of liquor license commissioners asking them to prohibit the sale of bottled goods, to be consumed off the premises.

Such was the statement last night by Edward L. Smith, proprietor of the Encore Saloon. And there is little question but that the voluntary offer of the liquor men, the better class of them, will be accepted. One of the liquor license commissioners, who asked that his name be not used, stated yesterday that in his opinion the only solution of the problem that has developed through the provision of the Selective Draft Law that forbids the sale of liquor to soldiers or sailors in uniform is a regulation of the liquor board prohibiting the sale of booze not drunk on the premises.

Smith stated last night that several of the uptown liquor men, including himself, the proprietor of the Criterion bar, and the proprietor of the Fashion Saloon had been debating the question and had arrived at the conclusion that the only way to save the situation would be to stop all sales of bottled goods. "We want to cooperate in every way with the territorial and federal officials," said Smith.

Would Solve Problem

In this way, and in this way only, it is conceded, can the acquisition of liquor by soldiers be stopped. None of the saloons, so far as is known, is selling liquor to soldiers or sailors in uniform, but some of them, it is known, are selling liquor that reaches those to whom it is forbidden. And it is considered that the only effective way of putting a stop to this illicit traffic is to put a stop to the sale of bottled goods.

C. St. Sayers, secretary and manager of the Honolulu Brewing and Malting Company, said yesterday afternoon that he was going to issue an order as soon as he got back to his office, to the effect that beer in kegs should not be sold to any but licensed liquor dealers. In this way, he said, he could do his part toward cooperating with the authorities and putting a stop to the "keg parties" that are so popular with a certain kind of soldier.

Some of the liquor dealers said they were prepared to go even farther, and voluntarily agree to the imposition of a regulation by the license board that no liquor should be sold by retailers to be drunk off the premises. This would effectively put a stop to the sale of booze to irresponsible persons who re-sell it to soldiers.

Plan Meeting Today

From statements that were made yesterday it appears probable that a meeting will be called today of the better class of retail liquor dealers at which measures will be taken to cooperate with the liquor license board in the suppression of illicit selling. The places that obey the law, in both letter and spirit, recognize that their own existence is threatened by such joints as the Oriental saloon that was reported Saturday night as having sold bottled goods eight times in one day to an irresponsible bum who never before was known to have more than the price of a single drink of Elephant gin.

"It's fellows like that that are hurting us most," said Eddie Smith, proprietor of the Encore saloon. "Most of us live up to the law and try to cooperate with the authorities, and then some cheap dive keeper knocks it all in the head by violating the law, and when he is accused of it, saying suavely, 'No savvy.' And we all get blamed for the acts of some fellow who ought never to have been given a license in the first place."

It is recognized by the army authorities that the blame for the continued drunkenness of soldiers who have no respect for their uniform lies as much, or more, with certain keepers of cheap lodging houses as with reckless saloon keepers who think more of the immediate sixty cents for three bottles of beer than of their expensive licenses. This was demonstrated last night when armed guards were stationed in front of such places as the Occidental Hotel, corner of Alakea and King Streets, and the Graystone, corner of Nuuanu and King Streets, run by Fred Kiley.

Question of Closing

The suggestion that wholesale liquor houses be required to close at five o'clock, as they did for some weeks before the Selective Draft Law became effective, will probably be considered by the license commissioners at their meeting tomorrow. It was stated yesterday that all the white wholesale houses still continue to close at five o'clock, or soon thereafter, but that the Orientals keep open to the last legal minute.

In view of the fact that the policy of the liquor board for several years has been to restrict the number of saloons, the suggestion was made in certain quarters yesterday that the board might very well refuse to grant licenses to any but citizens. This, it is held, would do away with some of the "no savvy" business.

P. Rodrigues, the Porto Rican who was arrested while in the act of reselling beer to soldiers was bound over yesterday to the federal grand jury by United States Commissioner Curry under bond in the sum of $1000. He was unable to give it and was remanded to the custody of the marshal. A. Garcia, charged with a similar offense, will have his hearing before the commissioner today.

STRANDED FREIGHTER DESTROYS SUBMARINE

After Ship Is Torpedoed Gunners Sink U-Boat

(Associated Press By U. S. Naval Communication Service)

NEW YORK, June 18—The crew of the Hilonian, which was submarined off the coast of Italy, tells a story of a battle between a stranded British steamer and a submarine. This they witnessed before their own ship met its fate.

According to the story of sailors from the Hilonian, who reached here recently, the British steamer in seeking to evade the Teuton submarine grounded, but kept up the fight. Finally the undersea craft was successful in sending home a torpedo and blew the freighter apart, but the British gunners stuck to the after guns and by well-directed fire fairly tore the submarine to pieces and it sank with all hands.

BITTER FIGHT OVER FOOD CONTROL SURE

(Concluded from Page 1)

as the producers and consumers. He will try to have working with him men whose knowledge, when combined and sifted, will supply the most comprehensive information of the situation from all viewpoints.

The idea of creating big corporations to handle the various commodities and to control their distribution, which has been put forward as among Mr. Hoover's plans, was discarded by him as but a rumor. He purposes the creation of executive bodies, or boards of from four to five members, which will handle such commodities as grain, flour, meats and sugar. Each of these boards will have an executive head responsible to Mr. Hoover. The membership of the boards will be selected with great care from among the experts who have offered their services to the country.

To Work in Harmony With Allies

It is Mr. Hoover's plan that the food administration as represented in the executive bodies answerable to him shall deal with an individual or commission representing the other Allies in determining the foods which are needed for the sustenance of this country and which are those available for export. When this conclusion is reached it will be for the representative or representatives of the Allies to determine on the distribution among the other nations at war with Germany of the amounts which each may import from this country.

Cooperation with the Allies on such a basis, Mr. Hoover said, was the surest way to eliminate the furious competition created by the allied nations in bidding for foodstuffs in the American markets as individuals.

The prevention of such competitive bidding, he said, was, in his mind, the first important step toward the stabilization of prices in this country, which, in turn, was the most effective weapon against prices which otherwise might go beyond the reach of the average American and bring about a serious condition of unrest.

It would be one of the great objects of the food administration, as represented by himself and by the various executive boards to be created, Mr. Hoover said, not to interfere—where such a course was made possible by patriotic co-operation of producer and consumer with the existing trade conditions. On the other hand, the real object would be to "lubricate" the trade conditions and make them more happy for all concerned.

Won't Hamper Small Dealers

That there would be a food survey which would inflict hardship on individuals and small dealers, which might even include a house-to-house canvass and the calling in of agents of the department of justice, was denied by Mr. Hoover. The purpose of the food administration, he said, was to aid the small producer and the retailer, rather than to bother and hamper him, and antihoarding campaigns would be against big interests, which might work a real hardship on the country by the unwarranted accumulation of commodities in an effort to obtain unusual profits.

Wholesalers and big operators will be called upon to place information in their possession in the hands of the food administration and his information will supply any data required for present purposes concerning the smaller dealers Mr. Hoover, as a result of the ready response from producers and operators on a large scale in almost every commodity which will come under the present scope of his food administration, is satisfied that he will have little trouble in this direction and that the recalitrants will be few in number.

CAPTAIN LEWIS IMPROVING

Capt. A. A. Lewis, commanding F Company, Second Infantry, who has been suffering from ptomaine poisoning, is now reported improving rapidly.

ANTHRAX SPREADING AMONG MAUI HERDS

Dread Disease Breaks Out Afresh and In New Place, Upon the Valley Island

Three new cases of anthrax were reported yesterday from Maui, this number of cattle dying from the dread disease on the property of the Grove Ranch, which no prior cases had occurred. This makes eleven deaths from anthrax since the original outbreak a little more than a week ago and four different points where the deadly scourge has appeared.

Grove Ranch, where the new cases developed, which is owned by the Maui Agricultural Company, is near the point where the original outbreak occurred and is at about the same sea level.

According to news received from Dr. Victor A. Norgaard, territorial veterinarian, who left for Maui last Saturday, anthrax has been discovered among pure-bred Maui cattle. This information was conveyed to President Rice of the board of agriculture and forestry.

Doctor Norgaard had called a meeting of Maui stockmen and others for yesterday afternoon, where the situation and plans to combat the spread of the disease were to be considered.

The anthrax situation in Honolulu offers no new developments and it is believed that the disease has been successfully halted. Kirk B. Porter, secretary and acting president of the board of health, said yesterday that work would begin immediately on tearing down pens and other cattle fixtures on the T. F. Farm dairy, where anthrax first made its appearance in Moiliili. It is proposed to remove the cattle now on the place to another locality. These cattle have all been treated with the anti-anthrax serum and are doing nicely.

The board of health, with likely the members of the board of agriculture and forestry in attendance, will meet probably on Thursday of next week, at which time the situation will again be gone over in detail.

GORKY WARNS SLAVS AGAINST IGNORANCE

(Associated Press By U. S. Naval Communication Service)

PETROGRAD, June 18—Maxim Gorky, the famous Russian author, today announced definitely that he has abandoned politics and in the future will devote himself solely to artistic and literary matters. In his statement he says:

"The evils from which Russia is suffering are due to painful backwardness in scientific and technical knowledge." He said that the present condition of anarchy is temporary only.

Many people have become disillusioned, he says, and declares that the only medicine for them is science. Through lack of science, he asserts, half of the peasant children die before they reach the age of five, and the fields are cultivated so badly that they give only one-quarter of the yields of those of Belgium and France. Lack of sanitation aids disease, he adds, and advises the establishment of scientific centers.

MINIMUM PRICE OF STEEL IS NOW SET

(Associated Press By U. S. Naval Communication Service)

WASHINGTON, June 18—The federal shipping board today fixed a basic price of $56.20 a ton for steel plates. If the steel mills refuse to furnish the product at a final price which will be determined on by the shipping board, the emergency fleet corporation and the committee of defense of the national council, the President will commandeer the output of the mills. The Downey Company of New York has asked $95 a ton.

CONTRACTS LET

SAN FRANCISCO, June 18—Announcement was made here today that contracts have been completed for local building of ten steel and twenty-four wooden merchant vessels, to be delivered in 1918 to the government.

REGISTRATION FIGURES LITTLE UNDER ESTIMATE

(Associated Press By U. S. Naval Communication Service)

WASHINGTON, June 18—Almost complete returns from the registration figures taken under the selective draft act give returns to date of 9,611,811 men. This is approximately 464,000 below the census estimates.

SINN FEINERS WELCOMED BY CROWDS OF DUBLIN

(Associated Press By U. S. Naval Communication Service)

DUBLIN, June 18—Crowds massed in the streets today cheered and sang songs in greeting to the released Irish prisoners who were arrested on account of their connection with the Sinn Fein rebellion. There was no disorder.

BELITTLE OUR HELP TO ENTENTE ALLIES

German Papers Say Ships, Aircraft and Men Will Arrive Too Late

THE HAGUE, June 2—The Frankfurter Zeitung, commenting on America's preparations, asks why she has found it necessary to advertise to the world at large the measure in which she has so far contributed to the work of the war, and suggests that the Entente Powers demanded this to cheer their peoples up.

"America has already shown that she can help," says the Frankfort editor, "but her most important move has been compulsory service." He then enlarges on the idea that the army is not intended for the present war and that President Wilson will not want to send an army across the Atlantic when the time comes for such action, and that at most there will be only a few regiments of engineers and a division of marines.

"When these have avoided our submarines," he says, "there will be 200,000 Americans on French soil. It would be interesting to know how many are already in the ranks of our enemies."

This paper makes the usual statements about what it terms American loud-mouthed boasting, and says that before 3500 American airplanes and 6000 airmen cross the Atlantic months will have passed, and in the meantime the German air corps will have had time to prepare for them.

Speaking of the submarine campaign, the Zeitung says:

"From the daily reports of our submarines we have not yet noticed the effect of the American Navy."

It admits that America can increase the Allies' food supplies—so far as the German submarines don't interfere—and give them financial support, but questions how long Washington can continue to procure money cheaply. "Of the bombastically announced $2,000,000,000 only about half has been realized. Money will never be wanting in the United States, but will Americans be willing to part with it?"

The editor agrees, however, that it is to Germany's interest that the Allies become more and more dependent on America, but says that the latter may some day regret having prolonged the war for the sake of greedy, material moneymaking.

Doctor Albrecht, a Hamburg engineer, writing in the Tageblatt, says that it is difficult to believe that America can carry out her shipbuilding program of 2,400,000 tons yearly, when England, the shipbuilder of tradition, has achieved this figure only in peace time by the exertion of all her forces. Speaking of the thousand ships which it has been announced that America would build, mere mention of which invariably excites ridicule in the German press, Doctor Albrecht says:

"Americans have always had great plans, as their naval program shows, but we must await the realization. America cannot save her friend, and before the 100 ships are ready England will have collapsed. The results of our submarine operations show this. It is hardly to be expected that England has any doubts on this question; but what do these plans mean? Perhaps America's last and desperate effort to save her friend, but it is more likely that she is seizing the opportunity to build a big merchant fleet for use after the war."

FLAG OF BRITAIN IS CARRIED IN PARADE

(Associated Press By U. S. Naval Communication Service)

BOSTON, June 18—The English flag carried by the enemy of America at the battle of Bunker Hill, June 17, 1775, was displayed today in a procession in commemoration of the day, and marking also more than a hundred years of friendship between England and the United States. Canadian Highlander bagpipers marched as an escort to the flag.

PORTO RICAN CROP HALF MILLION TONS

(Associated Press By U. S. Naval Communication Service)

SAN JUAN, Porto Rico, June 19—The total sugar output of the island for the season just closing will be more than half a million tons. Last year the sugar production was 483,000 tons. The average price of sugar received by the mills so far this year has been $100 per ton.

WHOLE POPULATION OF DOUAI TAKEN TO GERMANY

(By The Associated Press)

PARIS, June 10—All the male population of Douai, except those who were ill, was deported to Germany in the latter part of April, according to news received here from the repatriated inhabitants of that region. The great British offensive east of Arras is directed at the section including Douai. Life for those who remain there is becoming more difficult daily. Provisions furnished by the Spanish Relief Committee have steadily diminished since the end of March.

The population of the region of Lens passed through Douai en route for an unknown destination during March and April.

OFFICIAL PROBE CLEARS OFFICERS OF THE HAMAKUA

No Blame Attached To Any Member of the Inter-Island Steamer's Crew

FEDERAL INSPECTORS REPORT FINDINGS

Testimony of Two Victims of Fire Needed To Fully Clear Up Mystery

Complete exoneration of all licensed officers of the burned steamer Hamakua is contained in the decision of the United States inspectors of hulls and boilers, made public yesterday morning. Captain Joseph J. Meany and Thomas J. Heeney, the local inspectors made a thorough and painstaking inquiry into the disaster and deplore, in their decision, the death of two men.

The inspectors find that the vessel was destroyed by fire through no fault of the licensed officers, the time from the discovery of the fire until they were compelled to abandon ship being too short to permit the officers and crew to do anything.

They found, also, that the vessel was carrying a highly inflammable cargo and that the fire may have been caused by the overheating of lime in barrels stowed against the fireroom bulkhead, or there may have been some freight shipment which may not have been properly manifested, such as combustibles.

The cargo, they found, consisted of hay, lime, nitrates, salt petre and miscellaneous freight. The two most material witnesses were those lost in the disaster. Chief Officer George Nystrom and Boatswain John Kailai were not only the two men who had supervision of stowing the cargo, but were also in charge of the deck at the discovery of the fire and in both cases their testimony the inspectors believe, would have thrown considerable light on the cause of the fire.

According to the testimony before the inspectors, the fire was discovered at twenty-five minutes past four o'clock in the morning of May 31 by the crew in the forecastle. The fire originated from some unknown cause, the smoke waking up the crew and driving them out on deck where they reported to Chief Officer Nystrom, who was in charge of the bridge. He notified Captain Carl Wiehert and then went forward. He was seen taking off the forward hatch but the moment he did so a mass of flames shot up out of the hold and he was never seen again. The exact manner of his death did not appear from the evidence.

Within ten minutes the abandonment of the ship was made mandatory by the explosion of the gasoline drums on deck. Boatswain Kailai got into one of the boats with the others, but this one turned turtle alongside the Hamakua. Kailai could not swim, it was stated, and although one of the seamen was holding him up as the other shore boat put back to rescue them, he could not maintain his hold. When they went to search for him again he was gone, having apparently sunk in the few minutes' interval.

Two Matson Liners Not Yet Required By Uncle Samuel

The possibility that the two Matson liners which were requisitioned by the United States government, according to the cables of a few days ago, will remain longer on the local run, arose yesterday with the receipt by Castle & Cooke of further advices from the Matson Navigation Company, San Francisco.

"Maui and Matsonia," says a cable received yesterday morning by the agents, and referring to the two vessels which were believed to have been taken over for the war trade, "have not actually been requisitioned by the government."

This cablegram has instilled some cheer in those who feared that the withdrawal of the two vessels without any immediate prospect of additional tonnage would "put a crimp" in the local supply situation. On the other hand, it contains no information definite enough to clear up the situation.

"We do not know exactly what it means," stated J. H. Drew, manager of the shipping department of Castle & Cooke, local agents of the Matson company, yesterday. "It says nothing as to whether the Maui or Matsonia are going to remain on the run for one or more trips further, or whether they are going to remain at all. We have sent cables asking for further particulars along this line and expect an answer tomorrow."

It was pointed out that the new cable may have meant that the ships were taken over in some other way than by requisition, or with a different object than that supposed, one that may permit the local service to continue in part. There were several dozen guesses possible and, so far as known, none of them were overlooked by the business community yesterday, which is extremely interested in the situation.

The agents frankly state that they do not know what the situation is themselves. They do not hazard a guess, but expect to have a complete answer by today.

MARINE INTELLIGENCE
By Merchants' Exchange

Eagle Harbor—Sailed, June 12, schr. A. M. Baxter, Honolulu.
San Francisco—Sailed, June 15, str. Mexican, Honolulu.
San Francisco—Arrived, June 15, str. Columbia, hence May 31.
San Francisco—Arrived, June 15, str. Loong Moon, towed by str. Columbia.
Hilo—Steamed, June 15, str. Texan, San Francisco.
San Francisco—Arrived, June 15, str. Vendel, hence June 8.
San Francisco—Steamed, June 15, str. Hyades, Honolulu.
San Francisco—Steamed, June 16, 1:45 p. m., str. Siberia Maru, Honolulu.
Port San Luis—Steamed, June 17, str. J. A. Chanslor, Honolulu.
Port San Luis—Arrived, June 17, str. Lansing, hence June 8.
San Francisco—Arrived, June 17, str. D. G. Scofield, hence June 9.
Port Allen—Sailed, June 10, schr. Harvester, Puget Sound.

PORT OF HONOLULU.

ARRIVED

June 15, 1917
Str. Likelike, from Kauai, 7:00 a. m.
Str. Tenyo Maru, from Yokohama, 8 a. m.
Str. Kilauea, from Kona and Kau ports, 7:10 a. m.

June 16, 1917
Str. Manoa, from San Francisco, 7:20 a. m.
Str. Helene, from Hawaii, a. m.
Str. Mauna Kea, from Hilo, 5:53 a. m.

June 18, 1917
Str. Dix, from Orient, a. m.

DEPARTED

Str. Claudine, for Maui, 5 p. m.
Str. Staatssekretar Kraetke, for San Francisco, 5:30 p. m.
Str. Tenyo Maru, for San Francisco, 9 a. m.
Str. Lurline, for Port Allen, 6 p. m.
Str. Mauna Kea, for Hilo, 3 p. m.
Schr. Zampa, for Sound, p. m.
Schr. Alice Cooke, for Sound, p. m.
Str. Manoa, for Kahului, 2 a. m.
Str. Claudine, for Maui, 5 p. m.
Str. Mauna Loa, for Kauai ports, 5 p. m.

PASSENGERS ARRIVED

By str. Tenyo Maru from Yokohama, June 15—F. M. Brooks, Chin Fen Lee, J. Fujimoto, K. Ida, Mr. and Mrs. E. Nishijima and three children, Ng Chan Young, Mr. and Mrs. D. Olovenichikoff, Lee Ong, Mr. and Mrs. Otagiri, infant and servant, Lee Ping-kai, Mr. and Mrs. T. Sueda, K. Tofukuri, Mr. and Mrs. H. Tsukiyama and child, Mrs. O. Tanaka, A. L. De Temple, W. Bynner, E. C. Davis, Mrs. S. Ford, Mr. and Mrs. B. Honig, Miss A. Honig, Mr. and Mrs. V. Krymoff, Miss A. Lenhardt.

By str. Kilauea, June 15—Kailua: Mr. and Mrs. A. L. Dean, W. H. Greenwell, Mr. and Mrs. J. Gaspar, Miss Gaspar, Mrs. Gonsalves, Miss Gonsalves, Master Gonsalves, J. Hill, L. Macfarlane, Mrs. Kaihiwa, Miss H. Kaaiwa, Miss M. Kaaiwa, Miss Gomes, J. Kurisaki, H. Pella, Mrs. A. Sheppard. From Lahaina: J. D. McVeigh, Mr. and Mrs. H. A. Baldwin, T. Nakamura, R. Tol, F. Stance, Charles Sang, H. L. Kawewehi, H. Hirokawa.

By str. Mauna Kea, June 16—From Hilo: C. A. Brown, Miss Brown, C. R. Clapp, W. Latham, A. Fritsche, A. Louisson, A. G. Budge, S. De Freest, W. Healy, S. Masiyama, Mrs. C. Homura, Master Homura, Keonaona, J. A. Smith, Mr. and Mrs. G. Tanaka, I. Ishida, S. W. Rerteaux, Mrs. Cleveland and two children, H. V. Patten, Mr. and Mrs. C. A. Wheaton, C. B. Gage, Mr. West, H. Hedaman, P. N. Kahokuluna, W. K. Peal, Nelson Tuliete, J. C. Wilson, F. J. Sullivan, G. Kalloa, D. Kalloa, Mahukona: Mr. and Mrs. Masda, R. May, C. H. Mossawir, E. Kanehalua. Kawaihao: Mr. and Mrs. Sakamoto and child. Lahaina: Mr. and Mrs. C. R. Kennedy, Mrs. Garcia, Mrs. eis, Mr. and Mrs. A. McPhee, A. Kiauna, F. Brown, F. Hanua, Chung Soo, H. Akona, L. Y. Alona, D. Carey, Mrs. and Mrs. Waikolua, Mrs. Plunkett and infant, J. C. Medeiros, H. C. Ahana, Miss L. Merriman, Miss Hartwell, A. W. Collins, Frank Baldwin, C. H. Norton, G. Smithies, Hamakua, A. Miashi, J. F. Mowat, Mr. and Mrs. Charles Gay.

By str. Manoa from San Francisco, June 9—Miss Beatrice Bartlett, Mrs. E. V. Cogswell, Miss Elinor Cogswell, H. W. Dean, Mrs. J. D. Dole, Miss E. Dole, Mr. and Mrs. Thomas Estill, J. H. Foss, Miss Janet Killbourne, K. S. Li, Mr. Livingston, George Loehr, R. G. Marx, Mrs. J. T. McMahon, Miss Inez McPhee, Dr. F. H. Missner, Mrs. F. H. Missner, Miss B. L. Perkins, Miss Violet Prager, J. H. Reed, W. Rushforth, A. H. Tarleton, Iss India Wayson, Mrs. D. Wilmore.

PASSENGERS DEPARTED

By str. Claudine, June 15—H. E. Cook, Miss Helen Alexander, Miss Hiller, Mr. Blaeding, A. Borba, Jr., F. P. Rudder, George Bustard, L. Tobiner, Miss Gussie Silva, Walter K. Lane, Dr. and Mrs. Dorney, Sing Kee, C. L. Lois, Miss Annie Williams.

By str. Mauna Kea for Hawaii and Maui, June 16—Mrs. H. C. Austin, Doctor and Mrs. Dorney, Mr. and Mrs. H. A. Schroeder and infant, Mrs. Kiula, W. O. Smith, Miss Gladys Hobron, Miss E. Mather, Mrs. Alexander Isenberg, Miss E. M. Gibb, H. V. Patten, Bernhard Kadilinberg, Captain Bankhead, J. W. Smith, Captain Meals, R. L. Wilson, I. J. Bugran, Miss Lizzie Akui, Miss Bertha Bertelmann, Mrs. C. F. Gillland, Mrs. R. Queen, Miss Grace Achuy, Mr. and Mrs. F. E. Slocum, Mr. and Mrs. Hinton, Miss Irene Eaton, Miss Mina Miller, C. E. King, Miss M. H. Stewart, Mrs. M. F. Lopes, A. O. Bottleson, Mrs. L. R. Watson, Mrs. A. T. Anderson and infant, Miss N. Anderson, Master E. Anderson, J. T. Van Valkenburg, Miss Awana, A. W. Van Valnebrug, Miss Trenler, Mrs. Bratton, Mrs. C. Schell, Mrs. L. L. Lerton and two children and maid, Mr. and Mrs. M. H. Henshaw, Mrs. H. D. Corbett, F. P. Rudder, L. M. Semple, Col. and Mrs. W. T. Hitterant, Miss Prendar, Captain Perego, Mrs. Hoake, Doctor Tofukuri, M. N. Kam, Kalanea Keikeiki, Tong Hee, N. Misako, J. W. Murphy, Miss Clara Murray.

MANOA SAILS FOR COAST ON FRIDAY

Making up one day of her lost time while in Island waters, the Matson liner Manoa will sail from Honolulu at eight o'clock Friday morning, her schedule having called for her departure at noon today. The vessel arrived here four days late, owing to the towing by her of the Pommern to San Francisco on the last voyage home. She is leaving the Islands three days late and will probably soon be back on her schedule.

The Manoa left at two o'clock yesterday morning for Kaanapali and Kahului and will there discharge about fifteen hundred tons of freight and take on sugar. She returns to port here on Thursday morning and sails for the Coast the following morning.

HONOLULU STOCK EXCHANGE

Honolulu, June 18, 1917.

STOCK	First Sale	Bid	Ask'd
MERCANTILE			
Alexander & Baldwin	275	275	290
C. Brewer & Co.	460	455	.....
SUGAR			
Ewa Plantation Co.	33	33	33¼
Haiku Sugar Co.	205	200	210
Hawaiian Agrcl. Co.	49	.....	48
Haw'n Com'l & Sugar Co.	48	48½	.....
Hawaiian Sugar Co.	39½	37	.....
Honokaa Sugar Co.	10¼	9½	.....
Honomu Sugar Co.	37½	37	.....
Hutchinson Sugar Co.	30¾	.....	.....
Kahuku Plantation Co.	19	.....	.....
Kekaha	225	.....	.....
Koloa Sugar Co.	170	.....	170
McBryde Sugar Co.	10½	10½	10¾
Oahu Sugar Co.	29½	29	29½
Olaa Sugar Co.	14	.....	14½
Onomea Sugar Co.	57	.....	58
Paauhau Sugar Plant. Co.	29	.....	.....
Pacific Sugar Mill	17½	17½	20
Paia Plant. Co.	215	.....	.....
Papeekeo Sugar Co.	.....	45	.....
Pioneer Mill Co.	36½	36¾	37
San Carlos Milling Co.	18	.....	.....
Waialua Agrcl. Co.	26½	26	26½
Waiuku Sugar Co.	30	.....	.....
MISCELLANEOUS			
Endau Devel. Co.	.....	.....	.....
1st Ass. 65% pd.	.....	.....	.....
2nd Ass. 90% pd.	8	.....	.....
Haiku F. & P. Co. pfd.	20	.....	20
Haiku Fruit & Pack. Com.	19½	.....	.....
Hawaii Con. Ry. 7% A.	6	5¾	5½
Hawaii Con. Ry. 6% B.	.....	.....	.....
Hawaii Con. Ry. common	2½	.....	2
Hawaiian Electric Co.	167½	.....	.....
Hawaiian Pineapple Co.	41½	41	41½
Hom. Brew. & Malt. Co.	14	14½	.....
Honolulu Gas Co.	125	.....	.....
Hon. R. T. & L. Co.	140	.....	.....
Inter-Island S. N. Co.	195	.....	.....
Mutual Telephone Co.	22	.....	20
Oahu Ry. & Land Co.	160	.....	160
Puhaku Rubber Co.	20	.....	19½
Selama-Dindings pfd.	13	.....	.....
Same (70% pd.)	10	.....	.....
Tanjong Olak Rubber Co.	40½	.....	.....
BONDS			
Beach Walk Imp. 5½%	.....	.....	.....
Hamakua Ditch Co 6s	.....	.....	.....
Hawaii Con. Ry. 5%	87	85	.....
Hawaiian Irr. Co. 6s	80½	70½	.....
Haw. Terr. 4% ref., 1905	101	.....	.....
Haw. Ter. Pub. Imps. 4%	100	.....	.....
Haw. Ter. pub. imp. 4s (series 1912-13)	100½	.....	.....
Haw. Terr'l 3½s	98½	.....	.....
Honokaa Sugar Co. 6%	95	.....	95
Honolulu Gas Co. 5s	104	103	.....
Kauai Ry. Co. 6s	102½	102½	.....
Manoa Imp. Dist. 5½%	101½	.....	.....
McBryde Sugar Co. 5s	100	99½	100½
Mutual Tel. 6s	100	.....	.....
Oahu Ry. & Land Co.	106	.....	.....
Oahu Sugar Co. 6%	110	110	.....
Olaa Sugar Co. 6%	100	.....	.....
Pac. Guano & P. Co. 6s	105	100	.....
Pacific Sugar Mill Co. 6s	100	100	.....
San Carlos Mill. Co. 6%	101	100	.....

Between Boards

McBryde, 20, 10.62½; Waialua, 5, 26.25.

Board Sales

Pioneer, 15, 15, 10, 25, 36.75; Waialua, 6, 26.00; Koloa, 1, 170.00.

Sugar Quotations

96° analysis beets (no advices).

Parity—
96° Cent. (for Hawaiian sugars) 5.83

Rubber Quotations

June 15, 1917.

Singapore 62.41
New York 74.00

UNLISTED SECURITIES

Honolulu, June 18, 1917.

STOCK	Bid	Ask'd	Last Sale
OIL			
Hon. Con. Oil	4.20	4.30	4.20
MINING			
Cal. Hawn. Dev.	.03	.....	.12
Engels Copper	5.87½	6.12½	6.00
Mineral Products	.44	.45	.44
Mountain King	.39	.50	.39
Tipperary	.03	.05	.04
Montana Bingham	.37	.40	.35
Madera Gold	.26	.27	.27

Sales

Montana Bingham, 1000, 35c; 3250, 36c; Madera Gold, 2450, 27c; Honolulu Oil, 500, 4.25; 200, 4.20; Engels Copper, 50, 6.00.

NEW YORK STOCKS

(Associated Press By U. S. Naval Communication Service)

NEW YORK, June 19—Following are the opening and closing quotations of stocks in the New York market yesterday:

	Opening	Closing
American Sugar Ref.	121¼	118¾
American Beet	95	95
Associated Oil	62	61½
Alaska Gold	5⅝	5⅝
American Locomotive	72¾	69¾
American Tel. & Tel.	121⅝	*121⅝
American Smelter	107⅞	105⅝
American Steel Fdry	72⅞	71½
Anaconda Copper	84½	82¾
Atchison Railway	*101⅝	101¼
Baldwin Locomotive	65⅝	62
Baltimore & Ohio	73½	72⅝
Bethlehem Steel, "B"	148¼	142
Bethlehem Steel, "A"	‡.....	‡.....
Cuba Sugar Cane	45	43½
Central Leather	96½	92⅞
California Petroleum	*21⅝	20¼
Canadian Pacific	159½	159½
C., M. & St. Paul	75	74
Colo. Fuel & Iron	53	50⅝
Crucible Steel	81½	79⅝
Erie common	26⅝	25⅝
General Electric	*158½	157½
General Motors (new)	111⅝	110⅝
Great Northern pfd.	107⅞	107½
Inter. Harv., N. J.	‡.....	‡.....
International Nickel	40⅝	40½
Industrial Alcohol	167	161
International Paper	38½	37
Kennecott Copper	46	44⅞
Lehigh Valley Railroad	64	64
New York Central	92½	90½
Pennsylvania	53½	53
Ray Consolidated	29½	28½
Republic Iron common	92	88⅝
Reading common	97⅞	95
Southern Pacific	93⅝	93½
Studebaker	82½	82½
Texas Oil	214	210
United States Rubber	61½	60
Union Pacific	137⅞	136½
United States Steel	133	127⅝
Utah	111	109½
Western Union	93⅝	93⅝
Westinghouse	52⅞	51⅝

*Bid. †Ex-Dividend. ‡Unquoted.

SAN FRANCISCO QUOTATIONS

SAN FRANCISCO, June 19—Following are the opening and closing quotations of sugar and other stocks in the San Francisco market yesterday:

	Opening	Closing
Haw'n Com'l Sugar	49¼	49½
Hawaiian Sugar Co.	37	37
Honokaa Sugar Co.	10½	10½
Hutchinson Sugar Co.	20⅞	20⅞
Kilauea Sugar Co.	‡.....	‡.....
Oahu Sugar Co.	29½	29½
Olaa Sugar Co.	13⅞	13⅞
Onomea Sugar Co.	57½	57½
Paauhau Sugar Co.	24	24
Pioneer Mill Co.	36½	36½
Honolulu Plantation	‡.....	‡.....
Engels Copper	‡.....	‡.....
Honolulu Oil	4.55	4.55

*Bid. †Ex-Dividend. ‡Unquoted.

If you will leave your order for rubber stamps at The Advertiser office before noon today they will be ready for delivery tomorrow.