

PLANS OF UNITED HAWAIIAN SOCIETY ARE GIVEN CHECK

Attempt To Secure Incorporation Charter Under Smaller Capitalization Defeated

ONLY EIGHT MEMBERS PRESENT AT MEETING

Lack of Race Pride Slowly Killing Off the Race Is Assertion of Vice-president Holt

Failure to secure a quorum at a general meeting of the stock subscribers of the United Hawaiian Society called for last night placed a temporary check on a plan which had been evolved by the officers of the organization to secure a charter for the corporation through a reduction in the amount of capital stock. Only eight members were present.

With a vote of two-thirds of the membership of one hundred the \$50,000 capitalization contemplated in the first plans could have been reduced, for the present, to \$10,000 and the necessary ten percent of this amount could have been shown to be already collected, in order that the territorial laws could be complied with.

Despite a race situation which, according to James L. Holt, reveals that the Hawaiians are spending \$6,347,640 annually for food alone, of which practically nothing comes back into Hawaiian hands, there was barely a handful of the membership present last night, and no meeting could be held. This was attributed partly to the fact that the meeting had been set on a holiday but officers of the organization also attribute the failure to obtain a quorum to the hereditary indifference of the Hawaiian race to vital matters of race perpetuation.

Indifference Killing Race

"The Hawaiian people do not realize that their indifference is their undoing and that the Hawaiians are slowly and steadily becoming extinct because their race pride is not sufficient to stimulate activity in such matters as these," said James L. Holt, vice president of the society, last night.

"I have compiled figures from government statistics which show that the number of adult Hawaiian males in the entire Territory is only 14,289. If you figure that these wage earners provide for the entire Hawaiian population and that there are that number of families in the Territory, then the cost of food is \$6,347,640. Figuring in the same manner, we find that the Hawaiians spend \$37,500 a month for poi, and this all goes to Chinese poi manufacturers.

"The failure of the Hawaiians to organize for any racial business enterprise has placed us in the predicament of having practically no interchange of currency among our own people," said Mr. Holt.

Hope to Get Charter

The plan of the officers of the society is to secure a charter at the earliest possible time in order that work may be started and in order to bring into the endeavor several influential men who are holding aloof until they have proof that the thing is a going proposition.

FUNDS SENT TO HUN WAR OFFICE, CHARGE

Acting on information furnished by the wife of a German alien now resident in the Territory, the Vigilance Corps is conducting an investigation of the alleged transfer of funds out of Hawaii to Germany for the use of the German war office. The wife says that she and her husband have separated and that he is now a resident of another island. The agency through whom such funds could have been transferred to Germany is the principal focus of the investigation which is now under way. It is not yet established in what manner this was done.

BOY SCOUTS TO PARADE ON WAR'S ANNIVERSARY

The Boy Scouts will parade on the morning of April 6—"War Anniversary Day"—in advance of the ceremonial at Fort and King streets at ten o'clock. The Scout Troops are ordered to assemble at the Armory at nine o'clock, fully uniformed and equipped, and then, preceded by the band and drum corps, will parade the principal streets during the ceremony they will take proper stations at the street intersection, and afterwards may visit the campaign to sell Thrift Stamps.

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of aerobic exercises should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all dealers. Benson, South & Co., agents for Hawaii.—Advt.

SECOND ARREST OF SMUGGLERS MADE

Well Known Plumber Is Accused of Connection With Smuggling; Obata Bailed

K. Fujiwara, a well known and well to do Japanese plumber, with a shop located at 67 Beretania Street, was the second arrest made yesterday in the drive against illicit importers of big quantities of opium to Honolulu which are landed by sampans after the drug is cast adrift in buoyed packages or boxes from steamers coming here from Japan.

The first arrest was made on Friday morning after Roger Taylor, deputy collector in charge of the inspectors, and Inspectors Gilbert McNeill and C. Miller had secured evidence alleged to implicate S. Obata, captain of a Japanese fishing sampan, which was seized by the customs staff and is now held in the possession of the government.

Fujiwara's connection with the opium smuggling, of which Obata is accused, has not been given out in detail, although it was admitted yesterday that his arrest for investigation was the result of the same information which led to the arrest of Obata.

Fujiwara was arrested on a United States commissioner's warrant and is held for investigation at the Oahu Prison.

Obata Gets Bail

Through his attorney, George Davis, Obata secured his liberty yesterday when he was released after furnishing a bond of \$2500.

Customs men engaged in working up the evidence, which it is hoped will put a stop to the bringing of opium here in large shipments, in which a well organized and largely capitalized band is said to be engaged, still believe they will find from 150 to 200 tons which Obata is accused of landing.

It is estimated that the opium, for which a search is being made, as well as for all the persons responsible for its shipment here, is worth from \$25,000 to \$35,000.

Some hope was expressed yesterday by one of the inspectors engaged on the case that the opium would be found today.

CHILD EXPLAINS HIS MEATLESS DAY STAND

Says There Is Glut on Mainland Which Does Not Exist Here

"Many people have suggested to me that we put in operation a bread ration, or stop the sale of flour altogether, and others have suggested that we get busy and use more rice, raise more sweet potatoes as substitutes," said J. F. Child, food commissioner yesterday.

"We have acted on none of these suggestions.

"Some of the grocers are rather inclined to the 'no flour' idea, as it would eliminate much of the trouble about flour selling, and naturally, it would be a conservation of the supply which would materially aid the troops over seas.

"There are numerous incidents to show how people are still attempting to evade their responsibilities in buying substitutes as for instance a Japanese who went to the Honokaa store and asked for a certain number of bags of flour as well as a certain number of bags of rice. All he wanted was the rice, not the substitute, for he gave the scheme away. The flour was intended for a woman residing in the district, who was not procuring any substitute whatever.

"The price of rice will not go up. The dealers are permitted to sell only at a certain profit. I keep a check upon all rice receipts of the dealers. They send me their imports, the number of bags and price paid, and this is over the firm signature, authenticated by an attorney-in-fact. I am sure there will always be plenty of rice.

"Hawaii is the only part of the United States that will not accord with Food Commissioner Hoover's suspension of the 'meatless days' for a month. Upon the mainland there was a glut in the amount of meat, due to the tie up in transportation through weather conditions. Therefore, this meat would go to waste and the 'meatless days' were suspended.

"In Hawaii we have not an overplus of meat. By continuing our 'meatless days' we are conserving. If we ate all the meat offered now, we might, later on have to purchase from the mainland, and it would be at mainland prices, and the prices here would go up materially.

"The island meat growers are taking every means to increase the supply but will not be able to keep it up unless we continue to observe the 'meatless days' as usual."

PLANTATIONS AIDING IN FOOD PRODUCTION

The plantations of the Territory have undertaken on a considerable scale the increasing of food production by the throwing open of lands for the raising of crops, in the statement made by John Watt, special agent of the food commission who has just returned from a partial survey of the situation.

Mr. Watt says that hundreds of acres heretofore idle have been placed at the disposal of agriculturists and that these are now yielding a large food supply. The investigator will leave soon for Kani where he will check up the efforts made by plantations.

OPPIUM SMUGGLERS ARE RUN TO EARTH

Arrest of Japanese Fisherman and Seizure of Sampan First Step To Smash Ring, Customs Men Say

Two years after it was decisively established opium in large quantities was being brought into Hawaii in sampans, after being cast adrift in buoyed packages from transoceanic steamers near the Islands, and after the following of a descriptive clue for a week or ten days, three members of the customs staff yesterday morning made the first arrest and the first seizure of a fishing sampan as the initial step in a series of arrests and seizures which it is confidently predicted will eliminate eventually the illicit importations of the drug in big shipments.

Just as confidently the customs inspectors and deputies detailed on the descriptive clue say that the arrest yesterday is going to lead to the discovery of each opium valued at from \$25,000 to \$35,000, which was taken from the sea, landed and hidden by those implicated in the latest big importation to Hawaii from Japan, from where most of the drug is placed aboard steamers bound for Honolulu and other American ports.

S. Obata, a Japanese fisherman, and captain of the eight or ten sampans named the Tenjin Maru, but with distinctive marks for each so named, was one arrested, questioned and booked for investigation by the customs men and other federal authorities yesterday morning.

With him when he was arrested were taken into custody six Okinawa sailors who were employed on Obata's sampan, but they were all released after they and their captain were questioned at the district attorney's office.

Sampan Is Seized

Immediately following Obata's arrest, his sampan, which has been under customs surveillance since arriving here three days ago after a ten-day voyage, was seized and placed under federal control.

Obata is reported to have protested his innocence of opium smuggling, but the customs staff are said to have information which implicates him and others in an attempt to import and dispose of one of the largest quantities ever shipped direct to Hawaii since an over-sea.

This same source of information will also lead them to where from 150 to 200 tons of the poppy dope are hidden, it is asserted. The discovery and seizure of this large quantity of opium can be momentarily expected, it is also said.

Suspicion, almost certainly, is expressed that the same hub of illicit importers are involved in this small foray venture as the one which failed by a small freak successfully to get into the Islands nearly \$15,000 worth of the highly valued "chicken" opium, which was discovered by Hawaiians on the Gay & Robinson ranch on the island of Nihoa in February.

The opium, of which there was seventy three tons, with the trademark of the makers at Macao, the Portuguese concession about twenty miles from Hongkong, China, printed on the labels.

Tied ashore in two cork buoyed boxes on the west side of Nihoa Island and after it had been thrown overboard from a steamer coming to Honolulu from Japan.

Only the fact that the cork buoy within the box did not have sufficient buoyancy to keep the box afloat above the water is believed to have prevented it from being picked up by a sampan which was seen to cruise up and down the Nihoa coast for three or four days after the passing of a steamer which the sampan crew evidently engaged in searching for some object.

Opium Brought to City

The Hawaiians who found the opium notified the ranch foreman on the other side of Nihoa, who later notified his employers, Gay & Robinson. From the Nihoa ranch owners word was sent to Honolulu of the discovery of the two boxes and United States Marshal J. J. Smully went to Nihoa and brought it to Honolulu.

Subsequent to the discovery of this large amount of opium and evidence of how it was planned to get it into the Islands at a marketable point, a detail of the customs staff has been devoting much of its time to attempting to capture the importers who were shown to be working with such a large capital at their command, which indicated a well organized band of smugglers.

Ten days ago information reached the inspectors that another large shipment was bound for Honolulu and the net to catch the smugglers was tightened. Just how the first step was effected would "sound like the movies," as described, said one of the customs staff yesterday.

Without giving out the details of how this was done, it is said the navigators of the sampan sent out for the second big shipment of opium had intended to land at a certain isolated and infrequently visited island bay, where a trap was set to catch the smuggling band "with the goods" with a squad of armed inspectors and deputies. Sampan Is Warned

In some mysterious manner, the sampan, although still at sea after picking up the opium, was notified perhaps by light signals at night, of the trap and it failed to enter the bay as expected.

Undismayed by this failure, the customs men ascertain the name and number of any sampan which failed to return to Honolulu at the end of the usual period, in the meantime getting a description of the suspected boat, which led them to an interested party.

From this interested party was gained the names of others interested, some of whom were bitter towards the navigators of the sampan sent for the opium as they had not been told of the reasons for the sampan failing to land the drug where first expected.

Those in the lull who thought they had been beaten out of their share in the opium profits furnished additional information to the inspectors, even more than a customs man somewhat in their confidence had been able to gain.

PROBE MADE HERE CASE OF ARREST

Passenger Accused of Seditious Talk and Member of Boston Crew In Toils on Coast

Supplementing original investigations made in Honolulu by navy intelligence officers, John Zeritt, a ship's carpenter who passed through here a week ago last Friday as a passenger on the steamer Eudora, and John Keenan, a fireman of the shipping board steamer Boston, were arrested yesterday in San Francisco on presidential warrants by secret service men. A despatch to that effect was received by The Advertiser last night from The Associated Press.

Zeritt is charged, with seditious talk, of which he was accused by other passengers when the steamer arrived here, of being a member of the Boston crew in toils on the coast.

The San Francisco secret service men did not disclose the charge made against the Boston fireman, according to The Associated Press despatch.

American Bolshevik

Zeritt, suspected of being an American Bolshevik, was formerly in the crew of the American steamer Rosewood, which was sold to French interests in the Orient. From the Orient he booked passage to the States as a cabin passenger on the Eudora, and it was during the voyage to Honolulu that he excited the anger and suspicion of the American passengers aboard by alleged seditious utterances.

The passengers quoted as saying that all governments were equally bad and that the war was only for the purpose of making more millionaires. The assertions were reported to have been made in the steamer smoking room with no attempt made to conceal his opinions.

Zeritt carried papers which represented him to be of Russian birth, but an American by naturalization.

After he was given a grueling examination here and detained overnight, he was released, the explanation being made that his utterances were socialistic rather than treasonable.

In Boston Fireman

Keenan is believed to be one of the Boston firemen under surveillance here after that steamer was discovered to have three Industrial Workers of the World in her crew, and four others suspected of similar affiliations and beliefs.

The surveillance of the Boston sailors in Honolulu resulted because the ship put in here with unexplained engine trouble, and because her fresh water tanks had been drained and filled with salt water. Even while in port here the water-tanks were drained a second time and salt water substituted.

The investigation of the Boston crew was made at the same time the crew of the steamer Sacramento, was undergoing a similar ordeal. A fireman, Johnson, of the Sacramento is now held here for trial by the federal authorities on a charge of making seditious talk in a local saloon.

Keenan's arrest is based on a somewhat similar charge, or it may have been ascertained that he was implicated in a plot to damage and delay American shipping.

PACIFIST TALK IS FOLLOWED BY JAIL

Preaching pacifism and thereby gaining the displeasure of the United States government, Dr. William L. Robinson of New York, who is said to have visited Honolulu and the volcano last summer, is under arrest in the metropolitan area. He is said to have been an advocate of peace at any price. Part of his advocacy is summed up in one of his statements as follows:

"We have no moral right to murder a million of our children in order to produce a nation of French and British children, for we have no right to force anybody to sacrifice his life for the life of another. But worse than this, in sending an army of our sons to France we are not doing France a service. We are encouraging her to persist in a war which even with our aid cannot be proved, if long continued, suicidal for her."

FIVE PERCENT TOBACCO NOW USED IN GERMANY

AMSTERDAM, March 16.—(Associated Press)—German smokers have just been officially informed that any mixture will be regarded as tobacco provided the proportion of tobacco formore than five percent of the total.

It is nearly a year's time, all of which led to the first arrest and sampan seizure yesterday, with others to follow when opportunity and after the big shipment of opium is safely in the possession of United States authorities.

Despite the surveillance under which many of the fishing sampans have been kept during the past two years, it is said that the Obata sampan was the first one ever taken possession of by the customs men.

Collector Franklin gives the credit for the gathering of the evidence against the sampan captain and the evidence implicating other persons in the opium business to Gilbert McNeill, customs inspector, and Roger Taylor, deputy collector. These two were also assisted by Inspector T. Miller.

War time surveillance of ocean craft by the navy authorities is also asserted by others to have materially aided the customs men in their successful drive against the opium smugglers. The caution exercised in preventing or attempting to discover the means used for communicating with Germans, brought out many useful facts which pointed to the opium business, at one time thought to be in the pay of alien enemy agents.

DOUBT PERMANENCY OF CONCRETE SHIPS

British Journal Thinks Such Construction Temporary War-time Expedient

The concrete ship's usefulness is limited to the present period of abnormal shipping conditions, unless radical and unexpected improvements in design produce a much more efficient vessel than can now be constructed, is the conclusion reached by the Liverpool Journal of Commerce. It is difficult to foresee the time when the concrete vessel will be a real competitor of the steel vessel, says the paper.

In an article discussing the situation it is stated:

"It is a well known fact that orders have been placed in this country for thousands of tons of concrete vessels, principally non-propelling barges and other craft, notably Sweden and Norway, have also paid considerable attention to concrete ship construction. Consequently many people talk glibly of after the war American concrete ship, arguing that the present rapid growth of the concrete shipbuilding industry proves its general utility. To such persons the following points may be of some interest:

"Concrete is being used for ships solely because it is vitally necessary that every desirable means of increasing our tonnage shall be fully developed. During a period of scarcity of steel and skilled workers in steel concrete enables the ship designer to obtain a greater deadweight per ton of steel worked into the structure, and it also renders possible the employment of a new class of labor. So far as ship construction is concerned concrete is practically an untried material, and the risks involved in its use are only justified by the present tonnage situation.

Tonnage the Dominant Factor

"On the other hand, it can be said quite deliberately and without fear of contradiction, that concrete is not being used because it is more economical and efficient than steel, or on account of its greater life and reliability. Commercial considerations are not even of secondary importance. The need for tonnage overpowers all other factors in the situation. A few years after the war is over a new level of commercial competition will probably be fairly well established, and if the concrete ship is to become a permanent marketable article it will have to demonstrate its efficiency in the harsh, unyielding light of open competition, unaided by artificial circumstances.

"As at present designed the light-weight of the best of the reinforced concrete vessels is considerably greater than that of a steel vessel of the same dimensions. Consequently the deadweight carrying capacity is less, and there is practically no difference in the first cost of the two types, the unit cost of transportation per ton deadweight is greater for the concrete vessel than for a similar size steel vessel.

Hence, the concrete vessel is not at present a likely competitor with the steel vessel under normal conditions.

"The question of reliability is also important, although it is somewhat difficult to discuss, as the comparison is between the known and the practically unknown. True it is that Lloyds Register of Shipping has seen fit to give these vessels, built to their requirements, the recognition of an experimental class; but, as one of the ignorant but interested spectators to others in similar situations, the opinion may be expressed that the vibration of machinery in a concrete vessel will tend to displace pieces of gravel in the concrete, and pitting will result. If this actually occurs, then further research will be necessary, with the view either of producing a more homogeneous and less readily disintegrated material, or of discovering some means of binding the concrete. Time alone will reveal the true state of affairs in this particular direction.

"It may be urged for the concrete ship that the whole subject is in the embryonic state, and that experience will undoubtedly result in improvements both in the design of these vessels and in the nature and properties of the material employed.

"This is extremely likely, but it is difficult to foresee the time when the concrete ship will be capable of carrying the same amount of cargo as a steel ship of the same dimensions, or alternatively will embody such advantages as will compensate for some necessary loss of deadweight.

"Therefore, the only conclusion which can at present be drawn is that the commercial life of the concrete vessel is likely to be limited to the period of abnormal freights, unless radical and unanticipated improvements in design produce a much more efficient vessel than can be constructed at present.

"It is worthy of note that the introduction of concrete built ships is a solution of the normal progress of evolution in industry. The stone age, the iron age, the steel age, the age of which we are probably the latest, of which any record exists, yet we are in the scientific twentieth century utilizing stone for shipbuilding for the first time."

SAYS BOOTHBY "CRABBED"

Because of alleged actions on the part of Editor Boothby of the Garden Island, on Kauai, Federal Food Administrator J. F. Child has written a letter to his assistant, A. Hebard Case asking that the affair be brought to the attention of the owners of the paper. Mr. Child refers to the action as unpardonable, and says that he hopes the proprietors of the paper will take action. Mr. Boothby is accused of having walked out of a hotel because he couldn't get what he wanted to eat on a "less" day.

CONTRACT FOR SHIPS

LONDON, March 16.—(Associated Press)—Norwegian ship-owners have contracted with British shipyards for 500,000 tons of shipping, to be begun immediately after the war.

HAWAIIAN BEANS WINNING THEIR WAY

Popularity on Mainland Grows and Many Will Be Shown At Coming Territorial Fair

By J. M. WESTGATE
The demand for Hawaiian grown field beans is increasing as their quality becomes better known on the mainland. Within the past month heavy shipments of the locally grown beans have been made to the mainland and these have been purchased by eastern agencies.

The forthcoming fair offers an excellent opportunity for visitors to become acquainted with the best types of locally grown beans. It is hoped that authentic yields can be posted along with the entries in order that the important consideration can be given due weight in determining the variety to be selected for planting on the field scale. The exhibits are planned to show comprehensive collections from the various islands of the standard market varieties of beans, and entries will also be accepted of numerous less well known varieties which bean enthusiasts may wish to bring to the attention of the public.

Ribbons for Children

In order to facilitate interest in bean production on the part of the school children, ribbons will be awarded for the best half pound samples raised by any school child, any public school or by any private or endowed school.

The "Gullies" which the bean growers face are usually those of the kind the grower fertilizers and controls the diseases and insects to which the beans are subject. It is planned to have brief printed information giving consideration to these problems which every practical bean grower must meet and solve before he can succeed in the production of this valuable food crop.

The following is the list of Divisions which have been provided for, in connection with the Territorial Fair:

Class 3. Field Beans (dry shelled product, used for culinary purposes). J. M. Westgate and J. E. Higgins in charge.

Division A. Best 5 lbs. Maui Red.
Division B. Best 5 lbs. Calico.
Division C. Best 5 lbs. Shelled Lima.
Division D. Best 5 lbs. White Navy.
Division E. Best 5 lbs. Marika Washington (large white navy).
Division F. Best collection of 3 or more varieties of the above.
Division G. Best collection of 6 or more varieties not in general cultivation and not in any of the above, 1 lb. each.

Division H. Best collection of new and standard varieties of beans, one-half pound each.
Division I. Best one-half pound of Kentucky Wonder beans or any other variety raised and exhibited by any school child.
Division J. Best one-half pound Kentucky Wonder or any other variety raised and exhibited by any private or endowed school.

Separate divisions and awards will be provided for any other commercial varieties in five-pound lots by two or more exhibitors. Upon special request the committee will consider the establishment of other divisions.

CEMENT CAN BE MADE HERE, ASSERTS CANTIN

Deposit of Suitable Gravel Available

The fact that Honolulu should not be dependent upon importations of Portland cement for its road work has been made plain by City Engineer A. S. Cantin in a statement issued yesterday which shows that suitable gravel for cement making is available within a mile and a half of Honolulu.

This gravel pit, according to the analysis of the material made by the city engineer's department, contains an ample supply of a mixture that is practically the same as the gravel which has made the Portland cement famous.

"All the ingredients which go to make up the Portland cement are to be found in the deposit I have located," he said yesterday. "It can see no reason why cement should not be manufactured here." Cement now imported costs \$5 per barrel.

HAWAII IS LIKELY TO WAIT FOR SECOND CALL

There is no likelihood the call to all the "emergency draft" of 90,000 from Hawaii, will ever be made.

Official advices from Washington are to the effect that Hawaii will not be affected by any draft calls until the issuance of the second draft announcement from Washington, and although Hawaii has not been called upon so far for the "first quota", she will be required only to give the required number of the second call.

NEARLY THREE-QUARTERS OF SOLDIERS INSURED

Seventy-two percent of the United States army forces stationed on Oahu have taken out war risk insurance, the total running just over \$52,000,000, indicating that when the provisions of the insurance act were understood both officers and soldiers were quick to take advantage of the liberal opportunity offered by Uncle Sam. Should a soldier who carries insurance meet with death or disability, his family is protected for by the insurance, to be paid in installments, monthly, over a long period of years.

SHIPPERS CHARGE MORE THAN SMALL DEALERS FOR FRUIT

Would Be Purchaser Goes Shopping and Saves Eighty-five Cents on Bananas Bought

FOOD COMMISSION WILL SEEK LICENSE POWER

Purchasers At Market Pay Cent a Pound and Must Deliver; Higher Than In Campaign

It has been cheaper, not considering the time lost in the proceeding, for a baker who desired ripe bananas for bread to shop around and buy them by the dozen from small dealers than to pay the price which the growers, who were helped out of the hole by the "Eat a Banana Campaign", sought to exact through the marketing division. Proof of this was given at the division in Friday afternoon.

A man came in to buy ripe bananas. The box he was offered contained fifty-six dozen. He refused to pay two cents a pound and went shopping. He bought more than thirty dozen and, on weighing up the purchase and those offered to him by the marketing division, found he had saved about eighty-five cents. He could have duplicated the quantity the box contained for about a dollar and a half less than the division, on behalf of the growers, sought to obtain. The small dealer had been able to buy and ripen the produce, had paid the grower a profit on that green fruit and had made his own profit besides, yet he had undersold the banana growers to whose "team" the people of Honolulu clamor when they mathematically entered upon a campaign to make the banana popular at home.

Bakery to Get Fruit

It was reported yesterday afternoon that Love's Bakery had succeeded in making an arrangement to secure the bananas it requires to continue baking banana bread. This does not alter the fact that the banana growers raised, or sought to raise, the price of ripe bananas to the bakers, grocers and army, and the army would not stand for the price the bakers proposed to pay for those goods. However, it is said that the bakery has sought to raise the price of ripe fruit for bakers, to double the price over what they were glad to get when they were unable to ship. Relative to the small consumer he suggested buying thirty-five cent bunches at the Territorial Marketing Division, even if one had to hire some one to deliver them at a cost of from twenty-five to fifty cents additional. This means that amount more than was paid for the fruit delivered during the campaign.

Food Commission to Act

The Territorial Food Commission is preparing to take the matter of shipments and home supply up with Washington and to request that licensing of banana exports to the mainland be placed with that body so as to insure an adequate supply of the best fruit for home consumption before it will permit exports to be made. This was said by William H. Hoogs of the commission last night.

Conditions were as shown by The Advertiser, Mr. Hoogs said, and even worse, in some respects, than has yet been shown.

WAR TRADE BOARD TELLS OF SHIPS

Details of Arrangement with Japan Are Still More Fully Announced

WASHINGTON, March 29.—(Official)—The war trade board today issued an important statement on the American-Japanese agreement on steel and ships, in part as follows:

"Negotiations between the United States and Japanese shipbuilders have resulted in agreement for the purchase of 12 Japanese ships of about 10,000 tons dead weight capacity, which will be added to the United States shipping board fleet within a few months. All these vessels are large and modern steamers of 6000 tons or more except one. None is more than two years old. They will be delivered at American ports beginning not later than May and delivery will be finished in September.

"The remuneration will be on a scale of progressively higher rates per ton payable according to the month of delivery as a premium on early delivery.

"In return the war trade board has agreed to deliver to Japanese shipbuilders a corresponding amount of steel for shipbuilding, ton for ton. Further negotiations are in progress to secure from Japanese shipbuilders 200,000 additional tons of construction in return for steel."

CALL IS REPORTED

A report which reached here yesterday from Hilo, stated that Rev. George Laughton, pastor of the First Foreign Church of that city, had received a call to join the First Congregational Church of Riverside, California. Although Rev. Laughton has refused to leave or affirm the report it is declared by his friends in Hilo that he will accept.