

SHIPPING & WATERFRONT NEWS

FORMER HONOLULAN PROMINENT FIGURE IN WONDERFUL GROWTH OF PACIFIC'S SHIPBUILDING

War Demands Give Tremendous Impetus to Maritime Construction in Northwest—Whereas Seattle Had One Firm of Consequence Prior to Struggle It Now Boasts of 27 Plants

By RILEY H. ALLEN
SEATTLE, Sept. 10, 1917.—The rapid growth of the shipbuilding industry in the Northwest since the beginning of the war has been one of the most remarkable phenomena of the Pacific coast. It is not surprising that the growth of shipbuilding in the Northwest has been one of the most remarkable phenomena of the Pacific coast.

Before the war there was but one shipbuilding firm of consequence in Seattle—the Seattle Construction & Drydock company, which is in part a development of the old Stearns Brothers plant, where the battleship Nebraska was built more than a decade ago.

Today there are no less than 27 plants in and very close to Seattle. There are a number at Tacoma including one young plant, the Todd Drydock & Shipbuilding Corporation, allied in ownership with the Seattle Construction and Drydock company.

Some of these are turning out steel ships others wooden ships, some are turning out both. And the Seattle Construction & Drydock company, the largest in output and in number of men employed, is turning out its splendidly efficient plant vessels both of war and commerce—passenger ships and scout ships, cargo-carriers and submarines; merchant vessels of moderate speed and scout cruisers which will reef off 35 knots if necessary to help Uncle Sam's navy win a battle. They are 350 feet long.

Thanks to a former Honolulu, Mr. Joseph E. Sheedy, I have had an unusually good opportunity to see the Seattle Construction and Drydock company's plant. Mr. Sheedy, who has been in charge of the general superintendent of the Inter-Island Steam Navigation company, has been a resident of Seattle for a number of months, leaving Honolulu to take the responsible post of assistant to the president of the great Seattle industry. The president, Mr. C. W. Wiley, will be remembered well in Honolulu as one of the two Great Northern Steamship company men who came to the islands when it was first proposed to put the steamer Great Northern on a regular Coast-Hawaii run. The other was Cal Stone. Soon after this Mr. Wiley became president of the Seattle Construction & Drydock company. He spends a large part of his time on business that takes him away from Seattle. Just now he is in Washington. Mr. Sheedy is in full charge of the huge Seattle plant and his many friends in the islands will be glad to know that he is scoring an emphatic success and that among Seattle's business men he is recognized as an alert, capable, likable and broad-gauge young man who is sure to accomplish things worth while in an industry which is now of vital importance to the nation from a patriotic as well as an industrial standpoint.

Employing 4000 Men
The Seattle Construction & Drydock company employs more than 4000 men and its payroll is more than \$400,000 a month. It is a plant almost entirely complete in itself, with its own shops and forges for supplying the inconceivably large amount of material that goes into the ships it launches with startling frequency. It now has in preparation for launching five vessels, and 26 under contract, including three scout cruisers and one destroyer. The company has three submarines ready for delivery. The eighth wonder of the world is the plant is built for efficiency and for safety to the swarms of workmen. The percentage of accidents is gratifyingly low. All of the handling of heavy machinery or other material is done by overhead cables which swing the material up in plain sight of all those engaged in nearby work and carry it on straight lines to its point of destination. This system is a development of the system of carrying logs used in the Northwest logging camps.

It would take a combination of a literary genius, a marine engineer and a naval artist adequately to describe this plant, in itself and in its relation to the country-wide boom in shipbuilding—the boom which is to hurl our fleets of war and of foodships against Germany. What impresses the layman in the Seattle Construction &

drydock Co. is the absence of confusion in the plant, though four men are working in rather cramped quarters; the general atmosphere of business cheerfulness apparent from the high executive officers down to the humblest workman; and the speed with which big contracts are handled. As to the atmosphere of good cheer, it is not to be wondered that the workmen are happy, for they are getting exceedingly high wages. Shipbuilding trades in all lines are reaping an enormous harvest from the demand for bottoms. I was told of men turning out piece work who drew down as high as \$20 and of one man, an artisan also, who drew down \$27.

The shipbuilding industry is so large that even the notable growth and achievements of this plant are but an item in the strides of the Northwest. Other great plants such as the Skinner & Eddy Corporation, the Ames Shipbuilding Co., J. P. Duffile & Co., and others have sprung up and are getting into the game effectively. The Skinner & Eddy Corporation wanted room on Seattle's busy waterfront—had to have room for the new plant. So it paid \$100,000 an acre for 15 acres and almost before its buildings were up it had a keel laid and was preparing to launch a ship.

As a result of the enormous strides in shipbuilding in the Northwest, this district is said to be the largest now under the federal shipping board. Capt. John F. Blain is the federal board's representative for this district, occupying a position similar to that held by J. A. Kennedy for Hawaii. A few days ago he had no less than 63 vessels under construction, in his immediate jurisdiction and probably has a considerably larger number now. The Seattle Construction & Drydock Co. alone has a couple dozen under way.

While going over this fine plant with Mr. Sheedy, I saw the hull of the big steamer Congress, partly destroyed by fire a few months ago on the coast and brought here for rehabilitation. The Congress, as is probably known in Honolulu, has been bought by the China Mail Co., which is now operating the China. The Congress in all likelihood will be operating between San Francisco and Oriental ports soon after Christmas, and will touch at Honolulu. She has been renamed the Nanking.

She is a fine, big vessel and will be an acquisition to our shipping. Hundreds of wooden ships are either being built or being planned on the Pacific coast. Scores of little plants are being established to construct them.

The sum total of this burst of activity will in the end have considerable bearing on Hawaiian trade for matter what inroads the U-boats may have on world-shipping, it is not to be doubted that the building of new vessels will more than keep pace with destruction, and there will be no serious shortage of bottoms after the war is over. The Pacific will reap the benefits of plentiful shipping and new lines will be developed which will touch the islands.

Speaking of Mr. Sheedy, it will be of interest to know that though he is in business in Seattle he is a sincere and ardent booster for Hawaii. He recently wrote a splendid article on "The Port of Honolulu," which appeared in the July number of the Pacific Marine Review, which had asked him for something on Hawaii's shipping. It is a comprehensive and splendidly illustrated article and as a piece of promotion for Hawaii is very effective.

The Vendell, one of the Dutch steamers, sailed from Yokohama yesterday for Honolulu. She is due to arrive here September 21 or 22.

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JAPAN TO MAKE SHIP A MONTH

Mitsu Bishi Works to Finish Eight Vessels This Year and Ten Next

Fifteen merchantmen aggregating 55,450 tons, will be finished at the Mitsu Bishi Engine & Iron Works, Nagasaki, in the coming 17 months, according to an announcement made yesterday. Including a freight vessel, 5,000 tons, ordered by the Suzuki & Co. of Kobe which will be launched in August, although eight vessels, representing a combined tonnage of 12,146 tons, will be launched and completed before January 1, 1918.

Among these sail which will be launched within this year are two of four large cargo vessels which have been ordered by the Osaka Shosen Kaisha.

Between February and November, one ship will be launched monthly next year and to vessels with a total tonnage of 55,450 tons will be finished in 1918. Among these 18 vessels which will be finished before January 1, 1919, there are 10 stock boats of which the Mitsu Bishi Engine & Iron Works intend to acquire a large profit by disposing of them. It is reported that negotiations are already going on with a certain firm to sell several of them.

Ordered by	Gross tonnage	Date of compl.
Suzuki Co.	2163	Aug.
Teikoku Kisen Kaisha	7222	Sept.
Stock boat	800	Sept.
Kizo Hashimoto	7222	Oct.
Stock boat	4791	Nov.
Osaka Shosen Kaisha	9464	Nov.
Osaka Shosen Kaisha	9464	Dec.
Stock boat	809	Dec.

Total eight vessels 42,146

JAPAN MAY GET 14 GERMAN SHIPS

Vessels Formerly Interned in China Will Add to Trans-Pacific Shipping

Persistent rumors in Tokio have it that negotiations are now going on between a group of several leading shipping firms and the Chinese government to purchase former German and Austrian vessels in China, which have been confiscated by the latter nation upon its declaration of war against Germany and her allies.

There are 14 former Teutonic vessels, aggregating 32,600 tons in China. Three German and three Austrian vessels of these 14 will be purchased by the Japanese shipping men. These former Teutonic vessels will be placed on the transpacific service, it is reported here.

LUMBER CARGO RATES ADVANCED

Advances in lumber rates on future shipments—in some cases involving nearly 50 per cent increase—are shown in the latest freight rates and charters made public on the coast. A majority of the charters were by J. J. Moore & Co. for the shipment of lumber to Australian ports in the next twelve months. The big demand for lumber in Australia and the scarcity of ships are ascribed as causes for the increase in rates.

The American schooner Eve has been chartered to carry lumber from the North Pacific to Melbourne at 105 shillings for the first half of 1918. The American schooner W. H. Taubert is to carry lumber from the North Pacific to Sydney at 150 shilling for the first half of 1918.

SAILORS' SCHOOL OPENS ON COAST

Seamen who have taken out their first naturalization papers may enroll in the United States Shipping Board's free navigation school in San Francisco, providing they become fully naturalized before completing their six weeks' intensive training course, under a ruling made by the board which was received by Farnham P. Griffiths, recruiting chief.

Seamen enrolled in the naval coast defense reserve who are actually employed on merchant marine ships may also join the school, it has been determined. Men in other branches of the naval reserve and naval militia cannot be admitted to the school. Several men coming under the latter ruling have tried to enroll in the San Francisco school.

About three days late, the Oceanic steamer Sonoma left Sydney September 8, and according to advices to C. Brewer & Co. she should arrive here about September 20. She has a full cargo and will take no freight from here to the coast.

Probably the last contracts for wooden ships under the government shipbuilding program were awarded when the Benicia Shipbuilding company in California received from Washington an award to construct two wooden steamers of the Ferris type. They will carry 3500 tons dead weight. The Benicia Shipbuilding company recently purchased the plant of the Robinson Shipbuilding company of Benicia, which constructed two motorships for the Standard Oil Co. and one for A. F. Mahoney.

The Japanese consul general at Sydney calls the attention of businessmen trading with the Antipodes to the fact that the Commerce Act of the country enacted in 1905, which requires all articles imported into that country to be marked with the quality and quantity of the goods sent, is enforced rigidly at present and that any articles imported without the marks are sent back to the ports of loading.

The former German steamer J. D. Ahlers, which was held in Hilo harbor for over two years after the beginning of the European war, has been renamed the Monticello by the shipping board. The Monticello is now on its way to Philadelphia by way of Cuba under charter to the Williams Dimond Co. of San Francisco. Other German ships which have been renamed are the Bochum, now the Monticello, and the Mark, now the Swanee.

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HARBOR NOTES

The schooner Luka arrived in port Sunday morning from Fanning Island.

The schooner Albert Meyer, 34 days from the Sund, arrived Sunday with 5000 feet of lumber.

There is 408 bags of mail on the Matsonia, which is due off port early tomorrow morning.

Sailing from here August 7, the schooner Yasabel May is reported as having arrived in Papeete yesterday.

The Japan Steamship company, of Kobe, has declared dividends of 20 per cent per annum for the past 18 months.

Captains of vessels leaving these islands for the Orient are advised to keep a sharp lookout for any trace of the missing British steamship Wairuna, overdue at San Francisco from Australia.

Captain A. B. Snowdon, for 13 years a skipper for the Standard Oil Co., has opened a school in navigation in the Montgomery block for men who cannot meet the government requirement of at least two years' sea experience.

Rebuilding of the Pacific Mail Steamship San Juan for oil burning instead of coal and enlarging of passenger accommodations have been completed and the vessel is ready to return to her former run between San Francisco and Central and South American ports.

The steamer Rembrandt is due to arrive from San Francisco on Thursday morning. It is not believed that she will have mail as she sailed from the coast on the same day as the Matsonia which is due tomorrow morning. The Rembrandt will probably sail the same day for Yokohama.

Denis Kildoye, son of Ed. Kildoye of Yokohama, is believed to be the first United States citizen from Japan to arrive in Europe for active service in the war with American forces, says the Japan Advertiser. According to his latest letter, Young Kildoye is second electrician on the U. S. S. Melville, with Admiral Sims. Mr. Kildoye was born in Yokohama.

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The Japanese government has granted formal sanction to the Nippon Yusen Kaisha, the Nishin Steamship Co. and other shipping companies for the raising of freight rates on the European and the Australian routes as well as those on the Chinese inland routes. On the European route the sanctioned rates are 10 to 50 per cent above the old figures. On the Australian route 40 per cent is the highest rate effected.

It is reported here that an understanding has been reached between charter parties and the owners of vessels sent to island ports with coal that greater speed will be enforced in the discharge of ships to permit an earlier dispatch. It is said that forty representative shipowners and transportation companies have entered into this agreement.

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One hundred and fifty sailor recruits are engaged in a regular course of training at Pearl Harbor preparatory to going aboard the former German gunboat Geier, now renamed Schurz. This vessel, which was badly damaged by her German crew, is rapidly nearing a stage where she will be ready for sea service. She will be brought to Honolulu to go on deck for cleaning and painting. Her teak-wood decks, which were partially burned, have been replaced. The vessel has been equipped with machinery that will drive her 18 knots an hour.

San Francisco shipping reports state that negotiations are under way for the Pacific Mail Steamship Co. to acquire a large steamer now on the Atlantic to add to the fleet now operating between San Francisco and California and other ports in the Far East. The Colusa and Santa Cruz are already in the new service of the company, but the freight waiting in Oriental ports is so enormous the two ships cannot nearly handle it. It had been reported the government might allow the Pacific Mail to put the former German steamship Princess Alice

into the service after her arrival on the coast from Manila. According to recent developments, however, the Princess Alice will go to the Atlantic.

MARINE INTELLIGENCE

By Merchants' Exchange

San Francisco—Arrived, Sept. 10, 1917, Enterprise, Hilo, Sept. 3. Papeete—Arrived, Sept. 10, 84 Yea. May hence Aug. 7.

San Francisco—Arrived, Sept. 10, Str. Serapis, Kaanapali, Sept. 10. San Francisco—Arrived, Sept. 10, Str. Mexican, Honolulu.

Port Townsend—Arrived, Sept. 7, Str. Phyllis, hence Aug. 28.

San Francisco—Arrived, Sept. 9, a. m., Str. Ventura, hence Sept. 1. San Francisco—Arrived, Sept. 9, Str. Richmond towing Barge 33, hence Aug. 30.

Yokohama—Steamed, Sept. 10, Str. Vendel, Honolulu.

Sydney—Steamed, Sept. 8, Str. So. Tama, Honolulu.

Kaanapali—Steamed, Sept. 1, Str. Serapis, San Francisco.

PORT OF HONOLULU

Arrived Sept. 11, 1917

Str. Mauna Kea, from Hilo, a. m.

Departed

Str. Claudine for Maui ports, 5 p. m.

Sail Today

Str. Kinau for Kauai ports, 5 p. m.

Str. Mikahala for Moloai, Maui and Lanai, 5 p. m.

Str. Kilauea for Kona and Kau ports, noon.

Due Tomorrow

Str. Matsonia from San Francisco, a. m.

Str. Mauna Loa from Kauai ports, a. m.

Dutch battleship Tromp from Batavia, a. m.

Sail Monday

Str. Claudine, for Maui ports, 5 p. m.

Due Wednesday

Str. Matsonia from San Francisco, a. m.

Str. Mauna Loa, from Kauai ports, a. m.

Sail Wednesday

Str. Mauna Kea, for Hilo, 10 a. m.

Due Thursday

Str. Rembrandt from San Francisco, a. m.

Str. Claudine from Maui ports, a. m.

Sail Thursday

Str. Mauna Loa for Kauai ports, 5 p. m.

Str. Rembrandt for Orient, p. m.

Due Friday

Str. Nippon Maru from Orient, a. m.

Sail Friday

Str. Nippon Maru for San Francisco, p. m.

Str. Claudine for Maui ports, 5 p. m.

Due Saturday

Str. Mauna Kea from Hilo, a. m.

Sail Saturday

Str. Mauna Kea for Hilo, 3 p. m.

Due Sunday

Str. Kinau, from Kauai ports, a. m.

Str. Claudine, from Maui ports, a. m.

Str. Mikahala, from Maui and Moloai ports, a. m.

Str. Wallele, from Hawaii ports, a. m.

Sail Monday

Str. Claudine for Maui ports, 5 p. m.

Due Tuesday

Str. Wilhelmina from San Francisco, a. m.

Str. Kilauea from Kona and Kau ports, a. m.

Str. Mauna Kea from Hawaii, a. m.

Vessels in Port

Schr. Repeat, from South Bend, Aug. 16.

Schr. Florence Ward, from Midway, Aug. 17.

Schr. Alice Cooke, from Puget sound, August 23, a. m.

Schooner Marian, from San Francisco, August 24.

Sp. Kestrel, from Fanning Island, 6 a. m.

Sp. Marion Chilcott from San Francisco Sept. 8.

Schr. Albert Meyers from Port Ludlow, Sept. 9.

Dutch cruiser Zeeland from San Francisco, Sept. 10, 11 a. m.

PASSENGERS ARRIVED

By Inter-Island steamer Mauna Kea, from Hawaii and Maui ports:

From Hilo—Mrs. Nelson, Mrs. Darling, Miss Nelson, Master Sierra (two), Master Gonzalo, Capt. Baxter and wife and child, Mrs. Sexton, Capt. and Mrs. Chaney, Miss Thomas, Mrs. Miller, C. S. Franklin, A. McKenzie, Master Lawson, G. Ballentine, Master Eckard, E. B. Gerald, V. H. White, A. E. Hale, J. E. Gray, Mr. and Mrs. Grainger, W. H. Renton, L. W. De Vis-Norton, Mrs. and Miss Pa. A. Holm, W. M. Giffard and servants, F. J. Lindemann, Dr. Ross, Rev. Sumner, S. Sasaki, Dr. Yamanauha, Masters Taylor (two), Miss Lewis, Mrs. Irwin, Mrs. Orr, Masters Bowman (three), Miss Hookana, H. H. Veden, Mrs. Canario, Miss Lee, Miss Lun, Miss Pank, C. L. Ping, Miss Tarapala, Miss Molde, J. C. Sousa, T. Wong, H. Akana, Mrs. Ford, Mrs. Perkins, J. N. S. Williams, Judge Stanley, Mr. and Mrs. Eben Low, G. O. Gill, A. Muller, A. Lindskog, Miss Johnson, Masters Johnson (two), H. Johnson and wife, E. H. Bradley and wife, W. Thompson and wife and two children, Mrs. Hadley, Mrs. Woodger, Miss Miller, Misses Edwards (two), Mrs. Wood, Emiya, Mrs. Yeaman and child, E. Kopke, H. H. Walker, H. H. Hussman, G. Hugu, Capt. and Mrs. Taylor, Masters Bowman (two), Miss Bowman, Lieut. and Mrs. McCord, A. G. Hutton, J. K. Crab, A. N. Kennedy, C. N. Miller, Miss Freeman, Masters Choy (three), Misses Park (two), Miss Lee, H. W. Mombz and wife, Miss Ling, Master Ling, Mrs. Ling, Mrs. Yoshimoto, Mrs. Veden and infant and G. Lalakea.

From Lahaina—A. W. Eames, L. George, Miss McCubbin, Miss Thea, Master Dodge, Miss Dodge, Rev. Kamahopi, Miss H. Hakoheke, Ah Ching, H. Ching, R. E. Stone, F. S. Sudder, Lum Ong, Kobayashi, A. Partika, Charles Gay, Mrs. Foss and infant, Mrs. Furokawa, A. B. Cabral and wife and four children.

into the service after her arrival on the coast from Manila. According to recent developments, however, the Princess Alice will go to the Atlantic.

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OAHU RAILWAY TIME TABLE

OUTWARD

For Waianae, Waialua, Kahuku and Way Stations—*9:15 a. m., *3:20 p. m.

For Pearl City, Ewa Mill and Way Stations—*7:30 a. m., *9:15 a. m., *11:30 a. m., *2:15 p. m., *3:20 p. m., *5:15 p. m., *9:30 p. m., *11:15 p. m.

For Waialua and Leilehua—*11:02 a. m., *2:40 p. m., *5:00 p. m., *11:30 p. m.

For Leilehua—*6:00 a. m.

INWARD

Arrive Honolulu from Kahuku, Waialua and Waialae—*8:36 a. m., *5:30 p. m.

Arrive Honolulu from Ewa Mill and Pearl City—*7:45 a. m., *3:36 a. m., *11:02 a. m., *1:38 p. m., *4:24 p. m., *5:30 p. m., *7:28 p. m.

Arrive Honolulu from Waialua and Leilehua—*9:15 a. m., *1:52 p. m., *3:59 p. m., *7:13 p. m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a. m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Waialae.

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TIDES, SUN AND MOON.											
Date—	High		Low		Sun Rises	Sun Sets	Moon Rises	Moon Sets			
	Tide	Ht. of Tide	Tide	Ht. of Tide							
Sept. 10	12:23	1.9	6:43	7:49	5:47	6:04	0:59				
" 11	1:05	1.9	6:54	8:10	5:47	6:03	1:49				
" 12	1:49	1.9	7:08	8:31	5:47	6:02	2:42				
" 13	2:14	1.9	7:35	8:53	5:47	6:01	3:33				
" 14	2:44	1.8	8:18	9:14	5:48	6:00	4:22				
" 15	3:15	1.7	9:07	9:35	5:48	5:59	5:11				
" 16	3:41	1.6	9:55	9:42	5:48	5:58	5:58				

Low tides, large and small, Sept. 11-15 inclusive, are the same. High tides, large and small, Sept. 16, are the same. New moon, Sept. 15, at 11:57 p. m.