WILSON, JOHN HENRY
PERSONAL CORRESPONDENCE(JAN.-MARCH
1937)

4 M-182

check 1937-Tel.

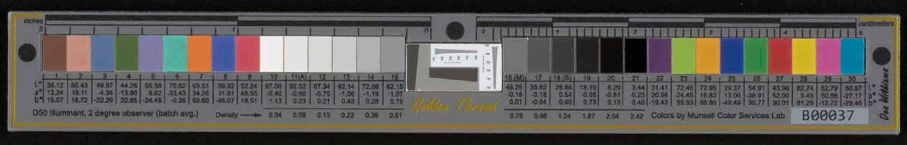
I am sending you in this mail a copy of the current issue of The Cymbal. If you read the items I have marked, 1, 2 and 3, you will get a story that should interest you -- recollecting a little altercation and fisticuffs in the Honolulu supervisors' chamber back in 1924. Also, if you remember, in that same year I had a street fight with a guy outside the Times' office. I was, at the time, chairman of the police committee on the board, which makes this case in Carmel all the more interesting. Louis might like to see this paper.

You don't know how sorry I am not to take advantage of your good offer. I would love to return to Hawaii and it is a longing that I do not expect ever to lose.

Sincerely

W K Bassett

in Carmel 1937


inches
centimeters
1 2 3 4 5 6 7 8 9 10 11(A) 12 13 14 15
L* 39.12 65.43 49.87 44.26 55.58 70.82 93.51 39.92 52.24 97.06 92.02 87.34 82.14 72.06 62.15
a* 13.24 18.11 -4.34 -13.90 9.82 -33.43 34.26 31.81 48.55 -0.40 -0.90 -0.75 -1.26 -1.19 -1.07
b* 15.07 18.72 -22.29 22.86 -24.46 -0.35 62.60 -46.07 18.51 1.13 0.25 0.21 0.43 0.26 0.18
Density 0.04 0.09 0.15 0.22 0.36 0.51
Gretag Macbeth
16(Mi) 17 18(D) 19 20 21 22 23 24 25 26 27 28 29 30
L* 48.25 38.62 26.86 18.19 6.29 3.44 31.41 72.48 72.95 29.37 54.91 43.96 82.74 52.79 50.87
a* -0.18 -0.13 0.54 -0.08 -0.81 -0.23 20.98 -24.45 16.83 -13.06 -38.91 62.00 3.45 -50.98 -27.17
b* 0.01 -0.94 0.60 0.73 0.19 0.40 -19.43 55.03 68.80 -49.46 30.77 30.01 81.29 -12.72 -29.46
0.75 0.98 1.24 1.87 2.04 2.42
D50 Illuminant, 2 degree observer (batch avg.)
Colors by Munsell Color Services Lab
B00037
Dot Matrix

END

Jan 2, 1937
West L.A. Calif

My dear Uncle John,

We are all so glad to know you are in San Francisco. The trip must have been exciting. I do hope this letter reaches you in time so if you stop over in L.A. for a day or so we can see you. I sent you a Card at Xmas

START

time giving you our new address, But due to the strike you probably didn't receive it.

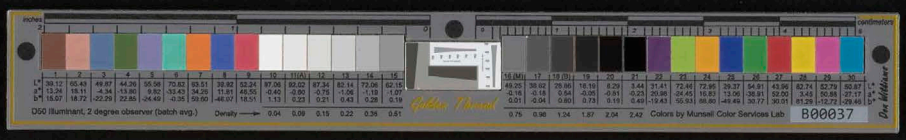
We are living at (10528 Eastborne Ave) in West Los Angeles, Phone West L.A. 36376.

Please stop over if you can. We would love to see you.

3

Excuse the scribbling
as I am anxious for
you to get this letter

Lovingly
Renée


inches
centimeters
1 2 3 4 5 6 7 8 9 10 11(A) 12 13 14 15
L* 39.12 65.43 49.87 44.26 55.58 70.63 63.51 38.82 52.24 97.06 92.02 87.34 82.14 72.06 62.15
a* 13.24 15.11 -4.34 13.80 9.92 33.43 34.25 11.81 48.55 -0.40 -0.90 -0.75 -1.06 -1.18 -1.07
b* 15.07 18.72 -22.29 22.85 -24.49 -0.35 54.00 -46.07 18.51 1.13 0.23 0.21 0.43 0.28 0.19
Gretag/Macbeth
D50 Illuminant, 2 degree observer (batch avg.)
Density
0.04 0.09 0.15 0.22 0.36 0.61
16 (M) 17 18 (B) 19 20 21 22 23 24 25 26 27 28 29 30
L* 49.25 38.02 29.80 18.10 8.29 3.44 31.41 72.46 72.95 29.37 54.91 43.96 82.74 52.79 82.87
a* -0.16 -0.18 0.54 -0.05 -0.91 -0.23 20.98 -24.45 10.83 13.06 -36.91 52.00 3.49 50.88 -27.17
b* -0.01 -0.04 0.60 0.73 0.19 0.49 -19.43 -55.93 66.80 -49.46 30.77 30.01 81.29 -12.72 -29.46
0.75 0.98 1.24 1.87 2.04 2.42
Colors by Munsell Color Services Lab
B00037
Dec Millenium

END

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay · Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16

RM84 65 NL=RM SACRAMENTO CALIF 5

JOHN H WILSON= 1 984

:HOTEL STEWART SANFRAN=

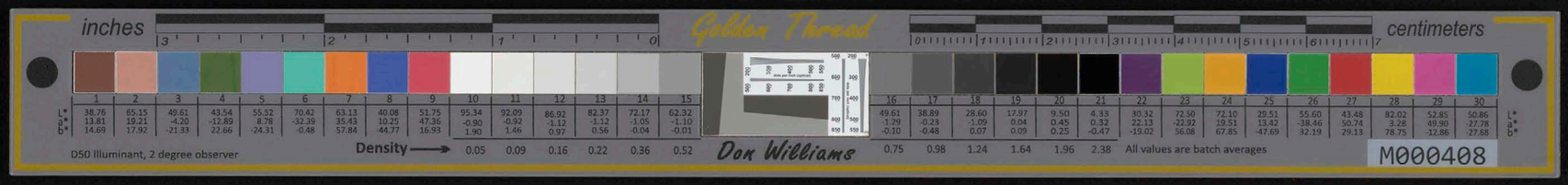
1937 JAN 5 PM 5 48

:WAS VERY GLAD TO HEAR THAT YOU ARRIVED IN SANFRANCISCO ON JANUARY SECOND PERIOD STORK BROUGHT US BABY GIRL THIS MORNING AND UNTIL MRS TSUKAMOTO LEAVES HOSPITAL I WILL BE UNABLE TO LEAVE TOWN PERIOD WOULD LIKE TO SEE YOU BEFORE YOU LEAVE MAINLAND AND WISH YOU WOULD ADVISE ME DATE YOU ARE BACK IN SANFRANCISCO ON RETURN TRIP PERIOD PLEASE ACCEPT SEASONS HEARTIEST GREETINGS=

:WALTER T TSUKAMOTO.

Telephone Your Telegrams to Postal Telegraph

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

END

MITSUBA SHOKAI

CABLE ADDRESS:
MIZBACO-TOKYO
TELEPHONE:
(57) 2370

NISHIZAWA BLDG.
No. 5, 7-CHOME GINZA, KYOBASHI-KU
TOKYO, JAPAN

CODES USED:
ACME BENTLEY
UNIVERSAL TRADE
ORIENTAL 3 LETTERS

TOKYO, Jan. 6, 1937

Mr. John H. Wilson
Uninted States Post Office
Honolulu, Hawaii

Dear Mr. Wilson,

Thanks for your letter of 17th ult. and your kind kokua on hides. I received a letter from Mr. Waller last month and have already communicated our desires to him. If things go satisfactorily, we should be able to handle the total monthly production of his plant for him here.

I am certainly pleased to learn that you got the Postmastership for the territory, for you deserve a break like that after all the good you have done for Hawaii. Still, I was a little disappointed that you did not get the delegateship to Congress, as I believe you ran for it this year. If the Democrats want to break the Republican domination in Hawaii, I feel that the surest way would be to teach the young generation to be democrats. But of course, you ought to know more about the political game than I do, so I'll stick to business.

I wish to tell you that we are exporters as well as importers, and are in a position to export especially canned foods and all kinds of stationery. We have several large factories working in a sort of "hui" with us, and so are able to get competitive prices for our clients. If you should happen to know of anybody among your friends who might want to import these products, or any other kinds of products for that matter, I would appreciate it as a big favour if you would just mention us to him.

And of course, we are always willing to import any sure fire thing you may be able to furnish us. I have received several enquiries on the beads that are used on the leis back home. Do you happen to know of anybody who may be able to ship them in large quantities to Japan? If so, please ask them to get in touch with us. I also think we can do something with avocado here, so if you know of anybody who can serve us with that good, also tell them to communicate with us.

Aloha from a hometown fellow trying to make good abroad, and write if I can serve you here in any way,

Sincerely,

Hanama Tasaki

START

inches | Golden Thread | centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.50	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38 All values are batch averages

M000408

END

January 7, 1937

Hon. J. B. Poindexter
Governor of Hawaii
Honolulu, T. H.

Dear Sir:

It is the desire of the undersigned to take possession of and determine the estate of the following described lot for the reasons herein stated:

Lot 127, Waimanalo Beach Lots,	Koolaupoko, Oahu, Fifth Land District, held by John H. Wilson under Special Sale Agreement No. 1169;	
Date of Agreement	December 14, 1925;	
Area of Lot	11,250 sq.ft.	
Amount of Purchase Price	$1,225.00	
Amount paid on Pur.Price	122.50	
Balance on Pur.Price		$1,102.50
Interest to Dec.14,1935	$ 661.50	
Amount paid on interest	------	
Balance on interest		661.50
Total indebtedness		$1,764.00
First 10% instalment under Resolution No. 8,S.L.1935 due December 14, 1935	$ 176.40	
Second 10% instalment billed December 14, 1936	$ 176.40	
Taxes to December 31, 1936 ...	$ 42.40	
Improvements	none;	
Cause of cancellation	non-payment.	

In view of the above facts, I respectfully recommend your approval, that I, as Commissioner of Public Lands, re-take possession of said land and thereby determine the estate created by the above mentioned Special Sale Agreement.

Respectfully submitted,

L. M. Whitehouse
Commissioner of Public Lands

APPROVED:

J. B. Poindexter
Governor of Hawaii
January 8 1937

START

inches 3 2 1 0 — Golden Thread — 0 1 2 3 4 5 6 7 centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

END

Jan 8th 1937

B.P.Bishop Estate,
Honolulu, T.H.

Dear Sirs:-

I regret that I was unable to inform you of my departure from Honolulu before leaving as I was called away quite suddenly and due to the maritime strikeI was obliged to leave by Clipper which was the only means of transportaion available at the time.

I also regret that I was unable to keep my promise to settle my account in full by January the first. I intended to market some cattle during Xmas week, but due to the strike I was unable to purchase grain except at an increased cost of about 50% and certain grains was not obtainable at all at any price consequently the few head I had intended to market were not in condition and I presume will take some time to get them back into condition.

Until the cattle is in condition for market I will be obliged to pay you in smaller amounts until the account is cleaned up. I therefore, am enclosing my personal check for $200 on account and will endeavor to get another check to you within a month.

Yours very truly,

John H. Wilson

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

D50 Illuminant, 2 degree observer

Density →	0.05	0.09	0.16	0.22	0.36	0.52	0.75	0.98	1.24	1.64	1.96	2.38

All values are batch averages

END

TERRITORY OF HAWAII

OFFICE OF THE COMMISSIONER
OF PUBLIC LANDS

HONOLULU

January 11, 1937

Mr. John H. Wilson,
c/o U.S. Post Office,
Honolulu, T.H.

Dear Sir:

Please be informed that by and with the approval of the Governor, Special Sale Agreement No. 1169, under which you hold Lot No.127, Waimanalo Beach Lots Tract, Koolaupoko, Oahu, is hereby cancelled, and the lot covered thereby has been repossessed by the Territory.

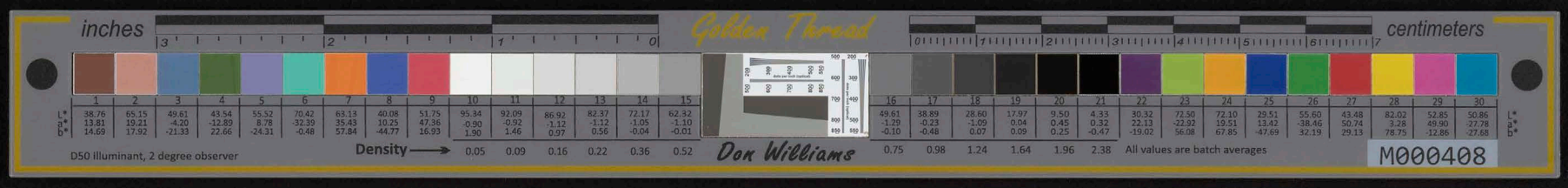
For your further information we enclose herewith copy of the Notice of Cancellation approved by the Governor.

Very truly yours,

L. M. Whitehouse,
Commissioner of Public Lands

AAD:hmc
Encl.

START


inches
Golden Thread
centimeters
D50 illuminant, 2 degree observer
Density
Don Williams
All values are batch averages
M000408

END

Form 51

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

MANAGER'S OFFICE

Ogden, Utah,
January 14,1937

Mr. John H. Wilson,
Care Hotel Harrington,
Washington, D.C.

Dear Mr. Wilson:

Our night operator at the Union Depot has informed me regarding the acceptance of your cable last night addressed "Miyamoto,care Pacific Brewing, Honolulu."

Any cable address registered with either the Postal or Western Union entitles a sender to use code address over the lines of either Company. When we accept a cable code address we collect the fee and inform the Postal Company the code address and remit one half of the charge and they are presumed to do the same with us.

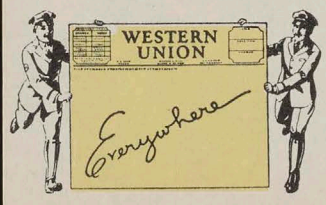
Whoever informed you that the address "Miyamoto" was not acceptable to either Company was either mistating facts or not familiar with his instructions and caused you to be charged for three words that were wholly unnecessary.

Assuming that the latter was the reason would appreciate greatly if you would inform me where this occured that the situation may be corrected.

Yours truly,

H. H. Faraday

Manager



START

inches

Golden Thread

centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.32	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	-49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38

All values are batch averages

M000408

END

Kaunakakai, Molokai, T.H.
January 14, 1937

Mr. John H. Wilson
% Hon. James A. Farley
Postmaster General
Washington, D.C.

Dear Johnny:

This is just a reminder to see the Pardon Attorney you know in the Department of Justice in Washington and file a letter with him certifying what you know of Frank Raven's character. Am enclosing copy of my letter to Mr. Robert E. Turner, Attorney in the Office of the Pardon Attorney, and of the reply to me, also copy of a portion of my letter to Mrs. Raven.

You must have left earlier than expected and it is likely that you did not come in contact with Elsie Raven in California, as I have not heard from her yet.

Yours with aloha,
Hugh Howell

HH/r

Hugh Howell

H.T. Kammakamat, Molokai,
VSEL, AF Yamamal

Mr. John H. Wilson
c/o Hon. James A. Farley
Postmaster General
Washington, D.C.

Dear Johnny:

This is just a reminder to see the Pentagon Authority now known in the Department of Traffic in Washington and life a letter with him certifying what you know of Frank Haven's character. An enclosing copy of my letter to Mr. Hopert E. Turner, Attorney in the Office of the Pentagon Attorney, and to the reply of me, also copy to a portion to my letter to Mr. Haven.

You must have left earlier than expected and it is likely that you did not come in contact with Elsie Haven in California, as I have not heard from her yet.

Yours with aloha,

Hugh Howell

HH\T

Extract from my letter to Mrs. Frank J. Raven, written December 5,1936.

------Today I called upon Johnny Wilson, Honolulu Postmaster, who has known Frank nearly as long as I have. Frank worked for us when Johnny and I were partners in a railroad contract. That was the "responsible position" mentioned in the last part of the second paragraph of my letter to Mr. Turner. I handed Johnny a copy of the letter, without comment, and after reading it he immediately offered to help, which is exactly what I expected, for I knew he had a great respect for Frank as well as warm personal friendship.

His help will be of no small proportions. He stands well with the Washington Adminstration, being the leader of the Democratic party in Hawaii and is familiar with the pardon procedure, having had another case of one of his friends to look after. He is personally acquainted with one of the attorneys in the Department of Justice who handles pardons and will see him and make a special personal appeal in Frank's behalf.

It will be of considerable advantage if you could arrange to see Johnny in San Francisco or Los Angeles as the case may be when he is passing through on his way to Washington some time in January. Of course it is impossible for him to fix any definite sailing date until the strike shall have been settled, but if you will write me, or him - or both of us perhaps - stating how you can best be reached by cable, we will see that you are notified as soon as the date of his trip can be determined, also by mail, giving full details, if time allows.------

Extract from my letter to Mrs. Frank J. Raven, written December 5,1936.

-------Today I called upon Johnny Wilson, Honolulu Postmaster, who has known Frank nearly as long as I have. Frank worked for us when Johnny and I were partners in a railroad contract. That was the "responsible position" mentioned in the last part of the second paragraph of my letter to Mr. Turner. I handed Johnny a copy of the letter, without comment, and after reading it he immediately offered to help, which is exactly what I expected, for I knew he had a great respect for Frank as well as warm personal friendship.

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C
O
P
Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

MOLOKAI PROJECT

From

Field Office of Hugh Howell, Engineer

Kaunakakai, Molokai, T.H. Dec. 8, 1936

Robert E. Turner, Esq.
Federal Pardon Attorney
Department of Justice
Washington, D.C.

Dear Sir:

Having heard recently that an application has been made (or shortly will be made) for a Federal pardon for Mr. Frank J. Raven, of Shanghai, China, now serving a prison term for an alleged irregularity in connection with the affairs of the Raven Trust Co. or the American-Oriental Banking Corporation, or both, I eagerly take this opportunity of stating what I know of Mr. Raven's character.

Just prior to his moving to China, he worked for me in the Hawaiian Islands for about three years, from 1898 to 1901; about two years as assistant engineer in Territorial Government Service, and one year in charge of construction, a position of greater responsibility and trust, handling considerable sums of money.

As he lived in the same house with me much of that time and our business and social relations were so intimate, I was able to gain a very accurate knowledge of his character. His views of life and its responsibilities, personal honor, ethics, dependableness, industry, etc., were of a very high order, and were reflected in everything he did, in his private life as well as his work. He left my employ of his own volition, feeling that there were greater opportunities for growth in China than in this small place. He took with him a letter of recommendation from me, and several others from prominent people to whom his excellent record here was known. I have kept in touch with him off and on since then, not only by correspondence but by personal contact in Honolulu, California, and Vancouver, on his numerous trips across the ocean, except for the last three years or so when I have been most of the time busily engaged in hydraulic work in the mountains of Molokai.

In all these contacts and correspondence with him and members of his family, also mutual acquaintances passing through, I have observed nothing indicating a departure in the slightest degree from the high standards of ethics and honor which characterized Frank Raven when he lived with me as a young man nearly 40 years ago.

Very little concerning the nature and details of the offense with which he has been legally convicted is known to me; but my confidence in his

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

MOLOKAI PROJECT

Field Office of Hugh Howell, Engineer

Kamuela, Molokai, T.H. Dec. 8,1928

Robert E. Turner, Esq.
Federal Reclamation Attorney
Department of Justice
Washington, D.C.

Dear Sir:

Having been recently asked an application has been made (or soon to be made) for a Federal Reclamation loan for the Molokai Irrigation Company, to Benjamin L. Green, Frank Waterhouse and William Mitten of the Hawaii Trust Co. of the American-Oriental Banking Corporation, to obtain a loan for an alleged irrigation project in Molokai, I have to request information as to the status of the Hawaii Trust Co. of the American-Oriental Banking Corporation and upon what characteristics Frank Waterhouse and William Mitten are alleged to be acting in the matter.

Very little concerning the nature and details of the offense with which we have been legally convicted is known to me; but we confidence in him as a loyal citizen of the same would be much of that time and two. I was able of high a very accurate knowledge of his character. His ability to lead and its reasonable affairs, reasonable, equitable, generally, etc., I view to a very high order and view certainly be did, in his private life as well as his public life as well as his work. He left us employ of his two-loyalties, feeling that there were greater opportunities for growth in China than in this small place. He took in the money. He left us employed in the same place. I have kept in touch with him of the most excellent record here was known. I have been personally connected in this and on since then, not only by correspondence but by personal contact in Honolulu, California, and Vancouver, on his numerous trips across the ocean, except for the last three years or so when I have been away of the time of the mountains of Molokai.

In all these contacts and correspondence with him and his wife I have observed nothing similar also unusual expenditures because the income of this district a debtor's in the alleged debtor with Frank Waterhouse and William Mitten characterized by 0A very strong.

Having been recently asked an application has been made (or soon to be made) for a Federal Reclamation loan for the Molokai Irrigation Company, to Benjamin L. Green, Frank Waterhouse and William Mitten of the Hawaii Trust Co. of the American-Oriental Banking Corporation, to obtain a loan for an alleged irrigation project in Molokai, I have to request information as to the status of the Hawaii Trust Co. of the American-Oriental Banking Corporation and upon what characteristics Frank Waterhouse and William Mitten are alleged to be acting in the matter.

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In all these contacts and correspondence with him and his wife I have observed nothing similar also unusual expenditures because the income of this district a debtor's in the alleged debtor with Frank Waterhouse and William Mitten characterized by 0A very strong.

Very little concerning the nature and details of the offense with which we have been legally convicted is known to me; but we confidence in him

fundamental honesty and intelligence is so firm that it is inconceivable to me that he would in his right mind knowingly do anything illegal or dishonorable. I have been told that he was in very poor health at about the time the offense was alleged to have been committed. It is also certain that he was under a terrific mental strain due to the deplorable state of his financial affairs from causes beyond his control. It is possible that improper acts were innocently or ignorantly performed by subordinates for which he may be legally responsible.

My confidence in his innocence and eligibility for a pardon is not founded on merely sentimental friendship for an old friend. It is based upon a careful analysis of the character and motives of the man himself, from an intimate knowledge of him over a long period of years. Even admitting for the sake of argument that he may be technically guilty, it seems to me that he (and his family) have already been more than sufficiently punished to meet the ends of justice.

If a pardon be granted, I can not imagine any combination of circumstances that would result in a repetition of the offence, or of the commission of any other illegal act. The object of legal punishment is not revenge, or an "eye for an eye", but to prevent crime. That object was accomplished (assuming it were necessary) when the verdict was rendered. To a man of Frank Raven's fine sensibilities, the blasting of a long honorable career by a conviction in a criminal court is far greater punishment than a 30 year sentence would be to a criminally minded person.

Although I have been actively engaged in the practice of my profession in Hawaii for over 42 years, where I have held many positions of trust, I am of course unknown to you. Bit if you care to investigate my personal standing as a reliable "character witness" I would refer you to any of the following:

1. Honorable Joseph B, Poindexter - Governor of Hawaii.
2. Honorable Samuel W. King - Delegate to Congress from Hawaii.
3. Honorable A.G.M.Robertson - Former Chief Justice, Supreme Court Territory of Hawaii.
4. Honorable Antonio Perry - " " " " "
5. John H. Wilson - Postmaster, Honolulu.
6. Ingram M. Stainback - District Attorney.
7. Honorable Albert M. Cristy - Judge Circuit Court, Honolulu.
8. Honorable D.E.Metzger - " " " "
9. Bishop National Bank of Hawaii.
10. Bank of Hawaii
11. Hawaiian Trust Company, Ltd.
12. Cooke Trust Company, Ltd.

Any and all of the old reliable business houses of Honolulu and other islands.

Very truly yours,

HH/r /s/ Hugh Howell.

Haven, cont.

fundamental nonsuit because it is inconceivable to me that an honest and right thinking man or woman should be of such a criminally minded person.

It is hardly necessary to point out the offence, or to the commission of any other illegal act. The object of legal punishment is not revenge, or an "eye for an eye", but to prevent crime. That object was accomplished (assuming it were necessary) when the verdict was rendered. To a man of Frank Haven's time sensibilities, the plaintiff of a long monotonous contest by a conviction in a criminal court is far greater punishment than a 20 year sentence would be to a criminally minded person.

Although I have been actively engaged in the practice of my profession in Hawaii for over 45 years, where I have held many positions of trust, I am of course unknown to you. But it is now case to investigate my personal standing as a letter "character witness" I would refer you to any of the following:

1. Honorable Joseph B. Poindexter - Governor of Hawaii.
2. Honorable Samuel W. King - Delegate to Congress from Hawaii.
3. Honorable A.G.M.Robertson - Former Chief Justice, Supreme Court Territory of Hawaii.
4. Honorable Antonio Perry - " " " " "
5. John H. Wilson - Postmaster, Honolulu.
6. Ingram M. Stainback - District Attorney.
7. Honorable Albert M. Cristy - Judge Circuit Court, Honolulu. " " " "
8. Honorable D.E.Metzger -
9. Bishop National Bank of Hawaii.
10. Bank of Hawaii
11. Hawaiian Trust Company, Ltd.
12. Cooke Trust Company, Ltd.
Any and all of the old territorial probate records of Honolulu and other islands.

Very truly yours,

H. Hugh Howell.

HH\r

C
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Y

DEPARTMENT OF JUSTICE

OFFICE OF THE PARDON ATTORNEY

Miscl. 36-Raven WASHINGTON GLB:eb

December 28,1936

Mr. Hugh Howell,
Molokai Project
Kaunakakai,Molokai,Hawaii.

Dear Sir:

I have your letter of December 8,1936, in regard to Frank J. Raven.

Mr. Raven may apply for Executive clemency if he cares to do so for which purpose the appropriate blank forms are available to him at the penitentiary in which he is confined.

The Department is pleased to have your letter which has been placed with others of similar character.

Very truly yours,

/s/ Daniel M. Lyons,
Pardon Attorney.

C
O
P
Y

DEPARTMENT OF JUSTICE

OFFICE OF THE PARDON ATTORNEY

MFSCL: 2c-Raven WASHINGTON GLB:ep

December 28, 1962

Mr. Harold Howell,
Motorist Project
Kamakakai, Motorist, Hawaii.

Dear Sir:

I have your letter of December 8, 1962, in regard to Frank L. Raven.

Mr. Raven may apply for Executive clemency if he comes to do so for which purpose the appropriate blank forms are available to him at the penitentiary in which he is confined.

The Department is pleased to have your letter which has been placed with others of similar character.

Very truly yours,

/s/ Daniel M. Lavone,
Pardon Attorney.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
FIELD OFFICE OF MOLOKAI PROJECT

Hugh Howell, Engineer

Kaunakakai, T.H.
January 14,1937

Mrs. Elsie Sites Raven
285 West Harriet Street
Altadena, California.

My dear Elsie:

As you will note from the enclosed copies of letters, I wrote you on December 5, and not having heard from you since, it may be that either you have moved, or that my letter has miscarried.

Johnnie Wilson left earlier than expected, so I was not able to see him before he left, and do not know whether you have written him or seen him in California. I am writing to him in Washington anyway, urging him to be sure not to miss seeing the Attorney in the Pardon Bureau with whom he is acquainted.

I am eager to know what steps have been taken to secure the pardon, and what encouragement you may have received, also how my old friend Frank is, physically, mentally and spiritually.

With renewed assurances of my warm friendship and desire to help in every way possible, I am

Very sincerely yours,

HH/r

Hugh Howell

END

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
MIERD OFFICE OF MODOKAI PROJECT

Hugh Howell, Engineer
Kamaaka Post, T.H.
Weel, Al Yamamoto

Mrs. Elsie Sifton Green
565 West Hertief Street
Altadena, California.

My dear Elsie:

Ya now will note from the enclosed copies of letters, I wrote
you on December 2, and not having heard from you since, it was so that either
you have moved, or that my letter has miscarried.

Johnnie Wilson left earlier than expected, so I saw not able to
see him before he left, and do not know whether you have written him or seen
him in California. I am writing to him at Washington anyway, urging him to
be sure too to stop at Mrs. Green's at the Pentagon Barracks if he is
expecting.

I am eager to know what steps have been taken to secure the per-
don, and what encouragement you can have received, also how my old friend
Frank is, physically, mentally and spiritually.

With renewed assurances of my high friendship and desire to help
in every way possible, I am

Very sincerely yours,

Hugh Howell

HH\r

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(19)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

1937 JAN 17 PM 6 21

AA135 VIA RCA F HONOLULU 13 17 1209P

LC JOHN H WILSON=

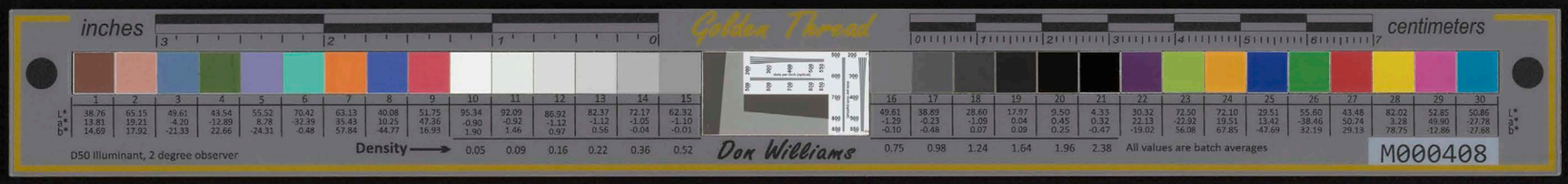
HARRINGTON HOTEL WASHDC=

KAI APPOINTED AUDITOR PEHEAKAUA LUNAKANAWAI=

ALULI.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

END

Telephone Harrison 3439

Cable Address:—Peace

Lieber's
A.B.C., 5th Edition
Western Union
Exporters
Army & Navy
} Codes Used

Glogau & Company

Importers, Exporters and Manufacturers

Chicago

538 South Clark St.

Jan. 18, 1937

John H Wilson, Postmaster
Honolulu
Hawaii

My dear Mr. Wilson:-

We have not heard from you for some time and would be pleased to know if you desire any more of the silver coated pills or Satyrin tablets, such as you had from us before.

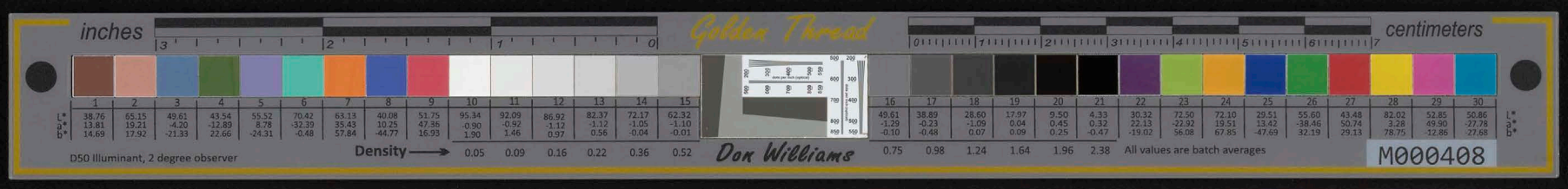
We received a fresh supply lately and shall be very glad to receive your order which will be given prompt attention.

Yours truly

Glogau & Co

MN:a

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	-10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

D50 Illuminant, 2 degree observer

All values are batch averages

END

Maralua Jan 18th /37

12 30 A.M.

Mrs Giles just rang me up there is a letter for me from you, so I thought I will scribble a few lines.

Na oleio au i kaim oleio aole au e hele i Kou wa e haalele iho ai ia Honolulu nei aole hoi i Kou wa e hoi mai ai, aole hoi au e Kakau leka ia oe a i Keia manawa au e Kakau nei e noi mua au i ke akua e kala mai i keia oleio mamua ae o Ka hele ana aku o Keia leka iaoe, no Ka nui no hoi o Kou kaumaha i Kau hana aloha ole iaia na hoomanawanui au ina hoomanawanui like ole iloko ona makakiki he lehu2 he kawaka ke nita ole ika hila hila ame Ka hoopumpuni a hookamani pela no i loaa ai iaoe na Keia a loaa ole iaoe Kau mau mea e hana ai Haalele iho oe iain iloko o Ko kana noho maikai ole, ove Kuu lima akau ovau hoi Kou lima hema aole nae pela ike iholu no oe ika mea i loaa iaoe he nele.

Before you left that morning you said ina holopono Kau hana pomaikai Kana, aole pela Ka pololi ina loaa iaoe ia pomaikai no Kou mau hoa aloha ia pomaikai me oe, aole oia hua helu ma ia mau mea Na Ka opuu a puuwai aloha i hoaahu i Kuu ili i Kia la aole au hoolilo iaoe. O Kahi mea Kau i haawi mai iain aka nau no Ka hapa aui e ai he huahua Kau

P.S. I just read your letter about the school further down the page. Mrs Giles rang up to say there was a letter for me. I'll bring it with me when I come next time.

Keia pure Kanaka ia oe Keia pomaikai o Kuu Kaikaina Kaikuwahine Keia.

Oka uni ana ia mea he pomakai he noho ika noho ana olulu ach ika nahoa ehiu me oe na lika kou noho ana i Kou hale me ka wahine Kanwa. Nolaila au e noho pu wale iho no i Kua manawa, a makaukau oe ika olepe aku iau ach i kaa iau kekahi la hauli mai Kou loaa ana iau a hiki i Kia hola au e kakau mi.

Oka lua na mi na olelo paakiki mawaena o olua o Harry nai oe e makaukau ana no ka hele, pela wau i mae ai manua o Kou hele ana no ka mea o Kou alakai i hele ai he nihinihi a he hana nui hoi na Kou lima.

He mau la iho mahopa ike au iloko o ka nupepa na mahele na limahana mamuli o ka hoopihapiha ia ana o Kekahi o Lakou e Borthwick ma ame Siegling pela ka uuu i Kue ai i Kou hana i hele ai ia iholo Ke ano o ka noho maikai ole maka homu na ana au a na Kula aku au iaoe ma pilikia e hoea mai ana mamuli o ka noho ana lea lea, wini, women and song ole hopei e kaa

Judge Ferry died yesterday of heart trouble and he buried tomorrow at 9 30 also Old Harry Lake died yesterday.

E ia no ke na nei ache ka makani ever since you left. We cannot get any pasture for the cattles. Hamon wants 6 or a year for his pasture. I went to Kamuela to look at Harry Grigson old home of 28 acres they dont want to leave but its for sale 25-00 ache no hai Kapono.

We are getting a little more eggs but the

feed is high the feed up to 45 per ton
up to jan. 10th 44 00. ana kau kelia of jan 9th

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FORM 5

NCL

Jan 19 1937 193

To NOA ALULI
HONOLULU

POALIMA HUIMAUA MEHOMER ALAILA MAOPOPO STOP NINAUAKU IAMIYAMOTO AHEAOIA
PANEMAI KUULETA AME CABLEGRAM

WILSON

Please send collect

John H. wilson,
Room 914-Harrington Hotel
washington, D.C.

START

POSTAL TELEGRAPH-CABLE COMPANY

TRANSMITS AND DELIVERS THE WITHIN MESSAGE SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the UNREPEATED MESSAGE rate, whether caused by the negligence of its servants or otherwise, beyond the sum of FIVE HUNDRED DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any message received for transmission at the REPEATED-MESSAGE rate, beyond the sum of FIVE THOUSAND DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the SPECIALLY VALUED MESSAGE rate, beyond the sum at which such message shall be valued, in writing, by the sender thereof when tendered for transmission and for which payment is made or agreed to be made of the amount of the repeated-message rate and an additional charge equal to one-tenth of one per cent of the amount by which such written valuation shall exceed five thousand dollars; nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages.

2. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company or by any other means of communication when necessary to reach its destination.

3. Domestic messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

4. No responsibility attaches to this Company concerning messages until the same are accepted at one if its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

5. The Company shall not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

6. It is agreed that prompt and correct transmission and delivery of this message shall be presumed in any action for recovery of tolls thereto; subject, however, to rebuttal by competent evidence.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all foregoing terms.

8. NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

POSTAL TELEGRAPH-CABLE COMPANY
CLARENCE H. MACKAY, Chairman of the Board
A. H. GRISWOLD, Executive Vice-President

CLASSES OF SERVICE

DOMESTIC MESSAGES

FAST TELEGRAMS. A full-rate expedited service.

DAY LETTERS. A deferred day service at rates lower than the fast telegram rate. One and one-half times the Night Letter rate for the transmission of 50 words or less, and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS. In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letter is, in all respects, subordinate to the priority of transmission and delivery of full rate telegrams.

(b) This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full rate telegrams under the conditions named above.

NIGHT MESSAGES. Accepted up to 2.00 a. m. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day. Night messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

NIGHT LETTERS. Accepted up to 2.00 a. m. for delivery on the morning of the ensuing business day, at rates still lower than night message rates, as follows: The fast telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS. In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

CABLE MESSAGES

FULL RATE MESSAGES receive regular and prompt service in their order of filing. Code language permitted.

DEFERRED RATE MESSAGES at one-half of the full rate to follow full rate messages. Must be in plain language of country of origin, or of destination, or in French. Full particulars as to countries where this class of service is effective will be furnished upon application to any Postal Telegraph office.

NIGHT CABLE LETTERS at reduced rates. Must be in plain language of country of origin, or of destination, or in French where transmitted by telegraph to destination. Subordinated to the priority of transmission of full and deferred rate messages. May be posted, when sender so directs, to countries where this service is not available, at tariffs to countries from which such messages are posted. Under latter circumstances, messages must contain complete mailing address including chargeable posting instructions (i. e., "Post London," etc.). Minimum word basis of twenty to twenty-five words applied. Code addresses may be used except for messages delivered by post. Figures explained by text admitted. Indicator "NLT" required and charged for as one word. For further particulars apply at any Postal Telegraph office.

WEEK END CABLE LETTERS at exceptionally low rates. Accepted under conditions applicable to Night Cable Letters, excepting that Week End Cable Letters will be accepted during the week up to midnight Saturday for telegraphic delivery on the following Monday morning. Indicator "WLT" required and charged for as one word. For further particulars apply at any Postal Telegraph office.

NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

END

1479 Thurston Avenue,
Honolulu, Hawaii.
January 20, 1937.

Dear Mr. Wilson,

After my visit with you, I wrote, as you suggested, to my Foreign Service professor about my qualifications. He is in Europe, and it wasn't until this week that I received an answer from him. Although he doesn't go into any detail concerning my qualifications, I don't believe that he would volunteer to write a letter of recommendation unless I could fill the job. To be sure, I have written him for the letter of recommendation. Graham H. Stuart, I might note, is outstanding in the diplomatic field, and recently published a book,"American Diplomacy and Consular Practice."

I'm sorry that his letter didn't arrive sooner so that we could have discussed it before your visit to Washington. I don't know whether this trip of yours to Washington will take the place of your earlier plans to go in March or April. But whatever your plans may be, I hope that you can find the time to make a few inquiries in my behalf. I am definitely set on making a career in the Foreign Service, and what you do for me will forever be appreciated.

My plan is to go to Washington as you and Professor Stuart recommend, but the maritime strike prevents me from setting any definite date.

Give my aloha to the McAdoos and Herbert McKinney if you see them, and with my best regards to you, I remain,

Sincerely,
Harold L. Severeid

P.S. I am enclosing a copy of my professor's letter.

Postmaster John H. Wilson,
Hotel Harrington,
Washington, D. C.

START

inches

Golden Thread

centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38 All values are batch averages

M000408

END

RECEIVED AT
15th & New York Avenu
Washington Building
Washington, D. C.
National 6600
STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

1937 JAN 21 AM 3 04

NA32 34 CABLE

F HONOLULU 20 645P

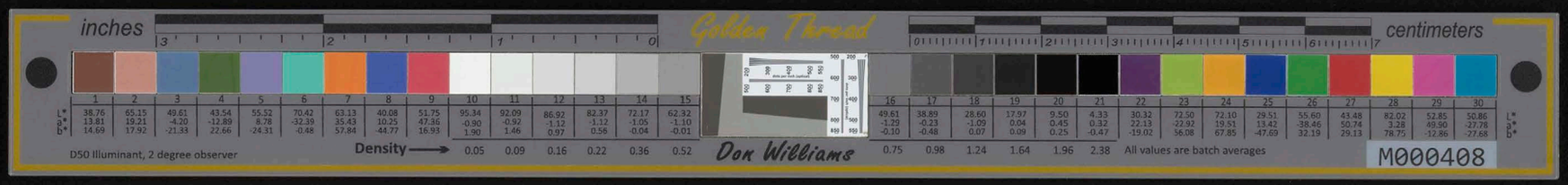
NLT JOHN H WILSON

HOTEL HARRINGTON WASHNDC

CHINA CLIPPER DELAYED MAIL SHOULD REACH YOU SATURDAY VITALLY IMPORTANT INFORMATION CONCERNING JUDGES MAILED AND URGE YOU POSTPONE DISCUSSION THIS SUBJECT WITH CUMMINGS UNTIL ITS RECEIPT

METZGER.

START


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

RECEIVED AT
HARRINGTON HOT
11th & E STREETS N.
NATIONAL 6600 - BRAN

STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay · Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 16

[Jan 1937? ?]

W12 31 CABLE=HONOLULU 23 1210P

LC WILSON=

SENDER NYA67PACY3 WASHINGTONDC=

DOMESTIC CEMENT TWO HUNDRED THIRTYFIVE THOUSAND BARRELS VALUE FIVE HUNDRED THIRTYSEVEN THOUSAND DOLLARS FOREIGN CEMENT NINE MILLION TWO HUNDRED THOUSAND POUNDS VALUE TWENTYTHREE THOUSAND DOLLARS=

CAIN. (916P)

START

12)262,000
5)21,833
4,367

END

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — All America Cables

Mackay — Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FORM 5

WASHINGTON JAN 23 1937 193

To LOUIS CAIN
HONOLULU

PLEASE CABLE AVERAGE YEARLY IMPORT CEMENT HONOLULU AND OUTSIDE ISLANDS

WILO
WILSON

FROM
JOHN H. WILSON
ROOM 914-HARRINGTON HOTEL
WASHINGTON, D.C.

START

POSTAL TELEGRAPH-CABLE COMPANY

TRANSMITS AND DELIVERS THE WITHIN MESSAGE SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the UNREPEATED MESSAGE rate, whether caused by the negligence of its servants or otherwise, beyond the sum of FIVE HUNDRED DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any message received for transmission at the REPEATED-MESSAGE rate, beyond the sum of FIVE THOUSAND DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the SPECIALLY VALUED MESSAGE rate, beyond the sum at which such message shall be valued, in writing, by the sender thereof when tendered for transmission and for which payment is made or agreed to be made of the amount of the repeated-message rate and an additional charge equal to one-tenth of one per cent of the amount by which such written valuation shall exceed five thousand dollars; nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages.

2. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company or by any other means of communication when necessary to reach its destination.

3. Domestic messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

4. No responsibility attaches to this Company concerning messages until the same are accepted at one if its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

5. The Company shall not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

6. It is agreed that prompt and correct transmission and delivery of this message shall be presumed in any action for recovery of tolls thereto; subject, however, to rebuttal by competent evidence.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all foregoing terms.

8. NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

POSTAL TELEGRAPH-CABLE COMPANY
CLARENCE H. MACKAY, CHAIRMAN OF THE BOARD
A. H. GRISWOLD, EXECUTIVE VICE-PRESIDENT

CLASSES OF SERVICE

DOMESTIC MESSAGES

FAST TELEGRAMS. A full-rate expedited service.

DAY LETTERS. A deferred day service at rates lower than the fast telegram rate. One and one-half times the Night Letter rate for the transmission of 50 words or less, and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS. In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letter is, in all respects, subordinate to the priority of transmission and delivery of full rate telegrams.

(b) This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full rate telegrams under the conditions named above.

NIGHT MESSAGES. Accepted up to 2.00 a. m. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day. Night messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

NIGHT LETTERS. Accepted up to 2.00 a. m. for delivery on the morning of the ensuing business day, at rates still lower than night message rates, as follows: The fast telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS. In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

CABLE MESSAGES

FULL RATE MESSAGES receive regular and prompt service in their order of filing. Code language permitted.

DEFERRED RATE MESSAGES at one-half of the full rate to follow full rate messages. Must be in plain language of country of origin, or of destination, or in French. Full particulars as to countries where this class of service is effective will be furnished upon application to any Postal Telegraph office.

NIGHT CABLE LETTERS at reduced rates. Must be in plain language of country of origin, or of destination, or in French where transmitted by telegraph to destination. Subordinated to the priority of transmission of full and deferred rate messages. May be posted, when sender so directs, to countries where this service is not available, at tariffs to countries from which such messages are posted. Under latter circumstances, messages must contain complete mailing address including chargeable posting instructions (i. e., "Post London," etc.). Minimum word basis of twenty to twenty-five words applied. Code addresses may be used except for messages delivered by post. Figures explained by text admitted. Indicator "NLT" required and charged for as one word. For further particulars apply at any Postal Telegraph office.

WEEK END CABLE LETTERS at exceptionally low rates. Accepted under conditions applicable to Night Cable Letters, excepting that Week End Cable Letters will be accepted during the week up to midnight Saturday for telegraphic delivery on the following Monday morning. Indicator "WLT" required and charged for as one word. For further particulars apply at any Postal Telegraph office.

NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

END

Washington, D. C.
3216 Oliver Street, N. W.

Habana, Cuba
P. O. Box 347

Edgar W. Mc Cormack
Civil, Agricultural, Hydraulic Engineer
Graduate Stanford University—Authorized Engineer in Cuba

155 Hicks Street, BROOKLYN, N. Y.

January the 25th, 1 9 3 7 .

Dearest old JOHNNY:-

A couple of weeks ago I sent you an ALUMNI PHOTO, and a PHOTO OF MYSELF. . I sure hope that they arrived.

My daughter, Catalina, Mrs. W. A. PRendergast, Jr. - - sailed for London to meet her husband and to spend a few months in India, China and Japan. They will return via, San Francisco and I have asked them to spend a few days in HAWAII. . Kindly show them around, Johnny, and tell them WHAT IS WHAT. . Tell Walter Doyl to facilitate their landing, and with my best Wishes to you and Doyl,

Your boyhood friend,

Mac

Edgar W. McCormack.

START

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

END

EASTERN AIR LINES

DIVISION OF NORTH AMERICAN AVIATION, INC.

Miami Fla
2-2-37

Hello John—

Your good letter was waiting for me when I got home this eve— and I am tickled pink to hear from you— I have been wondering why you dont write but thought it was business and politeness just at this time— if I had known you were so near (5 hrs bye E.A.L.) I would have been tempted to come up and see you. (on a pass.)

You aught to visit Miami before you go home. for its the nearest thing to Hawaii we have in the States.

So you got a thrill on the Clipper— well I am glad there is still something to make your heart pump a little faster.

And you dont think you would like to

START

try the trip from South to North on Molokai — well I wish you and I could try it. we might have to take a lunch and our overnight kit's but we could do it. if you could find the trail — you would'nt find a blazed tree now for I dont think many men pass that way. We have seen a lot of things in the last fifty years and most of them since the Pan Am —, I still have that book Snaps of the Midway — and it brings back pleasant memories —

My age dont mean a thing to me in any way. I live and work and have my fun just as I did at 40 and expect to keep it up for a long time yet.

Yes I am Grandpa to a very fine boy. borned Jan 15th, tiped the scales 7lbs 5 oz. named him Barton Palmer Hall. he is a perfect specimen. looked like Grandpa Grand Uncle Dad all kids at first but is bleached out now and is good to look at, but they dond let me handel him

3

EASTERN AIR LINES
DIVISION OF NORTH AMERICAN AVIATION, INC.

as much as I would like to. — Eleanor is O.K. is out to dinner with her husband this evening. We wont know for a few months yet wheather they will settel in or on the West Coast so I may not get to see you very soon, unless I win a Sweepstakes or have a windfall of some kind — for I am only making a good living and cant save much. Ma Smith is failing all the time and when she passes on it will set us back to the line again and I will have to start at scratch. so you see I wont be doing any world tours for some time yet.

Mike dont seem to get any older. looks about the same as she did when you saw her in Washington almost four years ago. We all enjoy the climate here and dont expect to ever call Buffalo our home again. I get sort of homesick for a Blizzard at

times, but know a very little of it would be enough. when it gets down to 60° here we pile on clothing and almost freeze.

Did I send you a picture with Mr & Mrs Hall, Mike & Grandma? if not let me know and I will have one made for you.

That was a grand trip you had from Phila to San Francisco. bet you saw more of the country than you ever saw bye train. I would like to drive thru with Mike but it would have to be a different car for I am still making the old 1928 Pontiac hold togather and take me to work, but its just a dream or wish for I cant figure very far ahead. what a lot of things happen in a year, Eleanor married the 7 of last March and me grandpa. Wont Jenny be surprised wish I could see her. if I could stick my old flat feet under your table again and reminess for a while I would surender my chances for a harp and

(5)

EASTERN AIR LINES
DIVISION OF NORTH AMERICAN AVIATION, INC.

just be contented to help old St-Peter tend gate. (wonder if One Eyed Cornely can crash that one)

So its nice to be remembered, well we can and do think of you every day, with the mat Jennie made me hanging on the wall at the head of my bed, the ~~Poi~~ Poi Bowl and other treasures in plain sight all the time and a picture of my old friend on the mantel, how can we forget you. and a letter from you is like an organist playing the Lost Chord, and I still think the Hula is nicer than the Rumba. the old Uke that Jenny gave Eleanor has lost its strings but is among the keepsakes cherished by us. I get a little sentimental when writeing you but I like it, not that I am living in the past but a glance in the rear vision mirror helps me drive ahead with more assurance and a heavier foot on the gas. I often think of a little

thing I used to tell my Mother when she would say. "Oh California is so far away" then I would tell her that distance is not measured in ~~dollars~~ miles but in dollars. So some time I may be able to make the grade and untill then remember us and write when you can to your old trail builder and Well Wisher—

Love to Kenni and John from

Bart

2715 N W 22d Ave

END

The Willard Hotel
Washington, D.C.
Feb 2nd 1937

Fuller, Kinyon Pump Co.,
Catasaugua,
Penn.

Dear Sirs:-

I am interested in shipping cement in bulk by steamer and was informed by The Paving Supply and Equipment Co., of this city, that you are manufacturers of loading and unloading equipment.

My problem will be to load a ship with about 20,000 to 25,000 barrels of cement, then upon reaching its destination to unload same into a bin having sufficent capacity so that the ship can return for another cargo.

The vessel which we are contemplating in using has 5 holds and of the following capacities, viz:-

Hold No.	1	1,276 tons	size of hatch	21' X 32' 6"
" "	2	1,290 "	" " "	ditto
" "	3	970 "	" " "	13' X 17'
" "	4	1,293 "	" " "	21' X 32'6"
" "	5	1,083 "	" " "	ditto

The capacity of the pumps or conveyors should beb at least 100 tons per hour.

The vessel will carry general cargo as well as cement.

Whatever information in the way of catalogues, prices and time of delivery, will be highly appreciated.

I expect leaving hereb for the west about Friday, so please endeavor to have what information you have available to me before my departure.

Yours Respectfully,

John H. Wilson

20,000
400
2 | 80000000
4000

25000
400
10000000

START

inches 3 2 1 0 — Golden Thread — centimeters 0 1 2 3 4 5 6 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
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b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	-1.90	1.46	0.97	0.56	-0.04	-0.01

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

END

Hotel Willard, Feb 2nd 193 7
Washington, D.C.

Mr. John Grace,
Honolulu, Hawaii.

My dear John:-

The receipt of this letter, no doubt, will be a surprise to you, however, I ran into something big, which I believe will be interesting to you. You are in the cement business and naturally, would not ignore a business advantage when placed before you.

Here is the idea John. The records of the Harbor Board show that about 262,000 barrels of cement is landed in Honolulu yearly or on an average of about 22,000 barrels per month. Do you realize that if 4,000 to 5,000 tons of cement monthly was shipped to Honolulu in BULK that you could under bid every cement dealer in the Territory at least EIGHTY CENTS per barrel.

I have an engineer friend here in Washington who is manager of the Paving and Equipment Company, a concern in the Contractor's Supply business, similar to your own Grace Bros. They have three plants operating here in Washington located in three different sections of the city where cement is delivered to them in bulk. It comes in car load lots by train, then it is unloaded into bins and from there the cement is bagged or sold in bulk into trucks, whichever way, the customer demands. The saving in handling cement in this manner is surprising and almost unbelievable. My statement of EIGHTY CENTS per barrel as mentioned above is very conservative and based on the costs at the three plants now operating in Washington.

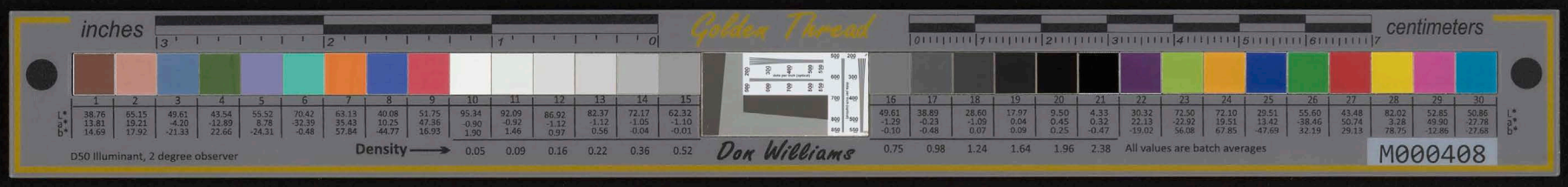
The saving is based on the following items, viz:-

1...The number of bags used necessary to keep up with the trade would be much less than the present method of shipping. New bags cost in Washington is .12½ cents each and I doubt whether the cost would be much less in California. Since the BINS or point of delivery in Honolulu would be nearer the work or job, the oppotunity of loosing bags or damaged sacks would be reduced to a minimum, and consequently the life of bags would be much greater. They figure on using the bags 10 to 12 times over here.

2 ..When cement is shipped in bulk there is a saving of at least 4 pounds per barrel on the weight of sacks which is not used. This may seem a trifle matter, but figure it out and see how much money it runs into at the end of a year.

3.. A pound of cement is lost in every sack, that is , they use a machine here to salvage cement out of empty sacks and you'll be surprised to learn that they are able to shake at least one pound of cement out of every empty sack returned to the plant. Therefore, if we are now importing 226,000 Bbls per year or 1,048,000 bags and these bags were sent to a central plant where

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density →										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
	0.75	0.98	1.24	1.64	1.96	2.38									

D50 Illuminant, 2 degree observer

All values are batch averages

John Grace (2)
2/2/37

the cement could be shaken out of the bags and if there figures here are correc t which I do not question averages one pound per bag or 1,048,000 bags multiplied by one pound would give us 1,048,000 pounds of cement or 2,620 barrels of cement which to day is lost and overlooked entirely. The cost of salvaging runs five cents per barrel which includes overhead. This cement is sold in the market here at the same price as the original. Te$$s show that the quality is the same.

4 Saving on Cartage and Storage. Since the delivery is made from Bins located on a private dock and at times when needed by the customer, there is no need of carting same to a warehouse for storage until needed.

5 Under present methods cement is loaded by stevedores at a cost of about $1 per ton in San Francisco and the unloading cost in Honolulu runs about sixty cents per ton and I presume if labor wins out in their present demands this cost will be increased at least 50 per cent. This item will always be one of much uncertainty. When shipped in bulk all the loading will be done by machinery which eliminates the high cost of hand labor.

The most ideal location for the cement BINS would be the Inter Island Coaling wharf, particularly, since thay have decided to dismantle the coaling equipment. Stanley Kennedy was here last week and I discussed the matter with him. He said if you would import your cement in bulk we would do the rest. That is he will let me redesign the coaling plant to meet the cement requirements.

All I expect of you to do is to import your cement in bulk when I can show you the actual cost of same which of course must be within the range first mentioned above, and to kokua in securing freight for the boat. I am not certain whether or not the Matson Company will want to bother with cement shipped in bulk, hence the reason we must run a vessel of our own.

I would appreciate a letter of introduction from you to your cement people in San Francisco. I would like to visit their plant and study their shipping facilities from their mill to the landing in Oakland or Frisco. This study is necessary in order that proper equipment may be designed to unload cars or barges in Frisco or Oakland.

Until a careful study is made at both ends including Honolulu, it would be impossible to furnish you with costs that may be considered accurate. My statement of saving at least EIGHTY CENTS per barrel is based upon the costs furnished me by my friend who designed three plants here in Washington and has been opeaating them for the past four years. Prior to building these plants here in Washington he was formerly connected with a company who imported cement in bulk from Europe. After the cement reached America they bagged it and sold some in bulk. In doing so they had their own bags with their own brand and very few people knew it was European cement. The Paving and Equipment Company of Washington buys cement in bulk wherever they can buy it the cheapest and then they bag it with their own sacks and with their own brand, PIONEER CEMENT. You can do the same if you want to, and if you did there is no reason why you should not control the cement business of the islands.

To make certain of putting this deal over we must operate a steamer. It will n not take much ready cash to operate a steamer if you know how. While I was looking for a relief ship for Miyamotot and yourself I ran into at least four boats

inches

Golden Thread

centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
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0.75 0.98 1.24 1.64 1.96 2.38

All values are batch averages

M000408

that would be used for this purpose. They average about 8,000 tons cargo space. Ships of this size have two decks and five hatches and 60 to 65 per cent of her cargo space is in the hold and the remaining 35 to 40 per cent of her cargo space is between decks or with the ship in mind her carrying capacity would be as follows:-

Hold No. 1	1,276 tons	)	
" " 2	1,290 "	)	
" " 3	970 "	)	Total in hold 5,912 tons
" " 4	1,293 "	)	
" " 5.....	1,083 "	)	
Tween Deck No. 1.....	501 "	)	
" " " 2	483 "	)	2,474 "
" " " 3	386 "	)	Total Tween decks
" " " 4	545 "	)	
" " " 5	557 "	)	
Bridge Deck	720 "		720 "

Deck Space, about 6,500 sq.ft. or 1,000,000 feet of lumber or 40 to 50 automobiles.

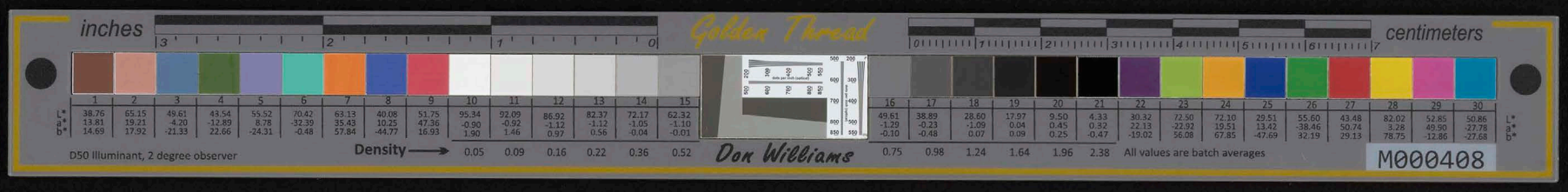
Theseships have a speed of 10 to 12 knots per hour and should make the trip to Honolulu in 10 to 11 days and may be a day longer to get back to the coast. They are very economical in operation and can be chartered or bought at a very low cost. We can operate a boat of this size for about $1,200 to $1,300 per day which would cover all costs. These boats are in fair condition and with an expenditure of about $5,000 one of them can be made ready for sea within 5 days after signing of charter.

A return cargo would be very desirable and I should think with the strike situation still fresh in the minds of our merchants and Pine apple canneries, they would gladly welcome an independent line. I intend stopping off in Chicago for a day or so to see Lew Arnold re-giving us some of the pines for Frisco. Should Lew happen to be in Honolulu upon receipt of this letter will you kindly contact him for it may be my luck when I arrive in Chicago that he be in Honolulu.

The total cost for bins and equipment at Honolulu and equipment only at Frisco or Oakland would not cost more than $25,000. and I am quite sure the Inter Island will put up the money for the Honolulu end which would be on their property. We would have to raise the money for the California end which would not be very much. The greatest cost will the bin in Honolulu for that should be large enough tom take the entire cargo of a ship or a months supply.

My Washington friend is willing to quit his job and move to Hawaii and help us get started, and if the climate agrees with his wife would make that his permanent home. The climate here is too severe on his wife and the doctor has advised her to move to milder climate. He is an engineer by profession age about 36 with plenty of construction experience, married with one daughter about 12 years of age. Don't drink a drop which is unusual for a democrat and a construction man.

The only real money needed would be the $5,000 to get the steamer started,


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

John Grace
2/2/37 (4)

after once started the boat will take care of itself. May be you would put up the $5,000 or whatever advances there is needed to get the vessel started just to be the Honolulu Agent. There is a usual fee of 5 per cent paid to the agent for its services and I think with your office located where it is, you could handle the agency with very little additional help. If you do not care for it, you may speak to Walter and see if the Dillingham Company would not accept the Agency. I believe the Inter Island might be glad to take it over, but, I only spoke to Stanley about the Bins and equipment being erected on their coaling dock.

Should you be kanalua about being able to sell 20,000 to 25,000 barrels per month, which you would have to do to make money, I would suggest that you go 50- 50 with Lewerse & Cooke and tie them up with an agreement for a deck load of lumber when they have any from San Francisco. These ships can carry at least 1,000,000 feet of lumber on deck. If necessary, the boat could go to Seattle or the lumber mills two or three times each year for Lewerse & Cooke and take a load of lumber and cement, provided not enough general cargo is offered from San Francisco. I will let you decide this.

I doubt whether the Matson Company and the Dollar Lines will operate under the old schedule of rates. The three months strike has cost them some money and they will try to get some of it back.

If interested write to me care of the Stewart Hotel San Francisco. I expect to be through here by Friday or Saturday at the very latest and should be in San Francisco by the 11th or 12th the very latest. To be certain of my whereabouts, you can check up before writing by making inquires at the Post Office. Ask Lino or my secretary Mrs. Giles. for I keep them informed by cable.

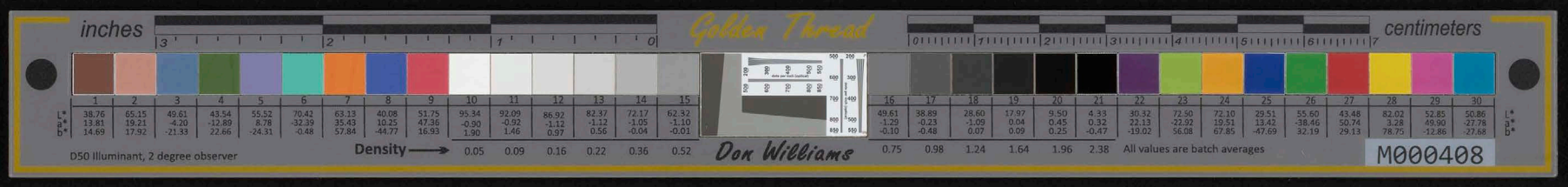
If you can spare the time I would advise you to meet me in San Francisco where I can more readily show you what can be done and will probably save time.

Yours with aloha,

John H. Wilson

P.S.

Please cable me upon receipt of this letter so that I may know that you have received it. When in Chicago I put up at the Hotel Morrisson and when in Los Angeles I generally stay at the Clark Hotel. My ticket takes me back through Los Angeles and I may remain over a day and night. When I leave here I will cable my itinerary to Lino at the Post Office.


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

CAIRO HOTEL
1615 Q Street, N. W.,
Washington, D. C.

February 6, 1937.

Mr. John Wilson,
Postmaster and National Committeeman for Hawaii,
Willard Hotel,
Washington, D. C.

Dear Mr. Wilson:

As per our understanding of last evening, I have this morning written Mr. Samuel B. Kemp, Attorney General of Hawaii, a letter and am getting it off today by air mail. The contents of the letter is in accord with what we decided last evening.

I know you will see Judge Kemp relative to this matter just as soon as you return to Honolulu.

Ever Cordially,

Alfred J. Beschek

START

inches 3 2 1 0 | Golden Thread | 0 1 2 3 4 5 6 7 centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

D50 Illuminant, 2 degree observer

Density → 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

END

Feb 8th 1937

My dear Kini:-

I expected to be away from here last Thursday, but due to more work they have put me on, the new post office building for Schofield Barracks, I am delayed another week, but, expect to be leaving in a couple of days. Lino can tell you when I am leaving.

I am sending you by regular mail a package of newspaper clippings showing the flood in Louisville and Cincinnatti. Nui ka pilikia o keia poe. All along the Ohio and Mississippi River, even up as far north as Pitsburgh. Even if I was ready last week, I would have to change my ticket and go by way of New York City Buffalo and Detroit to get to Chicago. All the roads between here and Pittsburgh and St Louis are closed.

When I left Frisco I bought a round trip ticket and naturally I bought one over the shortest and quickest route, which was trough Chicago, Pittsburgh and here. The flood has closed all roads between here and Pittsburgh and St Louis as stated above.

I have been very lucky, that is my health is good. Although this winter has been very mild, not much snow, but plenty of rains and floods and lots of people laid up with the flu. I got wet on inaugural day but I got back to the hotel soon after and changed my clothes and got a good shot of Ginwhich probably kept the flu away.

However, I will be out of here in a day or two and will get home as soon as I can.

Will write again in a day or two.

I have been writing all the evening to the Governor, Chas Rose and others and as I want to catch this airmail

ith


inches
Golden Thread
centimeters
D50 Illuminant, 2 degree observer
Density
Don Williams
All values are batch averages
M000408

END

RECEIVED AT
11 27 7 pm
NATIONAL PRESS BLDG
14TH & F. STS., N. W.
PHONE NAT. 6900 EXT. 14
STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

1937 FEB 8 PM 11 17

...

RB660 8 CABLE (entd)

HONOLULU 8 440P

LC JOHN H WILSON Willard Hotel

WASHNDC

KOKUA AKITOM

KINI.

R Du 832A
R Da 841A
R Da 901A
R By 929A
W.C. 1140A

Sy-Tme 7089-off
Sy - not for

Tel. Number ~~AA 4118~~ res.
Phoned to
Time
By To be Held

START

END

TERRITORY OF HAWAII
TERRITORIAL HIGHWAY DEPARTMENT
HONOLULU

P. O. Box 886
Wailuku, Maui
Feb. 8th, 1937

Mr. John H. Wilson
Postmaster, Terr. Hawaii
Honolulu, Oahu, T. H.

Dear Johnny:

Just writing you for a little information. I have been with the Territorial Highway since May 1935 having been kicked out with the rest of the Paul Low and Sam Kalama engineering staff when Mr. Harold Rice got into the County. We were hired by Dan Balch---three of us having worked together in the County---after bouncing around here for a couple of months trying to find something to do.

We worked with Dan for a whole year until he left in Aug. 1936 and continued on with Mr. Joseph Matson who was sent up here to succeed him. We are still here but the future is beginning to look pretty dark and we have'nt any of the old gang to run to.

During the last political campaign Mr Rice was set down a bit and as a result Mr. Burdick, his county Engineer was not re-appointed. Consequently he has manuvered around to the stage where he is about to be re-appointed to this office as Resident Engineer for Maui. Now this is the same man that kicked us out before (from the County). You can imagine our predicament. However this is only a rumor as yet and I am trying to find out whether he is really coming into this office as we certainly hate to get thrown out without any notice. We have ~~have~~ certainly worked hard for the Territory in our present positions and you may consult Mr. Balch for any information in this direction.

What gets me is that this man and Mr. Rice are the two persons most responsible for having broken up the Democratic party here on Maui and yet the Democratic party picks him up and puts him back into his old job.. Isn't There a County Committee recommendation to the job---or something like that. I know of a dozen or more good Democrats that were kicked out by Burdick and Rice from the County. It seems that we local boys have to reconcile our fates to the wishes of these "haoles" who come here---take all the good jobs---exchange it among themselves----kick us out whenever they want to -----and we have to smile and like it.

A little information, if he is really coming here will be greatly appreaciated. I ~~wil~~ write you this in confidence and trust that you will keep it thusly.

Aloha a nui loa,
George T. Cooper

START

inches

Golden Thread

centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
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	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
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D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

END

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

RECEIVED AT
1.06 pm
NATIONAL PRESS BLDG.
14TH & F STS. N.W.
PHONE STANDARD TIME
INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

1937 FEB 8 PM 11 03

1937 FEB 8 PM 11 03

CB654 19 CABLE (ent 2d)

HONOLULU 8 440P

LC JOHN H WILSON

WASHNDC Willard Hotel

LAST YEAR COMMITTEE ENDORSED SERVER DECKER ALVES AKI TOM STOP

KOKUA AKI

SEVERINA STEWART.

N.X. adds Pls 2d

R23 w.e. 11:40 HC

Try Dy-nitfor ~~Nat 7448~~

Tel. Number
Phoned to
Time
By Date Del

R217P

START

END

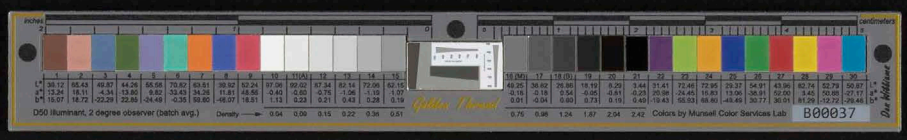
THE WILLARD HOTEL
WASHINGTON, D.C.

Gov Kansas, he states not until after a person had served ⅔ of his sentence, then the Board of Pardons starts looking into the merits of the petition etc.

Said Mrs. Parsons called on her return from Germany, and she said she wanted wait until he was released.

7/12/37

START


inches
centimeters
Gretag Macbeth
D50 Illuminant, 2 degree observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00037

END

Telephone Harrison 3439

Cable Address:—Peace

Lieber's
A.B.C., 5th Edition
Western Union
Exporters
Army & Navy
} Codes Used

Glogau & Company

Importers, Exporters and Manufacturers

Chicago

538 South Clark St.

Feb. 15, 1937

Mr. Wilson
Morrison Hotel - Room 2734
Chicago

Dear Mr. Wilson:

Herewith the 2 bottles and directions separate. As it may be possible that you lose these directions, we are mailing a copy direct to Honolulu so that you will have one there also.

We will mark on the envelope "Do not forward", so that your assistants will keep it there for you.

Yours truly

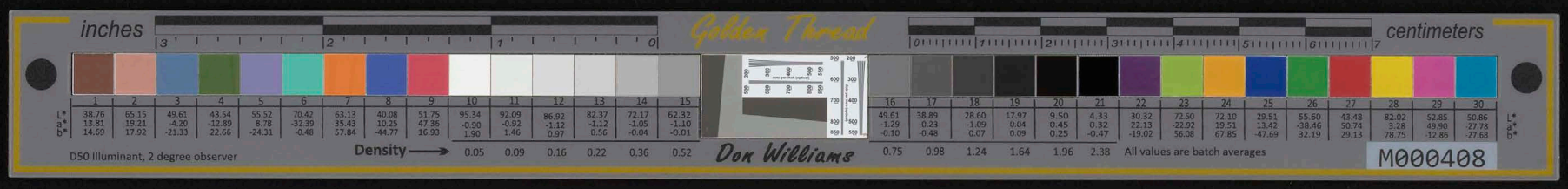
Glogau & Co

Glogau

MN:a

Ordered 3/3/37

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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Density										0.05	0.09	0.16	0.22	0.36	0.52

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END

Telephone Harrison 3439

Cable Address:—Peace

Lieber's
A.B.C., 5th Edition
Western Union
Exporters
Army & Navy
} Codes Used

Glogau & Company

Importers, Exporters and Manufacturers

Chicago

538 South Clark St.

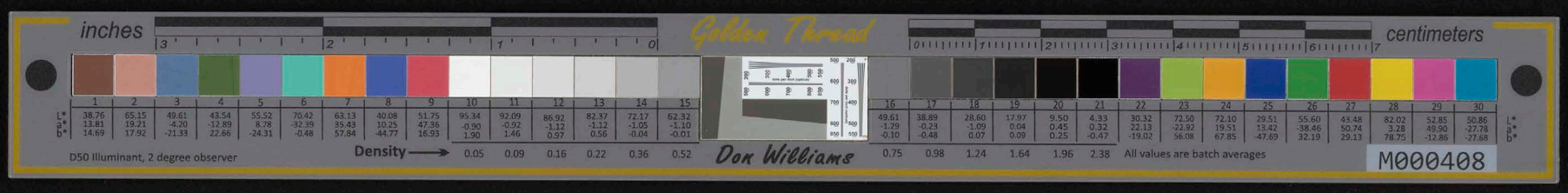
Directions for use: Silver coated Tablets

Two or three tablets to be swallowed in a little water, coffee or tea, three times a day before meals for a period of 3 or 4 weeks.

After an interval of a few weeks this treatment can be repeated if necessary.

It may be advisable to abstain or reduce the quantity of alcohol or tobacco usually consumed while under treatment.

These tablets may be used without any fear of injury or enslavement to habit and its occasional use will be found beneficial to the most delicate constitution.


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

RADIOGRAM

Mackay Radio

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Postal Telegraph

15 WORDS FOR THE USUAL PRICE OF 10

DOMESTIC SERVICES

RECEIVED AT
10 POWELL ST.
GArfield 7121-Local 6

STANDARD TIME INDICATED ON THIS MESSAGE

MRT

DCC-1 SF

T11 11 WIRELESS=HONOLULU 17 450P

1937 FEB 17 PM 8 00

LC JOHN H WILSON=

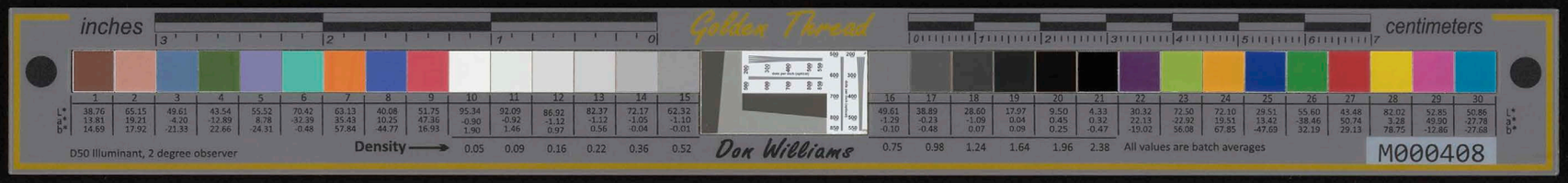
HOTEL STEWART SANFRAN=

LETTER RECEIVED WRITING=

GRACE.

TO SEND A MESSAGE TELEPHONE GARFIELD 1303 OR ANY POSTAL TELEGRAPH OFFICE.
FOR MESSENGER TELEPHONE POSTAL TELEGRAPH OR RING POSTAL CALL BOX.

START


inches
Golden Thread
centimeters
D50 Illuminant, 2 degree observer
Density
Don Williams
All values are batch averages
M000408

END

CABLE ADDRESS "ECARG"
All Standard Codes

TELEPHONE 5781
P. O. BOX 78

CONTRACTOR'S EQUIPMENT AND BUILDING SUPPLIES

GRACE BROTHERS, LIMITED

ENGINEERS AND FACTORS

HONOLULU, HAWAII

February 18, 1937

Mr. John Wilson
Hotel Stewart
San Francisco, Calif.

Dear Johnny:

Your letter of February 2nd was received here on the 16th, so you can see what kind of postal service we are getting under your administration, - laugh that one off.

Now, Johnny, your scheme sounds good but there's a fly in the ointment which I will try to relate briefly.

Back in 1930-31 Lou and I worked on a scheme of bringing clinker in from Europe and other foreign countries, grinding same here and selling bulk cement as well as ready mix concrete. Things looked rosy for a while until Kaiser of the Kaiser Construction Co. threatened the cement companies that if they did not give him an inside price on cement for the Bay bridge, he was going to import clinker from Europe, grinding same in Oakland. The Cement Association got busy immediately and the day before Hoover went out of office a law was enacted that all materials used in Government work should be of the growth, production and manufacture of the United States. Prior to that just fabrication alone would make an article a production of the U.S.A.

Second hitch: It got nosed around in San Francisco that we were negotiation with the cement mills in Manila so Mr. Cameron of the Santa Cruz Portland Cement Co. made a trip to Honolulu and bluffed W.F. His scheme was to erect silos on the Railroad property adjoining Kalihi channel, and in fact took an option on this property but never paid a cent and never went thru with his scheme. He did, however, purchase a steamer and erected silos at Long Beach, canal zone and a port in Oregon.

So you can see, John, if we went into your scheme now, you can realize what we would be up against with Santa Cruz in the field.

START

inches

Golden Thread

centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38

All values are batch averages

M000408

Will ~~Could~~ Understand also that neither the Army or the Navy use cement imported here in bulk on account of the number of handlings and our high humidity.

Sorry, John, I can't encourage the scheme but you may learn more about the situation while you are in San Francisco.

Now as far as my connections: I represent Riverside Cement Co. so they are out of the picture. The only cement companies that could work a scheme of this sort are Santa Cruz and Pacific Portland as they are on the waters edge.

Mail closing in a few minutes so will not go into the matter any further.

With best Aloha, I am

Sincerely yours,

John S Gregg

JSG:gk

cc: Hotel Clark, L.A.


inches
Golden Thread
centimeters
D50 Illuminant, 2 degree observer
Density
Don Williams
All values are batch averages
M000408

END

Stephens-Adamson Mfg. Co.

D.B.PIERSEN, CHAIRMAN OF BOARD
L.S.STEPHENS, PRESIDENT
R.C.PIERCE, VICE PRESIDENT
F.G.ADAMSON, TREASURER
C.A.KRAUSE, ASST. TREASURER
C.H.ADAMSON, SECRETARY
R.L.GRUBE, ASST. SECRETARY
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CONVEYING TRANSMISSION & SCREENING MACHINERY
S-A BELT CONVEYORS

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

P. O. BOX 745, VERNON STATION
2227 EAST 37TH STREET
LOS ANGELES, CALIFORNIA

R.C. PIERCE
VICE PRESIDENT AND MANAGER

February 19, 1937

John H Wilson
Clark Hotel
Los Angeles, California

Dear Sir:

Following up our discussion of yesterday, we are pleased to offer you the following:

BOAT LOADING EQUIPMENT

One - Steel track hopper 12'0" x 12'0" made of 1/4" steel (Track girders by customer) — $310.00 fob Los Angeles

One - "S-A" Screw Conveyor 18" dia by 40' long, capacity 125 tons pe hour of cement complete with steel flights, gudgeons, steel buckets with cover plate, semi universal coupling, one GE Pacific gear motor 15 HP with slow speed shaft at 75 RPM — $ 1390.00 fob Los Angeles

Per foot additional of screw conveyor $25.00

One - Steel spout between screw conveyor and elevator — $ 100.00 fob Los Angeles

One - "S-A" bucket elevator 18" by 10" style A by 40'0" long center to center, capacity 150 tons per hour of cement complete with head shaft assembly, enclosed roller chain drive, one 15 HP gear motor, tail shaft assembly, manganese chain and malleable iron buckets, and one self-contained structural steel Marine type elevator leg — $2310.00 fob Los Angeles

Per foot additional bucket elevator $40.00

One - Steel telescoping spout, maximum about 25' long — $ 300.00 fob Los Angeles

START

inches 3 2 1 0 — Golden Thread — centimeters 0 1 2 3 4 5 6 7

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Don Williams

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0.75 0.98 1.24 1.64 1.96 2.38 All values are batch averages

M000408

Stephens-Adamson Mfg. Co.

BOAT UNLOADING EQUIPMENT

One - "S-A" bucket elevator 18" x 10" style A buckets by 40' centers same as above — $2310.00 fob Los Angeles

Per foot additional bucket elevator $40.00

One - Steel telescoping spout, maximum about 25' long — $ 300.00 fob Los Angeles

Per foot additional spout

One - "S-A" screw conveyor 18" diameter by 40' long same as above — $1390.00 fob Los Angeles

Per foot addtitional of conveyor $25.00

The above figures are for estimating purposes and in the future when you get more accurate information we will be glad to go into this equipment very carefully. The above figures are close enough for estimating purposes. When we submit final figures we will also work up layout showing just exactly how the equipment will fit in with your local conditions.

Thank you for your interest in calling us in on this job.

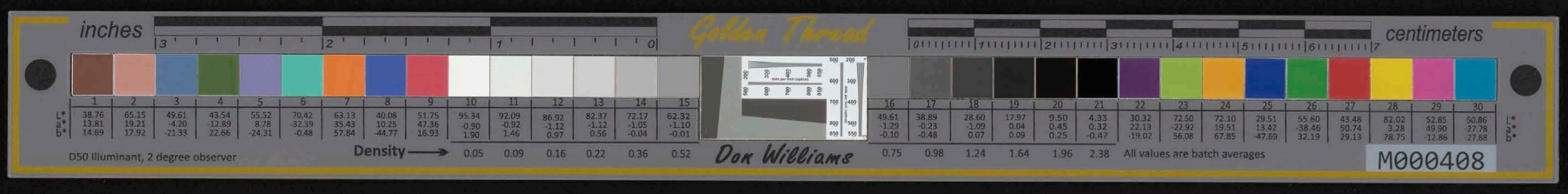
Yours very truly,

STEPHENS-ADAMSON MFG COMPANY

ECB G

By Edw. C. Barkstrom
E C Barkstrom

25
2310
300
1390
3999


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

What Calif or U.S. firms do the most $/ business with the Islands? We may need such a list some day.

Feb. 19, 37

4763 RUBIDOUX AVENUE

RIVERSIDE, CALIFORNIA

Dear Johnnie Wilson;

Wish I could have seen you in Los Angeles for more reasons than one, although just seeing you would be enough.

I have been down in bed with intestinal flu since the first of February. Still am in bed but feeling better. No chance of being up for a few days or a week.

Enclosed is a carbon of the letter I wrote to my cousin John Bakewell of Bakewell & Weihe, Architects 254 Kearny, S.F. I have

START

looked several times for his nice long reply ~~but~~ as I meant to send it to you but I have misplaced it. Will have another try.

It was a nice letter and he said he couldn't do much but to keep punching at Cutter. Cutter is a Stanford grad. also Trustee. Bakewell is California grad. but is the Stanford Univ. architect, also he is very well connected in San Francisco and knows Cutter and many others. He is quite well to do.

Bakewell is deaf and it takes a little time to know him. Mrs. Wilke is the Secretary of the firm and ~~knows~~ knows everything they do and is a good person to interest in helping you. All three know me well.

Remember Los Angeles also New York are planning fairs too. Write me for info and what I can do.

Sure wish I could be seeing you. Take good care of yourself. Remember me to Mrs. Wilson. Will try and write again before you sail.

Best Sam. T. Halsted.

END

Dear John;

I should probably have written to you and Weihe a long time ago but I kept hoping I could get up to the City and go into the Polynesian Village idea in more detail. Pump sales have been slow and that has meant that I have kept my nose all the nearer to the pump grindstone. With three babies to feed one feels that one must whereas it is all the more essential to sit back and think on other things. I have passed up a couple of good bets this year so far because I didn't take time to investigate at the right time.

I found out when I got over to the Islands after striving to put over the Chicago Polynesian Village idea that Johnnie Wilson is beloved of all the Island Polynesians. They look to him as their real leader and father. HE speaks the language and his father was Lord High Sheriff to the Queen and before that his Grandfather was the only British Civil authority on all the Pacific Islands with Tahiti his headquarters so Wilson comes by his leadership naturally and through training. Because Dole and the annexation party were Republican of course the Queen's party became the Democratic party in the Islands.

We planned a half shell seating building for 1500 at Chicago with a nearly open performer's platform so as to be able to have the fire-walker's pit down in front. Since it is cooler and more windy around the Bay it may be necessary to have a fully enclosed building. The talent will not be expensive, but will have to be fed, housed and cared for like children and this is the place where Johnnie Wilson and his Princess wife will be indespensible, and he has been through it twice before and no sickness or trouble. The Panana-Pacific troupe got sick & discouraged because they had no natural leader so that show flopped. Johnnie is a natural showman, is experienced, the Polynesians all look up to him and love him and will stick for him, and he can supervise the erection of true native huts, etc. He is really a trained civil and construction engineer.

The Fair people should give the Pacific Islands a centralized location and ample space and on the principally travelled walk otherwise forget it. In return we can give them the best true to history and religous grouping of songs, music and dancing ever seen at any World's Fair. Get them to have you as an Architect put on this show at their expense, you to share in a part of the profits.

START

— over —

Samuel Thompson Halsted
P.O. Box 15 or 4723 Rubidoux Ave.,
Riverside, California

June 22nd, 1936

251 Kearny St.,
San Francisco.

Dear John Bakewell;

Some months ago John Henry Wilson, of Honolulu, wrote me to see what I could do about putting on a Polynesian Village at the San Francisco exposition. John Henry Wilson needs no introduction in the South Seas. He is a mixed blood English-Hawaiian-Tahitian and is the Democratic National Committeeman from Hawaii, was Mayor of Honolulu longer than anyone else and is now Postmaster at Honolulu. He is the recognized leader of the Polynesian race in the whole pacific. You may have met him years ago for he was on Stanford's track and football teams during your time in California.

(I think John Bakewell captained that first track team against Stanford)

Johnnie had charge of troupes of Hawaiians at the Buffalo and Omaha Expositions and they made money. He had a nice set-up arranged for the recent Chicago Century of Progress but at the wrong moment the sugar and pineapple business went sour in the Islands and his backing withdrew and by the time he and I had things line-up again we could not get a foverable location on the grounds. He was smart enough to know that a suitable location was essential to financial success. As things worked out there it was the "Villages" in the right locations which paid well. If we had gotten the location we wanted and with the show as planned I am sure that we would have made a big hit financially and otherwise but because we lost the site I am glad Wilson refused to attempt anything in a poor spot.

Drayton 9300

The plan then was to have a continuous clean moving show, absolutely true to type and beautiful, with the Island Hula, Samoan Sword, Maori special, Tahitian and the spectacular Tahitian Fire-walk, well atmosphered and with singing and music, fixed up so that the spectators could be seated and rest their feet while seeing something to be always remembered pleasantly.

Properly engineered with the Steamship, sugar, pineapple, Island Products & Curios, taking sub-concessions under proper regulations, and a deal with the Fair Association allowing for a pay-out of investment and operation before a division of profits this should be a good venture. Obviously it is just as essential for Johnnie Wilson to have a clean-cut high grade show enabling the Polynesian race to put their best foot foremost because of his position, as it is for you to have it right.

Perhaps you have someone in mind for the venture. Talk it over with Cutler, also the Matson people. If there is a chance to do something and a right location let me know and I will get in touch with Johnnie Wilson, who is on the mainland for the Democratic Convention and dig up the stuff we worked up for Chicago.

Sincerely.

END

Feb 20th 1937

My dear Bob:-

I arrived in Los Angeles Thursday morning and after two days ~~there~~ and a night there I arrived here this morning. Spent most of my time while in Los Angeles with the Stephens-Adamson Mfg Co., a firm who specializes on the manufacturing of all kinds of conveying transmission and screching machinery and who I have done a lot of business with in former years. I am enclosing on a separate sheet some of the prices they have given me for estimating purposes.

The engineer that I met representing the Stephens-Adamson Co., knew all about the Fuller-Kenyon Pump Company, because the first question he put to me, did I know what system I wanted. The pump or the bucket conveyor? Some how or another I answered by saying, I knew of only one syatem and that was the bucket system. He said, " there was two systems, the bucket conveyor and the pump system which used compressed air, but, I can only help you with a belt conveyor for that is what we manufacture, but, if you want the pump system, you will have to get in touch with the Fullar-Kenyon Pump Company."

He then went on to tell me the pump system was more expensive in its initial cost and he thought it was also more expensive to operate as it takes a large quantity of air. I did not let on that I had ever heard of the system, so asked for figures on the cost of installing a~~n~~ bucket system. He also informs me that cement is shipped in box cars only in California for the railroads have not got the gondola cars which are very plentiful in the east. There is so much coal handled in the east that they take an old coal car and alter it slightly to fit the cement, so they use a special equipment to unload a box car. I am also enclosing a circular showing how the box car is unloaded in this country.

I intend to visit the cement works next Tuesday and size up the situation from that end and will also visit the dock authorities to find out what kind of arrangements can be made with them regarding the use of their docks and the storage of the loading equipment when not in use.

I found Mr. Kennedy here in San Francisco upon my arrival. He is President and Manager of the Company that owns the docks in Honolulu and the party that I wanted you to meet while he was in Washington, but, got away before I knew it. He was here with me this afternoon for over an hour and is leaving for Honolulu by tomorrows boat. He is all for it all I have to do now is to get all the data together and prove to him that they can make more money handling cement rather than maintaining the old coaling plant which no one uses anymore for 99 % of the ships these days uses oil as fuel.

START

inches 3 2 1 0 — Golden Thread — centimeters 0 1 2 3 4 5 6 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
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Density →										0.05	0.09	0.16	0.22	0.36	0.52

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	0.75	0.98	1.24	1.64	1.96	2.38									

D50 Illuminant, 2 degree observer

Don Williams

All values are batch averages

M000408

Bob (2) 2/20/37

I was surprised upon my arrival here that there will be no boat leaving for Honolulu after tommorrow until March 2nd. If I knew this while in WashingtonI would have remained a week longer.

If I can complete everything by Wednesday I may return by Clipper which leaves Wednesday about 3 P.M. If I do I will send you a telegram so that you can address me at Honolulu rather than here.

I wish you would check up on the Fuller-Kenyon Company and find o out if they received my letter ro not and why they did not answer. I wrote to them on Feb 2nd addressing them at Catasaugua, Penn., and I asked them to answer me at the Willard.

I told them my problem was to load and unload a ship with at least 20,000 to 25,000 barrels od cement and the capacity fo the pumps should be at least 100 tons per hour and to submit estimates and literature. I also told them the ship had at least 5 holds and I gave the size and capacity of each hold and also gave the size of the hatches.

Hoping this letter will find you all enjoying the best of health, and with kindest personal regards and best wishes, I am,

Yours with aloha,

John H. Wilson

inches 3 2 1 0 Golden Thread 0 1 2 3 4 5 6 7 centimeters

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Don Williams

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M000408

END

Jno Grace

HOTEL STEWART
SAN FRANCISCO

Feb. 23 1937

My dear John:-

I arrived here Saturday and found your radiogram waiting me, which read as follows:- Letter received writing. The message was dated Honolulu the 17th. The Mariposa arrived this morning but no letter from you yet.

I had another talk with Stanley Kennedy, just before he left here. He ~~who~~ is now on the Lurline and due to arrive in Honolulu Thursday. He said he would ~~way to~~ Honolulu. He will ~~probably~~ see you.

~~Sam~~ informed the Santa Cruz Cement people already have a ship equipped to handle cement in bulk, and Sam ~~going~~ leaving here on a visit in the morning ~~for~~ Santa Cruz with one

of the local contractors who has
offered to take me out.
Unless I am able to catch a
clipper, ~~I will~~ you may expect me
be home by on the
Mariposa leaving here Mon 2 pm

Yours with Aloha
J. N. W.

END

Feb 25th 1937

My dear Bob:-

Just a few lines to report what progress I am making with my investigations of the cement venture. For the past two days I have been going over the plant of the Santa Cruz Cement Company in Alameda and their steamer Santacruzcement, a vessel equipped with 2-10" Fuller-Kinyon cement pumps, each driven by one 350 H.P. electric motor. The capacity of each pump is rated at 1,000 barrels of cement per hour through one 12"diameter pipe line at 60 pounds pressure per square inch, thus giving the vessel a discharging capacity of 2,000 barrels per hour.

The vessel has a carrying capacity of 40,000 barrels and is so constructed that no other cargo can be carried other than cement.

In order that the cement be conveyed to the pumps so that it can be forced through the pipes and out of the ship there are two longitudinal scraper tunnels, one port and one starboard of the centerline, constructed along the entire lenghth and on the bottom of the bin space, They use 2-tunnel scrapers of 4 cubic yard capacity, which are hauled with a Sauerman drag winch driven by a 100 H.P. electric motor. They also have air compressors, electric generators in galore. I never saw so much machinery before aboard of a ship. It takes more machinery to operate the unloading of the cement than the machinery required to drive the ship.

This ship was an old shipping board vessel remodeled by the Sun Shipbuilding and Dry Dock Companyat Chester, Pa. It took 7 months to install the machinery at a cost of $600,000.

I spent one whole day aboard the ship and was shown every detail by the Chief Engineer and the Captain of the ship.

This company has their cement mills on the sea coast about 60 miles south of San Francisco but the coast is so rough having no regular harbor the company expended considerable capital in running a pier out from shore for a distance of about 2,500 feet. The pier is so light in construction that the steamer is not able to tie up to it, but the vessel is brought within 30 to 40 feet of the pier and is anchored. A flexible pipe is used to connect with the pipe at the end of the pierand the cement is forced through the pipe by the pumps located on shore. The pumps on board ship is used only to unload the ship. I am told by the captain than on several occasions the sea got so rough that they were compelled to cut loose their lines and take to the open sea before being forced upon the rocks.

After the ship is once filled up then it proceeds to one of four

START

Feb 25th 1927

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Bob " 2" 2/25/37

silos located at different places along the coast. The one here at Almeda I also visited and found that also is a well installed plant. Money was not spared in its needs and requirements. The capacity of the Silos at Alameda must be at least 45,000 barrels. They have installed at this place a bagging equippent so I saw one in action.

I also notice that the silo at Alameda which is the one that supplies San Francisco and all territory within a radius of 300 miles, is loaated about 600 feet from the ship.

I do not see there is any need of all this elaborate outfit. Some engineer must of had a dream. Unless they can handle at least 1 million barrels a year I can see where they are not making much money. Too much capital expenditure for the amount of business they do.

This morning I was all over the Oakland Municipal docks and was well received by the authorities and are very much pleased with the idea of locating the loading end in Oakland. I told them I would make my loading dock at Oakland if they made me proper inducements and they promised to let me store the loading equipment when not in use free of rent and the regular per ton service charge like anyothercomodity that passes over the dock, so it looks as if we are getting closser to our object.

I found upon my return the ship that I had picked out sold to my name sake Tom Wilson of the Alaska Steamship Company and friend of Carl Pustau. I think you met Tom in my room once or twice.

One more disadvantage the Santa Cruz Ship has. She can only carry cement. In going to Hawaii, the ship must be capable of carrying a return cargo to the mainland, otherwise, the freight on one way with cement only would be prohibitive. It would take this ship 8 orm 9 days to steam to Honolulu and another 12 days on the return trip and it would cost at least $1,600 per day to operate that ship from the time it leaves San Francisco until it returned.

My way would be to bring the cement in Box Cars to the wharf. The Oakland docks has a double track along the outer edge of the wharf. The first track being 8' from edge of wharf to center of track, so it would be an easy matter to have a hopper at the side of the car and using scraper to haul the cement to this hopper, then have the elevator pick up the cement from the bottom of the hopper and elevate it about 30 to 40 feet and let it run by gravity to the storage bin aboard ship. No screw is needed. I have an old time friend here who is a contractor that runs a mixing plant and he has been using bulk cement for years. With one of those rigs that I sent you a cut of the other day, one man can unload 3-carloads or 900 barrels of cement in 8 hours at a cost of 5 cents per barrel.

The biggest expenditure must be made in Honolulu for there we will have to erect a silo having a capacity of at least 20,000 barrels, and the unloading equipment must be installed both of permanent construction. In addition to the above there must be the mixing plant, and also the bagging equipment to be installed.

I am now satisfied that I can load and unload a ship more economically without the use of the Fuller-Kinyon pumps than with it. My only problem now is the ship and the cement. I was this afternoon with one of the directors of an independent cement company who has no connection at all in Hawaii and would like to break in on the deal, so I am quite sure that I have the cement so that leaves the ship only to handle next and which I hope to have settled before I leave here.

My steamer has postponed its sailing date once more and this time it is set definitely to March 4th. At first I felt sorry I left Washington so soon, but I believe it was for the best. If I rushed through here which I would have done if the boat sailed on its regular scedule, I would not have been able to secure all the data that I have to date collected.

I am told by persons here that the paper bag people will furnish the filling equipment free of cost. They only demand that their sacks be used. You might inquire in the east, the price of paper sacks and the price of the cloth sacks and the terms of the filling equipment.

I am sending you under separate cover by parcel post the house slippers that I promised you. I hope they are large enough.

With kindest personal regards and best wishes to Muriel, Polly and self, I am,

Yours with aloha,

John H. Wilson

END

HOTEL STEWART
SAN FRANCISCO

LOADING EQUIPMENT FOR THE SAN FRANCISCO END.

1-Steel Track Hopper 12" X 12"..... $ 300.00

1-40'-18"Screw Conveyor with 15 H.P. Geared Motor,
capacity 125 tons per hour..... 1,390.00
$25. per foot for additional length.

1-Steel Spout, between Screw Conveyor and Elevator..... 100.00

1-Elevator, 18" X 10"-40' with 15 H.P. Geared Motor,
Capacity 150 tons per hour..... 2,310.00

1-Steel Telescope Spout, maximum length, 25'..... 300.00

UNLOADING EQUIPMENT HONOLULU END

1-Bucket Elevator 18" X 10"-40'..... $2,310.00

1-Steel Telescope spout, maximum length 25'..... 300.00

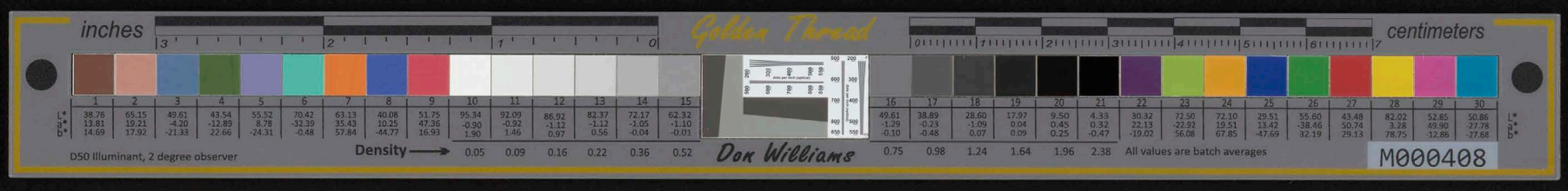
1-18"Screw Conveyor-40' long..... 1,390.00
$25 additional for additional foot lenght.

The above is prices delivered at factory Los Angeles, Calif.

When I visit the docks and size up the ships again I will have the exact length of elevator and also the length of the screw conveyor. The lengths give n above are only for estimating purposes I simply made a guess at what was needed.

In addition to the above I must yet get figures on bins and scales. It may be cheaper to put in wooden bins. We would have to put up a bin of at least 25,000 barrel capacity and it may be necessary to have at least 2 Bins of at least 25,000 each or may be we could get along on one 25,000 BBL and one 15,000 BBl capacity to take care of the slack.

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	-22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density	0.05	0.09	0.16	0.22	0.36	0.52	0.75	0.98	1.24	1.64	1.96	2.38			

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

D50 Illuminant, 2 degree observer

All values are batch averages

END

Feb 27th 1937

Mr. Horace W. Dryden,
c/O Dryden Poultry Farm,
Modesto, Calif.

My dear Mr. Dryden:-

I am one of your customers from Honolulu and a booster for the Dryden straihs.

I have been to Washington, D.C. and am now on my way home sailing by steamer on March 4th.

While in Washington I found or rather I met a young man interested in poultry and I would like to make him a present of a book on poultry by Dryden. I thought I could easily find one in the local book stores but have been unable to locate one in the book stores that I have visited so thought probably I could find one sooner by writing to you.

Can you tell me where I can buy one and at what price?

Yours Respectfully,

John H. Wilson,

START

END

Feb 28th 1937.

My dear Sam:-

I was glad to receive your letter but regretted very much to learn of your illness. I was in Los Angeles two days and could have stayed over another day if neccessary. Had you written to me at the Clark Hotel, I would have taken a run to Riverside to see you.

Since the maritime strike the steamer schedules to Honolulu is all short to H------. The Mariposa was first scheduled to sail on the 26th then it was postponed to the 2nd and now I am informed that the boat is certain of sailing on the 4th.

While in Chicago I had a few hours visit with Mr. and Mrs. Nothup. Both wished to be remembered to you.

I have not had the time to call on your cousin Mr. Bakewell, but will endeavor to see him before I leave.

Would you accept a position with the Territorial Public Works of Hawaii? They are in need of project engineers, one who can take and lay out a road project, prepare specifications for bids etc. , if so, address a letter to Mr. Louis S. Cain, Superintendent of Public Works, Territory of Hawaii, Honolulu, T.H., and state the experience you have had. Mail the letter to me and I will deliver it to Mr. Cain.

When I left for the east he was in need of a man, whether or not he has found one since I left of course I do not know. There would be no harm having an application on file if the position I had in mind has been filled. They will soon need engineers on wharf construction. All of our docks are built of concrete.

The Mariposa was supposed to call in at Los Angeles before sailing for Honolulu, but, due to the strike in San Predro, they have decided to going direct to Honolulu.

With kindest personal regards to the family and self, I am,

Yours with aloha

START

Feb 28th 1937.

My dear Sam:-

I was glad to receive your letter but regretted very much to learn of your illness. I was in Los Angeles two days and could have stayed over another day if necessary. Had you written to me at the Clark Hotel, I would have taken a run to Riverside to see you.

Since the maritime strike the steamer schedules to Honolulu is all short to H------. The Mariposa was first scheduled to sail on the 20th then it was postponed to the 2nd and now I am informed that the boat is certain of sailing on the 4th.

While in Chicago I had a few hours visit with Mr. and Mrs. Hotlup. Both wished to be remembered to you.

I have not had the time to call on your cousin Mr. Bakewell but will endeavor to see him before I leave.

Would you accept a position with the Territorial Public Works of Hawaii? They are in need of project engineers, one who can take and lay out a road project, prepare specifications for bids etc. If so, address a letter to Mr. Louis S. Cain, Superintendent of Public Works, Territory of Hawaii, Honolulu, T.H., and state the experience you have had. Mail the letter to me and I will deliver it to Mr. Cain.

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The Mariposa was supposed to call in at Los Angeles before sailing for Honolulu, but, due to the strike in San Pedro, they have decided to going direct to Honolulu.

With kindest personal regards to the family and self, I am,

Yours with aloha

END

March 3rd 1937

Stephens-Adamson Mfg Co.,
P.O.Box #745-Vernon Station,
Los Angeles, Calif.

ATTENTION: Mr. E.C.Barkstrom

Dear Sirs:-

I beg to acknowledge receipt of your letter dated the 19th ult., wherein you quoted me tentative figures on a boat loading and unloading equipment.

I am leaving for Honolulu tomorrow by the S.S. Mariposa and wish t to submit a report of my findings to date.

Since my arrival in San Francisco I have visited the plant of the Santa Cruz Cement Corporation located at Alameda and was fortunate to find the steamer "Santacruzcement" tied up at the plant. The Alameda station is one of the distributing points.

The station at Alameda receives cement in bulk from the ship Santa Cruz, which has to pump it at least 500 feet to a silo which is at least 60 feet high. They have a bagging outfit so all cement is distributed from there in papers bags.

My problem is much simpler. My ship will be loaded from railroad cars on a track whosecenter is about 8 feet from the edge of the wharf, and elevated not more than 45 feet.

I cannot give you the exact figures on the unloading end until I return to Honolulu, but I do not think the distance from center of ship to center of BINS would exceed 40 feet and we will not elevate it more than 60 feet.

In my study of the loading at this endI have come to the conclusion that we cannot decide on size of screw conveyor or elevator until we know how fast we can unload a railroad car.

I located a ready mixing plant here in San Francisco where cement is received in bulk by rail and they are using an unloading rig similar to your S-A Power Shovel. The best they can do in unloading is 900 barrels of cement or 3 car loads in 8 hours or about 172.8 tons of cement in 8 hours or 21.6 tons per hour. If this checks with your experience, then, in order thatwe may be able to move at least 100 tons per hour, we would be obliged to use 2 units having a capacity of 21.6 tons per hour. That is, we could unload 2 cars at once into one screw conveyor and one elevator, and by using 2-elevators and 2-conveyors we could unload 4 cars at a time. See rough sketches enclosed.

START

END

Yeel Brd Metal

Stephens-Adamson Mfg Co.
P.O. Box 647-Aurora Station
Aurora, Ohio

Los Angeles, Calif.

ATTENTION: Mr. E.G. Perkins

Dear Sirs:-

I get to Aeronautics tomorrow to have tested during the
last 24, materials now being as fantastic light a load
handling and unloading equipment.

I am leaving for Honolulu tomorrow by the S.S. Matsonia and may be
at address to which to us shipping of data.

Since we written in San Francisco I have tried the plant to
the Sugar Cane Cement Corporation located at Alameda
TOTAMARE to find the cement "Sugarcrete" fitted up to the
plant. The Alameda station is one to the distributing point.
The station at Alameda received cement in bulk from the line
and put it in a large 500 ton silo. From there it is packed
in 5 cwt bags. Cement is distributed from there in barges.
My freight is much higher. We ship mill be loaded from Martinez
or a flat approximately is about 8 tons from the edge of the
wharf. and elevated not more than 25 feet.

I cannot give you the exact figures on the unloading and unity
L'Orpin to Honolulu, but I do not think the distance from centre
of ship to centre of BIND would exceed 40 feet and we will not
elevate it more than 20 feet.

In my study of the loading at Pier Eight have come to the conclu-
sion that we cannot decide on size of screw conveyor or elevator
until we know how fast we can unload a Lafitte car.

I located a Tough mixture plant here in San Francisco where cement
is received in bulk by rail and then are mixed on unloading its
similar to your S-A Power Shovel. The best they can do in unloading
is 300 barrels of cement of 2 cwt loads in 8 hours or about 137.5
tons of cement in 8 hours or 17.5 tons per hour. It this checks
with your experience, then, in order that we may be able to move
at least 100 tons per hour, we would be obliged if we 5 units
having a capacity of 17.5 tons per hour. That is, we could un-
load 5 cars at once into one screw conveyor and one elevator,
and by using 5-elevators and 5-conveyors we could unload 4 cars
at a time. See Longh sketches enclosed.

Stephens-Adamson Mfg Co. Sheet #2
3/3/37

I will appreciate any suggestions that you wish to offer that would improve the set up as suggested by myself.

The screw conveyor should be mounted on a light steel frame so that it can be moved from place to place and the elevator should also be mounted on a separate frameand on castersand of a jack knife type so that it can be lowered and moved to place of storage and causing little delay.

The height of the elevator 45 feet, which I am assuming is really an extreme case. I believe 36 to 38 feet will probably be the usual working height.

Will you kindly submit prices on a S-A Power Shovel and state whether they come in more than one size and the capacity of same.

Will you also submit prices on the new set up as outlined above and as shown in sketches. Mounted on steel frame and on casters or wheels. State price of frame separate from conveyor and elevator as we may yet alter lenth of conveyor and the height of elevator a few feet. All quoatations are tentative and to be used for estimating purposes.

With kindest personal regards and best wishes, I am,

Yours very truly

John H. Wilson,

Address

John H. Wilson,
P.O.Box #2744
Honolulu, Hawaii.

START

Stephens-Adamson Mfg Co. Sheet #2
3/3/37

I will appreciate any suggestions that you wish to offer that would improve the set up as suggested by myself.

The screw conveyor should be mounted on a light steel frame so that it can be moved from place to place and the elevator should also be mounted on a separate framework on casterwheel of a jack knife type so that it can be lowered and moved to place of storage and causing little delay.

The height of the elevator 45 feet, which I am assuming is really an extreme case. I believe 36 to 38 feet will probably be the usual working height.

Will you kindly submit prices on a 3-A Power Shovel and state whether they come in more than one size and the capacity of same.

Will you also submit prices on the new set up as outlined above and as shown in sketches. Mounted on steel frame and on casters or wheels. State price of frame separate from conveyor and elevator as we may yet alter length of conveyor and the height of elevator a few feet. All quotations are tentative and to be used for estimating purposes.

With kindest personal regards and best wishes, I am,

Yours very truly

John H. Wilson,

Address

John H. Wilson,
P.O.Box 2744
Honolulu, Hawaii.

END

Telephone Harrison 3439

Cable Address:—Peace

Lieber's
A.B.C., 5th Edition
Western Union
Exporters
Army & Navy
} Codes Used

Glogau & Company

Importers, Exporters and Manufacturers

Chicago

538 South Clark St.

Mar. 5, '37

John H Wilson
P O Box 2744
Honolulu
Hawaii

Dear Mr. Wilson:

Your letter with money order from San Francisco dated Mar. 3rd received and we forwarded the goods today by parcel post, as per your instructions.

If not received in perfect condition or at all, please advise.

Thanking you for the order, we are

Yours very truly

Glogau & Co

MN:a

C Glogau

The Weather must be glorious in Honolulu & wish I were there
Regards
CG

START

inches 3 2 1 0 — Golden Thread — centimeters 0 1 2 3 4 5 6 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38 All values are batch averages

M000408

END

OCEANIC LINE
HAWAII · SOUTH SEAS
NEW ZEALAND
AUSTRALIA
AMERICA

96
4
384)8

Sunday, March 7th 1937

Mr. T. B. Wilson
Seattle, Wash.

4000
3000
384)8000000 (20,833
768
3200
3072
1280
1152
1280
36
2

My dear Tom:-

I phoned you just before leaving the hotel last Thursday but was not successfull in finding you.

I just wanted to say good bye and remind you about seeing the cement people in Seattle about ~~getting~~ securing prices on cement delivered in bulk. We mostly likely could use about ~~4,000~~ 10000 BBLS a 4000 tons per month.

You might also inquire whether or not they have facilities to ~~deliver abroad~~ load on ships with bulk cement or whether they would prefer ~~to~~ delivery in cars alongside of ship and we to unload the cars and load ship. There are two methods that I know of to handle bulk cement. The ~~meth~~ pump method, ~~which~~ which is very ~~expensive and~~ work is being used by the South Sea Portland Cement Co. ~~on the~~ and ~~which~~ is considered ~~not very~~ economical only ~~unless~~ when cement is handled on a very large scale, say over a million barrels per year, but, when it can

11

to shipping ~~[illegible]~~ in small lots ~~[illegible]~~, 10 to 20,000 barrels ~~[illegible]~~ ~~[illegible]~~ the pumping system is prohibitive.

The Albers Feed Co do a big ~~feed~~ grain business in Honolulu. It may be possible, they would find it very advantageous to have all their grain also shipped in bulk. Mr. Mill might also take this up with them.

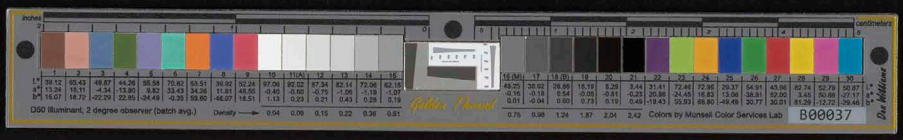
The saving between bulk and the present method of shipping in bags would be about as follows:—

Where shipped in bags.

Cost of Elevators in S.F. or Seattle	1.00 to 1.25 per ton
~~Unloading~~ " Unloading in Honolulu	.75 " .80
	2.00 " 2.05

Bulk

Cost loading in S.F. or Seattle	.50
" Unl " " Hon	.35
	.85


inches
centimeters
1 2 3 4 5 6 7 8 9 10 11(AA) 12 13 14 15
L* 39.12 55.43 -49.87 44.26 88.58 70.82 53.51 30.92 52.24 97.06 92.02 87.34 82.14 72.06 62.18
a* 13.24 15.11 -4.34 -13.80 8.82 33.43 34.26 11.81 45.50 -0.40 -0.60 -0.75 -1.06 -1.19 -1.07
b* 15.07 18.72 -22.29 22.85 -24.49 -0.39 59.60 -46.07 18.51 1.13 0.23 0.21 0.43 0.28 0.19
D50 Illuminant, 2 degree observer (batch avg.)
Density 0.04 0.09 0.15 0.22 0.36 0.51
16 (Mk) 17 18 (Bk) 19 20 21 22 23 24 25 26 27 28 29 30
L* 49.25 38.62 28.86 18.19 8.29 3.44 31.41 72.46 72.95 29.37 54.91 43.06 62.74 52.79 50.87
a* -0.16 -0.19 0.54 -0.05 -0.51 -0.23 25.86 -24.45 16.83 -13.06 38.91 52.20 3.45 50.88 -27.17
b* 0.01 -0.04 0.60 0.73 0.19 0.49 -19.43 55.93 66.80 -49.49 30.77 30.01 81.29 -12.72 -29.46
0.75 0.98 1.24 1.87 2.04 2.42
Colors by Munsell Color Services Lab
B00037
Gretag/Macbeth
Dry Matters

END

OCEANIC LINE
HAWAII ∴ SOUTH SEAS
NEW ZEALAND
AUSTRALIA
AMERICA

1937
1895
52

On the high seas,
Sunday, Mar. 7/37.

Dr. Annie G. Lyle,
San Francisco, Calif.

My dear Annie:—

Many thanks for the book, "Tortilla Flat". I found it in my stateroom upon arrival at the boat and surely enjoyed reading it. Some ~~3~~ 42 years ago I ~~have~~ worked in a mining camp where there were quite a number of Mexicans or Pisanos as Steinbeck calls them, and reading Tortilla Flat takes me back to pleasant memories of my camp life with the Pisanos. Steinbeck did not

START

To have gone all these years without meeting you, is all wrong. We all, I believe have given too much time chasing the almighty dollar, and given up things in life that would make living more worth while. However, I am very grateful for the privilege of meeting you again, and renewing old memories and friendship. And hope we will not be so neglectful in the future.

In closing, I wish to again thank you from the bottom of my heart for the lovely dinner and the many attentions shown me on my recent visit to your dear old Frisco.

Over look a single detail in his description of his characters. He even mentioned a song, "Pali Pali", which I have not heard for over ~~35~~ 40 years. I once knew and sang the chorus myself. I learned it by listening to the Senorita's and boys who would sing it accompanying themselves with a guitar. When I learned the meaning of the words, which were not very choice, yet the air was rather pretty, I ceased singing it.

!! !!

Should you visit Honolulu, I will expect to have the privilege to show you ~~Kitas~~ what we have in Honolulu and on the island of Oahu.

With kindest personal regards and best wishes, I am

Yours

P.S.

Sorry, I did not find the time to call on Mr. Emory Smith.

I am shipping to you by todays steamer 1 package containing some of our island coffee of which I hope you will enjoy.

END

TERRITORY OF ALASKA

OFFICE OF THE GOVERNOR

JUNEAU

March
eighth
1937

Dear John:

Mrs. Gertrude Naylor, who is secretary to the Director of Public Works in Alaska, is leaving Juneau this week to visit in Honolulu.

Mrs. Naylor and her family are close friends of ours and anything that you may do to make her visit in Honolulu more pleasant would be greatly appreciated.

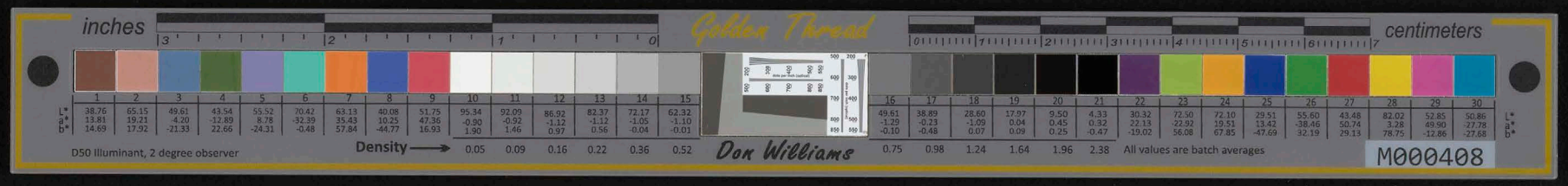
I have told her that we are old friends and have asked her to give you my greetings and best aloha.

Cordially,

John W. Troy

Honorable John H. Wilson,
Postmaster,
Honolulu, T.H.

START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
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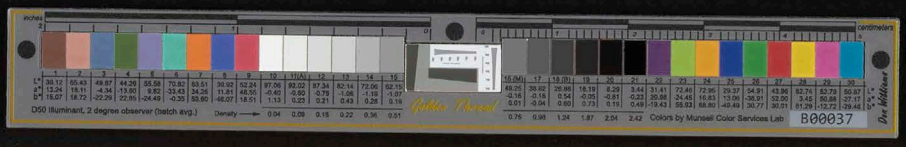
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

D50 Illuminant, 2 degree observer

All values are batch averages


inches
centimeters
D50 Illuminant, 2 degree observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00037

1919

END

TELEPHONE TEMPLEBAR 6080

OSCAR O. DAVIS

ASPHALT PAVEMENT
PLANING CO.

1924 BROADWAY OAKLAND, CALIFORNIA

3
9
37

Mr. John H. Wilson
Post Master,
Honolulu, T. H.,

Dear Mr. Wilson:

We are enclosing herewith a set of specifications used by the State for the rental of a planer on a daily basis. By doing it on a daily basis, the State eliminated any other bidders which might desire to bid on this particular work.

You will note in the last paragraph of the specifications that machines using heat to soften the pavement prior to the planing, are not allowed to bid.

I am also sending you a set of specifications used by the Oregon State Highway Commission last year on about 315,000 square yards of work which we did there.

We have some different ones yet, used by the City of Pasadena, and other places, however, they practically all specify the same type of finished surface.

I trust you had an enjoyable trip home, and will be able to line up a nice planing job in the near future. I am,

Yours very truly,

ASPHALT PAVEMENT PLANING CO.

BY Oscar O. Davis.

O. O. DAVIS

OOD:OH
enc., 2

START


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

John H Wilson

Commercial Pacific Cable Co.
HONOLULU

1937 MAR 9 PM 5 08

7.11

Tax 10

Total 7.21

E R Zion
3870 Market St San Francisco

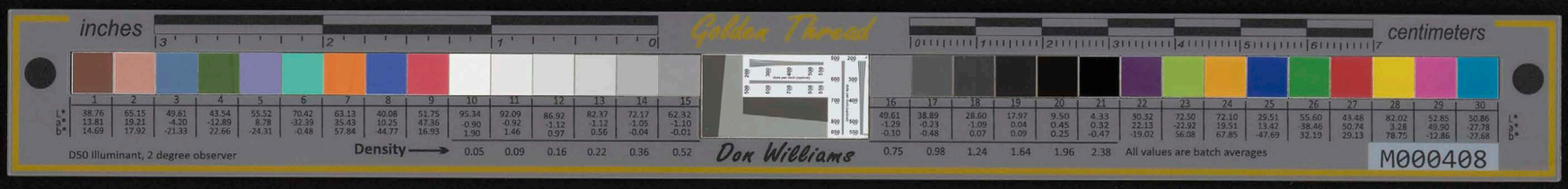
please convey the following stop we desire to join with you in celebrating the anniversary of founders day of Leland Stanford Junior University and to express our deepest Aloha on this one important occasion

John H Wilson

Louis M Whitehouse

foned/j

START


inches
Golden Thread
centimeters
Density
Don Williams
D50 Illuminant, 2 degree observer
All values are batch averages
M000408

END

MacDonald Truck and Manufacturing Co.

757 FOLSOM STREET
SAN FRANCISCO, CALIF.
PHONE EXBROOK 5146

March 11, 1937

Mr. John Wilson
Postmaster, Honolulu
Hawaiian Islands

My dear John:

Sorry to have missed you on your return trip.

The telegram signed by yourself and Lou Whitehouse was read by the Toastmaster Judge Spencer at the Founder's Dinner on the night of March 9 and drew the greatest applause.

Best regards to you and Lu and all the good fellows of Stanford.

Very sincerely yours,

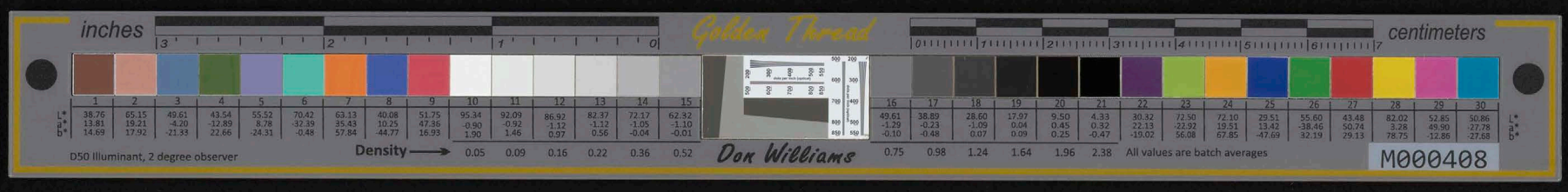
Max L. Rosenfeld

MLR:S

The next time you see your friend, Mr. Bodge, please remind him of your experience with our no-back device which we call Shaflock. I wrote him recently that you had ridden with me. Enclosed herewith reproduction of one of our trucks.

Thank you for anything that you can say to Mr. Bodge for us.

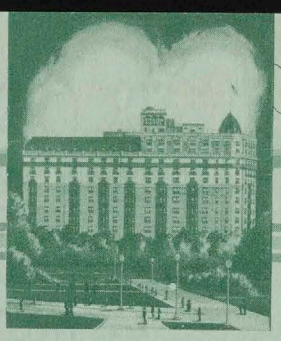
START



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01
Density										0.05	0.09	0.16	0.22	0.36	0.52

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	-22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38									

END



GENERAL MANAGER
C.C. SCHIFFELER

The
HOTEL RALEIGH
ON FAMOUS PENNSYLVANIA AVENUE AT 12TH ST.

Washington, D.C. 3/11/37

Dear John:- Just a few lines to let you know that I arrived here okay. I stopped over in Chicago from Thurs. am. till 6 P.M Friday. While there I met a fellow by the name of Ken Hackley who has 3 Bureses, & who has been in the show business for many years. He has two of them on the road with shows playing theatre's. He had just closed one act, a Hill Billy & wants to get a nice Hawaiian act out on the road as he says the theatre managers has been asking him for one. That was how he was in chicago trying to get people. Even had an ad in the Billboard. says he could not get the right people & besides he knows from experience Hawaiians are hard to Handle.

He had a troupe 5 years ago & Joe Kalaine, Bass singer was his manager. Made plenty of money but plenty of worries.

We both came to an agreement that we are to split 50-50 on the profits. He is to furnish

START

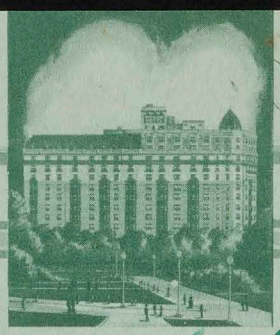
#2

the big Bus, all advertising matter, scenery & book the show. He has contracts to start in Mansfield, Ohio & then into W. Virginia & Pa. His contracts are for first half week on a flat salary basis of $135.00 per day & last half on a pct basis from 40 to 50 percent of Gross. He has bookings lined up for 11 weeks so far, starting there April 1st.

For my part, I'm to furnish the people, five Boys, three girls & two Samoan sword Dancers. I have the 10 people all lined up, ready to join me. I have four Boys & one girl in S. F. one girl is in Chicago. The two Samoans I have contacted in N. Y. City by mail already. The whole act of ten will only cost 345.00 per week.

Now my pilikea is how to live up to my part. John to get the people from S. F. is going to cost $147.50 for the five as the fare is $29.50 by Bus. Then the two samoans & myself & wife from N. Y. & here to Chicago. am going to use wife as one of the girls in the act. The other two are very clever.

John, if you can see your



The
HOTEL RALEIGH
ON FAMOUS PENNSYLVANIA AVENUE AT 12TH ST.

GENERAL MANAGER
C.C. SCHIFFELER

#3 Washington, D.C.

way clear to loan me 250.00 I will return half of it by April 15th as back out & send a ticket to, will have to pay for same, as we start the season from Chicago. It will come out of their salaries. Each week. That is the agreement I have & all contracts with them will be signed on their arrival in Chicago.

I tried to line boys up here in the East & Chicago, but they are all working & want at least 60.00 per week.

John my people must be in Chicago not later than Mar. 27th rehearse three days & then jump to Ohio to open. If Mail cannot reach me by Mar. 23rd & ~~you that~~ you can send me the money, please wire same as I'd like to have the people leave S. H. on that date, arriving in Chicago Friday Morning.

4

am going out to see Bob & them tomorrow. Have tried to get a job here, but no money in it. Give my aloha to Mrs Wilkan. Best to you.

your Friend
Bill Holt.
930 Eye St. N.W
Wash. D.C.

P.S.
For myself I am just getting by here. I had to pawn four suits & one trunk so far to eat & pay room rent. If I only had a few bucks I could make a few dollars here for expenses. In regards to the other half, will send that to you by May 1st at the latest.

Also am writing you info. in another letter to submit to the Hawaii Tourist Bureau for publicity. Have a very good plan in mind & if they will pay you so much a wk, we both will make a few dollars

END

Stephens-Adamson Mfg. Co.

D.B.PIERSEN, CHAIRMAN OF BOARD
L.S.STEPHENS, PRESIDENT
R.C.PIERCE, VICE PRESIDENT
F.G.ADAMSON, TREASURER
C.A.KRAUSE, ASST. TREASURER
C.H.ADAMSON, SECRETARY
R.L.GRUBE, ASST. SECRETARY
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CONVEYING TRANSMISSION & SCREENING MACHINERY
S-A BELT CONVEYORS

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

P. O. BOX 745, VERNON STATION
2227 EAST 37TH STREET

R.C. PIERCE
VICE PRESIDENT AND MANAGER

LOS ANGELES, CALIFORNIA

March 12, 1937

MR. JOHN H. WILSON
P. O. Box 2744
Honolulu, T. H.

Dear Mr. Wilson:

Mr. Barkstrom has been called to Arizona and your letter of March 3rd has been referred to the writer.

A study of your sketches and requirements leads to the recommendation as indicated on the enclosed drawing L-2418-1. We do not feel that we can put any satisfactory equipment between the wharf line and the first set of tracks. For this reason we have used the second track as the operating track for this cement transfer condition. The sketch shows the use of two double power shovels each operating on adjoining cars. Our experience at Wilmington in the transfer of potash under similar conditions shows that a double power shovel can unload a car in from fifty to seventy minutes, depending on the effectiveness of the particular operating crews. For potash we would have no hesitancy in saying that this double unit will unload a car an hour consistently. This leads to the conclusion that two of these units would be sufficient to transfer 100 tons an hour of cement from box cars into ship's holds. We show a screw conveyor connecting the second box car with the inclined elevator. The screw conveyor would handle 50 tons per hour, the elevator would be designed for 100 tons an hour. It would be our recommendation to hold the elevator height to the 35-feet as indicated and put in a cross screw conveyor to get into the hatch when you have the condition of high tide and an empty ship. We believe that for many conditions the 35-ft. elevator will allow a discharge by chutes directly into the hatch.

At Wilmington where we are handling potash we have in the holds of the ship our heavy duty box car loader which throws the potash into the far corners of the holds. The cement would be thrown at least 20 feet from the machine to a height of three to four feet above the point of entrance into the machine. If this is too dusty a condition of course the flexible spout will load the holds with a little more manual labor.

We have made a rough estimate of the equipment as shown on our drawing and for your preliminary purposes we detail it as follows:-

START

inches — Golden Thread — centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

Stephens-Adamson Mfg. Co.

Mr. John W. Wilson - #2

2 - S-A Double Power Shovels mounted on portable steel frames complete with motors and aluminum scoops @ $1200 each $2400.00

1 - Portable Inclined Elevator 100 tons an hour capacity complete with motor and steel frame $3000.00

2 - Screw Conveyors as shown .....For 2.....$3000.00

1 - S-A Heavy Duty Box Car Loader $1400.00

Miscellaneous item for wiring flexible spouts and installation.$1800.00

Total, f.o.b. Plant, Los Angeles, California $11,600.00

We can very definitely state that this is a practical way to handle this transfer providing we can use this second track. It might be worth your consideration to do away with the screw conveyor connecting the two box cars and use a completely independent two unit system. This would, of course, consist of the double box car loader, the elevator and the cross screw conveyor for each box car. This would make possible the loading of two hatches independently at the rate of 50 tons per hour per unit.

We trust we have interpreted your conditions correctly and would be very pleased to detail this further at your suggestion.

Very truly yours,
STEPHENS-ADAMSON MFG. CO.,

BY Richard Carr
Richard Carr

RBC-M

4+6 = 24
3+8 = 24

END

OFFICE OF THE TRUSTEES OF THE

BERNICE P. BISHOP ESTATE

THE FOUNDATION OF THE KAMEHAMEHA SCHOOLS

848-850 KAAHUMANU STREET
P.O. BOX 3466

HONOLULU, HAWAII

CABLE ADDRESS "PAUAHI"

March 12, 1937.

Mr. John H. Wilson,
C/o U. S. Post Office,
Honolulu, Hawaii.

Dear Sir:

There was reported to the Trustees at their meeting held this date your oral request for permission to pay your account under Bishop Estate Waialae Lease 3022 in regular installments of $200 during the coming week, and of $100 monthly beginning April 1937 and continuing up until such time as all charges under said lease have been fully paid. Your assurance that such payments would be made without fail by dates mentioned, was also reported.

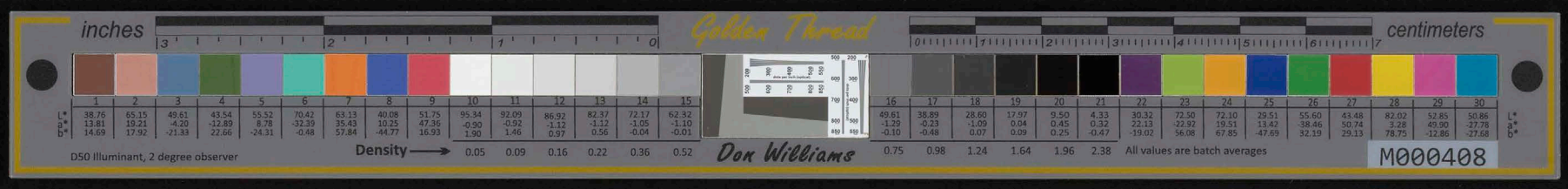
We would advise that the Trustees have granted your request as above outlined, contingent however, upon the receipt from you of $200 on or before the 20th instant, and the further receipt of $100 during each month beginning April 1937 until the account under your lease (which expires at the close of this year) is fully paid. Kindly see that all payments reach us on or before promised dates.

Very truly yours,

H. K. Keppeler,
for Secretary.

WDM.

START



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D50 Illuminant, 2 degree observer

Density →	0.05	0.09	0.16	0.22	0.36	0.52	0.75	0.98	1.24	1.64	1.96	2.38

All values are batch averages

END

Washington, D. C.
3216 Oliver Street, N. W.

Habana, Cuba
P. O. Box 347

Edgar W. McCormack '97.
Civil, Agricultural, Hydraulic Engineer
Graduate Stanford University—Authorized Engineer in Cuba

155 Hicks Street, BROOKLYN, N. Y.

March the 13th, 1 9 3 7 .

Dearest old Johnny:-

I have had no word from you since you left New York, HOW KUM ? ? ?

My daughter Catalina will arrive in a few days on the "S. S. BERINGUERA," and later will meet her husband in Manila. Her husband is on the way to India, China and Japan on a flying trip.

When Catalina hits Honolulu show her around, for which I will be grateful.

I have been trying out the highways for China. If anyone wants to short-cut and write direct to you, REFER them BACK to ME. .

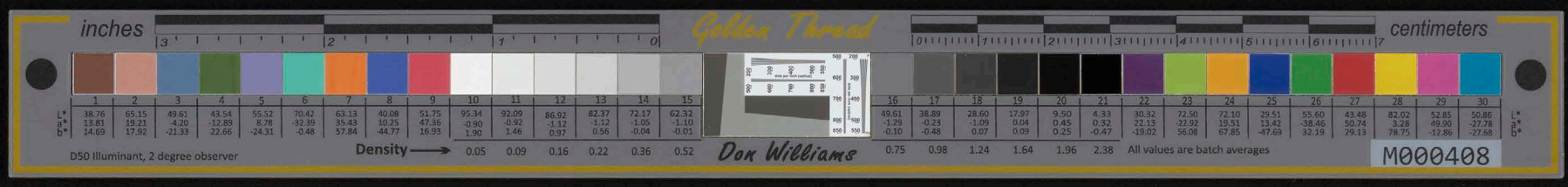
Tell me of any LEAD whereby I may HOOK-UP, and get BY. . U SAVVY. .

With many thanks,

Your boyhood friend,

Mac

START



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a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
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Density	0.75	0.98	1.24	1.64	1.96	2.38									

END

file w/ 1937?

THE REAL DOPE

ON

EDGAR W. McCORMACK

AND HIS EXTENSIVE

ENGINEERING EXPERIENCES

IN

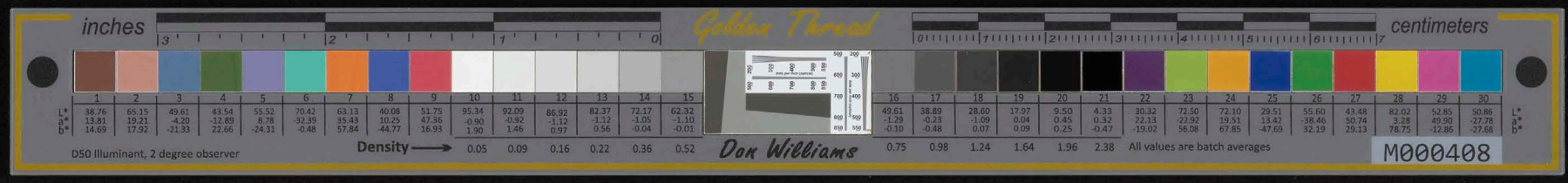
THE UNITED STATES

AND

FOUR FOREIGN COUNTRIES

From information elicited and arranged by Archie Rice, publicist; Stanford University graduate in the class of 1895.

START



EDGAR W. MCCORMACK

Civil Engineer

BIG JOBS HE'S HANDLED IN HIS CAREER

Born in Tennessee, at Memphis.

Grown in Texas. Attended public school at Austin, the state capital, with Morris Sheppard, United States Senator from Texas.

College-trained in California. There, during his 4 years in Stanford University (1893-97), some of his fellow collegians of that time were Jackson E. Reynolds, now president of the First National Bank of New York, formerly Franklin D. Roosevelt's law professor at Columbia University, and more recently Roosevelt's sought financial adviser; former Senator Charles B. Henderson from Nevada; Senator Carl Hayden from Arizona; Representative Clarence Lea from northern California; former federal circuit Judge Benjamin F. Bledsoe, who was earlier candidate for governor of California; and John H. Wilson, 10 years mayor of the city of Honolulu and her 207,000 people and for more than 20 years now member of the Democratic National Committee—all 6 of them creditably known Democrats; and Dr. Ray Lyman Wilbur, 17 years now president of Stanford University; Dr. Henry Suzzallo, a dozen years president of University of Washington; and the late Dr. William W. Guth, who was many years president of Goucher College. As McCormack was completing his course and leaving Stanford Norman H. Davis entered that university as a student. Herbert C. Hoover also a class mate.

Graduated (in civil and mining engineering) with the degree A.B. and C.E. from Stanford University.

In politics, he has always been a Democrat.

20 years he was a member of the Engineers Club in New York city.

25 years he was a Member of the American Society of Civil Engineers.

30 years he has been authorized Engineer under laws of Cuba.

Before the great war he bought a $30,000 residence in Kalorama Road in the city of Washington, a 600-acre farm 13 miles southward in the state of Maryland, and in Cuba he owned a sugar plantation of 1250 acres in the beautiful Cauto Valley district of the salubrious eastern highland part of the island, and there also raised his own coffee, cacao for chocolate, and beans, sugar and cattle.

He is the father of four attracting grown daughters (2 blondes and 2 brunettes), all tall and slender and animated. One of them attended Sweet Briar College in Virginia, one was a student at George Washington University in the city of Washington, and all four are graduates of high schools or academies, all are trained in music, dancing, swimming, equestrianship.

All of them are experienced typists and stenographers in both English and Spanish and have a working knowledge of French.

McCORMACK'S EXPERIENCE

1890-91: Instrumentman, at Salt Lake City, Utah, on survey of that city and all its municipal improvements, water-supply conduit, reservoirs, sewers, pavement.

(2) He was also in charge of that city's testing laboratory.

1892: Transitman on Astoria and Portland Railroad, a 120-mile line in Oregon.

(2) He was also sextant observer on survey of Columbia River, which is three times as large as the Hudson River, is navigable for 2,000 miles from its mouth, and its mouth is 13 miles wide.

1893: Solar-transitman on survey in southern Oregon of The Klamath Indian Reservation, an area almost as large as the entire state of Delaware.

1893-97: Student of engineering at Stanford University in California.

1895 (summer vacation): In charge of survey and erection of Southern Pacific Railroad Company's old bridge (800 feet in length) across the Sacramento River, at Sacramento, the state capital, situated in central California.

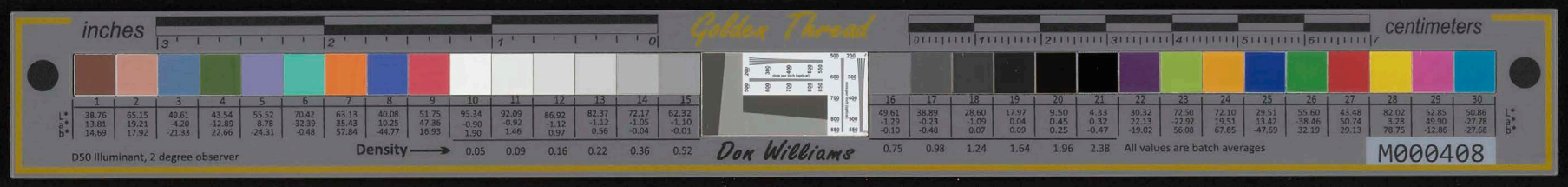
1896 (summer vacation): In charge of erection of Southern Pacific Railroad Company's 8-span, plate-girder bridge across the Consumnes River, in east central California.

1897: Made hydrographic survey of harbor of Oakland, California, on east shore of San Francisco Bay.

(2) Was also Assistant Division Engineer on more than 300 miles of Southern Pacific Railroad Company's coast division, in the region between San Francisco and Del Monte in California.

1898: Superintendent of concrete and masonry work (employing 400 men), on development in the Santa Ana Canyon, in San Bernardino County, for Southern California Power Company, of Los Angeles.

(2) He was also in charge, for the Blue Lakes Water Company (since absorbed into the Pacific Gas and Electric Company's vast system), of surveys for canals, reservoirs, power developments, and transmission lines in Amador and Calaveras counties, in that gold-mining district of California made famous in stories by Bret Harte.



1899: Locating engineer for Sierra Railway, in Tuolumne and Amador counties, a 60-mile line in that section of central inland California traversed for 140 miles by the famous "mother lode" gold vein that has been producing an average of 20 million dollars in gold annually for more than 80 years.

(2) He was also United States Engineer in charge of 50 miles of the Lower Columbia River development.

(3) He also made the survey of Mare Island, a land area of about 10 square miles in a northern arm of San Francisco Bay and devoted to a United States navy yard; and he made a survey also of its adjacent anchorage area for removal of more than one million cubic yards of material to increase its depth by dredging.

1900 to date: Engineering work in Latin-American countries, including Cuba, Haiti, Santo Domingo, and Venezuela.

1900-06: Chief Engineer (in northeastern Cuba) of the Nipe Bay Company, which there owned a half million acres of land. During those 6 years he made topographical surveys of 3,000 square miles (1,920,000 acres) in the Nipe Bay region, and also made hydrographic surveys and maps of three large bays, including Nipe Bay, which of itself is a land-locked harbor 22 miles long by 12 miles wide, and is rated one of the half dozen finest natural harbors on this globe. He was in charge during those 6 years of all surveys, investigations, and adjustments of land titles; he surveyed rivers, harbors, and water supplies and water sources; he constructed 35 miles of standard-gauge railroad; he erected plantation buildings; he laid out plans for the plantings of 100,000 acres; he built roads and bridges; he made soil surveys; and he did the engineering work on the erection of the company's $5,000,000 sugar-mill.

1906: Chief Engineer of Habana-Matanzas Railroad project, a 60-mile development now owned by Hershey Chocolate Company and traversing north costal zone where Hershey owns or operates about 40,000 acres chiefly devoted to sugar-cane for his chocolate industry.

(2) He was also Chief Engineer of San Francisco wharf project for harbor of Habana, a $5,000,000 development.

(3) He was also in charge of surveys for residential subdivisions in Habana and its suburbs embracing a metropolitan population of 860,000. He also made surveys for various Cuban townsites.

1907: He examined and reported on asphalt deposits in Pinar del Rio Province (a western Cuban territory about half the size of New Jersey), that province possessing the largest operated asphalt mine in Cuba, one that thereafter extracted more than 100,000 tons of asphalt annually.

1907-10: He made engineering surveys and reports on asphalt, iron, and manganese properties all over Cuba, which is a land approximately the area of New York state.

(2) He was also employed in the demolition of large communal estates and in adjustment of their complex Spanish-Cuban land titles.

1912: He surveyed, examined, and reported on mines of the Baracoa district of Cuba, a deposit of 400,000,000 tons of limanite ore in the eastern end of the island.

1914: He was Manager of Venezuela Sugar Company, at Maracaibo, Venezuela. He erected its sugar-mill. He built its 25 miles of standard-gauge railroad. He constructed wharves and buildings. That general development required an expenditure of $3,000,000.

1910-18: He was engaed upon scores of large judicial surveys of all properties round about Banes and Baracoa, in northeastern Cuba. Among them was the Sevilla estate, a property of 300,000 acres (an area 21 times as large as Manhattan Island and 6 or 7 times as large as the District of Columbia) and having 34 miles of its own ocean waterfront.

(2) He also made report and placed valuation on Florida Sugar Company's properties in Camaguey, Cuba. These properties were sold for $5,000,000 on the basis of his engineering estimates of their value.

(3) He was also associated with O. B. Stillman in developing sugar properties in South America.

1919: He made survey and reported on railroad and sugar-plantation possibilities in republics of Haiti and Santo Domingo for Anglo-Haitian Syndicate, of London, England, a concern contemplating an investment of $50,000,000 in both of these negroid West Indian countries.

1920-25: He made surveys and reports on two great sugar estates, each worth about $2,000.000. One was Palmarito in Oriente Province, the other Gerardo in Pinar del Rio Province, near the opposite ends of Cuba.

(2) He also located, for Encinada de Moro Company, 20 miles of railroad route through sierra country in Oriente Province, which embraces whole eastern fourth of Cuba, is richest and most beautiful portion of that island republic, and as a province covers an area as large as New Jersey and more land than is in the seven inhabited islands of Territory of Hawaii.

1924-25: He was Chief Engineer of Nuevitas-Baracoa railway project for 400 miles of railroad along northern costal zone of Cuba.

(2) He also made reports and valuations on Estrada Palma Sugar Company's lands (30,000 acres); and on $6,000,000 properties of La Reforma estate (60,000 acres), and upon his engineering showing this estate was enabled to obtain a cash loan of $3,000,000.

1925-27: He prepared and submitted plan and project for gravity water supply for the city of Santiago, a Cuban community of 140,000 people, second largest city in the republic.

(2) He also drew up plans for an efficient water-supply system for Habana, Cuba's capital and metropolis, a city of 660,000 people, with 200,000 more within its metropolitan area and potential distribution of potable water.

(3) He was also Chief Engineer of Santa Marta Sugar Company, at Camaguey, in central Cuba, a $6,000,000 property. While he was so employed there, 30 miles of railroad, various roadways, and numerous structures were built there under his direction.

1926-31: He made surveys for subdivisions in Habana. He also surveyed 60,000 acres of oil lands in Cardenas district, about 150 miles east of Habana.

(2) He was also Engineer of the First Class in charge of bridge construction on Cuba's great main automobile boulevard from Habana to Santiago, a 750-mile system of bitumen-paved roadway, 25 feet wide, provided with all modern structures, and costing Republic of Cuba $100,000,000.

EDGAR W. McCORMACK is

1—The best known authority on Cuban land titles.

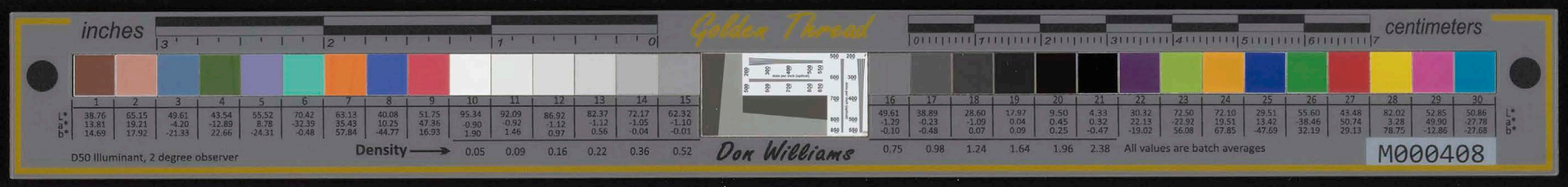
2—An expert in the valuation of agricultural and mineral lands, sugar-plantations, and railways.

3—Maker of more than 500 judicial surveys and land-title adjustments before the courts of Cuba.

4—Builder of 40 miles of standard-gauge railroad in California, of 125 miles in Cuba, and of 25 miles in Venezuela.

5—Former engineer on construction of 120 miles of railroad in Oregon, on preliminary surveys for more than 500 miles of railroad in Haiti and Santo Domingo.

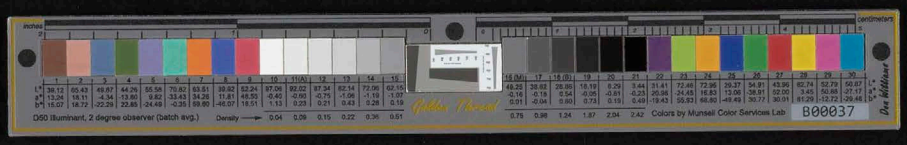
6—Erector of about 25 large highway bridges and of about 100 railroad bridges.



7—Possessed of the experience of having 5,000 men on the payroll and working under his general direction at one time while he was Chief Engineer of Nipe Bay Company, in northeastern Cuba; and of some 2,500 men similarly working under his general direction at one time while he was Manager of Venezuela Sugar Company, in northern part of vast Venezuela, which is 8 times the territorial size of New York state.

8—Specially informed because of his engineering surveys all over Cuba, over large areas of Haiti and Santo Domingo, and over considerable areas in Venezuela, in Utah, in Oregon, in California, and incidentally a little familiar with the physical terrain of Hawaiian Islands as a casual visitor there also.

9—Possessed of a fluent command of the Spanish language and an intimate and helpful familiarity with business methods and customs of Spanish-speaking peoples.


inches
centimeters
D50 Illuminant, 2 degree observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00037
Gretag Macbeth
Ole Kittner

END

March 17, 1937

My Dear Mr. Wilson:—

Having just returned from Portland and other Columbia River ports I have not as yet had time to obtain all the information you requested in your very kind letter. I have contacted a man who will obtain all the desired information on the feed question and I will pass it on to you as soon as I receive all the dope.

I have not as yet seen Mr. Tom Wilson but I do have considerable information on the cement question but will await your instructions on that subject.

START

inches — Golden Thread — centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

D50 Illuminant, 2 degree observer

Density → 0.05 0.09 0.16 0.22 0.36 0.52

Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
L*	49.61	38.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	29.51	55.60	43.48	82.02	52.85	50.86
a*	-1.29	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-38.46	50.74	3.28	49.90	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38

All values are batch averages

M000408

I hope you found all your folks O.K. on your arrival home. Please allow me to say that it has been a pleasure to have met you and if I can help you in anyway in any matter in the future please let me know.

Your Friend
Bill Craft

inches | Golden Thread | centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
a*	13.81	19.21	-4.20	-12.89	8.78	-32.39	35.43	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10
b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

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Don Williams

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

0.75 0.98 1.24 1.64 1.96 2.38 All values are batch averages

M000408

END

March 20th 1937.

My dear Bill:- Holt

Your letter dated the 11th did not reach me until Thursday this week the 18th. Your letter did not come by Clipper as you mailed it too late. In order to catch the Clipper mail you must get it in the post office on a Monday night, otherwise you will miss the Clipper which leaves Alameda on Wednesdays at 3 P.M.

I t ld you when in San Francisco that it would be mighty hard for me to raise any ~~lagh~~ large amount at this time as I bobrowed up to the limit when I left here to go to Washington last December.

I went to Walter Doyle and asked him if he would help me to help you, that is, I was willing to go to the bank and borrow it provided he endorsed my note for it or he borrow it and I would endorse his note. He declined to help as he claimed to be in debt himself. I am sorry Bill you catch me at this particular time, you could not have asked me at a time when my financies was lower than what it is as now.

With two trips to Washington within 6 months, and a three months maritime strike that took all the profit out of the ranch, infact, I was put in the hole, so much so that I hate to figure it out.

If I were you, I would get the man that own the show to advance transportation money. In my time, I never advanced my own money for transportation. I always made the house managers advance. In your case it is a road show, so it would be the same. They should be willing to do that in order to get a good show.

The latestnews is, Racael was let out with orders from Washington on the 15th. She was given no notice at all. When she called for her check on the 15th., she was told that her services was no longer required. Walter claims the New Inspector put in a request in Washington that Rachel be let out.

The next important news is the shake up in the Hawaiian Band. Lena Machado and a boy by the name of Zablan was let out by Vierra. They are involved in a love affair, where Mrs. Zablan is bringing suit against Lena and the Police has Zablan under arrest for forgery. It is said he has been borrow beyond his limit to keep Lena supplied with moneyxand instead of his wife, and consequently he resorted to ~~frgery~~ forgery.

Lena has money and may be she would like to go on the road with a troup of her own. If you like I will speak to her.

I am really sorry Bill I cannot at this time to raise the amount you require. Even if I needed it for my ownself, I would have to do a lot of scratching. However, I hope I will be in a better position the next time.

With personal best wishes and aloha, I am,

Yours very truly,

START

MARCH 5TH 1987.

My dear Bill:-

Yours letter dated the 11th did not reach me until Thursday last week the 18th. Yours letter did not come by Clipper as you mailed it too late. In order to catch the Clipper mail you must get it in the hour office on a Monday night, otherwise you will miss the Clipper which leaves Alameda on Wednesday at 2 P.M.

I f I do you when in San Francisco that it would be mighty hard for me to raise any large amount at this time as I borrowed up to the limit when I left here to go to Washington last December.

I went to Walter Doyle and asked him if he would help me to help you. That is,I am willing to go to the bank and borrow it provided he endorsed my note for it or he borrow it and I would endorse his note. He declined to help as he claimed to be in debt himself. I am sorry Bill you called on me at this particular time, you could not have asked me at a worse time. My finances are lower than ever if is as now.

With two cribs to Washington within 6 months, and a fares monthly while that took all the profit out of the ranch, instead, I was but in the white that took all the profit out of the ranch, instead, I was but in the black. I have to figure it out.

Homes very pretty.

With personal best wishes and aloha, I am,

Yours very truly,

I am terribly sorry Bill I cannot at this time to raise the amount you require. Even if I needed it for my comfort, I would have to go a lot on speculation.

However, I hope I will be in a better position the next time.

Lena has money and may be she would like to go on the road with a troup of pet. omu. If you like I will speak to her.

The next important news is the spake up in the Hawaiian Band. Lena Machado and a poi pi the name of Kaplan was let out by Aletta. They are involved in a love triangle where Mr. Kaplan is plunging suit against Lena and the Police has Kaplan under arrest for forgery. It is said he has been poison pelong pia limit to keep Lena subbified with moneyxxxxx transed of his wife, and consequently he resorted to xxxxx forgery.

The Insecticide Market was let out with orders from Washington on the 1st. She was given no notice at all. When she called for her check on the 15th, she was told that her services was no longer required. Market claims the new Inspector but is a respect in Washington that Rachel be let out.

a Good show.

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With two cribs to Washington within 6 months, and a fares monthly while that took all the profit out of the ranch, instead, I was but in the black. I have to figure it out.

Homes very pretty.

With personal best wishes and aloha, I am,

Yours very truly,

END

CITY AND COUNTY OF SAN FRANCISCO

CIVIL SERVICE COMMISSION
CITY HALL

3-27-37

Dear Johnnie,

Your box of jam & coffee was a very agreeable surprise, and is delicious - many thanks.

Last night, at Commonwealth Club dinner on health insurance bills, Melnikow was speaker from labor group & made a good talk. Afterwards, he told me he nearly went to Honolulu a week or two ago, and prospects are now that he will go in about a month. So, there will probably be something doing or not doing on your water front.

Our boat is still in the yard, due to rain nearly every day. We are all anxious for our good weather to return & give us a chance for outings.

Claire joins in best wishes

Sincerely

Ray Zion.

START

inches 3 2 1 0 Golden Thread 0 1 2 3 4 5 6 7 centimeters

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
L*	38.76	65.15	49.61	43.54	55.52	70.42	63.13	40.08	51.75	95.34	92.09	86.92	82.37	72.17	62.32
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b*	14.69	17.92	-21.33	22.66	-24.31	-0.48	57.84	-44.77	16.93	1.90	1.46	0.97	0.56	-0.04	-0.01

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b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	-47.69	32.19	29.13	78.75	-12.86	-27.68

L* a* b*

D50 Illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52 0.75 0.98 1.24 1.64 1.96 2.38

Don Williams

All values are batch averages

M000408

END

ALASKA STEAMSHIP COMPANY

SEATTLE, WASHINGTON

T. B. WILSON
VICE PRESIDENT AND GENERAL MANAGER

March
30
19 37

Mr. John H. Wilson,
Honolulu, T.H.

Dear John:

Was glad to receive your letter written aboard ship on March 7th, and since returning to Seattle have made some inquiries concerning the bulk cargoes you mention.

The Superior Portland Cement Company advise they would not be interested in selling bulk cement, for the reason that they would have to install some very expensive machinery; also that in their opinion some labor difficulties would be encountered, and further Japanese cement is moving into the Islands at such a low rate that they could not compete. In short, bulk cement from the Superior Portland Cement Company here is an impossibility.

Carnation-Albers Company advised me they were not even remotely interested in selling bulk grain to move to the Islands.

Sorry I was unable to accomplish more on this bulk cargo question, but these firms are apparently dead set against it.

With kind personal regards, I remain

Sincerely yours,

T B Wilson

START

Hosmitré 235.000
Japan 27.000
762.000

END