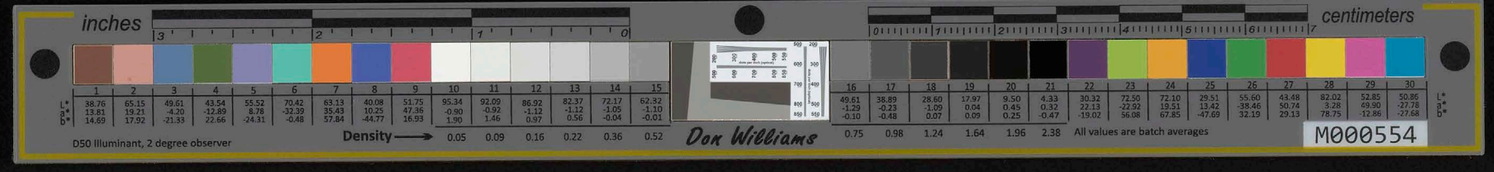


WILSON, JOHN HENRY
PERSONAL CORRESPONDENCE(APRIL-JULY
1937)
5

M-182

Hall.

April 2nd. 1937.

My dear Bill:-

Your l tter dated the 23th ult., received yesterday and I immediately called on your brother Waltbbie. He wanted to know what did you do with all the money you had when you left here. I answered by saying I do not know, but, I'm sure he didi not squander it. However, he said he didn't have the money right at present, but would let me know sometime today.

The Malolo is leaving a day ahead of schedule, so I am anxious in getting this letter off. If he kicks through this afternoon, I will have him send it by cablegram.

Lena has not showed up since you wired here. She is busy in court with a suit against some woman who attempted to blackmail her for $250. She promised to bring me some photographs and press clippings, but, as stated above she has failed to appear. I sent word to her yesterday, and as stated above, the messenger stated that she was in court and when she got through, she would come and see me.

Walter was in and I showed him your letter. He stated the department wrote by asking for your record, the amounts paid you etc., and he is sending the information by todays mail. I havn'tvthe time to write Jim by todays mail, but will write by the next clipper, which is booked to sail next Wednesday the 7th if on time and the weather good, that letter should reach Washington about as soon as this letter. I will write again by the Clipper.

I am doind as directed, am addressing this letter to the Bents.

I am sorry Bill I can't help you.

Yours with best wishes,

JHW

START

END

Yours with best wishes,

WHL

I am sorry BILL I can't help you.

I am doing as directed, am addressing this letter to the Home Office.

Clibber.
Teach Membership about as soon as this letter. I will write again by the next Wednesday the 17th it on time and the market Good, that letter should reach Membership about as soon as this letter. I will write again by the

Mr Pot was in and I showed him your letter. He started the department wtore up making for your record, the amounts held you etc.," and he is send-ing the information by foqsle mail. I mean, from time to write him by foqsle mail, but will write by the next clibber, which is booked to sail next Wednesday the 17th it on time and the market Good, that letter should

Your Loyal Servant Bertie Pot.

Dear Bill:-

Mr Pot

April 10th 1937.

My dear friend Craft:-

I am pleased to acknowledge receipt of your letter dated the 17th of March. I do not think you could have picked out a more appropriate day than St. Patrics day to write to me. However, the NLRB are holding hearings commenced last Monday the 5th and I am enclosing clippings from the Star-Bulletin. I have not had the time to attend any of the meetings but I learn from the boys who do attend that the Board, is applying the heat to Mr. Sevier.

Maxie was in trouble a couple of weeks ago. I saw in the papers where he beat up his wife and fractured a couple of ribs. I cut out the clipping, but mislayed it so will not be able to send it to you. What happened after the arrest I have not learned, but from the account given in the paper, he must have had a little too much and decided to take it out on the wife.

Now regarding the cement. I wish you would be kind enough to give me the following information. Is there but one cement concern in Seattle, the Superior Portland Cement Company?
Is the cement mill or works on the water front?
Have they got a pier so a ship can tie up to it?
How do they load cement at the present time, in bags only or both, bags and bulk?
How far is the Mill from the end of the pier? Give approximate distance?

I have been quite busy since my return catching up with my back correspondence I was away about 9 weeks and my desk surely accumulated a lot of personal and political mail.

I noticed in the papers where Berman returned, but, I have not had the oppotunity to speak to him yet.

Charlie Costas drops in to see me occasionally. I told him I had heard from you, so he wants to be remembered.

If I can be of any service to hear at any time, please do not hesitate to call on me.

With kindest personal regards and best wishes, I am,

Yours with aloha,

John H. Wilson,

START

END

MARY LOUISE TEST.

My dear friend Christ:-

I am pleased to acknowledge receipt of your letter dated the 17th of March. I do not think you could have picked out a more appropriate day when Dr. Tertice was to write to me. However, the MLEB are holding the Spring-Ballerina. I have not had the time to attend one of the meetings but I learn from the boys who go attend that the Board is applying the seal to Mr. Seyler.

Maxie was in Toronto a couple of weeks ago. I saw in the papers where he had up his wife and transported a couple of tips. I can only the call brand but mistaken it so will not be [illegible] to bend it to you. Mary Pebbenal sitter the street in have not learned but from the account given in the paper, he must have had a little too much and decided to take it out on the wife.

Now regarding the cement. I wish you would be kind enough to give me the information. Is there but one cement concern in Seattle, the Portland Cement Company?
Is the cement mill or works on the water front?
Have they kop a hole so a ship can dock at it?
How do they load cement on the freight cars in bags only or both bags and bulk?
How far is the mill from the end of the pier? Give approximate distance?

I have been quite busy since my return catching up with my pack correspondence
I was away about 6 weeks and my desk surely accumulated a lot of personal and business mail.

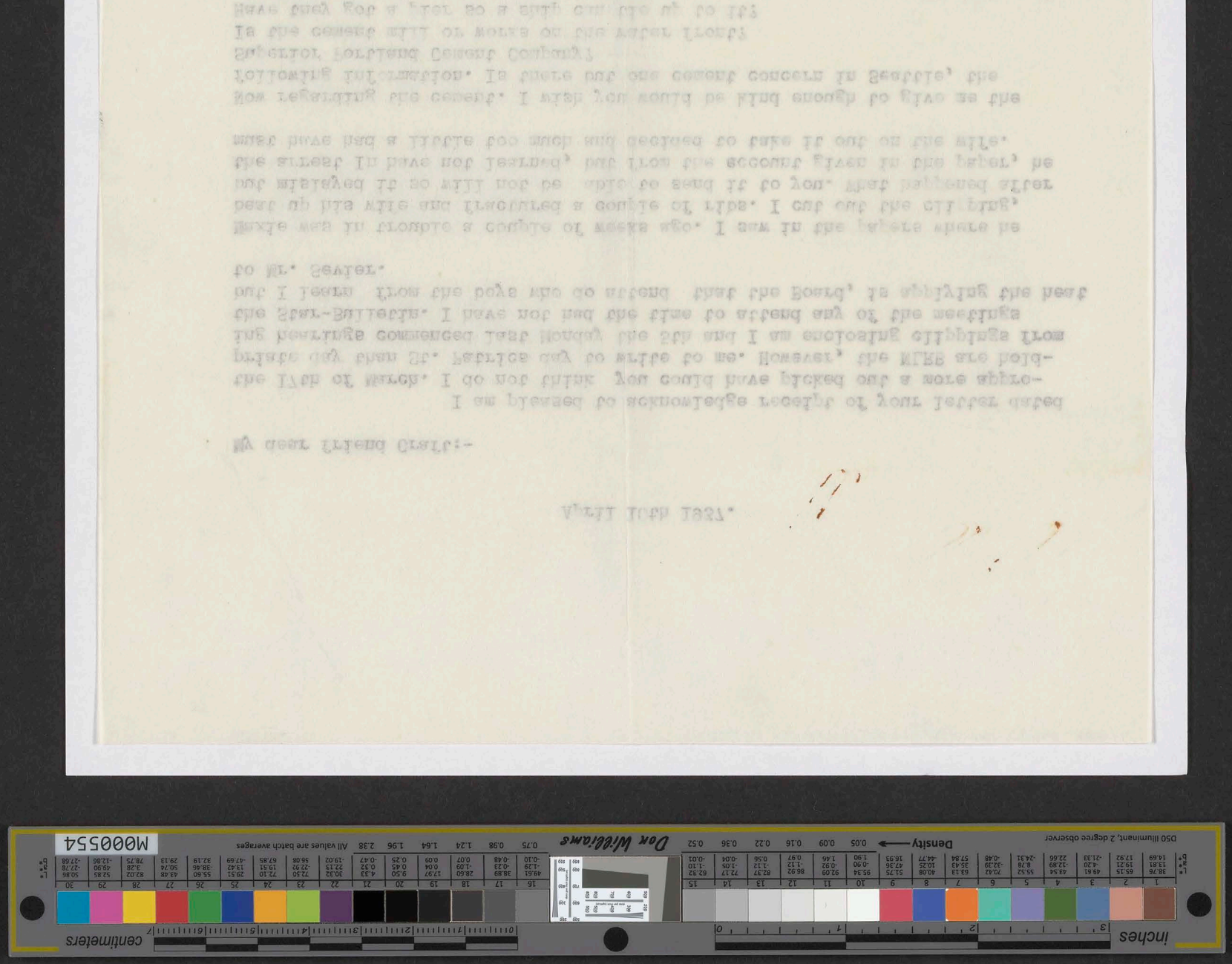
I noticed in the papers where Bernie returned but I have not had the opportunity to speak to him yet.
Charlie Cosgra drops in to see me occasionally. I told him I had heard from you so he seems to be tempered.

If I can be of any service to you at any time, please do not hesitate to call on me.

With kindest personal regards and deep esteem, I am,

Yours with aloha,

John R. Wilson.



// PRESIDENT HOOVER
DOLLAR/TEAM/HIP LINES/

At Sea
April 15, 1937

My dear Friend:

I wish to express our deep appreciation of your cordial greeting and generous Bon Voyage gift. The happy memory of our day in Honolulu will linger long in our memories and keep alive the desire to return for a longer visit. The Islands lived up to every expectation.

Thus far the Pacific has lived up to its name. The long voyage has given us an opportunity to have a much needed rest and prepare ourselves for the strenuous activities which are ahead of us.

We go to the new post in a spirit of high adventure and deep interest, conscious of an opportunity to render public service of the highest order. We sincerely hope that such service will justify the confidence of our friends. Such kindly expressions as yours strengthen and hearten us as we undertake the new task on the other side of the world.

With kindest regards and grateful appreciation, I am

Very cordially yours,

Paul V. McNutt

Mr. John H. Wilson
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
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	3.26	-49.90	-22.78
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

UNITED STATES MARITIME COMMISSION

San Francisco, Calif.
April 16th, 1937.

Mr. H.L.Spain,
1323 Madison Street, N.W.
Washington, D.C.

My dear Herbert:

Your letter of April 12th rather surprised us as to the destination shown, as I had assumed you were still far from the headquarters of political activities.

Relative to your inquiry for available tonnage, on this coast, I must advise there is no such article existing at the present time of the type requested. As you are no doubt aware, the Commission has withdrawn their entire reserve tonnage from sale, at least for the time being, and the chartering of such reserve tonnage has been rather vague as to a defined policy.

At the present time, we have only four 8,000 ton reciprocating engine vessels, which are laid-up in Lake Union, Seattle, Washington, and for your information, they will not make twelve knots, doing exceedingly well if they average ten.

As to motorships, this out, as there are none available on this coast; but inasmuch as you are at Washington, an inquiry to the Commission for such vessels as the Crown City, WestHonaker, West Grama an West Cusseta (8,800 dead-weight ton motor-ships), should prove of interest if they are available.

These motor ships were operated for some time from this coast to South Africa, and are fairly successful units provided you get good engine personnel to handle them. They are, however, exceedingly good carriers for their type.

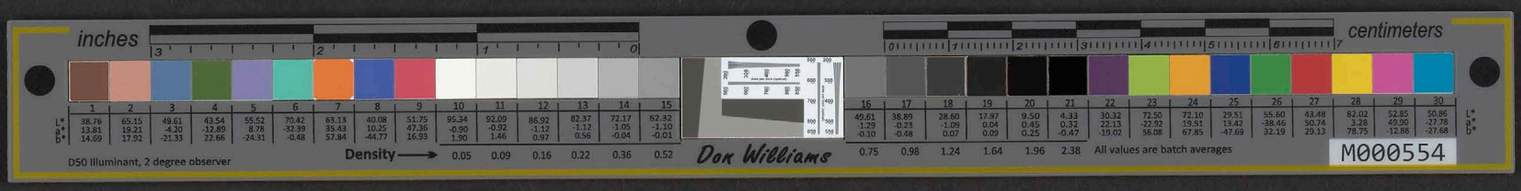
The charter market in this section is brisk and firm and practically all available large tonnage is operating and there is a great demand for more. I trust this info will assist you in acquiring what you are seeking and that all goes well with you.

With kindest personal regards, I am,

Very truly yours,

E.C.Mausshardt,
District Representative,
Pacific Coast District.

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	-49.20	-27.78
b*	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	38.08	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

United States Post Office

FIRST CLASS

HONOLULU, HAWAII

April 16th.1937.

Annie G. Lyle, M.D.
1150-Franklin St.,
San Francisco, Calif.

Dear friend Annie:-

I finally received the Mauna Loa seeds and am sending them by parcel post. I was obliged to send to the country for them, hence the delay.

You will find an envelope containing a few shelled and partially shelled seeds in the package. I shelled these to show you, that it is only the meat portion that has the medicinal value, and also to give you an idea how to shell the seed.

The Hawaiians are noted to have excellent teeth, and naturally, love to use them whenever the oppotunity is offered, hence the reason, probably no other method has ever been invented. You will notice, by examining the partially shelled seeds, that the small end was removed first. This is done by placing the seed with the small end between the upper and lower eye tooth and closing in on it. After the end is bitten of, the rest of the shell is removed with your fingers, if you have strong finger nails. I would have had them all shelled for you before mailing, but I am afraid, they will not retain their strength. When in the shell, they will keep almost indefinitely. With a little practice, one can learn to shell them quite rapidly. Most Hawaiians can shell them about as fast as one can shell peanuts.

HOW TO PREPARE THE MAUNA LOA SEED AS A REMEDY FOR SPRAINS.

1 Shell about 100 to 150 seeds, depend on the size of the ankle injured.

2 Have a piece of cotton cloth ready, about 8 to 12 inches square. Use white and two or three thickness, depend on the strength of the cloth.

3 The seeds, I presume could be ground in a mortor to powder, then add sufficient water to make a paste, about the same consistency as cornmeal mush.

The Hawaiian method would be to chew as many beans as possible until properly masticated, then would repeat until the required number or all the seeds that were set aside for the purpose are chewed. The number of human grinders called into service would depend upon how much agony the patient may be in. In the case of Paul Downing, two grinders were called into service. Jim White and myself. We chewed and chewed and it is my recollection, that we chewed about 150 seeds only, but it seemed like a million when we finished the job.

START

inches

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

M000554

A person may unintentionally swollow some while in their haste to help the injured. If they swollowed a mouthful, it will not harm them other than to act as a laxitive.

After the seeds are properly masticated, the next move would be to place it upon the cloth and then take another mouthful of seeds and chew somemore. Some persons can chew more than others at one mouthful, each person can best decide this themselves. Repeat chewing until the required number of seeds are sufficiently mastcated.

When all the seeds are ready for the poultice after chewing, and after placing same upon the cloth as stated above, the four corners of the cloth is first picked up with the meal hanging in the center of the cloth, one now bring the cloth up tight around the meal and shape it round like a ball. Take a piece of string and tie it close around the upper end of the ball, so that the meal will not or cannot be squeezed out of the cloth. When in this shape, you are ready to rub the injured ankle with the ball of meal. (Usually two thickness of cloth is used so that the juice will not escape too freely when rubbing) After rubbing the swollen ankle for three or four minutes and the entire sore area has been rubbed and received a good coating of the juice, which would ooze through the cloth by the pressure when the ball of meal is ~~bubbg~~drubbed or wiped across the sore spot a rest should be taken to allow the skin to dry.

Within a minute or so after the skin is dry another application should be made by taking the ball of meal and wipe~~ang~~ her~~injurt~~ankle~~bre~~ pretsi~~ghas much as the patient can stand and when the ankle is once more has been fully covered with the liquid, it should be allowed to dry for the second time. This should be repeated for at least five times. That is, make five rubbings as in the first instance.

Then take the ball of meal and untie the string and spread the meal over the center of the cloth to a thickness of about 1/4 to 3/8 inches,,and then applied to the ankle asca poultice, placing the center of the poultice over the center of the injured ankle. This poultice is left on for 12 to 14 hours bandaged in the usual manner. During the 12 to 14 hours the poultice must be kept moist, never allowed to become too dry. The attendant or nurse must be instructed to continue feeling to see whether or not the poultice is becoming too dry. Moisture is added by sprinkling water on the spot over the poultice, the bandage receives the application of water by sprinkling and enough water should be added from time to time so that the water will penetrate to the skin.

The bandage is never removed, except to apply another poltice, which is done after the first 12 to 14 hours. The second, third or fourth poultice is applied in the same manner as in the first, make the five rubbings and applications of the juice before final application of the poultice and bandaging.

I have often wondered, ifvthe saliva chewed withb the Mauna loa did not add to the medecinal value. Animals, will lick a wound and have it healing in a short time.

The patient will rest easy, within a few hours after the first application

A person may unintentionally swallow some while in their beats to help the injured. If they swallowed a mouthful, it will not harm them other than to act as a laxitive.

After the seeds are properly masticated, the next move would be to place it upon the cloth and then take another mouthful of seeds and chew somemore. Some persons can chew more than others at one mouthful, each person can best decide this themselves. Repeat chewing until the required number of seeds are sufficiently masticated.

When all the seeds are ready for the poultice after chewing, and after placing same upon the cloth as stated above, the four corners of the cloth is first picked up with the meal hanging in the center of the cloth, one now bring the cloth up tight around the meal and shape it round like a ball. Take a piece of string and tie it close around the upper end of the ball, so that the meal will not or cannot be squeezed out of the cloth. When in this shape, you are ready to rub the injured ankle with the ball of meal. (Usually two thickness of cloth is used so that the juice will not escape too freely when rubbing) After rubbing the swollen ankle for three or four minutes and the entire sore area has been rubbed and received a good coating of the juice, which would ooze through the cloth by the pressure when the ball of meal is bandmrubbed or wiped across the sore spot a rest should be taken to allow the skin to dry.

Within a minute or so after the skin is dry another application should be made by taking the ball of meal and wiping[illegible] preparing as much as the patient can stand and when the ankle is once more has been fully covered with the liquid, it should be allowed to dry for the second time. This should be repeated for at least five times. That is make five rubbings as in the first instance.

Then take the ball of meal and unfold the string and spread the meal over the center of the cloth to a thickness of about 1/4 to 3/8 inches, and then applied to the ankle sore poultice, placing the center of the poultice over the center of the injured ankle. This poultice is left on for 12 to 14 hours bandaged in the usual manner. During the 12 to 14 hours the poultice must be kept moist, never allowed to become too dry. The attendant or nurse must be instructed to continue feeling to see whether or not the poultice is becoming too dry. Moisture is added by sprinkling water on the spot over the poultice, the bandage receives the application of water by sprinkling and enough water should be added from time to time so that the water will penetrate to the skin.

The bandage is never removed, except to apply another poltice, which is done after the first 12 to 14 hours. The second, third or fourth poultice is applied in the same manner as in the first, make the five rubbings and applications of the juice before final application of the poultice and bandaging.

I have often wondered, if the saliva chewed with the Mauna.loa did not add to the medeinal value. Animals, will lick a wound and have it healing in a short time.

The patient will rest easy, within a few hours after the first application

and rubbing.

The natives believe in treating the patient as early as possible after the accident.

The Mauna loa grows wild and in abundance in the forests and hills.

I hope I have made myself clear so that you will not experience any difficulty in applying thebabove remedy to some person in agony. If there is anything further you wish to know, please do not hesitate to write.

With kindest personal regards and best wishes, I am,

Yours with aloha,

P.S.

I have never tried to use a mortor for I have had no occasion to either treat myself or any one else since I was a boy. The natives still use it, that is the old timers and they know no other way to prepare it other than to mastercate it thourghly first before application. The natural moistue in a persons mouth seem to give it the right consistency. I would say, if a mortor was used, it should be pounded or pulverized to as fine as possible. It may too sticky to make a powder out of it, but it may improve it if heated a little to remove moisture so that a flour ar a fine meal could be made then water could be added and thourghly mixed to a paste. Soft enough, so that when placed in a cloth and squeezed in the palm of ones hand a few drops at a time could be squeezed out. It is this moisture or juice as I call it should be rubbed into the ankle.

I will make inquires of some of our authorities on Hawaiiand plants as to the botanical nam of the Mauna loa.

and rubbing.

The natives believe in treating the patient as early as possible after the accident.

The Mauna loa grows wild and in abundance in the forests and hills.

I hope I have made myself clear so that you will not experience any difficulty in applying thesabove remedy to some person in agony. If there is anything further you wish to know, please do not hesitate to write.

With kindest personal regards and best wishes, I am,

Yours with aloha,

P.S.

I have never tried to use a mortor for I have had no occasion to either treat myself or any one else since I was a boy. The natives still use it, that is the old timers and they know no other way to prepare it other than to masterate it thoroughly first before application. The natural moisture in a persons mouth seem to give it the right consistency. I would say, if a mortor was used, it should be pounded or pulverized to as fine as possible. It may too sticky to make a powder out of it, but it may improve it if heated a little to remove moisture so that a flour or a fine meal could be made then water could be added and thoroughly mixed to a paste. Soft enough, so that when placed in a cloth and squeezed in the palm of ones hand a few drops at a time could be squeezed out. It is this moisture or juice as I call it should be rubbed into the ankle.

I will make inquiries of some of our authorities on Hawaiiand plants as to the botanical name of the Mauna loa.

END

TERRITORY OF HAWAII
GROSS INCOME TAX DIVISION
ISSUED BY THE TAX COMMISSIONER

1937

LICENSE

FIRST TAXATION DIVISION

№ 10857

To Engage in the Business or Occupation of:

Farming & Rentals

Pursuant to Act 141 of the Session Laws of Hawaii, 1935

Issued to:

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

Who or which is hereby authorized to engage in the above business or businesses, occupation or occupations at the above address for the period ending December 31st, 1937. Issued upon condition that the licensee fully complies with the applicable provisions of Act 141, Session Laws of Hawaii 1935, and pays unto the Territory of Hawaii any and all taxes due from the licensee under the terms of the said Act.

Date Issued APR 19 1937

This License is VALID until Revoked
or Cancelled and is NOT Transferable

(Signed) W. Borchard
Tax Commissioner.

Must Be Displayed Conspicuously At The Place Or Places Of Business For Which Issued

FORM H-2-GI

START

inches

	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

centimeters

M000554

END

1323 Madison St., N.W.
Wash. DC Apr. 20, 1937.

My dear John:-

Supplementing my letter to you of the 12th.

The enclosed was received this date from Ed. Mausshardt in S F which is self explanatory. I shall await your further advice before making any further inquiry, however, please feel free to command me as I have some very good friends in the Board. I am familiar with the ships named as I recall them as having been converted to motorships in the Shipping Board twenty five million dollar program. A very good friend of mine was Capt. of one of them in the African run from the West Coast to Africa and return via the Philippine Islands to lift copra. This arrangement was bad as no cargo offered for California except, copra, and you can see what the operators were up against. Captain Selmer is now living in Los Angeles and is a man I have known for 15 years or more. He knows his business and I have the greatest confidence in him. I last saw him in L A a year ago and prior to that he was in Honolulu on a trip to the So. Seas. If you think it worth while I will try and locate him to find out first hand information about the ship he was on. They are all direct diesels and if I remember correctly they are Busch-Sulzer direct drive, which I consider the most satisfactory and give the least trouble.

John, I have not been able to get any place with the Social Sec. Board to date. I went to the Civil Service and they cannot give me the position as an examination has been held for it, altho, they suggested that I try and get an executive order. Hurja is out of town and will not return till Thursday, at which time I hope to see him. I talked with him over the phone last week about Judge Ahchi, and expect to be able to give you something further with regard to your letter and his appointment in my next letter to you.

In case this Soc. Sec. does not go thru, I want you to help me to get back with the Maritime Commission. I have had 12 years with them when the Shipping Board was going and began on the ships by going to sae as Supercargo on the European Service, later being Operating Manager at Hampton Roads, Examiner in the Washington Office and General Agent for the Hawaiian Islands. My service extended over the period from January 1919 to March 1932, when my service were dispensed with due to the closing of the Honolulu Office. They will be taking on new personnel and with my experience and past employment I really should be given preference. If I can get back with them, I can be on the inside and in that way find out what is going on and what it takes to establish a new steamship line under the Subsidy Bill and then I will be in a definite position to give you the details and in touch with the situation.

Hurja is definitely going out within the next two weeks and so, the time is short. Do you know at this time who will replace him. I want to do whatever you wish and am looking forward to getting back to Hawaii. I feel certain that we can work out a very satisfactory proposition and Walter Dillingham will put up the money any time that a new line can be run independent of Matson. He and I talked this over some time ago and I believe he is still interested. Between him and Paul Fagan I know definitely we can get all the money necessary to go into the shipping game and in the right way. Cargo down and sugar back. What could be sweeter.

Aloha and good luck, Hubert

START

inches 3 2 1 0 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

	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	-22.52	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

M000554

END

April 24th. 1937.

Mr. Henry J. Kaiser,
Honolulu, T.H.

My dear Mr. Kaiser:-

Refering to our discussions regarding the cement situation in Hawaii and which you expressed a desire for a report. I have not yet completed all arrangements so will submit this as a partial report only.

Mr. Thomas B. Wilson, President and Manager of the Alaska Steamship Company, with whommI have endeavored to interest in this matter by extending their shipping activities to Honolulu and include Honolulu as a regular port of call. He passed through here last week for the Philippines via the Pan-American Clipper. He is expected to return soon and I will have him contact you upon his arrival on the coast. (T.B.W. is not related to me that I know of but our forefathers come from the same part of Scotland.)We are friends and I know him to be an upright square shooter.)

The recent maritime strike which tied up all shipping on the coast including Honolulu for a period over four months, started me to do some figuring and the results led me to realize that labor and ships are the deciding factors in the cost of transporting cement to Hawaii, and that the first person to solve this problem will without a doubt, control the cement market of these islands for some time or until someone figures out a better and cheaper method.

All cement now coming to the islands is shipped in bags, which means a lot of hand labor. With continual unrest among the longshoremen and other labor, the future costs will naturally be on the increase, and the most logical thing to do as I see it is to change the method of shipping from bags to bulk. To do this, several obstacles must first be met and overcome, viz:-

1 Secure a site at San Francisco, Oakland or Seattle where cement is to be shipped. The storage of loading equipment when not in use must be considered.

2 A suitable dock and site for silo in Honolulu.

3 A vessel must be secured of at least 8,000 tons capacity, with proper hatchways, bulkheads etc., adapted to the carrying of bulk cement and also mixed cargo. Speed not less than 10 knots.

4 Design equipment for the loading on the coast and the unloading from ship to silo in Honolulu. Capacity, at least 100 tons per hour.

5 Secure prices and contract from some reliable cement company.

I have completed all arrangements with exception of numbers three and five, and expect information on the ship within the next few weeks. I have not given much thought to the contracting for cement, as I thought, it would be wiser to make

April 26th, 1937.

Mr. Henry J. Kaiser,
Honolulu, T.H.

My dear Mr. Kaiser:-

Referring to our discussions regarding the cement situation in Hawaii and which you expressed a desire for a report. I have not yet completed all arrangements so will submit this as a partial report only.

Mr. Thomas B. Wilson, President and Manager of the Alaska Steamship Company, with whomI have endeavored to interest in this matter by extending their shipping activities to Honolulu and include Honolulu as a regular port of call. He passed through here last week for the Philippines via the Pan-American Clipper. He is expected to return soon and I will have him contact you upon his arrival on the coast. (T.B.W. is not related to me that I know of but our forefathers came from the same part of Scotland.)We are friends and I know him to be an upright square shooter.)

The recent maritime strike which tied up all shipping on the coast including Honolulu for a period over four months, started me to do some figuring and the results led me to realize that labor and ships are the deciding factors in the cost of transporting cement to Hawaii, and that the first person to solve this problem will without a doubt, control the cement market of these islands for some time or until someone figures out a better and cheaper method.

All cement now coming to the islands is shipped in bags, which means a lot of hand labor. With continual unrest among the longshoremen and other labor, the future costs will naturally be on the increase, and the most logical thing to do as I see it is to change the method of shipping from bags to bulk. To do this, several obstacles must first be met and overcome, viz:-

1 Secure a silo at San Francisco, Oakland or Seattle where cement is to be shipped. The storage of loading equipment when not in use must be considered.

2 A suitable dock and site for silo in Honolulu.

3 A vessel must be secured of at least 8,000 tons capacity, with proper hatchways, bulkheads etc., adapted to the carrying of bulk cement and also mixed cargo. Speed not less than 10 knots.

4 Design equipment for the loading on the coast and the unloading from ship to silo in Honolulu. Capacity, at least 100 tons per hour.

5 Secure prices and contract from some reliable cement company.

I have completed all arrangements with exception of numbers three and five, and expect information on the ship within the next few weeks. I have not given much thought to the contracting for cement, as I thought, it would be wiser to make

Mr. Henry J. Kaiser,
4/24/57 (2)

The idea of shipping cement in bulk is not a new one, yet it has not been practised much on the Pacific Coast until recently, when the Santa Cruz Portland Cement Company re-modeled the S.S.Pacific Cedar at great expense, and which is now known as the S.S.Santacruzcement. This vessel is the largest of its kind in the world, having a carrying capacity of 42,000 barrels of cement, equipped with the Fuller-Kinyon Cement Pumps so that it is possible for them to unload at the rate of 2,000 barrels per hour. It would never be economical to send this ship to Honolulu. Her capacity is greater than the Honolulu demand and the trip is rather long for a one way cargo. That is, she is so layed out, that it would not be economical to ship a general cargo along with cement and unless this can be done, the cement would have to bear the entire cost. A general cargo can stand a higher freight charge. I am quite certain, general merchandise pays at least $2 per ton more than cement now, furthermore, silo space must be provided equal the capacity of the ship.

The amount of cement consumed or rather shipped into Honolulu last year was as follows:-

Domestic Cement.....	235,000	Barrels.....	Value.....	$537,000. C$7.2851
Japan "	27,000	"	"	23,000.
Total	262,000	Barrels	"	560,000.

The above figures were obtained from the Honolulu Harbor Commission reports.

\#

Regardless of what the freight cost may be, the cost of loading a ship in California and unloading in Honolulu is and will be more variable, due to labor demands.

The following costs is based on labor in San Francisco at the present rates of .95 per hour regular time and $1.40 per hour for over time, and .50 per hour for regular time and $1.40 per hour for overtime in Honolulu.

	Present Cost in bags.	Bulk Cost
Unload cars and loading ship in San Francisco	.32 per Bbl.	.15
Unload ship in Honolulu.....	16	
" " " " into Silo.....		.10
Hauling to warehouse.....	10	00
Cost of Bags.....	10	05
Loss of cement in transist, estimated 4# @.00555	0222	00
Freight on sacks....., 4 @.002875	0115	00
Interest on Equipment, ...	00	0625
	.7157	.3625

Cement is selling in Honolulu to day for $2.85 per bag retail. In large quantities it can be gotton for $2.50 per Barrel.

Other information will be sent you by next mail. I would suggest that you do nothing regarding a ship until we hear from my friend of the Alaska S.S.Co. In the meantime, you may feel out the cement people as to prices.

Hope you enjoyed yourstay in Honolulu and wishing you and Mrs. Kaiser Non-voyage,

May 6th.1937.

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

Dear Sirs:-

Your letter dated March 12th., received sometime ago and I wish to thank you for your promptreply and suggestions and the blue print.

The plan to operate two smaller units of 50 tons capacity per hour each instead of one large 100 ton unit, I believe would be a better plan and so will adopt that idea, on the loading end, which may be either San Francisco or Oakland.

I was delayed in writing to you, due to the uncertainty of location of the silos here in Honolulu. We have two sites in mind and will enclose a plan showing the two sites and which I will refer as sites A and B.

Site A has no shed, consequently the unloading of general cargo cannot be undertaken at the same time as the unloading of the cement. After the unloading of the cement, the ship will be obliged to move to annother dock to unload the general cargo. This of course would take one or two days longer to discharge cargo which means greater expense. However, this dock will eventually have a shed, but, the business at the present time does not warrant the expenditure.

SiteBB has a shed so that cement and general cargo can be unloaded at the same time and which seem to be the most desirable site today, but, the owners believe it will not be very long before business at this wharf will be so great that it would be necessary to move the cement activities over to site A. This may be necessary within a year or soon after, hence the delay in deciding what really to do at this time. Therefore, it is necessary for me to make estimates on two schemes and submit the same to the owners for their consideration and final decision.

First scheme would be to use Site B now and locate silos about midway between Site A and B, so that when it comes to the time that a vessel cannot use Site B and a shed had been erected on SiteA that the only expense would be to move only the unloading equipment and conveyor from ship to silo and not the silo.

Second scheme would be to erect the silos as close to Site B as possible and when it has been decided to move to Site A, then to move everything including silos. to site A. It may be possible not to move silo, but, move conveyor only.

I will be pleased to receive and suggestions you may wish to offer that would improve the set up. I have had over 25 years experience in the designing, erecting, and operating of rock crushing plants, but, have had no experience in the transporting of bulk cement or grain, therefore, do not hesitate to

START

Sfrehmann-Hammon Mfg. Co.,
P.O. Box 747-Station Z,
Los Angeles, Calif.

Dear Sirs:-

Your letter dated March 15th, received somewhat ago and I wish to thank you for the information and the plans herein.

I have delayed in writing to you, due to the uncertainty of location of the office. We have two offices in mind and will endeavor a firm answer from Honolulu. We have two offices in mind, which I will refer as offices A and B.

Office A has no speed, consequently the automatic of General cargo cannot be engaged at the same time as the automatic of the cement. After the automatic of the cement, the auto will be applied to work to another dock to unload the General cargo. This of course would take one or two days longer to discharge cargo which means greater expense. However, this dock will eventually pays a bonus, but, the business at the present time does not warrant the expense.

OfficeBB has a speed so that cement and General cargo can be unloaded at the same time and which seem to be the most desirable site today, but, the owners believe it will not be very long before business at this wharf will be so that it would be necessary to move the cement equipment over to other Kiesz dock. It would be necessary to move the cement equipment over to other A. This was be necessary within a year or soon after, hence the delay in deciding which really to do at this time. Therefore, it is necessary for me to make estimates on two schemes and submit the same to the owners for their consideration and final decision.

First scheme would be to use Site B now and locate silos about midway between Site A and B, so that when it comes to the time that a vessel cannot use Site B the only expense would be to move and a shed had been erected on SiteA that the only expense would be to move only the automatic equipment and conveyor from auto to silo and not the silo.

Second scheme would be to erect the silos as close to Site B as possible and when it has been decided to move to Site A, then to move everything including the silos. It would be pleased to receive and suggestions you may wish to offer that would improve the set up. I have had over 25 years experience in the designing, and erecting of rock crushing plants, but, have had no experience in the fundamentals of bulk cement or grain, therefore, do not hesitate to

Yours,

Oakland.

Dox Williams

DSO illuminant, 2 degree observer

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

	L*	a*	b*
1	38.76	65.15	14.69
2	13.81	19.21	17.92
3	49.51	-4.20	-21.33
4	43.54	-12.89	22.66
5	55.52	8.78	-24.31
6	63.13	35.43	-0.48
7	70.42	-32.39	-32.92
8	40.08	10.25	-44.77
9	51.75	47.36	16.93
10	95.34	-0.90	1.90
11	92.09	-0.92	1.46
12	86.92	-1.12	0.97
13	82.37	-1.12	0.56
14	72.17	-1.05	-0.04
15	62.32	-1.10	-0.01
16	49.61	-1.29	-0.10
17	38.89	-0.23	-0.48
18	28.60	-1.09	0.07
19	17.97	0.04	0.09
20	9.50	0.45	0.25
21	4.33	0.32	-0.47
22	30.32	22.13	-19.02
23	72.50	72.92	56.08
24	72.10	19.51	67.85
25	29.51	13.42	-47.69
26	55.60	-38.46	32.19
27	43.48	50.74	29.13
28	82.02	3.28	78.75
29	52.85	69.90	-12.86
30	50.86	-27.78	-27.68

All values are batch averages

M000554

inches

centimeters

Stephens-Adamson Mfg. Co.,
5/6/37 (2)

take the libertyof making whatever suggestions you think best.

Please quote prices on whatever equipment needed to comply with the two schemes so that a comparison can be made. It is understood of course, all figures quoted at this time would be used for estimating purposes only.

We plan to operate a ship having a cargo capacity of about 8,000 to 10,000 tons, reserving space for bulk cement for about 4,000 tons; for bulk grain about 1,000 tons and the balance of space will be used in the carrying of general cargo.

I am now endeavoring to get the stock feed dealers interested in shipping their grain requirements in bulk. They now import wheat, cracked corn, wheat bran, and middleings in bags. Then it is hauled in trucks to their place of business where each sack must be opened and the contents emptied into a bin where it is stored until needed. When needed it is run back to a mixer and mixed with local grown food stuffs and sold as a ready mixed poultry and dairy feed.

Will you kindly answer the following questions, viz:-

1 What is the maximum length a screw conveyor can be operated and considered good practise?

2 Would it be very expensive to clean or wash the equipment each time a change is made in loading or unloading after cement is handled?

Refering to the last paragraph of your letter of March 12th., regarding the use of the second track. There is nothing to prevent us from using either track or both if necessary.

As soon as I hear from which will give me sufficient data to complete plans, I believe there will be no further delay to prevent us from going through.

I hope I have made myself clear and trust I will hear from you at an early date, I am,

Yours very truly,

John H. Wilson

P.S.
Since writing the above, the owner suggested the possibility of securing SITE C where there would be ample space to accommodate both cement and grain silos. Time will not permit me to give you a more accurate plan of the now existing piers, sheds etc., as I am rushed to make todays boat. I hope I have given all the information needed.

Stephens-Adamson Mfg. Co.,
5/6/57

(2)

take the liberty of making whatever suggestions you think best.

Please quote prices on whatever equipment needed to comply with the two schemes so that a comparison can be made. It is understood of course, all figures quoted at this time would be used for estimating purposes only.

We plan to operate a ship having a cargo capacity of about 8,000 to 10,000 tons, reserving space for bulk cement for about 4,000 tons; for bulk grain about 1,000 tons and the balance of space will be used in the carrying of general cargo.

I am now endeavoring to get the stock feed dealers interested in shipping their grain requirements in bulk. They now import wheat, cracked corn, wheat bran, and middlings in bags. Then it is hauled in trucks to their place of business where each sack must be opened and the contents emptied into a bin where it is stored until needed. When needed it is run back to a mixer an mixed with local grown food stuffs and sold as a ready mixed poultry and dairy feed.

Will you kindly answer the following questions, viz:-

1 What is the maximum length a screw conveyor can be operated and considered good practise?

2 Would it be very expensive to clean or wash the equipment each time a change is made in loading or unloading after cement is handled?

Referring to the last paragraph of your letter of March 12th., regarding the use of the second track. There is nothing to prevent us from using either track or both if necessary.

As soon as I hear from which will give me sufficient data to complete plans, I believe there will be no further delay to prevent us from going through.

I hope I have made myself clear and trust I will hear from you at an early date,
I am,

Yours very truly,

John H. Wilson

P.S.
Since writing the above, the owner suggested the possibility of securing SITE C where there would be ample space to accommodate both cement and grain silos. Time will not permit me to give you a more accurate plan of the now existing piers, sheds etc., as I am rushed to make todays boat. I hope I have given all the information needed.

END

2293 - 21st Ave
S.F.
April 25 - 1987

Dear Jack. -

I am a bum when it comes to writing or I would have thanked you long ago for the good times at the Hawaiian Club and also for the dandy box of "Paradise" eats.

The folks here have jumped on me several times about writing.

Every thing is O K with us and I am busy on the job and will be for about

START

eight months longer.
Then I dont know - maybe
I will get something at
the World's Fair.
Hope everything is
O.K. with you.

Yours
Jake

The folks found I was
writing and all send
regards of the best

W.S.

END

May 1st.1937.

My dear Tsukamoto:-

I am pleased to acknowledge receipt of your two letters and also the box of asparagus which we enjoyed very much and feel very greatful for your thoughtfulness in remembering us.

I ma sending you by parcel post by todays mail, six Giant Gardenias and six Anthuriums. We are sending you three colors of the anthuriums, two each of the white, pink, and red.

The Anthurium is a gorgeous flower, rich in color, waxy in appearance, shaped somewhat like a calla and with a upright spadix rising from the leaflike spathe, and retains its freshness longer than any flower that I know of. The flower that you looked at last December is still fresh. It blooms best in spring, but, blossoms appear all the year round in Hawaii.

It is a slow plant but not difficult to grow. They prefer a fiberous and perfectly drained soil. Excellent results are obtained in Hawaii by using nothing in the pots but the peelings of taro, obtained from the poi factory. We have it growing in the ground also, which you saw in our fernery when you past through on your way to Japan. We generally use chicken manure when we plant in the ground.

The flowers that I saw in one of the florist shops on Powell street, San Francisco was the pink. The White and the Red are very rare here.

I had these plants all examined and washed by the inspectors of the Board of Agriculture and I hope they will reach you in good condition and will have no difficulty in getting them to grow. If you have bad luck with them, do not hesitateb and let me know, we will try and make another shipment.

Mrs. Wilson will be leaving here on one of the Dollar steamers sailing from here on June 18th, so I wish you will not forget to give me your daughters address in Japan. The wife is leaving here with a group of school teachers who are making an excursion trip to Japan, China and Manilla. After leaving here, they will touch first at Yokohama and after lunch will proceed and stay the night at the Imperial Hotel at Tokyo. The next morning they leave for Niko, then back to Tokyo to take train for Kyoto, Kobe and Osaka. Taking steamer at Osaka for Korea, then to China and Manilla, then back to Yokohama some time in August then for Honolulu.

With kindest personal regards and best wishes to you and the family, Iam,

Yours with aloha,

P.S.
Tell Walter, I was sorry I could not call on him to see the babies and meet his wife.

START

Dear Jack:

With best Thanksgiving:-

I am pleased to acknowledge receipt of your two letters and also the box of Japanese sukiyaki we enjoyed very much indeed and look forward to giving you a Christmas dinner in Japan. The wife is leaving here with a group of school children and we are making an excursion trip to Japan, China and Manila. After leaving here they will march first at Yokohama and after lunch will proceed and spend the Christmas at the Imperial Hotel at Tokyo. The next morning they leave for Nikko, then back to Tokyo to take train for Kyoto, Kobe and Osaka. Leaving afternoon at Osaka for Korea, then to China and Manila, then back to Yokohama some time in January then for Honolulu.

With kindest personal regards and best wishes to you and the family. I am,

Yours ever alone,

P.S.
Tell Walter, I was sorry I could not call on him to see the parlies and meet his wife.

May 1st 1937.

Mr. E.R.Zion,
c/o Civil Service Commission,
City Hall,
San Francisco, Calif.

Dear Ray:-

This will serve to introduce Mr. M.T.Cabral, Superintendent of Lights, City & County of Honolulu. He received his first appointment during my administration and is taking his first vacation to the mainland.

He has letters from the Mayor of Honolulu to the Mayor of San Francisco. Will you kindly see that he receives the connections that he desires. He is interested in Street Lighting mostly and whatever you can do to assist him will be greatly appreciated.

If not too much trouble and Walter is available, see that he meets Walter for they speak the same language. I am giving him a letter to Paul Downing, but, I doubt whether Paul could give him much information on Street Lighting.

Whatever you can do to make his visit a pleasant one will also be appreciated.

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

Yours with aloha,

START

May 1st 1937.

Mr. E.R.Zion,
c/o Civil Service Commission,
City Hall,
San Francisco, Calif.

Dear Sir:-

This will serve to introduce Mr. M.T.Cabral, Superintendent of Lights, City & County of Honolulu. He received his first a pointment during my administration and is taking his first vacation to the mainland.

He has letters from the Mayor of Honolulu to the Mayor of San Francisco. Will you kindly see that he receives the connections that he desires. He is interested in Street Lighting mostly and whatever you can do to assist him will be greatly appreciated.

If not too much trouble and Water is available, see that he meets Walter for they speak the same language. I am giving him a letter to Paul Downing, but, I doubt whether Paul could give him much information on Street Lighting.

Whatever you can do to make his visit a pleasant one will also be appreciated.

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

Yours with aloha,

END

May 1st 1937.

Mr. Paul M. Downing, Vice-President,
Pacific Gas & Electric Co.,
San Francisco, Calif.

My dear Paul:-

This will introduce to you Mr. M. T. Cabral, Superintendent of Lights, City & C unty of Honolulu, who received his first appointment during my administration, and is now taking his first vacation to the mainland.

He is interested in lighting and I know you will enjoy meeting him. Whatever you can do to assist him in his work, will be greatly appreciated.

Brick and the rest of the gang are still waiting to see you in Hawaii on that long promised vacation.

Annie Lyle wrote me for some of those beans that I used on your sprained ankle. I sent her several pounds of it, so should you injure your ankle again, go and see Annie.

With kindest personal regards and best wishes to your good wife and self, I am,

Yours with aloha,

John H. Wilson,

Mr. Henry M. Dominick, Vice-President,
Pacific Gas & Electric Co.,
San Francisco, Calif.

My dear Henry:-

This will introduce to you Mr. M. T. Caprez, Superintendent of Lights, City & C nty of Honolulu, who received his first appointment during my administration, and is now making his first vacation to the mainland.

He is interested in lighting and I know you will enjoy meeting him. Whatever you can do to assist him in his work, will be greatly appreciated.

Back and the rest of the gang are still wishing to see you in Hawaii on that long promised vacation.

Aunte Lyle wrote me for some of those peaches that I used to get when you were there. I sent her several pounds of it, so should you happen to see Aunte, tell her to see Aunte.

With kindest personal regards and best wishes to you, your wife and self,
I am,

Yours ever sincerely,

John H. Wilson,

END

Dan Williams

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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	77.17	62.32	49.61	28.89	28.60	17.97	9.50	4.33	30.32	72.50	72.10	55.60	43.48	52.85	82.02	49.90	50.86
a*	13.81	17.21	-4.20	-12.89	8.78	-32.39	35.48	10.25	47.36	-0.90	-0.92	-1.12	-1.12	-1.05	-1.10	-1.29	-0.23	-1.09	0.04	0.45	0.37	22.13	-22.92	19.51	-38.46	50.74	49.90	3.28	-27.78	-27.68
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	-0.10	-0.48	0.07	0.09	0.25	-0.47	-19.02	56.08	67.85	32.19	29.13	-12.88	78.75	49.90	-12.88

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

DSO illuminant, 2 degree observer

Asphalt and
Concrete Pavements

Grading and
Excavating

Compressors
Dump Trucks
Shovels
Tractors

Pacific Pavements Co. Ltd.

STREET AND ROAD CONSTRUCTION

85 Barstow Street
SAN FRANCISCO, CALIFORNIA

Telephone HEmlock 4178

May 14 1937

Friend John-

I am a very poor hand at writing letters and that is the reason you have not heard from me before this.

I havent seen Gray since you were here altho he has phoned a few times so I dont know how your cement proposition came out. Presume you have been kept busy catching up on your work since your return but expect some day to read that the Steamer John H Wilson arrived from Honolulu to engage in a general commercial business.

Things have quieted down considerably around the bay district most of it caused by the uncertainty of labor. The strike fever is in the air and each day sees some union stopping work. The hotel strike has turned serious all of the big hotels being closed except to permanents and it looks as if it will become worse because some of the other hotels are refusing to do any bargaining. Oakland reaps the benefit of all this and this city is losing a lot of dough.

By separate mail I am sending you some data on the two bridges and trust you find them interesting.

Say hello to Cooper. This is all for this time.

Chris.

START

inches

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	18.51	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

M000554

END

May 8th.1937.

Mr. Henry J. Kaiser,
1522-Latham Sq. Boul.
Oakland, Calif.

My dear Mr. Kaiser:-

Please find enclosed a more complete prospectus of our cement scheme. You will note, the regular freight rate as charged by the Matson Company is $3.75 per ton on cement, while the rate on general cargo is $5.75 which makes it more improbable for the Santa Cruz Company to send their ship to Honolulu.

No ship can operate between the coast and Honolulu with cement cargo alone, especially so, when the freight rate on cement is only $3.75 per ton. To make a profit or to break even, a ship must have a certain amount of general cargo to bring up the average income rate. This is what the Santa Cruz Company's boat cannot do, for it is not designed to carry general cargo with bulk cement, hence the reason I did not approach them.

I believe, we can do better dealing with any one of the following, viz:-

1 The Calavares Company.
2 The Yosemite Cement Company.
3 The Mt. Diablo " "
4 The Momolith Company at Tahachipi.

Delivered at Oakland in R.R.cars.(Bottom dumps would be preferable)

Tom Wilson of the Alaska S.S.Co., is still in China,but, is expected back very shortly by Clipper. I stated in my letter of the 24th. ult., that I was negotiating with him for transportation, but, I did not give you much detail in this regard. The plan would be for them to make monthly trips to Honolulu with one of their 8,000 to 10,000 ton ships, with bulkheads so arranged that a reserve space be made for 4,000 tons of bulk cement, 1,000 tons of bulk grain, and the balance of space to be used in carrying general cargo. I can get the general cargo.

I am now endeavoring to interest one of our local grain dealers to import his grain in bulk, which would bebigbig saving. This company now receives his grain in sacks, which upon receipt are opened and emptied into bins, then run by conveyor to a mixer, where it is mixed with local grown product, and then placed on the market as ready mixed Poultry and Dairy feed. The equipment used in loading and unloading cement can also be used for the grain. The only additional expense will be the silos.

Silos needed will be as follows, viz:- Cement,at least three in the beginning 2-40,000 cubic feet capacity and 1-20,000 cubic feet capacity and should not be over 34 or 35 feet high.for the larger tanks and I estimate the smaller tank should be about 34 feet in diameter by 25 feet high. The size of the grain

Hardel have mentioned the fact that the South Cruz where boat by the Government was unable to find the ship not 20 mts heights.

START

May 8th.1927.

Mr. Henry J. Kaiser,
1322-Latham St. Bldg.
Oakland, Calif.

My dear Mr. Kaiser:-

Please find enclosed a more complete prospectus of our cement scheme. You will note, the regular freight rate as charged by the Matson Company is $8.75 per ton on cement, while the rate on general cargo is $5.75 which makes it more improbable for the Santa Cruz Company to send their ship to Honolulu.

No ship can operate between the coast and Honolulu with cement cargo alone, especially so, when the freight rate on cement is only $8.75 per ton. To make a profit or to break even, a ship must have a certain amount of general cargo to bring up the average income rate. This is what the Santa Cruz Company's boat cannot do, for it is not designed to carry general cargo with bulk cement, hence the reason I did not approach them.

I believe, we can do better dealing with any one of the following, viz:-

Selected
The Calaveras Company.
The Yosemite Cement Company.
The Mt. Diablo " "
The Monolith Company at Tehachipi.

Delivered at Oakland in R.R.cars.(Bottom dumps would be preferable)

Tom Wilson of the Alaska S.S.Co., is still in China,but, is expected back very shortly by Clipper. I stated in my letter of the 25th. ult., that I was negotiating with him for transportation, but, I did not give you much detail in this regard. The plan would be for them to make monthly trips to Honolulu with one of their 8,000 to 10,000 ton ships, with bulkheads so arranged that a reserve space be made for 4,000 tons of bulk cement, 1,000 tons of bulk grain, and the balance of space to be used in carrying general cargo. I can get the general cargo.

I am now endeavoring to interest one of our local grain dealers to import his grain in bulk, which would bebigely saving. This company now receives his grain in sacks, which upon receipt are opened and emptied into bins, then run by conveyor to a mixer, where it is mixed with local grown product, and then placed on the market as ready mixed Poultry and Dairy feed. The equipment used in loading and unloading cement can also be used for the grain. The only additional expense will be the silos.

Silos needed will be as follows, viz:- Cement,at least three in the beginning 2-40,000 cubic feet capacity and 1-20,000 cubic feet capacity and should not be over 54 or 55 feet high.For the larger tanks and I estimate the smaller tank should be about 34 feet in diameter by 55 feet high. The plan of the small

Mr. Henry J. Kaiser,
5/8/37 (2)

tanks have not yet been decided on, but, there will be at least three of about 400 to 500 tons each.

I just learned that Emil has gone to London.

With kindest personal regards ~~and best wishes~~ to Mrs. Kaiser and self, I am,

Yours with aloha,

John H. Wilson,

P.S.

You might approach the Santa Cruz Company and secure from them a price delivered aboard of our ship, without letting them know that it would be taken to the islands. I think, it would be possible for our ship to go along side of their ship at their dock in Alameda and have them pump into our ship the required amount of 20,000 Barrels per month. I do not think, we would want to go to Santa Cruz to load, that would be too risky.

J.H.W.

Mr. Henry L. Kaiser,
2\8\61
(3)

Santa Cruz Co Local, first block de coo.tiaty.

thanks have not yet been elected m' but, rights will be at least force of about
400 to 500 cons each.

I just learned that Emil was Cons to London.

With kindest personal regards and best wishes to Mrs. Kaiser and Lee, I am,

Very truly yours,

Don H. Williams.

P.S.

You might approach the Santa Cruz Company but secure from them a price delivered
absolutely to two ships, without letting them know that it blow be taken to the
latenbs. I think, it blow be possible for two ships to go to Japan ship
ship is ready dock in Alameda but have been told that the repairs and
amount to 20,000 Battle for month. I do not think, we blow saw to go to
Santa Cruz to load, first blow be coo.tiaty.

W.H.L.

END

May 8th.1937.

Mr. Wm. M. Gray,
c/O Yosemite Portland Cement Corp.
564-Market St.

My dear Mr. Gray:-

I received your message by telephone after we left the dock in San Francisco. The operator aboard steamer did not reach me until we were about to pull away from the dock, and I wish to thank you for the information.

Will you kindly have the Bates people get in touch with me, as I wish to have them confirm their quotations and I would like to know more about their equipment.

Will you please do this for me, and some day I may be able to do something for you.

Yours with aloha,

John H. Wilson

START

Mr. Wm. H. Gray,
c\o Yosemite Portland Cement Corp.
Post-Market St.

My dear Mr. Gray:-

I received your message by telephone after we left the dock in San Francisco. The operator should apologize for not reach me until we were about to hull away from the dock, and I also to thank you for the information.

Will you kindly have the Baker people keep in touch with me, as I may to have them confirm their proposations and I would like to know more about their equipment.

Will you please do this for me, and some day I may be able to do some-thing for you.

John H. Wilson

,about this study

END

TOTAL CEMENT IMPORT, YEAR 1936, 262,000, BARRELS.

PRESENT COST OF CEMENT SHIPPED IN BAGS.

Freight on 262,000 Bbls = 52,400 tons	@ $2.15	$112,660.
Labor loading in San Francisco, 52,400 tons	" 1.00	52,400.
" unloading Honolulu, 52,400 "	" .60	31,440.
Initial cost of cement alongside ship, S.F.	" 1.50	393,000.
Carting to warehouse Honolulu, 262,000 BBLS	" .10	26,000.
Total Cost Landed in Honolulu.....		$615,500.

PROPOSED NEW METHOD OF SHIPPING CEMENT IN BULK.

Freight on 262,000 Bbbs. = 376# per Bbl = 49,256 Tons	@ 2.15	$105,900.40
Labor loading S.F. Mechanical loader, 49,256 tons	@ .75	36,942.
" Unloading Honolulu, " 49,256 "	" .50	24,628.
Initial cost of cement in S.F. at wharf, 262,000 Bbls	@ 1.20	314,400.
Freight on 262 tons Empty sacks, (allowing 50% sacks)	" 5.75	1,506.
Total cost.....		$483,376.90

Present cost	$615,500.
NEW METHOD	483,376.
DIFFERENTIAL..	$132,123.10

NOTE:-

Cost of loading in San Francisco to Matson Co., at least	$1.00	per ton
" " unloading in Honolulu, " " " " "	.60	" "
Freight allowance.....	2.15	" "
Present freight rate on cement from San Francisco to Honolulu.	$3.75	" "

Consumer now pays on 400 pounds per barrel, while a barrel of cement actually weighs 95 pounds per bag and 4 bags per barrel.

Initial cost of cement in bags is usually thirty to fifty cents difference, infavor of bulk cement.

Due to the recent maritime strike and also the unsettled state of labor, the cost of loading and unloading is bound to be increased.

The price of cement bags are not accounted for in the above as I have not yet received prices from the bag people. I propose using paper bags.

Honolulu, Hawaii.
May 8th.1937.

John H. Wilson

START

TOTAL CEMENT IMPORT, YEAR 1936, 362,000 BARRELS.

PRESENT COST OF CEMENT SHIPPED IN BAGS.

Freight on 282,000 Bbls = 52,400 tons	@ $2.15	$112,660.
Labor loading in San Francisco, 52,400 tons	" 1.00	52,400.
" unloading Honolulu, 52,400 "	" .60	31,440.
Initial cost of cement alongside ship, S.F.	" 1.50	393,000.
Carting to warehouse Honolulu, 282,000 Bbls	" .10	28,200.
Total Cost Landed in Honolulu.....		$618,500.

PROPOSED NEW METHOD OF SHIPPING CEMENT IN BULK.

Freight on 282,000 Bbls. = 5760# per Bbl = 49,256 Tons @ 2.15		$105,800.40
Labor loading S.F. Mechanical loader, 49,256 tons @ .75		36,942.
" Unloading Honolulu, 49,256 " " .50		24,628.
Initial cost of cement in S.F. at wharf, 282,000 Bbls @ 1.20		314,400.
Freight on 282 tons empty sacks,(allowing 50% sacks) " 5.75		1,508.
Total cost.....		$483,378.40

Present cost $618,500.
NEW METHOD 483,378.
DIFFERENTIAL..$135,121.60

NOTE:-

Cost of loading in San Francisco to Matson Co., at least $1.00 per ton
" " unloading in Honolulu, " " " " " .60 " "
Freight allowance..... 2.15 " "
Present freight rate on cement from San Francisco to Honolulu. $3.75 " "

Consumer now pays on 400 pounds per barrel, while a barrel of cement actually weighs 95 pounds per bag and 4 bags per barrel.

Initial cost of cement in bags is usually thirty to fifty cents difference, infavor of bulk cement.

Due to the recent maritime strike and also the unsettled state of labor, the cost of loading and unloading is bound to be increased.

The price of cement bags are not accounted for in the above as I have not yet received prices from the bag people. I propose using paper bags.

Honolulu, Hawaii.
May 8th.1937.

John H. Wilson

END

May 11th 1937.

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

ATTENTION: Mr. E. C. Barkstrom
Mr. Richard Carr

Dear Sirs:-

As shown in the sketch accompanying my letter of the 6th inst., it is planed for the present to install three tanks for cement. Two tanks having the capacity of at least 40,000 cubic feet each and one tank of 20,000 cubic feet capacity, having a total storage capacity of 100,000 cubic feet.

It is intended to ship 4,000 tons of cement each shipment or a total of 20,000 barrels. (Allowing four cubic feet per barrel) The three tanks will give us a storage capacity at Honolulu about 25 per cent greater than the ships cargo, which should take care of the undisposed of cemtnt upon arrival of the ship.

The smaller tank should be of sufficient height above ground to permit trucks driving under to load. There should be sufficient space to permit the installation of scales as all loading will be done by weight.

The two larger tanks, should be of sufficient height above ground to permit the installation of automatic bagging equipment. I understand the Bates Company furnish this equipment on a leasing arrangement, provided their make of paper bags are used.

Tank site have a rock fill foundation, which has been in place for 15 to 20 years and I presume it has ceased settleing. We usually allow two tons per square without piling in this neiborhood, and have gotton good results. There is no limit to land area available in this locality, so if necessary, we can increase diameter of the tanks to meet our loading requirements. Due to the rock fill, it would not be advisable to drive piles, although it can be done with additional cost.

Will you kindly quote prices on the tanks, including scales, schutes, and bagging equipment. Quote prices on each item separately. All quotations will be used for estimating purposes only. When final plans are adopted and approved by the owners, I will ask for final bids.

Delivery of all material to be at most convient sea port, either California or East coast.

Thanking you for the promptitude with which you have given me heretofore, I am,

Very Respectfully,

John H. Wilson

START

"Yours Truly,"

Wm. Hill Vaa

Telephone-Address Mfg. Co.,
P.O.Box 147-Western Station
Los Angeles, Calif.

ATTENTION: Mr. E. C. Barkerton
Mr. Richard Cart

Dear Sirs:-

As shown in the sketch accompanying my letter of the 6th inst., it is planned that the present 40 inch frame for cement tube fence will be replaced by one frame of 100,000 capacity, plus a total size capacity of 100,000 capacity feed.

It is intended to split 100,000 cement each alternate to a total of 50,000 pounds. (Allowing 100 units feed per pallet) The first frame will be supplied complete with Hopper and vibrator and 25 per cent Elevator and Mixer plus cargo, which should take care of the subsidiary of cement and the sale of the sale.

The smaller frame should be of sufficient height which would be to permit the transfer of bucket to feed. There should be sufficient space to permit the transfer of scales as all loading will be done by weight.

The two larger frames should be of sufficient height which would be to permit the installation of automatic pallet equipment. I understand the Bates Company intends this equipment on a leasing arrangement, provided that make of bags are used.

Your size press & Lock Lift Combination which has been in hand for 15 to 20 years I presume it has ceased certainly. We usually allow two zone per week without billing in this metropolis, and have Hopper Bag Loaders. There is no limit to land area available in this locality, so it necessarily we can increase element of the frame to meet our loading requirements. The to the Lock Lift, it would not be advisable to drive bites, although it can be done with additional cost.

All Non Kinkly drope prices on the frame, functions scales, scales, and packing equipment. Drope prices on each item separately. All documentations will be used for estimating purposes only. When final plans are adopted and approved by the owner, I will ask for final price.

Delivery of all material to be at least consider sen port, either California or East coast.

Thanking you for the opportunity with much for have given me preference, I am,

Very Respectfully,

John R. Wilson

END

May 18, 1936
2327 - 5th St.
Berkeley, Calif.

Dear Mr. Wilson -

I wish to thank you most sincerely for your kindness in sending us the 6 very rare Enthurium plants which we received in good condition. The Gardenia plants, however, were rejected by the Los Angeles U.S. Dept. of Agriculture because upon examination they claim the roots of the plants were infested with Root Knot Nematode, as it explains in the enclosed Rejection Notice. I am very sorry that after all your efforts in sending the plants they were not released.

We hope Mrs. Wilson will have a lovely trip when she visits Japan in June. I wonder if Mr. Wilson would kindly take a few clothes for my daughter when she visits Tokyo. We'd appreciate it very much if she will be able to take a package containing about 2 or 3 dresses, a light coat, a blouse

and skirt, and 1 or 2 miscellaneous articles. To mail it the duty on the articles I am afraid will be very high so I am asking you this favor. If you will telephone my daughter (Alice Yuriko) when you reach Tokyo she will then go after the package. Her address I will write on a separate piece of paper, and I am sure most anyone will be able to locate her telephone number for you. We will deeply appreciate it if Mrs. Wilson will be able to do this favor for us, that is, if she hasn't too much baggage already. Won't you write us upon receipt of this letter and let us know if it will be possible. Then, accordingly, we can send the package on to you. I think there will be time ~~for~~ before the ship sails on June 18th.

May we expect an answer as soon as possible?

Thank you once again for the plants you sent us. You can be assured they were greatly appreciated.

With best regards to Mrs. Wilson from the family—

Aloha,
J. T. Tsukanoto
Tsukanoto

STATE OF CALIFORNIA

REJECTION NOTICE

Interstate ☒ Intrastate ☐ Date May 14, 1937

Advice is hereby given that { the entire / a portion of } shipment from

Consignor John H. Wilson

Address P.O.Box 2744, Honolulu, T. H.

Consigned to J. T. Tsukanoto

Address 2327 Fifth St., Berkeley, Calif.

Consisting of 6 Gardenia Plants and 6 Anthuriums

is being held at

for disposal in forty-eight hours by return to shipper or destruction, or treatment by

at option and expense of owner under authority of Agricultural Code for violation of Sec. #115 of California Agricultural Code.

(Specify number of State or Federal quar. or sect. of law.)

Remarks: Hawaiian certificate present showing treatment in Volk Oil. Passed in Los Angeles by U. S. Dept. of Agriculture with notice that gardenias infested with Root Knot Nematode. Roots of gardenias removed and destroyed by consent of consignee. Anthuriums released.

(If additional space needed use other side)

If owner desires to exercise option indicated above, he should communicate immediately with the undersigned, otherwise material will be destroyed.

Gordon P. Laing
Agricultural Commissioner

E. K. Strobridge, Jr.
County Agricultural Inspector and State Plant Quarantine Officer

Alameda
County

Address New Court House

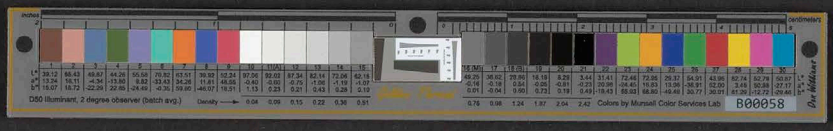
City Oakland, Calif.
California

Copies to:

Consignor ☐ Consignee ☐ State Dept. ☐

Agricultural Commissioner at origin ☐ Carrier Agent ☐

P.Q. FORM NO. A-58. 12850 6-34 75M
CALIFORNIA STATE PRINTING OFFICE


D50 Illuminant, 2 degree observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00058

END

FOR SALE
FRED W. CARTER, Jr.
REAL ESTATE
PHONE 5105
16 Merchant St.

FRED W. CARTER, JR.
REAL ESTATE

PHONE 5105
16 MERCHANT ST. HONOLULU, T. H.

May 18th,
1 9 3 7.

Mrs. Minerva L. Kalama
Makawao, Maui

Dear Mrs. Kalama:

The writer has an inquiry as to the sale of property of which you are executor on Liliha Street, as shown by accompanying sketch.

If the price is reasonable enough, the party wishes to purchase the whole piece. On the other hand, they are also interested in a division of said property to include the old house, which as you know is in very poor condition, this is shown as Lot "A".

If you will notice by subdividing said property along the line shown in red, it will be leaving ample width on Liliha Street for a building and entrance to the rear piece, which is of not much account.

If you will please send back the accompanying sketch with prices for Lot "A", Lot "B" and a price on the whole parcel, I will see what I can do with this client.

Hoping for an early reply and thanking you for your immediate attention, I remain,

Sincerely yours,
Fred W. Carter Jr.
Fred W. Carter, Jr.

fwc;g
enc.

P.S. Please figure selling price to include 5% selling commission.

START

inches

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

M000554

FOR SALE
FRED W. CARTER, Jr.
REAL ESTATE
PHONE 5105
16 Merchant St.

FRED W. CARTER, JR.

REAL ESTATE

PHONE 5105 — 16 MERCHANT ST. HONOLULU, T. H.

A - to be approx. 13000 $
B - " " ~ 12000 $

Minerva L. Kalama -

inches 3 2 1 0 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

	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

M000554

END

Makawao, Maui.
May 20, 1937.

My dear Johnny:-

Just a few lines to let you know that I'm mailing a letter which I received yesterday about the Liliha place for you to answer for me as you know more about it than I do. I don't know these haoles.

I guess some of those that own the back lots wants it, like A. L. Castle Kam Sing Nee Wo or the B-T-C for Mary Selva. You can see they want to divide the lot and a road way between to get to the back lots.

Lets hope they give you a good price for it.

START

I hate to bother you, as I know you are busy with your own work, but who else will I go to and besides you spoke to several of ones already I don't want to answer this hole.

We are still having rain - oh so tired of it - too much of it.

I hope you are both well I'm fine again.

We must close and get this off soon - and thank you.

With lots of aloha to you both.

Minerva.

END

Honolulu, T. H.,
May 24, 1937.

U. S. FLEET ENTERTAINMENT COMMISSION
201 Dillingham Building,
Honolulu, Hawaii.

TO: SAMOAN SIVA TROUPE, DR.
c/o Willie Williams
Box 2840, Honolulu.

To entertaining officers and men of the U. S. Fleet on May 12th and May 14th at Army & Navy Y. M. C. A. and at Pearl Harbor on board of the U.S.S. Argonne at $50.00 per performance -- 2 performances (Troupe of 15 performers) - - $100.00 ..... $100.00

CERTIFIED, CORRECT AND JUST,
PAYMENT NOT RECEIVED.

Willie Williams
Willie Williams.

Also for Washington Place

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

D50 Illuminant, 2 degree observer

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

All values are batch averages

END

May 25th.1937.

Hon. H.A.Baldwin,
Paia, Maui.

My dear Harry:-

My letters arevnot always of a political nature, so dontt be surprised when you find me writing on other matters.

About thirty-five years ago, the H.S.P.A. offered a bonus of $20,000. to the first person inventing a cane cutter and $10,000. for a cane loader.

I had my idea about a cutter, and hugh Howell and Joe Higby were interested in a loader. The loading system That I see in use today was the same as what Howell & Higby were developing at that time.

Without saying a word to anyone, except to a few friends, I quietly left town for the East, where I spent seven months and Six Thousand Dollars developing a cane cutter. Arriving home in the fall of 1903, I ahowed a few friends, including the press what the machine could do.

I had several interviews with the late Lorrin A. Thurston, who at the time was either President of the H.S.P.A. or was representing them, I do not quite remember how Kakina came into the picture. However, he informed me, that, the H.S.P.A. had withdrawn their bonus offer, some four or five months prior to my return, but, offered to pay me something like $1,500. for my patents etc., which I thought was too little, so declined his offer. He also wanted me to give a guarantee, that, the cutter would cut sugar cane for fifteen or twenty cents per ton, which I think was the prevailing cost at that time.

I could not see my way clear to give a guarantee, as the cutter had not been given a thorough try out, and being the first of that kind to be built, naturally, it was not perfect.

The machine was built in St. Louis, Mo., where I also conducted my experiments cutting broom handles, this of course required greater power than actually necessary for cutting cane. I was compelled to select St Louis, as that was the of the few cities, where aluminum castings could be had.

The sugar men in those days were somewhat set on the type of harvester needed, rather inclined and desired a machine that would run over a field like a wheat or barley header. I stated at that time, and still say, that method would be impractical or would take too long a time to develop and the expense would be considerable more, than the type I have in mind.

START

Hon. H.A.Baldwin,
5/25/37 (2)

My devise is a labor saver, it takes the place of the cane knife. No exertion required on the part of the operator and in the hands of a fairly intelligent laborer, the work as now performed by three to four men can be more readily accomplished by one mmn, thereby reducing the total number of men now required on a plantation for harvesting. Labor was so cheap, Mr. Thurston thought the plantation were not quite ready for machinery, unless a big saving in the cost of cutting could be shown.

Receiving so little encouragement and not able financially to continue my experiments, I finally gave up the job.

Learning of the strike now on at Puunene among the cane cutters, naturally my thoughts takes me back to what I endeavored to do thirty-six years ago. I still am of the opinion, I can solve the cane cutting problem, that is, I believe my method of cutting sugar cane would be a vast improvement over the method now universally used by the plantations.

If you are interested, please drop in at the post office the next time you are in town or should you prefer, give me a phone call and I would be glad to meet you any place and explain my ideas in more detail.

Yours with aloha,

John H. Wilson

Hon. H.A.Baldwin,
5/25/37

(3)

My device is a labor saver, it takes the place of the cane knife. No exertion required on the part of the operator and in the hands of a fairly intelligent laborer, the work as now performed by three to four men can be more readily accomplished by one man, thereby reducing the total number of men now required on a plantation for harvesting. Labor was so cheap, Mr. Thurston thought the plantation were not quite ready for machinery, unless a big saving in the cost of cutting could be shown.

Receiving so little encouragement and not able financially to continue my experiments, I finally gave up the job.

Learning of the strike now on at Funnene among the cane cutters, naturally my thoughts takes me back to what I endeavored to do thirty-six years ago. I still am of the opinion, I can solve the cane cutting problem, that is, I believe my method of cutting sugar cane would be a vast improvement over the method now universally used by the plantations.

If you are interested, please drop in at the post office the next time you are in town or should you prefer, give me a phone call and I would be glad to meet you any place and explain my ideas in more detail.

Yours with aloha,

John H. Wilson

END

RADIOGRAM

WORLD WIDE WIRELESS

Via RCA Via RCA

R.C.A. COMMUNICATIONS, INC.

A RADIO CORPORATION OF AMERICA SUBSIDIARY

RECEIVED AT 125 SO. KING ST., HONOLULU, AT MAY 25 1937 STANDARD TIME

75 LOSANGELES CALIF 22 24 1134A

NLT NALANIEHA HONOLULU

HORN SAILING FOR MANILA PRESIDENT HOOVER TWENTYNINTH STOPPING HONOLULU ENROUTE LIKE TO DISCUSS CEMENT PROPOSITION WITH YOU WRITING

SACO

TRIAL DELIVERY
If this message was intended for you please RETURN IMMEDIATELY
R. C. A. COMMUNICATIONS, INC.
125 So. King St., PHONE

TELEPHONE: 6116

To secure prompt action on inquiries, this original RADIOGRAM should be presented at the office of R.C.A. COMMUNICATIONS, Inc. In telephone inquiries quote the number preceding the place of origin.

FORM No. 112-H

START

inches 3 2 1 0 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	-32.59	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

M000554

END

FAST

CLASS OF SERVICE DESIRED			
FOREIGN		DOMESTIC	
FULL RATE		FULL RATE	
CDE		DAY LETTER	
URGENT		SERIAL SERVICE	
DEFERRED		NIGHT MESSAGE	
RADIO LETTER		NIGHT LETTER	

DIRECT

NO.	CASH OR CHG.
NUMBER OF WORDS	
TIME FILED	

RCA

RADIOGRAM

R.C.A. COMMUNICATIONS, INC.

A RADIO CORPORATION OF AMERICA SERVICE

TO ALL THE WORLD — BETWEEN IMPORTANT U. S. CITIES — TO SHIPS AT SEA

Send the following Radiogram "Via RCA" subject to terms on back hereof, which are hereby agreed to

Sneo NL
Los Angeles, Cal.

Will meet Hern upon arrival instruct him not to leave boat until I call

Wilson

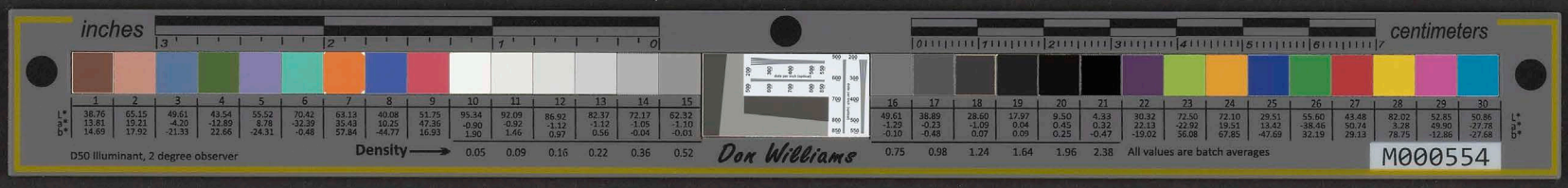
FULL-RATE MESSAGE UNLESS MARKED OTHERWISE

Sender's Name and Address
(Not to be transmitted)
Form 100-25-TA-1049

JOHN H. WILSON
~~Hancock~~ Post Office

PHONE 6116
125 SO. KING STREET

START



OFFICES IN NEW YORK CITY

CENTRAL RADIO OFFICE—Always Open

64 Broad Street — — — — — Hanover 2-1811

BRANCH OFFICES

Produce Exchange	Bow. Green 9-2321
120 Cedar Street	Rector 2-1677
19 Spruce Street	Beekman 3-8220
45 East 17th Street	Algonquin 4-7050
126 Franklin Street	Walker 5-4891
264 Fifth Avenue	Lexington 2-5347
Chrysler Bldg.	Murray Hill 2-1891
102 West 56th Street	Circle 7-6210
103 Maiden Lane	Beekman 3-1924
30 Rockefeller Plaza	Circle 7-5525
19 West 44th Street	Murray Hill 2-4996

OTHER OFFICES

BALTIMORE	24 East Redwood Street	Calvert 3730
BOSTON	Chamber of Commerce Bldg. 94 Federal Street	Liberty 8864
CHICAGO	Field Bldg., 114 W. Adams St.	Central 5621
DETROIT	538 Shelby Street 3044 West Grand Boulevard	Cadillac 1535 Madison 7160
LOS ANGELES	443 South Spring Street	Michigan 1181
NEW ORLEANS	338 Carondelet Street	Raymond 9911
PHILADELPHIA	1335 Walnut Street	Pennypacker 6345 Race 5411
SAN FRANCISCO	28 Geary Street (Always Open) 330 California Street	Garfield 4200 Garfield 4200
SEATTLE	624 Second Avenue	Seneca 4484
WASHINGTON	1112 Connecticut Avenue	National 2600

Radiograms of all classes may be filed at any RCA office.
Overseas and shore-to-ship radiograms via RCA will also be accepted at any office of the Western Union Telegraph Company in the United States.
Domestic radiograms to points served by RCA will be accepted at any Western Union office in those cities which are included in the RCA domestic network.

ALL MESSAGES ACCEPTED BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes, the sender of every radiogram should order it repeated; that is, telegraphed back to the originating office for comparison. The additional charge for this service is one-half the ordinary tolls.

Unless otherwise indicated on its face, this is an unrepeated radiogram and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. This Company shall not be liable in any case for mistakes or delays in the transmission or delivery, or for non-delivery of any message, beyond its own terminals. In forwarding this message to the stations or over the circuits or lines of any other communications agency this Company is hereby made the agent of the sender without liability for mistakes, neglects or delays of such other communications agency, its agents or servants.
2. 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, whether caused by the negligence of its servants or otherwise, 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, whether caused by the negligence of its servants or otherwise, 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 of the amount of the repeated message rate plus an additional charge equal to one-tenth of one per cent of the amount by which such written valuation shall exceed five thousand dollars.
3. The Company shall not be liable in any case for delays arising from unavoidable interruptions in the working of its circuits; nor for delays or errors caused by storms or the action of the elements, or other acts of God, or by civil or military authority, or by insurrections, riots, rebellions, or the unlawful acts of individuals; nor for errors in cipher or obscure messages.
4. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices. If a message is sent to such office by messenger, whether supplied by the Company or not, the messenger acts for that purpose as the agent of the sender; if by telephone or by telegraph the person receiving the message acts therein as agent of the sender, and is authorized to assent to these conditions on behalf of the sender.
5. The Company will 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 in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
7. The special terms governing the transmission of the messages classified below shall apply to such messages in addition to the foregoing terms.
8. No employee of the Company is authorized to vary the foregoing terms.

R. C. A. COMMUNICATIONS, Inc.
66 Broad Street, New York
DAVID SARNOFF, President.

FOREIGN

Full-Rate Radiograms—An expedited service throughout. Plain and Cipher language admitted.

Deferred, Half-Rate Radiograms—Half rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. They must be written in plain language and in one language only. Any language authorized for International telegraphic correspondence may be used. Figure groups must not exceed one-third of the text and signature. Deferred service is available to most countries of the world.

Urgent Rate Radiograms—Take precedence over all other commercial messages. The word "Urgent" should be written as the first word of the address.

CDE Rates—Radiograms in code language are accepted at 60 percent of the Ordinary or Urgent Rates, according to the class of service desired. Code words are limited to five letters. Figure groups may not exceed 50 percent of the total number of words in text and signature.

Radioletters—Radioletters are of two classes, either NLT or DLT, according to whichever class is admitted by the country of destination. NLT are delivered on the morning after the day of filing. DLT are delivered on the morning of the second day after filing. Radioletters must be written in plain language and in one language only. Any language authorized for International telegraphic correspondence may be used. Figure groups must not exceed one-third of the text.

CLASSES OF SERVICE

DOMESTIC

Full-Rate Radiograms—An expedited service throughout.

Day Letters—A deferred day service at One and one-half times the standard rate for a 15-word Full Rate message for the transmission of 60 words or less and one-sixth of the initial charge 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 Company as deferred messages and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of Full Rate Radiograms.

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 Radiograms under the conditions named above.

Serial Service—Individuals or firms may send any number of Serial Messages during any one day to the same person or firm and the words in each message will be accumulated to a daily total and charged at the Day Letter rate plus 20 percent. A minimum of 15 words per serial message will apply. Serial service messages are accepted for prompt transmission and delivery.

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. See special conditions below.

Night Letters—Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The Full-Rate Radiogram rate for 15 words shall be charged for the transmission of 60 words or less, and one-sixth of the initial charge for each additional 10 words or less.

No employee of the Company is authorized to vary the foregoing conditions.

END

May 26th.1937.

My dear Minerva:-

I am glad to hear from you. I thought Baker would call around before heleft for home. He said, he would be around to see me, so I waited and am still waiting.

I saw Mr.Carter this morning. He has a Japanese friend who wishes to buy the place, but, they only offered $6,000. less 5 % Commission. I told him you refused $6,500 last November, so he is going to see his man once more and let me know.

How is Isabelle and Charlie? Are they still on the outs with Iaia.

Kini is leaving next month for China on a three months tour with Yew Char., don't you want to gowith her.

Did that fellow Kuhns ever send you any money? That is what I wanted to see Eddy about.

With kindest personal egards and best wishes,

O wau no,

With Aloha,

JHW

May 26th.1937.

My dear Minerva:-

I am glad to hear from you. I thought Baier would call around before heleft for home. He said, he would be around to see me, so I waited and am still waiting.

I saw Mr.Carter this morning. He has a Japanese friend who wishes to buy the place, but, they only offered $8,000. less 5 % Commission. I told him you refused $8,500 last November, so he is going to see his man once more and let me know.

How is Isabelle and Charlie? Are they still on the outs with Isa.

Kim is leaving next month for China on a three months tour with Yew Char., don't you want to go with her.

Did that fellow Kuhns ever send you any money? That is what I wanted to see Eddy about.

With kindest personal regards and best wishes,

O wan no,

With Aloha,

JHW

END

SEATTLE
625 WEST SPOKANE ST.

NEW YORK
230 PARK AVENUE
GENERAL OFFICES

EMERYVILLE
5515 DOYLE STREET

BATES VALVE BAG CORPORATION

DIVISION OF
ST. REGIS PAPER COMPANY
4000 MEDFORD STREET
LOS ANGELES, CAL.

May 26, 1937

Mr. John H. Williams, Postmaster,
Honolulu, T. H.

Dear Sir:

Just recently we had an inquiry from Mr. C. J. Horn, Manager of Stephens-Adamson Company, LosAngeles, asking for information concerning a Bates Packer installation for your proposed cement plant in Honolulu.

The writer called on Mr. Horn and gave him information and drawings covering a three-tube cement packer. We understand plans on leaving for Honolulu May 29th and will have all the information with him.

If you find, in discussing the subject with Mr. Horn, that you would like to have additional data, please do not hesitate to let us know.

Yours very truly,

BATES VALVE BAG CORPORATION

D. A. Fleischman
S

D. A. Fleischman,
Pacific Coast Manager.

DAF/S
cc - Mr. Horn,
Stephens-Adamson Company,
2237 - East 37th Street,
Los Angeles, California.

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	-0.46	0.07	0.09	0.25	-0.47	-19.02	38.08	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

GOLDEN GATE INTERNATIONAL EXPOSITION • A PAGEANT OF THE PACIFIC IN 1939

CITY AND COUNTY OF SAN FRANCISCO

CIVIL SERVICE COMMISSION
CITY HALL

5-26-37

Dear John,

Here is program of play we saw on Mt. Tamalpais last Sunday. Very clever & interesting, including about 20 hulu dancers in grass skirts - not so good as Wanda, but plenty good.

Big crowd, but somewhat foggy day, a little chilly for tropical costumes.

We regret you were not present with your illuminating comment on such a play.

Clarice joins in best wishes.

Sincerely

Ray Zion.

This play is an annual event we hikers rarely miss.

START

inches 3 2 1 0 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

	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

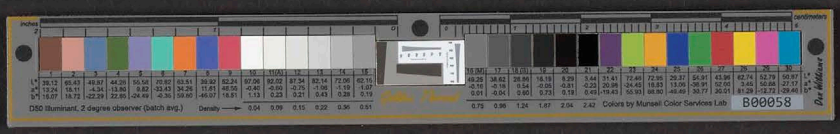
M000554

END

Makawao, Maui.
May 27-1937.

My dear Johnny:.
Just received your letter glad to hear from you.
yes Mr. Kuhns hasn't sent me a cent yet.
Kealai's wife wrote in Dec. she didn't like Kuhns so she went to live with some friends across the street, but her things were still at the house. Kuhns told her, you said he could stay there and take care of the place. I don't know what happened. I never answered her letter and I haven't heard from her since.
The Thompsons are O.K. Still on the outs with Isaa, lost all their friends.
Well I wish I was going with Kimi - This d- taxes take all the money. can't go now. Hope she'll have a nice trip. With lots of aloha to you both.
Minnie.

START


inches
centimeters
D50 Illuminant, 2 degree observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00058

END

ALEXANDER & BALDWIN, LTD., AGENTS
HONOLULU, T. H.

ALEXANDER & BALDWIN, LTD., AGENTS
MATSON BUILDING
SAN FRANCISCO, CAL.

ALEXANDER & BALDWIN, LTD., AGENTS
SEATTLE, WASHINGTON

MAUI AGRICULTURAL COMPANY, LTD.

MANAGER'S OFFICE

PAIA, MAUI, T. H.

May 27, 1937

PERSONAL

Mr. John H. Wilson
Honolulu
T. H.

Dear Johnny:

Yours written yesterday just to hand.

All of us sugar people are very much interested in a practical cane cutter and considerable experimental work has been carried on at Waialua.

When next in town I shall be very glad to drop in and talk with you. I do not know whether the H.S.P.A. would be willing to pay $20,000. for patents covering a cane cutting machine or not, but I am sure they would be glad to pay something. As far as I know there is no standing offer of this sort at present.

Thanking you for writing me, I am

Sincerely yours,

Harry A. Baldwin

Expect to be in Town soon.

HAB:MBD

inches 3 2 1 0 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

	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	L*
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	-59.90	-27.78	a*
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	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

M000554

1650 200
330,000.

1650 70
115,500

3

END

[June? 1937

TOTAL CEMENT IMPORT, YEAR 1936, 262,000, BARRELS.

PRESENT COST OF CEMENT SHIPPED IN BAGS.

Freight on 262,000 Bbls = 52,400 tons	@	$2.15	$112,660.
Labor loading in San Francisco, 52,400 tons	"	1.00	52,400.
" unloading Honolulu, 52,400 "	"	.60	31,440.
Initial cost of cement alongside ship, S.F.	"	1.50	393,000.
Carting to warehouse Honolulu, 262,000 BBLS	"	.10	26,000.
Total Cost Landed in Honolulu.....			$615,500.

PROPOSED NEW METHOD OF SHIPPING CEMENT IN BULK.

Freight on 262,000 Bbbs. = 376# per Bbl = 49,256 Tons	@	2.15	$105,900.40
Labor loading S.F. Mechanical loader, 49,256 tons	@	.75	36,942.
" Unloading Honolulu, " 49,256 "	"	.50	24,628.
Initial cost of cement in S.F. at wharf, 262,000 Bbls	@	1.20	314,400.
Freight on 262 tons Empty sacks,(allowing 50% sacks)	"	5.75	1,506.
Total cost.....			$483,376.90

Present cost	$615,500.
NEW METHOD	483,376.
DIFFERENTIAL..	$132,123.10

NOTE:-

Cost of loading in San Francisco to Matson Co., at least	$1.00	per	ton
" " unloading in Honolulu, " " " " "	.60	"	"
Freight allowance.....	2.15	"	"
Present freight rate on cement from San Francisco to Honolulu.	$3.75	"	"

Consumer now pays on 400 pounds per barrel, while a barrel of cement actually weighs 95 pounds per bag and 4 bags per barrel.

Initial cost of cement in bags is usually thirty to fifty cents difference, infavor of bulk cement.

Due to the recent maritime strike and also the unsettled state of labor, the cost of loading and unloading is bound to be increased.

DOMESTIC CEMENT	235,000	Bbls
JAPAN "	27,000	"
	262000	Bbls

END

June 1st.1937.

Mr. T. B. Wilson,
Seattle, Washington.

My dear Tom:-

I was somewhat disappointed in not seeing you when you passed through Honolulu on your way to the Orient. When I learned of your arrival you had already left. Why didn't you mention something about you coming when you wrote in March. I would have been only too glad to have met you and Mrs. Wilson at the air port.

Mr. Carson of the Inter-Island Steam Navigation Co., did not know er were acquainted, otherwise, I would have been one of those at the little gathering the evening you were here.

I happened in on Kennedy and Carson the other day and it was through them , I learned that you had returned direct to Seattle. I dropped in on them to discuss the cement matter, as I am planing to use one of their piers as the Honolulu terminal, and it would have been nice, if you could have looked over the site and joined in on the discussion, including Kennedy and Carson.

Your letter dated March 30th., reached me about the same time you arrived in Honolulu, and upon learning of your departure for the Orient, I decided to wait your return. Since learning of your return to Seattle, I have decided to write you and give you a few facts re-cemnt situation in Hawaii and correct the wrong impression which the Superior Portland Cement Co., seem to have.

You mention three important points in your letter, viz:-

1 Would have to install some very expensive machinery.
2 May encounter labor difficulties.
3 Low cost of Japanese cement, which they did not care to compete with.

In answer to the above, 1st. There is no need of installing any expensive machinery. I asked for prices for cement in bulk delivered in railroad cars alogside of ship. I will install the ,achinery to unload cars into ship, all I ask is storage space for my machinery. I can purchase cement in San Francisco or Oakland, delivered in railroad cars. I was informed that The Mills of the Superior Company was located on the water fron of Seattle and had a pier of their own, which is an advantage over the Bay cities. The railroad haul to San Francisco or Oakland is much longer and naturally more expensive than what it should cost the Superior Company of Seattle to deliver alongside of ship, hence my request through you.

START

June 1st.1897.

Mr. T. B. Wilson,
Seattle, Washington.

My dear Tom:-

I was somewhat disappointed in not seeing you when you passed through Honolulu on your way to the Orient. When I learned of your arrival you had already left. My didn't you mention something about you coming when you wrote in March. I would have been only too glad to have met you and Mrs. Wilson at the dock.

Mr. Carson of the Inter-Island Steam Navigation Co., did not know or were acquainted, otherwise, I would have been one of those at the little gathering the evening you were here.

I happened in on Kennedy and Carson the other day and it was through them I learned that you had returned direct to Seattle. I dropped in on them to discuss the cement matter, as I was going to use one of their piers as the Honolulu terminal, and it would have been nice, if you could have looked over the site and joined in on the discussion, including Kennedy and Carson.

Your letter dated March 3th., reached me about the same time you arrived in Honolulu, and upon learning of your departure for the Orient, I decided to wait your return. Since learning of your return to Seattle, I have decided to write you and give you a few facts re-cement situation in Hawaii and correct the wrong impression which the Superior Portland Cement Co., seem to have.

You mention three important points in your letter, viz:-

1 Would have to install some very expensive machinery.
2 May encounter labor difficulties.
3 Low cost of Japanese cement, which they did not care to compete with.

In answer to the above, 1st. There is no need of installing any expensive machinery. I asked for prices for cement in bulk delivered in railroad cars alongside of ship. I will install the machinery to unload cars into ship, all I ask is storage space for my machinery. I can purchase cement in San Francisco or Oakland, delivered in railroad cars. I was informed that The Mills of the Superior Company was located on the water front of Seattle and had a pier of their own, which is an advantage over the Bay cities. The railroad haul to San Francisco or Oakland is much longer and naturally more expensive than what it should cost the Superior Company of Seattle to deliver alongside of ship, hence my request through you.

Mr. T.B.Wilson,
6/1/37 (2)

In answer to item #2 re-labor difficulties. I will have to pass this up for I do not know labor conditions in Seattle. As far as San Francisco or Honolulu is concerned, I was informed that labor was contemplating puttin putting cement on the list with other obnoxious materials, which will add to the cost of handling.

As to the 3rd. item., I am sorry some person has evidently misinformed your Seattle Company. The Government, all branches, demand that only material of American manufacture can be used.

The following figures are taken from the report of the Board of Harbor Commissioners of Honolulu, showing the amount of cement shipped into the port of Honolulu during the year of 1936, viz:-

Domestic Cement....	235, 000	Barrels.
Japanese " ...	27,000	"
Total	262,000	Barrels.

Some Japanese cement was imported as shown above, but, that was due to the maritime strike. Contractors on Public Works requested permission to use Japanese cement or they would be obliged to shut down all work, thereby adding more men to the ranks of the unemployed. Since the strike, I am informed, the Japanese Steamship Companies have raised their freight rates between Japan and Honolulu about 15 to 20 per cent.

I understood you to say that it would make no difference to you whether you sailed out of Seattle or the Bay cities. Since the Superior Portland Cement Co., and the Carnation-Albers are not interested and since both cement and grain can be purchased out of Oakland or San Francisco, are you interested in running a boat out of the Bay cities for Honolulu, making one round trip per month?

I am quite certain of the following cargo:-

2,000 to 4,000 tons of bulk cement
500 " 1,000 " " " grain.

If assurance can be given that a regular one trip per month service will be made, sufficient general cargo can be gotton to take up whatever spare space available, and I know where I can get a return cargo, provided the rates are right.

In quoating freight rates you should take into consideration, that all bulk cement and grain will be loaded and unloaded by myself and my associates. General cargo of course will be handled in the usual manner.

The equipment I am proposing to install will load a ship, using two hatches at a time, would be at the rate of 100 tons per hour and if necessary to load or unload faster, I can add one more loader, thereby occupying three hatches at the one time, or a total capacity of 150 tons per hour. The

Mr. T.B.Wilson,
6/1/57

In answer to item #2 re-labor difficulties. I will have to pass this up for I do not know labor conditions in Seattle. As far as San Francisco or Honolulu is concerned, I was informed that labor was contemplating putting putting cement on the list with other obnoxious materials, which will add to the cost of handling.

As to the 3rd. item., I am sorry some person has evidently misinformed your Seattle Company. The Government, all branches, demand that only material of American manufacture can be used.

The following figures are taken from the report of the Board of Harbor Commissioners of Honolulu, showing the amount of cement shipped into the port of Honolulu during the year of 1956, viz:-

Domestic Cement....	255,000	Barrels.
Japanese "	27,000	"
Total	282,000	Barrels.

Some Japanese cement was imported as shown above, but, that was due to the maritime strike. Contractors on Public Works requested permission to use Japanese cement or they would be obliged to shut down all work, thereby adding more men to the ranks of the unemployed. Since the strike, I am informed, the Japanese Steamship Companies have raised their freight rates between Japan and Honolulu about 15 to 20 per cent.

I understood you to say that it would make no difference to you whether you sailed out of Seattle or the Bay cities. Since the Superior Portland Cement Co., and the Carmation-Albers are not interested and since both cement and grain can be purchased out of Oakland or San Francisco, are you interested in running a boat out of the Bay cities for Honolulu, making one round trip per month?

I am quite certain of the following cargo:-

2,000 to 4,000 tons of bulk cement
500 " 1,000 " " " grain.

If assurance can be given that a regular one trip per month service will be made, sufficient general cargo can be gotten to take up whatever space available, and I know where I can get a return cargo, provided the rates are right.

In quoting freight rates you should take into consideration, that all bulk cement and grain will be loaded and unloaded by myself and my associates. General cargo of course will be handled in the usual manner.

The equipment I am proposing to install will load a ship, using two batches at a time, would be at the rate of 100 tons per hour and if necessary to load or unload faster, I can add one more loader, thereby occupying three batches at the one time, or a total capacity of 150 tons per hour. The

Mr. T.B.Wilson,
6/1/37 (3)

unloading can be done in the same time as the loading, and probably faster.

A five hatch ship of the Sutherland type, can be taking general cargo aboard Tween decks, while the bulk cement or grain is being poured into the lower holds.

If you are still interested, please write and I will have you contact one of my associates in Oakland, California.

I hope you enjoyed your trip to the Orient and with kindest personal regards and best wishes, I am,

Yours with aloha,

John H. Wilson,

END

Mr. T.E.Mallon,
Ty\Ly

(2)

unfortunate man he done it and same time as the lonely, but hopefully safer.

A true friend, will be the Saturday vibe, can be taking Ramsey certainly spoken Jason Decker, while the bulk comes to this is being burned into the bottom holes.

If you are still interested, please write back and I will send you copies of the

to Oklahoma in September, California.

I have you enjoyed your trip so the others and this kindness because together

and read mission, I am,

Yours truly alone,

John H. Mallon,

June 1st.1937.

My dear Bob:-

Please find enclosed a copy of a letter, which I wish you would re-write and send same to to the makers of the Cleveland No.5 Back Fill Tamper.

The letter speaks for itself. Pleaseesee what you can do in getting an early reply and cooperation.

I have completed all arrangements for the cement proposition, except finding a ship to carry the cement. The ship owners do not seem to want to handle bulk cargo. I still have one more company to hear from, so still have hopes.

I have put in a lot of time on this cement scheme, and have overcome every obstacle, except finding a ship.

There is a local steamship company who is willing to do the hauling if they had a boat to spare. Every available bottom is now tied up on regular runs or under charter hauling sugar or pineapples between the islands. I have even written to Herbert Spain who lives on Madison St. , Washington, who once worked for the U.S.Shipping Board and is posted on ships etc., to see if he could not find an Uncle Sam boat some place, which is being offered for sale. So far he has been unable to locate a boat. The local company is willing to invest in a boat of at least 8,000 to 10,000 ton vessel, either steam or Diesel driven.

I'll get you here yet Bob.

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

Yours with aloha,

John H. Wilson.

June 1st.1957.

My dear Bob:-

Please find enclosed a copy of a letter, which I wish you would re-write and send same to the makers of the Cleveland No.5 Back Fill Tamper.

The letter speaks for itself. Pleasesee what you can do in getting an early reply and cooperation.

I have completed all arrangements for the cement proposition, except finding a ship to carry the cement. The ship owners do not seem to want to handle bulk cargo. I still have one more company to hear from, so still have hopes.

I have put in a lot of time on this cement scheme, and have overcome every obstacle, except finding a ship.

There is a local steamship company who is willing to do the hauling if they had a boat to spare. Every available bottom is now tied up on regular runs or under charter hauling sugar or pineapples between the islands. I have even written to Herbert Sjain who lives on Madison St., Washington, who once worked for the U.S.Shipping Board and is posted on ships etc., to see if he could not find an Uncle Sam boat some place, which is being off red for sale. So far he has been unable to locate a boat. The local company is willing to invest in a boat of at least 8,000 to 10,000 ton vessel, either steam or Diesel driven.

I'll get you here yet Bob.

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

Yours with aloha,

John H. Wilson.

Cleveland .....Co.
.....
.....

Dear Sirs:-

We have inquiry from an old acquaintance for a tool, which he proposes to use in a new field, heretofore, untouched by the pneumatics. We believe, the work can be performed with your Cleveland No.5 Back Fill Tamper or it may be necessary to reconstruct or make slight changes in the construction of same.

Your specifications for the No.5 Back Fill Tamper ~~unprinted~~ and shown on page 34 of our catalogue, which is as follows:-

Weight 30 pounds (With Butt)
Length 50 inches.
Bore and Stroke, 1½" X 6"
Speed in strokes per minute, 750
Size hose connection 3/8"
Air Pressure recommended 70 to 80 pounds.

The specifications as stated above meets the requirements, except speed and length of stroke, but, for demonstration purposes they can get along with a 6" stroke, but, the speed must be reduced to 100 to 120 strokes per minute.

Will you kindly furnish us with the following information:-

1 Is it possible to reduce the speed of your present No.5 to 100 to 120 strokes, without reducing much power on the down stroke. Power is needed on the down stroke, the valves should be adjusted so that only exhaust air is used to return the piston to be ready to start on the down stroke.

2 Kindly send sketch showing cross-section through center line longitudinally, and showing cylinder, piston and tamp.

3 Is the tamp and piston all of one piece or does the piston act the same as the air drill, which acts as a hammer.

4 Would you be interested in making changes to your No.5 to meet our requirements, that is, make slight changes so that your No.5 can be used as the demonstration tool to prove the feasibility of the idea in the new field?

5 If it would be impractical to make the changes as suggested above, will you be interested in the construction of a new tool, ~~with~~ the following specifications:-

Bore and Stroke 1½" X 7"
Speed and Strokes per minute, anything between 100 to 120.
Air pressure 70 to 80 pounds

Cleveland .....Co.

.....

.....

Dear Sirs:-

We have inquiry from an old acquaintance for a tool, which he proposes to use in a new field, therefore, unrelated by the pneumatics. We believe, the work can be performed with your Cleveland No.5 Back Fill Tamper or it may be necessary to recondition or make slight changes in the construction of a.m.

Your specifications for the No.5 Back Fill Tamper mimeographed and shown on page 24 of our catalogue, which is as follows:-

Weight 50 pounds (with bolt)
Length 50 inches.
Bore and Stroke, 1½" X 6"
Speed in strokes per minute, 750
Size hose connection 3/4"
Air pressure recommended 70 to 80 pounds.

The specifications as stated above meets the requirements, except speed and length of stroke, but, for demonstration purpose they can get along with a 8" stroke, but, the speed must be reduced to 100 to 120 strokes per minute.

Will you kindly furnish us with the following information:-

1 Is it possible to reduce the speed of your present No.5 to 100 to 120 strokes, without reducing much power on the down stroke. Power is needed on the down stroke, the valve should be adjusted so that only enough air is used to return the piston to be ready to start on the down stroke.

2 Kindly send sketch showing cross-section through center line longitudinally, and showing cylinder, piston and tamp.

3 Is the tamp and piston all of one piece or does the piston act the same as the air drill, which acts as a hammer.

4 Would you be interested in making changes to your No.5 to meet our requirements, that is, make slight changes so that your No.5 can be used as the demonstration tool to prove the feasibility of the idea in the new field;

5 If it would be impractical to make the changes as suggested above, will you be interested in the construction of a new tool, with the following specifications:-

Bore and Stroke 1½" X 7"
Speed 400 strokes per minute, anything between 100 to 120.
Air pressure 70 to 80 pounds

Hose Connections 3/8"
Length--immaterial, but, any length between 18" to 24" would be acceptable.
Handle, same as your Clay Digger C.D.#5
Weight. Make as light as possible.

5 Quote a price on one of your No.5 Back Fill Tampers modified to meet the speed requirements.

6 Quote a price on the new model, with 7" stroke, handle etc.

Should the demonstration prove satisfactory, naturally there will be a demand. Our client would like to be a position to quote a price on the probable cost of the new machine when ordered in large quantities.

7 State the minimum quantity a shop of your size would be willing to accept a contract for the manufacturing of these new tools, and how much 50, 100 etc.

Our clients are willing to pay all costs for making changes etc and whatever quotations are given would be subject of change. These figures will be used for estimating purposes. Before final arrangements are made, we will have our client visit your office for final arrangements.

Our client who is making the inquiry has certainly found a new field, and if we can assist him in developing the new tool, we are confident of the future demands and sales for the new implement.

An early reply will be appreciated.

Yours very truly,

.....

END

Original to McAdoo

QUANTITY OF CEMENT

IMPORTED INTO HONOLULU

YEAR OF 1936

		Tons
From San Francisco and Los Angeles	235,000 barrels	47000
" Japan	27,000 "	5400
Total amount of cement imported	262,000 Barrels	52,400
Or 52,400 Tons		

##

PRESENT COST OF CEMENT SHIPPED IN BAGS.

Freight on 262,000 Bbls=52,400 tons	@ $2.15	$112,660.
Labor loading in San Francisco 52,400 tons	" 1.00	52,400.
" unloading in Honolulu, 52,400 "	" .60	31,440.
Initial cost of cement alogside ship in S.F.	" 1.50	393,000.
Carting to warehouse in Honolulu, 262,000 BBls	" .10	26,000.
Total cost delivered in Honolulu June,1937.		$615,500.

PROPOSED NEW METHOD OF SHIPPING CEMENT IN BULK.

Freight on 262,000 BBLS.=376 lbs per Bbl= 49,256 Tons		@ 2.15	$105,900.40
Cost loading S.F. Mechanical loading	49,256 "	" .75	36,942.
" unloading Honolulu, mechanical	49,256 "	" .50	24,628.
Initial cost of cement in S.F. at wharf, 262,000 Bbls		" 1.20	314.400.
Freight on 262 tons NT sacks, allowing 50%		" 5.75	1,506.
Cost of 262,000 sacks		" .05	13,100.
6 % interest on investment $50,000.			3,000.
Total cost delivered in Honolulu in bulk			$499,476.40

Present cost	$615,500.
NEW METHOD	499,476.40
SAVING OVER OLD WAY	$116,023.60 OR 18 to 23 per cent

NOTE: Cost of loading in San Francisco to Matson Co., at least	$1.00	per ton
" " unloading inHonolulu " " " " "	.60	" "
Freight allowance	2.15	" "
Present freight rate to Honolulu from S.F.	$3.75	" "

Consumer now pays for a 400 pounds per barrel. He actually receives 380 LBS. Initial cost of cement in bags is usually 30 to 50 cents per bbl higher than when delived in bulk.

Due to the recent maritime strike and also the unsettled state of labor, the cost of loading and unloading in bags or barrels is bound to be increased.

Honolulu, Hawaii.
June 1st.1937

JOHN H. WILSON

START

inches 3 2 1 0 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

M000554

END

Honolulu, T. H.,

June 3, 1937.

Dear Mamo:

Our annual June activities are here again and it is urgent that all Kamehamehas cooperate and make a good showing.

The Church Service at Kawaiahao will be held Sunday morning June 6th. at 10:30. It is requested that all members assemble in the Palace grounds at 9:30 a.m. before attending the service.

Installation of Officers at the regular meeting Tuesday evening June 8th. at 7:30 in Moke Hall, Emma Street. Refreshments will be served. We are counting on you to be there.

Friday June 11th., our big day, we will assemble in Aala Park at 8:30 a.m. Aliis wear Prince Albert and Top Hats, if available, otherwise dark suits and dark hats or mahioles. Members in dark suits and mahioles. Please attend and make a good impression.

In the afternoon from 4:00 to 6:00 p.m., the Governor will hold a reception in Washington Place. All members are urgently requested to assemble in the Palace grounds to receive your regalia and from there march in a body to Washington Place.

In the evening at 7:30 there will be a song contest in front of the Capitol Building. You are invited to attend.

The Chapter is sponsoring a Dance in the Armory Hall at 8:00 p.m. It is the earnest desire of the committee that every Kamehameha cooperate and help make it a success.

Thank you,

Fraternally yours,

WM. CHUNG-HOON, JR.
Kuauhau.

	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

Washington DC
June 7th 1937

Dear Jonnie -

Received your letter today & have written to the Cleveland Rock Drill Company - Cleveland Ohio as per instructions. Just as soon as I have an answer I will immediately convey it to you.

I am very glad to hear that you have about gotten the cement deal straightened out. I still think it will be a money making proposition & I am sure that you can put it over if it can be done. You are certainly tops when it comes to getting all the details down to a fine point. I don't know what all this Rock Drill business is about but it must be something good to warrant all this enthusiasm.

I have seen in the papers several times of late where the New Maritime Commission was taking bids on a large number of obsolete

Ships, & also where they had rejected on account of their failure to receive bids that they thought were not high enough. I am going to get a list of the vessels in the mail tomorrow morning & will send it to you via Air mail. We should be able to get something suitable out of all those boats. If there is anything else that I can do from this end just let me know, & it will be done immediately.

It may interest you to know that I have severed my connections with the Paving Supply & Equipment Company, & also the Highway Engineering & Construction Company. We just did not seem to be able to get along as well as I thought we should, & the Big Boy did not want to tend to business, preferring to hunt & fish instead. I have been down in N.C. for the past few days taking a little vacation & have just returned to Washington. I don't know just what I am going to do just yet, but I am ready to start for Honolulu at a word from you. If you will let me know just what kind of a letter to write

To Mr. Kane I will do that little thing at once. It may be that you have something else in mind so I will await an answer from you.

Muriel, "Toots" Patsy (the dog) and all the rest are getting along O.K. except for the terrific heat. It has been as hot as H-- here for the past few days.

I can't seem to think of anything else to write about just at the moment so I will say Aloha until later.

Best Regards

Bob.

P.S. The boys over at Paving Supply mailed the letter to Cleveland Rock Drill Company for me as they are their agents. I expect an answer from them pretty soon. (This week).

B.

END

Honolulu, Hawaii.
June 8th.1937.

Bates Valve Bag Corporation,
4,000-Medford St.,
Los Angeles, Calif.

Dear Sirs:-

I am pleased to acknowledge receipt of your letter dated May 28th and addressed to John H. Williams, Postmaster, which I'M sure was intended for me.

Mr. Horn of the Stephens-Adamson Company of your city arrived here last Thursday morning and after a days visit, he continued on to the Philippine Islands. Prior to leaving we went over the drawings covering the three-tube cement packer, contract forms in blank, etc., which he has left here for my use.

When our plans are a little further advanced I will again take the matter up with you.

I cannot find any mention either in your letter to Mr. Horn or in the sample contract form, regarding the furnishing of bags. Does the price mentioned for the use of the cement packer include the cost of bags, or are the bags furnished at an additional cost?

Yours very truly,

John H. Wilson

START

Honolulu, Hawaii.
June 8th.1957.

Bates Valve Bag Corporation,
4,000-Medford St.,
Los Angeles, Calif.

Dear Sirs:-

I am pleased to acknowledge receipt of your letter dated May 28th and addressed to John H. Williams, postmaster, which I'm sure was intended for me.

Mr. Horn of the Stephens-Adamson Company of your city arrived here last Thursday morning and after a days visit, he continued on to the Philippine Islands. Prior to leaving we went over the drawings covering the three-tube cement packer, contract forms in blank, etc., which he left here for my use.

When our plans are a little further advanced I will again take the matter up with you.

I cannot find any mention either in your letter to Mr. Horn or in the sample contract form, regarding the furnishing of bags. Does the price mentioned for the use of the cement packer include the cost of bags, or are the bags furnished at an additional cost?

Yours very truly,

John H. Wilson

END

NATIONAL 9789
NATIONAL 9790

WASHINGTON PRESS SERVICE

ALBEE BUILDING, OPPOSITE TREASURY
WASHINGTON, D. C.

June 8, 1937

John H. Wilson, Esq.,
Postmaster,
Honolulu, Hawaii

Dear Johnny:

I understand you were instrumental in arranging a government job for Miss Ora Gates, secretary to Emil Hurja. Because of ill health Ora will not be able to come to the islands, but before leaving here for her home in Alabama she suggested to my sister, one of her best friends and co-workers, that she take the place if it is available.

I believe you recall my sister, who worked here for several years with Judge John McDuffie and was secretary to Sam Rayburn during the last presidential campaign in New York.

Sister has a desire to come to the islands for a while, and for this reason I am writing to ask the nature of the job, what salary, and whether it can be arranged now. Of course, she can get any endorsements necessary. I shall appreciate very much your letting me know about this. I can arrange her passage and take whatever other steps are necessary here.

The "economy drive" is affecting the new customs office, but I expect some developments here soon, anyway.

I see your receipts are holding up remarkably well out there.

Cordially,

Radford

Radford Mobley

P.S. Love to Walter -
R

START

inches 3 2 1 0 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

M000554

END

Honolulu, Hawaii.
June 9th.1937.

My dear Tsukumoto:-

I am pleased to acknowledge receipt of your letter dated the 18th. ult., but am sorry I did not answer sooner. I happened to misplace your letter and did not relocate it until yesterday, so will hasten to get this letter off by todays Clipper mail.

Mrs. Wilson will be glad to take whatever you may have for your daughter Yuriko, as she will have ample room in her bags. She intends to take as little as possible from here, but will fill up with what nice things she can find in China and Japan.

This letter should reach you tomorrow, Thursday the 10th., and you should mail your package in time to catch the mail leaving on the S.S.Iurline which sails from San Francisco on Saturday the 12th and due to arrive in Honolulu, Thursday morning the 17th. Mrs. Wilson leaves here on the Dollar S.S.Cleveland, sailing the following day, Friday the 18th.

I would also suggest that you write to Yuriko by the next Clipper mail leaving San Francisco about the 14th or 15th., which would reach Tokyo about a week before Mrs. Wilson reaches Tokyo, and tell her to call on Mrs. Wilson, who will be at the Hotel Imperial, while in Tokyo. The S.S.President Cleveland id due to arrive in Yokohama on the 28th.She may proceed to Tokyo the same day or she may not arrive in Tokyo until the 29th., however, she should be on the lookout during those two days. Mrs. Wilson has the memmorandum you sent me, but, she is very forgetful, and may loose it, so it will be a good idea for the daughter to be on the lookout.

I am sorry to learn that the gardenias were rejected, however, the receipt of the Anthuriums in good condition is well worth the trouble. Our only wish now that you will have good luck in growing them.

If you want gardenias real bad, you can get them from some of the eastern nurseries. I have seen the flowers sold in Washington, D.C. under the name of Cape Jasamine, and some people call them the Giant Gardenia.

I hope this will find you all enjoying the best of health and with kindest personal regards and best wishes to the family and yourself, I am,

Yours with aloha nui loa,

JHW

START

THE CLEVELAND ROCK DRILL CO.

LEADERS IN DRILLING EQUIPMENT

CABLE ADDRESS
"ROCKDRILL" CLEVELAND
A.B.C. 4TH & 5TH EDITION
WESTERN UNION-LIEBERS
BENTLEYS

MAIN OFFICE AND FACTORY
CLEVELAND, O.

L.W. GREVE, PRESIDENT
J. DEMOOY, VICE PRESIDENT
GEO. H. HALL, SECRETARY
J. F. CONNELLY, TREAS.

CLEVELAND, O.

June 9, 1937

The Paving Supply & Equipment Co.,
10th & Girard Sts., N. E.,
Washington, D. C.

Gentlemen:- Attention: Mr. A. Hovey-King

To be perfectly frank with you the information given to us in your letter of June 7th with regard to a special tool similar in design to our No. 5 backfill tamper is not sufficient for us to make the changes which you suggest and also for us to quote you prices on quantity lots of these tools.

In the first place we wish to inform you that it is not possible for us to reduce the speed of our present No. 5 backfill tamper from 100 to 120 blows per minute to give the same power as we now have on the down stroke. It is also impossible to redesign same so that exhaust air only is used to return the piston to be ready to start on the down stroke.

The piston and tamping pad are not one piece as the butt is equipped with a taper bushing into which the piston rod fits and the butt, which of course wears out over a period of time, is a part which is replacable.

We are interested in the proposition of making up special tools which you require, but before being able to go definitely into the matter we will need more information as to the type of work for which the tool is adapted. In other words, while you give us the approximately dimensions you require of this special tool, you do not inform us whether or not it is to be equipped with a piston rod which extends from the barrel, such as is incorporated on the No. 5 backfill tamper. In other words, we are not sure whether you require a tool designed exactly like the No. 5 backfill tamper or whether perhaps you desire an enclosed piston, such as the clay digger type.

We would like either more information in the form of a letter, or better still it would perhaps be best for your client to visit us and explain in detail just what he requires, so that the development of this tool can be made with the minimum amount of expenses incurred. Undoubtedly, we may be able to incorporate in this new tool some of the parts which we use in some of our other models, which of course would mean a direct saving for your client.

Needless to state we are very much interested in the proposition you have put forth to us and will be only too glad to confer with you further upon receipt of fuller and more complete information.

Very truly yours,
THE CLEVELAND ROCK DRILL COMPANY
R. R. Morgan - Asst. Sales Manager

RRM:RHB

START

Monday A. M.

My dearest Jahnne.

Bob said tell you the boats he wrote you of and investigated cannot be used between American Ports.

He has gone to work for a new firm here. They're opening a building supply place and building several hundred row houses. Think its going to be a pretty good job. I am ready to pack up at any time and go to Havana if he can get any kind of decent job. We've got to try and save enough for the trip.

We're all well now and hope we can remain so. All of us send our love. Sister has lost some weight and looks much better.

Write soon —

Manuel.

END

YOSEMITE PORTLAND CEMENT CORPORATION

GENERAL OFFICE
AND PLANT
MERCED, CALIFORNIA
TELEPHONE 1470

SALES OFFICE
564 MARKET STREET
SAN FRANCISCO, CALIFORNIA
TELEPHONE GARFIELD 4764

SAN FRANCISCO, CALIFORNIA

June 12, 1937

Mr. John H. Wilson
Democratic National Committeeman
Honolulu, Hawaii

My dear Mr. Wilson:

I regret very much that I have held up replying to you this length of time but due to the fact that I have been away I have not had the opportunity of answering your letter.

On receipt of your letter I immediately got in touch with the Bates people, who forwarded the information to their New York office and they have no doubt communicated with you.

Due to conditions at this time we would not be in a position to furnish cement in the Hawaiian Islands but if there is any service that I can render please communicate with me immediately.

Yours very truly,

William M. Gray

William M. Gray

WMG:ND

inches 3 2 1 0 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

	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

M000554

END

ALASKA STEAMSHIP COMPANY

SEATTLE, WASHINGTON

T. B. WILSON
VICE PRESIDENT AND GENERAL MANAGER

June 12, 1937

Mr. John H. Wilson
Honolulu, Hawaii

Dear John:

Yours of June 1st, in answer to mine of March 30th:

Am indeed sorry that we missed connections while I was in Honolulu recently. However, am sure you will appreciate that my time was really not my own and I was being rushed from place to place without having much voice as to where I was going next.

The only thing that I can add to the information given you in my letter of March 30th is that both the Superior Portland Cement Company's and Carnation-Albers Company's apparent lack of enthusiasm concerning bulk cargoes might be caused by the fact that they do not care to antagonize Matson.

The above thought, coupled with the extremely hazardous labor problem, resulting in tremendously increased operating costs, leads me to believe that we could not be successful in entering the Island trade, unless we were absolutely guaranteed return cargo. Am afraid, therefore, you must count us out for the time being at least.

Perhaps Superior Portland Cement Company and Carnation-Albers Company would show more interest if you, as a prospective purchaser of their products, would negotiate with them direct, rather than through us or any other owner of steamships.

With kind regards, I am

Sincerely yours,

Tom Wilson

START

END

SEATTLE
625 WEST SPOKANE ST.

NEW YORK
230 PARK AVENUE
GENERAL OFFICES

EMERYVILLE
5515 DOYLE STREET

BATES VALVE BAG CORPORATION

DIVISION OF
ST. REGIS PAPER COMPANY
4000 MEDFORD STREET
LOS ANGELES, CAL.

June 14, 1937

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

Dear Sir:

We thank you kindly for your letter of June 8th and in response to your inquiry about bag prices, we are pleased to quote you as follows:

Bag Size - 15½ x 3 x 27¼
Constructed - 3/40 1/50 valve
Printed one side, one color,
In lots of 20,000 or more $38.60 per M.

Same size and construction as above,
but printed one side and gussets one color,
In lots of 20,000 or more 38.75 per M

Bag Size - 15½ x 3 x 27¼
Constructed - 4/40 1/50
Printed one side, one color,
In lots of 20,000 or more $44.75 per M

Same size and construction as above,
but printed one side and gussets one color,
In lots of 20,000 or more $44.90 per M.

Above prices are f. a. s. port of export.

The above quotations for immediate acceptance, prices being subject to change without notice; all orders are accepted for delivery within ninety days from date of order.

We note from your letter that as soon as your plans for the new plant are a little more advanced, you will write us again in connection with the packer installation and we shall look forward to hearing from you. In the meantime, if there is anyway we can be of service, please let us know.

Yours very truly,

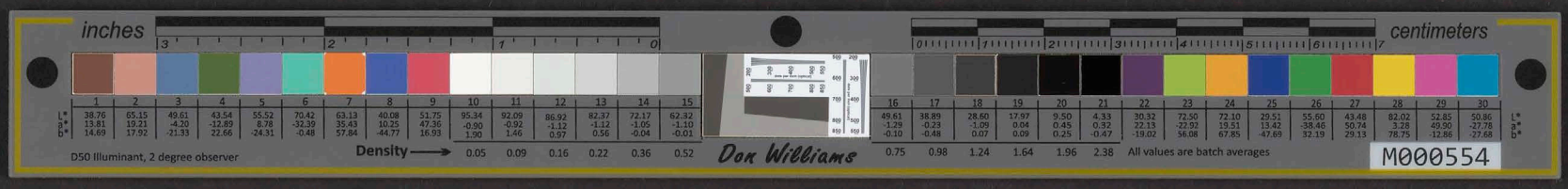
BATES VALVE BAG CORPORATION

D. A. Fleischman

D. A. Fleischman, S
Pacific Coast Manager

DAF/S

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

THE AMERICAN WEEKLY
Greatest Circulation in the World

INTERNATIONAL MAGAZINE BUILDING
959 EIGHTH AVENUE AT 57TH STREET
NEW YORK, N. Y.
TELEPHONE COLUMBUS 5-1021

EDISON BUILDING
MADISON 1177

LOS ANGELES, CAL.

June 14, 1937

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

My dear old friend:

Thanks for sending me copies of the Advertiser giving you and your old pal, Whitehouse, credit for a swell job.

Keesling's daughter is getting married on the 16th.

I recently attended his 60th birthday party, which is a sign that all of us are getting old.

I just read a book entitled, "Damian, the Leper", a very interesting story that went on years ago in the leper colony. When I see you again, I would like to discuss this with you, for there may be many phases of the story with which you are personally familiar.

A friend of mine by the name of Swanberg is in the Islands at the present time, and I told him to be sure and look you up.

Earl Thacker left today. I was sorry I didn't get a chance to talk with him, but he was pretty busy while he was here.

Kindest regards.

Sincerely yours,

EMS:lh

E. M. Swasey

ATLANTA 101 MARIETTA ST. | BOSTON 5 WINTHROP SQ. | CHICAGO PALMOLIVE BLDG. | CLEVELAND HANNA BLDG. | DETROIT GEN. MOTORS BLDG. | LOS ANGELES EDISON BUILDING | SAN FRANCISCO MONADNOCK BLDG. | ST. LOUIS ARCADE BUILDING

START

inches 3 2 1 0

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

	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

M000554

END

June 15, 1937
2327 - Fifth St
Berkeley, Calif.

Dear Mr. Wilson -

We received your letter dated June 9 and sent via air mail, on Thursday evening, the 10th. We appreciate Mrs. Wilson's kindness in consenting to take some of my daughter's clothes, however, the very same day we received your letter, my daughter's bag was already on its way to Japan on board the Asama Maru which sailed noon that day. Since we have already sent the bag thru a friend, there isn't anything else to be sent at this time. I do hope we won't inconvenience Mrs. Wilson in any way with this last minute change, and I hope you understand. I am sure my daughter will be very glad to see your wife when she is in Tokio so if my daughter does not phone her, will Mrs. Wilson call her? In my previous letter to my daughter I mentioned that your wife will

START

be in Tokio so I know Yoriko will want to see her. I am enclosing the phone number of the school where she can be reached if Mrs Wilson finds the time to phone her. Please extend our very best regards to Mr. Wilson and will you say "bon voyage, and have an enjoyable time".

The Anthuriums you sent us, I am afraid are all dead. We still have them in the ground but so far there has been no sign of life since the leaves and stems have dried and fallen. I am so sorry too — If you should happen to have any seeds that we may have, will you please send us a few? Perhaps, we will have better luck with them.

Thank you for everything, and with best wishes —

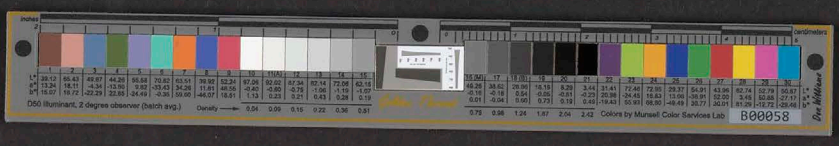
J. I. Tsukamoto

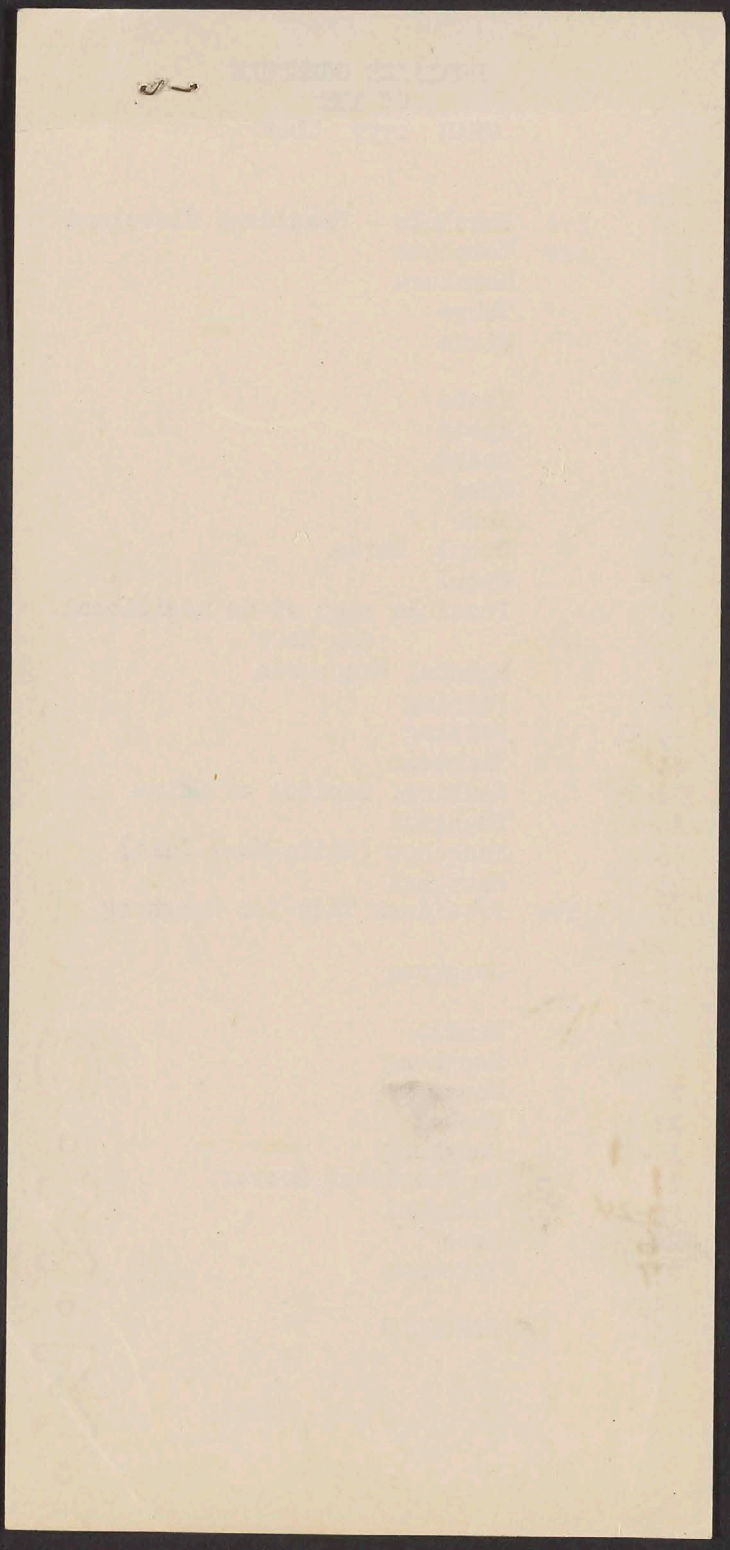
END

MODIFIED SCHEDULE
OF THE
CHAR 1937 TOUR

June		
18	lve	Honolulu - President Cleveland
28	arr	Yokohama
29		Kamakura
29		Tokyo
30		Nikko
July		
1		Kyoto
2		Kyoto
2		Osaka
2		Kobe
3		Kobe
4		Seoul, Korea
5		Seoul
6		Possible stop of an additional day here
7		Mukden, Manchuria
8		Peiping
9-21		Peiping
21		Tientsin
22-23		Nanking, Capitol of China
24-25		Shanghai
26-27		Hangchow (Saifu-West Lake)
28-31		Shanghai
31	lve	President Taft for Hongkong
Aug.		
2- 3		Hongkong
3	lve	
5- 6- 7		Manila
9-10		Hongkong
11		Macao
12-13		Canton
14-20		Hongkong
20	lve	On President Hoover
23-24		Shanghai
26		Kobe
27		Yokohama
Sept.		
3		HONOLULU

START


inches
centimeters
D50 Illuminant, 2 degrees observer (batch avg.)
Density
Colors by Munsell Color Services Lab
B00058



END

KINI'S ITINERARY.

July 23 to 31 Shanghai, c/o Yew Char Tours, New Asia Hotel,
Aug. 2-3 Hong Kong, " " " " , Hotel Glocester.
" 5,-7 Manila , " " " " , Dollar c S.S.Co.,
" 9-21 Hong Kong " " " " , Hotel Glocester.

##########

Clipper mail leaving Honolulu, July 8th. will arrive Shanghai about July 14th
" " " " " 15th. " " " " " 22nd
" " " " " 22nd " " " " " 29th.
" " " " " 29th " " Manila " Aug 2nd.
Hong Kong " " 3rd
Shanghai "

" " " " Aug 4th " " Manila " " 8th
Hong Kong " " 9th
" " " " " 11th " " Manilla " " 15th
Hong Kong " " 16th.

##########

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	-12.80	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

June 20th.1937.

Mr. Robert W. Pharr,
Attorney at law,
Commerce Title Bldg.
Memphis, Tenn.

Dear Sir:-

I have had the pleasure of reading your letter addressed to Princess Theresa Owana Kaohelelani dated May 10th., and wish to offer some suggestions which may be of some assistance to her cause.

I fully agree with you, when you say, "She cannot maintain an action against the U.S.Government for the lands in view of the prior decisions."

The late Queen Liliuokalani spent several years in Washington, which cost her a small fortune seeking just what you are endeavoring to do for the Princess. My parents were quite intimate with the Queen and naturally I enjoyed the same privileges. I visted her on several occasions while she was in Washington and I remember her telling me that she had been advised by her attorneys to bring suit against the Territorial Government, as they were in actual possession and enjoying the benifits from reants,sales etc of these lands.

When Governor Dole and Members of the Territorial Legislature learned of her contemplated action against the Territory, they beat her to it by having a bill passed by the Territorial Legislature, providing her with a life pension, which she accepted and decided to abandon the suit. As I recollect, she did not sign away her rights in the Crown lands, infact, the Territorial Government did not make a request.

Your suggestion of bringing suit against the Dole Estate seems to me to be soundand one of the most practical solutions offered yet, provided of course, the staute of limitations does not prevent this action.

Dole alone would not net much, as he left a small estate and he was not solely responsible for the overthrow. If you have not already, I would suggest that you read the Report of James H. Blount, Commissioner appointed by President Cleveland to visit Hawaii and make a report on his findings. Commissioner Blount found the conspirators off guard and managed to get them to express themselves quite freely, not expecting that Commissioner Blount, had a stenographer concealed back of a screen within the same room, who took down their statements verbatim.

START

June 20th.1947.

Mr. Robert E. Fraer,
Attorney at law,
Commerce Title Bldg.
Memphis, Tenn.

Dear Sir:-

I have had the pleasure of reading your letter addressed to Princess Theresa Owana Kapiolani dated May 10th., and wish to offer some suggestions which may be of some assistance to her cause.

I fully agree with you, when you say, "She cannot maintain an action against the U.S.Government for the lands in view of the prior decisions."

The late Queen Liliuokalani spent several years in Washington, which cost her a small fortune seeking just what you are endeavoring to do for the Princess. My parents were quite intimate with the Queen and naturally I enjoyed the same privileges. I visited her on several occasions while she was in Washington and I remember her telling me that she had been advised by her attorneys to bring suit against the Territorial Government, as they were in actual possession and enjoying the benifits from rents,sales etc of these lands.

When Governor Dole and Members of the Territorial Legislature learned of he contemplated action against the Territory, they beat her to it by having a bill passed by the Territorial Legislature, providing her with a life pension, which she accepted and decided to abandon the suit. As I recollect, she did not sign away her rights in the Crown lands, infact, the Territorial Government did not make a request.

Your suggestion of bringing suit against the Dole Estate seems to me to be somewhat one of the most practical solutions offered yet, provided of course, the statute of limitations does not prevent this action.

Dole alone would not not suce, as he left a small estate and he was not solely responsible for the overthrow. If you have not already, I would suggest that you read the Report of James H. Blount, Commissioner appointed by President C eveland to visit Hawaii and make a report on his findings. Commissioner Blount found the conspirators off guard and managed to get them to express themselves quite freely, not expecting that Commissioner Blount, had a stenographer concealed back of a screen within the same room, who took down their statements verbatim.

Mr. Robert W. Pharr #2
6/20/57

I would also suggest that you also read Senate Report #227- of the 53rd. Congress, Second Session, dated febuary 26th. 1894.

These reports can all be found at the Congressional Library, and you will find therein affidavits and statements of the paticipants, which would implicate several estates that are now worth millions. Dole did not leave much of an estate, only those who were actually interested in sugar were the ones profited the most in the overthrow of the Queen.

The real object of annexation was not so much due to their love and devotion to their country, as it was for the two cent bounty placed on a pound of sugar under the terms of the Mc Kinley Tariff Bill. Hawaii could only enjoy this privilege as a part of the United Staes and not otherwise.

Delegate Samuel King has a book in his office just off the press on the life of Lorrin A. Thurston, who was the brains back of the revolution, and I think he claims credit for the movement and so states in this book.

The following named persons as I recollect all took part in the conspiracy to over turn the government and all died leaving large estates, viz:- John A. McCandless, Alexander Young, W.R.Castle, E.D.Tenney, J.B.Atherton, George and Charles Carter, and Samuel M. Damon. There are many more of course, but these mentioned above left estates worth at least a million each, who were all ordinary men prior to the overthrow.

You will find mentioned in the records a James A. King, he happens to be the father of our Delegate to Congress. He did not live very long after annexation, so did not have the oppotunity to accumulate much wealth.

Mr. Wilcox, the first Delegate to Congress from Hawaii, took quite ill toward the later part of his term, so that he was unable to campaign for re-election to succeed himself. He died within a few months after serving his term.

If I can be of further service to you and the Princess, please do not hesitate to call on me. I feel the Princess has not received her just rights in this matter and if there is anything I can do I shall be glad to do my bit.

With kindest personal regards and best wishes, I am,

Yours very truly

John H. Wilson

Mr. Robert H. Smith

84

10/05/49

I would also suggest that you also have Senate Report 1253 - 81st. 1st. 80th. Congress, Second Session, during February 1948 - the Congressional Digest.

These reports are all to bound as the Congressional Digest, and contain the activities and statements made by Mr. Hillman and Mr. Dubinsky, which should be of great interest to you.

Mr. Hillman's one first delegate to Congress from Hawaii, Joseph Rider, was one of the most active in the fight of the "left" to prevent the election of successor Delegate Farrington, who was later indicted and convicted for misuse of funds.

I would be glad to do my bit.

Kindest personal regards and best wishes, I am,

Sincerely yours,

John H. Wilson

The following names, personal to me I recollect all took part in the conspiracy to oust John the Government and all data lawfully juries earlier, viz:- John A. McCandless, Alexander Jones, R.W.Carter, L.D.Jones, L.E.Atherton, George and Charles Carter, and Samuel K. Damon. There are very more of course, but these mentioned spoke for larger groups in large a million each, who were all originally men prior to the overthrow.

You might find something in the records a James A. King, no member so do the first of our Delegate to Congress. He did not live very long after annexation, so did not have the opportunity to accomplish more.

Mr. Wilcox, the first Delegate to Congress from Hawaii, took drugs and died shortly after the first half of his term, so that he was unable to complete his re-election to succeed himself. He died while a few months after serving his term.

If I can be of further service to you and the Congress, please do not hesitate to call on me. I feel the Princess has been very just in the matter and I am quite happy to do all in my power to help.

Kindest personal regards and best wishes, I am,

Sincerely yours,

John H. Wilson

LABOR SAVING MACHINE FOR CANE TESTED

Mechanical Cutter Held One of Important Developments In Sugar History

Rigid Field Tests Promise Operation Under Almost Any Conditions

By HOWARD D. CASE
Star-Bulletin Financial Editor

A mechanical cane cutter capable of meeting all of the requirements of varied conditions on Hawaiian sugar plantations has been developed by the island industry.

Sugar men consider this development to be one of the most important in the history of the sugar business of the territory.

Actually, three separate and distinct types of cutters have been designed by certain plantations in cooperation with the labor saving devices committee of the HSPA.

Two of them have undergone rigid field tests and have proved their ability to cut sugar cane under virtually all conditions on island plantations.

The third machine, which is said to promise even better results, is to be given a test the latter part of this week.

In Formative Stages

Executives of sugar plantation agencies said today that while the machines are still in formative stages, they all contain the "germ of the idea" which Hawaii has long sought to effect mechanical cutting of cane.

Oneo f the locally designed mechanical cutters solves the problem of what to do with the cane after it has been cut.

This is the so-called Waialua machine, perfected at the Waialua Agricultural Co. in cooperation with the labor saving devices committee of the HSPA.

The mere cutting of cane at the ground has never been a difficult problem. The point has always been how to best handle the cane after cutting.

The Waialua machine cuts the cane at the ground by stationary blades, picks it up in bundles and places the bundles in cane cars. Without further handling, the cane is then ready for direct transportation to the mill.

A large group of sugar men went to Waialua Sunday to observe the Waialua machine at work.

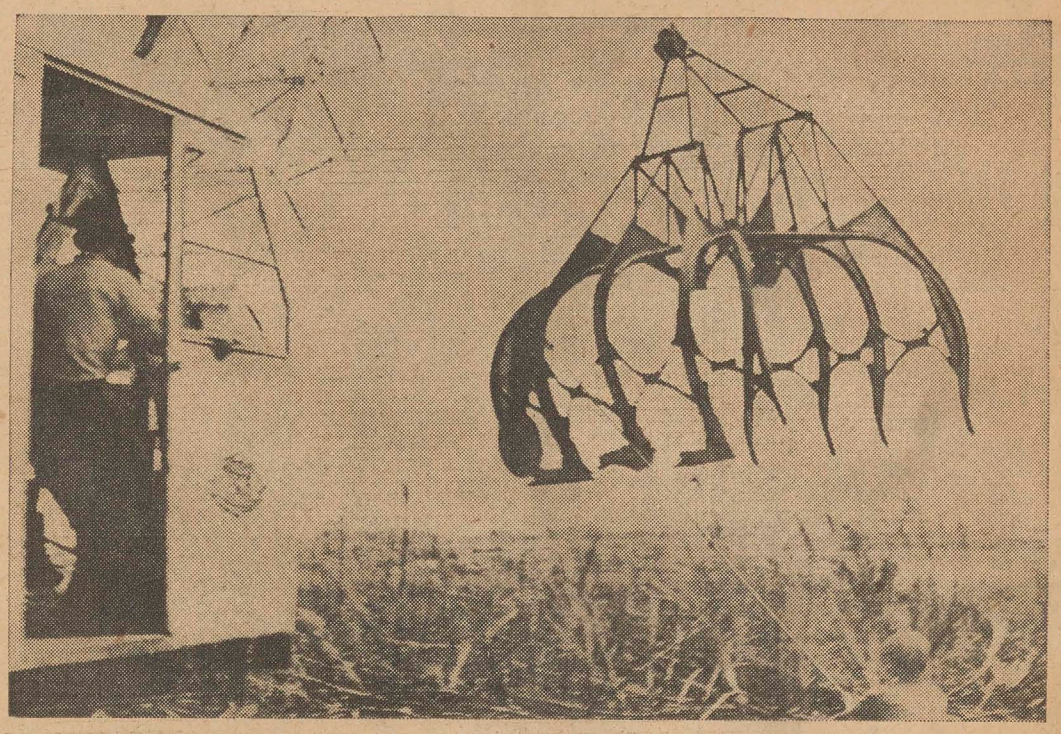
Today they expressed satisfaction over the proposition that the industry appears at last to have solved the problem of mechanical cane cutting.

The two cane cutters that have been given tests during the past few months have worked at Waimanalo and Oahu on this island, as well as at Waialua, and at Hawaiian Commercial & Sugar Co. on Maui.

It has been pointed out that while these machines are not considered perfect, they have proved that cane can be cut by machinery

(Continued on Page 5, Col. 3)

CANE CUTTER DEMONSTRATED ON SUNDAY



Here is the Waialua type of mechanical cane cutting machine as photographed in action Sunday at the Waialua Agricultural Co. Designed at Waialua in cooperation with the labor saving devices committee of the HSPA, the machine is of the cut and grab type, and in addition to cutting sugar cane, picks it up and loads it on waiting cars, thereby facilitating speedy transportation to the factory. A large group of sugar men watched the machine in action Sunday.

START

...Leong, Honolulu; Miss ...azue Iwamura, Koloa, Kauai; Miss ...velyn Sumida, Honolulu; Miss El-...n Teshima, Honolulu, and Miss ...ildred Yamagata, Ninole, Hawaii.

Diplomas will be given to the ...ental hygienists along with those ... other graduating seniors at the ...niversity's 26th annual commence-...ent, to be held at 4:45 p. m. Tues-...y at the campus outdoor theater.

These six young women have ...mpleted a four year course in ...achers' college designed particu-...rly to fit them for work as dental ...ygienists in the public schools of ...e territory. A fifth year of work, ...mphasizing health education and ...roadening of general education ...ackground, also is offered.

The university's work in dental ...ygiene is largely financed by Mrs. ...Helen Strong Carter, whose late ...husband was governor of Hawaii at ...he time of establishment of the ...riginal college which preceded the ...niversity.

...Slater Desha; two daughters, Helen ...nd Miriam; two sisters, Mrs. P. C. ...Beamer and Mrs. John L. Becker; ...nd four brothers, Alexander M., ...David L., Edwin M. and George L. ...Desha Jr. Mrs. Beamer and George ...Desha Jr. are on the mainland.

Old age pensions were introduced ...nto Great Britain in 1908.

WANT-ADS

Too Late To Classify

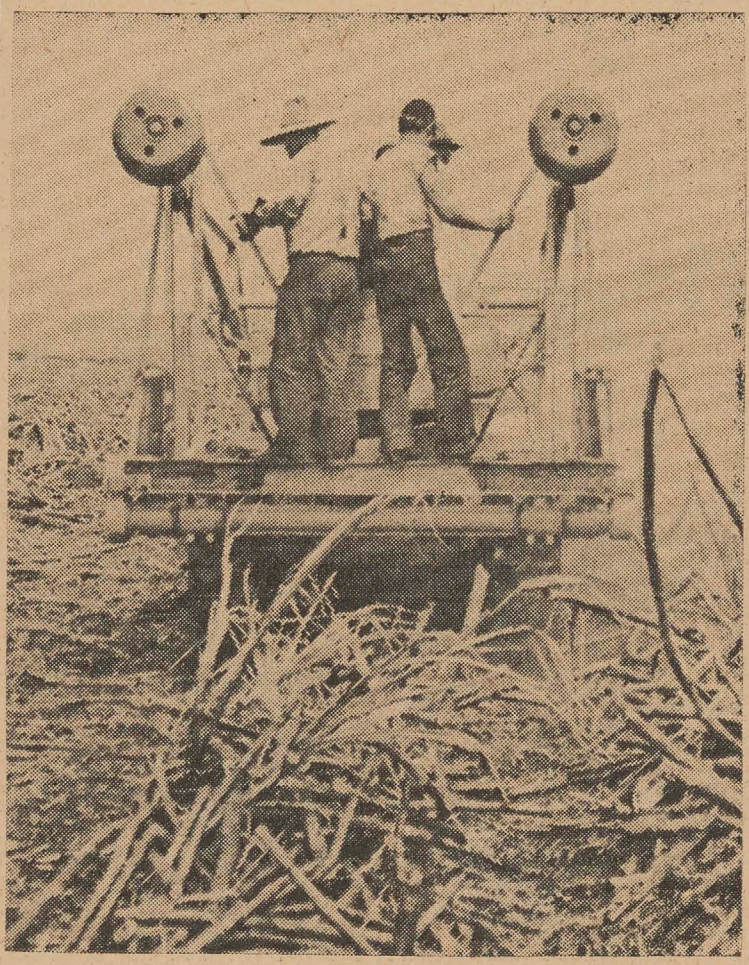
Help Wanted—Female

Star-Bul
June 21/37

HONOLULU

TEMPS TO

Mechanical Cane Cutter Working



The revolving knife type of mechanical cane cutter, one of three machines which have been developed by the labor saving devices committee of the HSPA.

CANE CUTTERS ARE ANNOUNCED

(Continued on Page 9.)

here and that the machines will operate under local conditions, which are different than conditions in sugar countries where cane areas are level and where the cane grows straight.

Of importance is the fact that the cane cutting machines have been designed on Hawaiian plantations.

The labor saving devices committee of the HSPA, of which S. T. Hoyt is chairman, has cooperated in the undertakings.

H. A. Watson, field engineer at the Waialua Agricultural Co., was instrumental in developing the Waialua type of mechanical cane cutting machine.

1937

Cantor At King

Eddie Cantor, who turns Roman in the hilarious musical comedy Roman Scandals, now playing at the King theater.

CARBON MONOXIDE—THE KILLER

Each year carbon monoxide takes an increasing number of lives. The deadly gas pours in volumes from every motor car exhaust. It is colorless, tasteless, without odor, and therefore strikes without warning. Only a few minutes, under proper conditions, are sufficient to cause unconsciousness, followed by death.

Most common, perhaps, is the case of the thoughtless driver who warms his car up of a cold morning with the doors and windows of his garage tightly closed. Seldom is rescue effected in time.

Other fatalities have occurred on the open road to unwary drivers in tightly closed cars. Carbon monoxide, escaping from a defective exhaust system has seeped between the floor-boards in sufficient quantity to kill.

But there is another hazard of this insidious gas. One of its symptoms is a tendency to drowsiness. It is probably a factor in many traf-

Chungshan C
To Gradu

All the 13 students in the third year of the high school division of the Chungshan Chinese language school, Emma St., passed their recent examinations and will be graduated next month, it has been announced by Young Kong Chin, principal.

The six girls are Sui Fun Goo, Yee Mui Lum, Kam Hung Wong, Yuk Sun Au, Hung Lin Au and Chew Kau Tom; the seven boys, Kin Fook Hu, Bark Liu Chong, Nie Mun Hong, Kam Ming Pang, Yet Hoy Young, Yun Tim Loo and Wah Yuk Lau.

Yee Mui Lum and Yet Hoy Young, tied for the highest grades in the examinations, each will be given a silver trophy by Mrs. Chun Hoon, widow of one of the directors of the school.

Summer vacation for the students of the school began Thursday and the first semester of the next school year will commence July 1.

Students ranking first, second and third in their classes as a result of the examinations are:

High school, second year, Bow Ung Leong, Bow Hoon Leong and Bow Duck Leong; first year, Mo Lan Mui, Jun Kin Hee and King Sing Young.

Grammar school, ninth year, Hee Yung Yuen, Ming Hin Lau and Bung Wun Young; eighth year, Wah Jim Lee, Yung Seu Lee and Ngit Cho Lau; 7-A, Wai Ling Chung, Lo Man Mui and Sheong Lan Mui; 7-B, Chun King Yuen, Hoon Jun Hu and Mew Yuk Choy; 6-A, Ngit Lin Lum, Sin Yung Wong and Kam Chai Chun; 6-B, Kam Seu Hu, Ning Young and Kwai Tong Chun.

5-A, Chai Kam Siu, Yun Tong Siu and Kam Ho Ching; 5-B, Chai Wan Leong, Chock Hing Lau, Kam Mai Goo; 4-A, Kwai Lin Chun, Hung Wah Lee and Kam Sau Chun; 4-B, Wai Jun Tom, Mew Lin Sun and Jee Lin Lee; 3-A, Sin Hing Wong, Sui Lin Lau and Oi Lin Lum; 3-B, Koon Beu Wong, Ngit Hoon Lee and Ngit Lin Lee; 3-C, Wai Fong Leong, Sook Mee Chun and Kam Chong Lee.

2-A, Kwai June Che, Bow Hung Leong and Kam Hee Tong; 2-B, Koon Chong Ching, Kam Mui Ching and

END

MATSON LINE
SAN FRANCISCO
LOS ANGELES
HAWAII

June 21 –
[1937?]

Dear Friend:– You and Mrs Wilson added so much to the pleasure of the visit to Honolulu – one can never separate the thoughts of you from the memories of the trip. and thanks seem so very superficial and entirely insufficient to make you know how

START

will get a great joy from
her vacation –

Our visit to the Governor
Mansion was such a pleasant
addition to the visit and
we were all so delighted with
Miss Poindexter, her gracioussness
impressed us all.

It hardly seems possible that
I will ever make another trip
to Honolulu – but you have
to come our way – so don't
forget we live in Sacramento
and will be very happy to
get you and Miss Wilson at
our home a in San Francisco.
When in S.F. I stay in the
"Woman's Athletic Club" – 680
Sutter St. and always
leave an address there. so

much we appreciate —
all your efforts —

All of my cousins are
so pleased with you and
Miss Wilson both that
I want you to know.

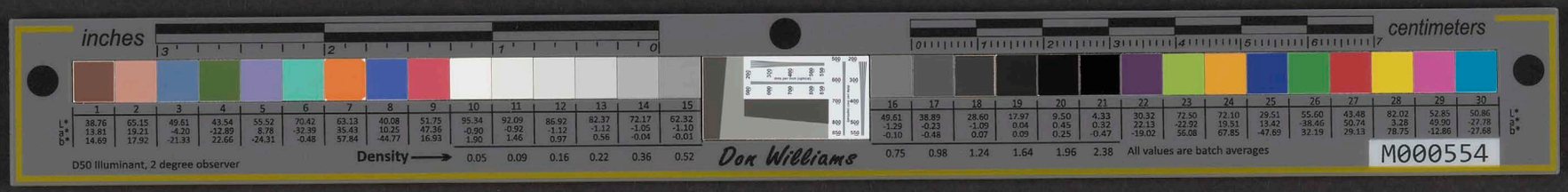
The bit of memory left
in our State room is also
appreciated: and included
in the thanks —

I met Miss Rhoades
this morning, and find
her quite an interesting
person, and hope she

MATSON LINE
SAN FRANCISCO
LOS ANGELES
HAWAII

please telephone there when in the City to find out if I am there; otherwise am liable to be in Sacramento. I do stay home part of the time.

Am sending a note to the White House friends, in your care as I do not have their address



	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

Again - thanking you
and with all good
wishes for you both.
from your Sincere
friends:
Lisbi joins me.
Sincerely
Iva S. Raker.
2657 Curtis Way.
Sacramento.
California

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
M. A. KENDALL, CHIEF ENGINEER

CONVEYING TRANSMISSION & SCREENING MACHINERY
S-A BELT CONVEYORS

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

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

R. C. PIERCE
VICE PRESIDENT AND MANAGER

June 22, 1937

(VIA CLIPPER)

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

Dear Sir:

We are working on the cement unloading and reclaiming layouts that you discussed with Mr. Horn a few weeks ago and we will have these completed and in the mail for you by the first week of July.

There has been quite a little work necessary in connection with this study and I trust that this will arrive in time for your purposes.

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

BY Richard Carr
Richard Carr

RBC-M

START

inches

	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	-27.92	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

centimeters

M000554

END

June 24th. 1937.

Mr. Henry P.O'Sullivan, Secretary,
Employees' Retirement System
Of the Territory of Hawaii.

Honolulu, Oahu.

Dear Sir:-

If my memory is correct, I remember Barenaba Perry working for my father as one of the cantonniers in Manoa, about the years 1903 Or 1904, while my father was Road Supervisor for the District of Honolulu. When I took office as Road Supervisor for the District of Honolulu, years 1908 to 1911, he was still in the employ of the road department, and all through my term he was kept on the pay rolls when their were funds and road repairs in Manoa.

Barenaba moved to Hakipuu about the year 1911 or 1912 for I found him on that side of the island when I was building the first unit of the Belt Road under contract with the Loan Commission.

I became City Engineer of the City & County of Honolulu in July, 1919, and I have an idea he was employed from time to time by the road Department, during my entire term as City Engineer and afterwards Mayor. My last term as Mayor was the year 1930.

I hope the above would be sufficent to assist you in locating Barenaba's time of service with the government.

Yours Respectfully,

John H. Wilson,

START

June 24th, 1947.

Mr. Henry P.O.Sullivan, Superintendent
Employees, Maintenance Division
Of the Territory of Hawaii.
Honolulu, Oahu.

Dear Sir:-

If my memory is correct, I remember Patanapa pretty working for
my father as one of the contractors in Manoa, about the years 1922 or 1924.
Mullo my father was Road Superintendent for the District of Honolulu. When
I took office as Road Superintendent for the District of Honolulu, years later
to 1933, he was still in the employ of the Road department, and all functions
my father had was keep on the payroll until after Lemon and Road to site
in Manoa.

Patanapa moved to Maryland about the year 1933 or 1935 for I found him on
the side of the Island when I was building the Tifty mile of the Belt
Road under contract with the Road Commission.

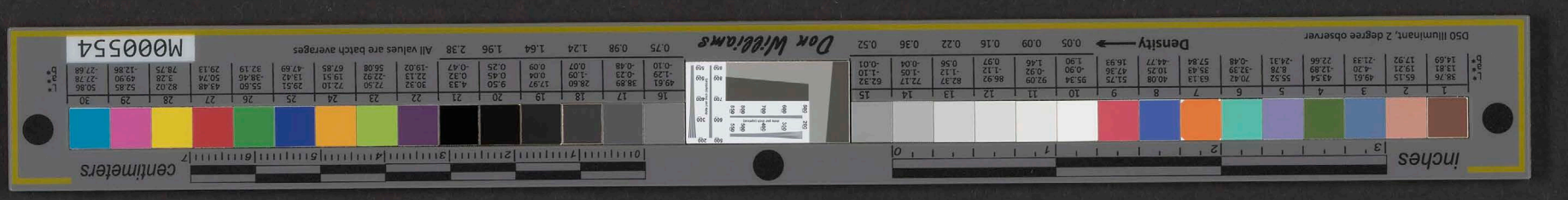
I became City Engineer of the City & County of Honolulu in 1933, 1934, and
I have an index as was employed from time to time by the Road Department.
During my entire term as City Engineer and Superintendent of Public Works, My last term
as Mayor was the year 1940.

I hope the above model be sufficient to assist you in locating Patanapa's
time of service with the Government.

Yours Respectfully,

John H. Wilson,

END



June 24th.1937.

My dear Kini:-

Since there is a Clipper leaving in the morning I thought I would drop you a few lines at Peuping. Infact, I should address it to Seoul, Korea, but, we are not certain of the Japanese mail service, so will take a chance with Peiping.

Well, after I left you, I found Yew Char walking up the street to get him some slippers, so I drove him up to Palama and returned him to the ship. I got home and in bed by 11 o 'clock. The next morning I asked the old woman if they had their supper, she said, she did but not Harry. Harry would not eat unless I was there to eat with him, so you see this haole is pupule.

Soulan phoned and said the old woman, her mother did not go to bed until after the boat sailed. She watched the boat steam out of the harbor. Early next morning I telephoned tom Kanakoha Vierra, who is the watchman at the Aloha Tower, and he told me the boat went out about 12 or a little after.

I hope you are enjoying the trip as far as you have gone. It has been very hot here and it is still hot, and I imagine it is hot on the ship.

Mrs. Baker got away last Saturday and should be in San Francisco this morning. Both she and her sister talked of you most of the time. They like you alright and seem very fond of you.I took them some leis and a bottle of macadamia nut and some fresh cocoanut candy.

I have seen Lew once and was talking to Ella this morning. I asked her to send Henry after the broken eggs.

Your plants, dogs, cats and everything are all okay. I stayed home all day Sunday and watered you hot house plants myself, although the old woman said she watered Saturday morning the dirt looked dry to me so I gave it more. I am in there every night and it looks alright, so you needn't worry about it.

There is no news in Honolulu of any importance, so will close. You should arrive in Yokohama on Monday the 28th., and hope you will meet the Tskumoto's daughter.

With best wishes and aloha,

O wau no,

JHW

START

END

WHL

O man no!

Mifa dear mates and alone,

daughter.

There is no news in Honolulu of any importance, so Lily closes. You should arrive in Yokohama on Monday the 30th, and hope you will meet the Takamore's

Yours friends, Bob, Cora and everything nice all over. I started home all yes
Sunday and I period now not pause longer already, although the old woman bla
ame marched Saturday morning the girl looked tih to do as I says it more.
I am in quite every night and it looks alright, so you needn't worry about
it.

Lily.

I have been les once but am planning to Lily this afternoon. I asked Pat to
send Henry sirel the broken egge.

Gunny and A period now not pause longer already although the old woman bla
ame marched Saturday morning the girl looked tih to do as I says it more.
I am in quite every night and it looks alright, so you needn't worry about
it.

Lily.

There is no news in Honolulu of any importance, so Lily closes. You should arrive in Yokohama on Monday the 30th, and hope you will meet the Takamore's daughter.

Mifa dear mates and alone,

Yo man no!

WHL

W deer Kind:-

Since writing to a Cribbet leaving in the morning I thought I would drop you a few lines as tomorrow. Indeed, I should address it to Scout, Rotes, but, we are not certain to the latenese mail service, so will take a chance with Peiping.

Well, what I tell you, I found new Chet matting up the street to see if him some slippers, so I drove him up to Lazane and returned him to the house. Then I walked upip. I got home and in bed at 11 o'clock. The next morning I waked the old woman it was very bad night, and she said, she did not Henry. Henry would not see my mother I saw there to see why him him, so you see quite people at night.

Sonjan phoned and said the old woman, not mother did not go to bed until after the dear sailed. She marched the dear where one to the train. Early next morning I telephoned the Kumakoba Alerts, who is the merchant at the Amoy Tower, and he told me the dear were out about 11 to a little after.

I hope you are enjoying the trip as lot as you have done. It has been very hot here but it is right hot, and I imagine it is hot on the ship.

We left San Francisco on the 16th Sept. Baker Bay was just Sunday and we arrived here Monday. Both are not hot stated failed to you some of the time. They motoring. Both are not hot stated failed to you some of the time. They like you alright and seem very fond of you.I took them some jelly and a bottle of marmalade that and some tiny cocoanut cough.

I have been les once but am planning to Lily this afternoon. I asked Pat to send Henry sirel the broken egge.

Your friends, Bob, Cora and everything nice all over. I started home all yes
Sunday and A period now not pause longer already, although the old woman bla
ame marched Saturday morning the girl looked tih to do as I says it more.
I am in quite every night and it looks alright, so you needn't worry about
it.

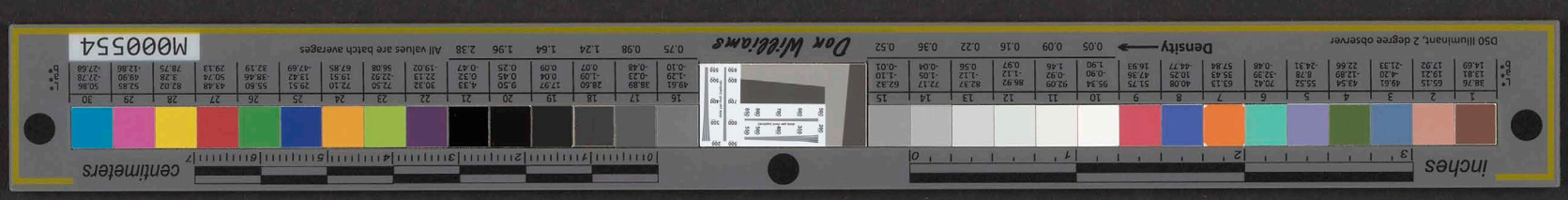
Lily.

There is no news in Honolulu of any importance, so Lily closes. You should arrive in Yokohama on Monday the 30th, and hope you will meet the Takamore's daughter.

Mifa dear mates and alone,

Yo man no!

WHL



June 28th.1937.

My dear minerva:-

I thought the world was coming to an end when our friend Kuhns, came walking in the other day with $75 for 6 months back rent. He claims he has been on Molokai doing some work for the Territorial Government and just returned.

I now have a total of $85 belonging to you. Ten dollars that I collected last December. What do you want me to do with it, give it to the Tax Collector or send it to you?

I havn't heard from the would be buyers for some time now. Carter came and saw me and so did a Japanese, but they all expect to get the place for practically nothing.

Kini should be walking up the streets of Yokohama this morning, provided of course the boat arrived there on time.

With aloha and best wishes,

O wau no.

JHW.

Dear Mister Bond, has a bolt fell

"Oh look O

"WHL"

END

Dear Mister Bond,

We need mineral:-

I thought the world was coming to an end when two little Kinnes' came walking in the office day with £12 for 6 months pack rental.
He claims he has been on Molokai-going some work for the Territorial Government and just returned.

I now have a total of $82 belonging to you. Ten dollars that I collected
that December. Must go you away as to do with it. Give it to the Jay
Collector to send it to you;

I mean, if people from the world be prepare for some time now. Christ came
and are we end so bit a Japanese, but they all expect to get the place
for practically nothing.

Kini should be walking up the steps to Kokomanu this morning, provided
to comes the post arrived there on time.

With aloha and best wishes,

"Oh look O

"WHL"

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
M.A.KENDALL, CHIEF ENGINEER

CONVEYING TRANSMISSION & SCREENING MACHINERY
S-A BELT CONVEYORS

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

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

R.C. PIERCE
VICE PRESIDENT AND MANAGER

June 29, 1937

MR. JOHN H. WILSON
Honolulu
T. H.

Dear Sir:

Since receiving Mr. Horn's letter mailed from Honolulu we have spent considerable time working up a layout using Site "B".

The enclosed drawings L-2418-3, 4 and 5 are layouts of our proposed arrangement.

The boat unloading system shown on drg. L-2418-4 consists of two Bucket Elevators each with a capacity of 50 tons per hour and equipped with Double Drum Power Shovel Units to clean out the holds.

These elevators are handled from stiff leg derricks using double drum hoists as indicated. Two 9" x 60'-0" Redler Conveyors take the cement from the elevators direct to a Redler system located inside the warehouse and running to the Storage Silos.

The Unloading Elevator when not in use can be lowered to the dock and trucked out of the way and the Redler can be arranged to either swing over the warehouse roof and held there or also lowered to the dock.

Three Redler Units each 13" x 105'-0" long shown in the warehouse located just under the roof trusses carry the cement at the rate of 100 TPH and discharge into an Inclined Redler feeding the Silos. This Inclined Conveyor shown on drg. L-2418-5 is 13" x 120'-0" centers and in turn discharges either into the first silo direct or is by-passed into a 13" x 85'-0" Redler which leads to the other two silos.

Reclaiming from the silos is accomplished by means of a 9" x 100'-0" Redler Conveyor with a capacity of 40 TPH. This unit discharges into a 9" x 55'-0" Redler Elevator which in turn feeds the 9" x 28'-0" Redler over the ser-

START

inches

3 2 1 0

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

	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	-35.46	50.74	3.28	49.00	-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

M000554

Stephens-Adamson Mfg. Co.

John H. Wilson - #2

vice bins and discharging into either or both bins at the same time.

The discharge over the bagging bin is into a 24" dia. Conveyor Screen which consists of a wire cloth screen with ribbon flights mounted inside and working in a totally enclosed housing.

We have shown the bagging bin set up with the storage warehouse built around it. This will give the operators and equipment protection from the weather and will also eliminate the need for a belt conveyor under the packer as the bags can be taken away by means of hand trucks.

If it is not possible to locate the storage shed as shown on the drawing, a belt conveyor can easily be worked in to take the bags wherever necessary.

The bulk loading bin is shown equipped with a Fuller-Kenyon Rotary Cement Gate and a 4-ton Weigh Hopper complete with scale.

We believe that this makes a very practical and efficient layout and the use of Redler Conveyors throughout eliminates any dusting and also gives excellent protection from the weather.

For estimating purposes we have made the following list of equipment which will serve as a general idea of the cost.

2 - 12" x 7" Bucket Elevators, complete with motors, double drum power shovel units, scoops and tackle, etc - - -	$5000.00
2 - 70-ft. Boom Stiff Leg Derricks complete with double drum hoists and motors - - - - - - - - - - - - - - - - - -	8000.00
2 - 9" x 60" Redler Conveyors, complete - - - - - - - - - -	4400.00
3 - 13" x 105' " " " - - - - - - - - - -	15000.00
1 - 13" x 120' " " " - - - - - - - - - -	5800.00
1 - 13" x 85' " " " - - - - - - - - - -	4400.00
1 - 9" x 100' " " " - - - - - - - - - -	5800.00
1 - 9" x 55' " Elevator " - - - - - - - - - -	2200.00
1 - 9" x 28' " Conveyor " - - - - - - - - - -	1300.00
3 - 35,000 cu. ft. capacity Steel Silos - - - - - - - - - -	19200.00
1 - 1,250 cu. ft. capacity steel service - - - - - - - - - Bin for Bulk Loading complete with Rotary Gate, 4-ton Weigh Hopper and Scale	4500.00
1 - 1,250-cu. ft. capacity steel service bin for jacking, complete with 24" dia. conveyor screen and gates - - -	3000.00
1 - 3-Tube Bates Packer -	4000.00
	$ 82500.00

These prices are rough and are estimated F.O.B. Wilmington

inches 3 2 1 0 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	6.78	-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	-47.63	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

M000554

Stephens-Adamson Mfg. Co.

John H. Wilson - #3

We would like to have you check over these preliminary layouts and offer any criticisms or suggestions that may be of benefit and especially give us your ideas concerning the boat unloading problem. The system indicated has numerous advantages, chief of which is flexibility and from our experience found to be very satisfactory.

Any additional details or drawings which may be of help to you will gladly be furnished on receipt of a reply to this letter.

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

BY R. K. Robertson
R. K. Robertson

RKR-M

inches 3 2 1 0 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

	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

M000554

END

INWARD AND OUTWARD CARGOS

HANDLED AT 6 PORTS IN THE TERRITORY OF HAWAII

JULY 1st 1934 to JUNE 30th 1935

INWARD

	HONOLULU OAHU	HILO HAWAII	KAHULUI MAUI	AHUKINI KAUAI	PORT ALLEN KAUAI	NAWILIWILI KAUAI
Number of passengers	37,096	957				
	TONS					
Automobiles	41,035	5,430	6,491	808	3,783	
Cattle	732	2	129			
Coal, Coke	3,125	311	210			
Dressed animals	425					
Explosives	361	113	99			
Fertilizer	47,686	20,100	14,025			
Fuel, gasoline, Oils	418,777	43,227	45,370	12,034	11,252	2,972
General Merchandise	539,757	58,928	50,642	10,417	28,320	1,064
Lumber.	44,317	19,985	12,425	1,359	6,486	2,215
Bitumuls		133	1,182	1,167		
				1,167		
TOTAL	1,096,215	148,231	130,580	130,580	49841	6,251

= 1,561.698 tons

OUTWARD

Number of Passengers	40,328	915				
	TONS	TONS	TONS	TONS	TONS	TONS
Automobiles	4,969	40	21			
Cattle	2	2				
Oils, Gasoline etc	—	2,722				
General Merchandise	62,526	2,445	3,165	1,113	1,185	
Banannas	7,051					
Coffee	3,580	5				
Molasses	45,249	48,157	32,965		23,287	13,915
Pineapple	202,731		38,475	8,487	8,780	2,222
Sugar	220,264	229,414	170,483	68,160	116,157	
Tuna	1,970					
Canec (wall-board)	7,018	7,018				
TOTAL	548,342	289,805	245,111	77,761	149,412	16,137

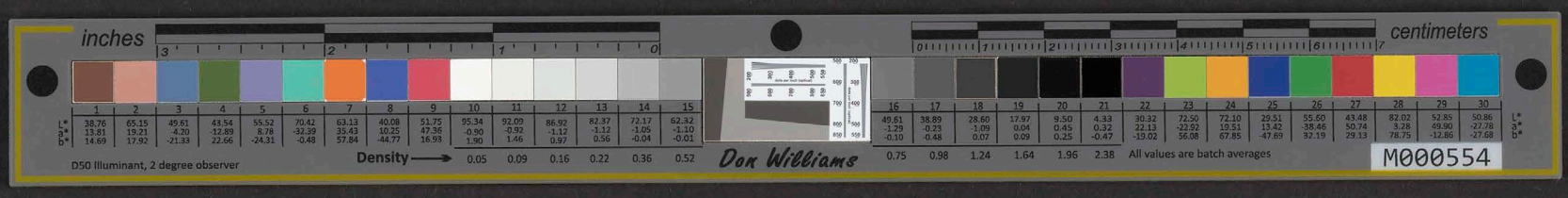
= 1,326.568

2,888,266

NOTE:

The above compilation is taken from the reports of the Harbor Board Commission of the Territory of Hawaii.

START


inches
centimeters
Density
D50 Illuminant, 2 degree observer
Don Williams
All values are batch averages
M000554

END

INWARD AND OUTWARD CARGOES

HANDLED AT 6 PORTS IN THE TERRITORY OF HAWAII

July 1st 1935 to June 30th 1936

INWARD

	HONOLULU OAHU	HILO HAWAII	KAHULUI MAUI	AHUKINI KAUAI	PORT ALLEN KAUAI	NAWILIWILI KAUAI
Number of Passengers	44,499	1,780				
	TONS	TONS	TONS	TONS	TONS	TONS
Automobiles	55,911	5,010	7,686	870		180
Cattle	162	10	40			
Coal			60			
Dressed Animals	155					
Explosives	406	105	70			
Fertilizer	58,478	19,755	13,451		3,031	
General Merchandise	612,834	66,817	53,323	10,356	33,351	1,421
Oils	452,025	58,234	69,331	15,040	16,949	2,446
Lumber	88,270	25,275	14,393	1,164	9,948	4,024
Bitumuls			1,179			
Poles	1,493					
Total Tons	1,267,734	175,307	159,538	27,833	63,279	8,072 } = 8,072 }

1,701,763

OUTWARD

Number of Passe ger	42,585	1,342				
	TONS	TONS	TONS	TONS a	TONS	TONS
Automobiles	8,760	40	71			
Cattle		30				
General Merchandise	62,642	2,158	3,946	1,121	1,135	
Oil					546	
Bananas	8,443					
Coffee	4,130					
Molasses	55,869	49,010	30,395	3,891	24,890	20,432
Pineapple	279,668		50,519	7,436	10,474	3,070
Sugar	275,307	205,503	139,977	86,255	125,165	
Tuna	1,405					
Canec (Wall-Board)		10,899				
		267,668				
TOTAL TONS	1,267,734		224,908	98,704	162,210	23,502 =

= 2,044,726

3,746,489

NOTE:

The above compilation is taken from the report of the Harbor Board Commission of the Territory of Hawaii.

START

inches 3 2 1 0

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
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

Don Williams

All values are batch averages

M000554

END

INWARD AND OUTWARD CARGOES

HANDLED AT 6 PORTS IN THE TERRITORY OF HAWAII

July 1st 1936 to June 30th 1937

INWARD

	HONOLULU OAHU	HILO HAWAII	KAHULUI MAUI	AHUKINI KAUAI	PORT ALLEN KAUAI	NAWILIWILI KAUAI
Number of passengers	39,349	1,800				
	Tons	Tons	Tons	Tons	Tons	Tons
Automobiles	65,014	4,100	7,659	330		580
Cattle, horses etc	178	14	9			
Coal, Coke	611	237	205			
Dressed Animals	1,654					
Explosives	392	102	54			
Fertilizers	58,277	21,877	18,021		3,851	
General Merchandise	721,915	72,926	64,153	9,863	27,766	1,548
Lumber	83,789	28,087	22,409	1,493	11,211	3,263
Oils, Gasolene etc	462,513	45,896	43,927	17,606	13,184	3,001
Bitumuls		162	698	396		
TOTAL TONS	1,394,343	173,406	157,115	29,678	56,012	8,392 =

1,818,946

OUTWARD

	TONS	TONS	TONS	TONS	TONS	TONS
Number of Passengers	41,758	1,776				
Automobiles	8,824	80	7,152			
Cattle, horses	5	1	9			
General Merchandise	57,971	2,444	5,939	1,277	1,346	1,003
Oil	55	692	5,396			
Bananas	5,149					
Coffee	3,181	96				
Molasses	50,653	49,465	36,710	4,180	35,921	22,165
Pineapple	315,369		61,148	9,034	14,539	7,147
Sugar	215,687	205,886	142,672	71,228	119,827	4,355
Tuna	998					
Canec (Wall-board)		11,352				
TOTAL TONS	1,394,343	270,015	251,997	85,719	171,633	34,670 =

2,208,377

4,027,323

NOTE:
The above compilation is taken from the report of the Harbor Board Commission of the Territory of Hawaii.

START

inches 3 2 1 0

	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	-1.09	-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

centimeters 0 1 2 3 4 5 6 7

	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

M000554

END

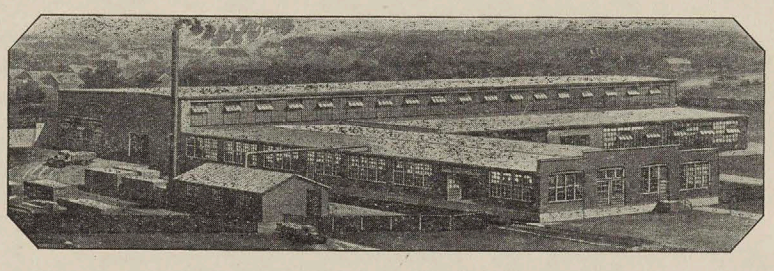
Established 1903

O. K. CLUTCH AND MACHINERY CO.

COLUMBIA, PA.

O. K. GASOLINE
& ELECTRIC HOISTS
O. K. PORTABLE ELEVATORS

Telephone—Bowling Green 9-2579



O. K. GASOLINE AND
ELECTRIC AIR
COMPRESSORS

Cable Address
EXPORTSERV
ALL CODES USED

Reply to Export Office, 44 Whitehall St.,
NEW YORK, N. Y., U. S. A.

CONFIRMATION

July 1, 1937.

Mr. John W. Wilson,
Honolulu, Hawaii.

Dear Sir:

We have your letter of May 27th, and we also received the same inquiry from other sources.

In reply, we wish to state that the No. 5 Back Fill Tamper which hits 750 blows a minute, cannot be redesigned so that it will hit from 100 to 120 blows a minute, as required by you, and still give the same power. Furthermore, your letter indicates that you are interested in the tools so that the exhaust air only is used to return the piston to be ready to start on the down stroke, and it is impossible to so redesign the No. 5 Back Fill Tamper.

In view of the quantities stipulated by you of 100 to 1,000, we wish to inform you that if you will be kind enough to give us more definite information as to the specific application to which you intend to place this tool, so that we may figure on the design of the front end of the tool, we may decide to redesign this tool or furnish you another that will give you the desired results.

Please advise whether the tools is to be used as a tamper, whether the piston rod is to extend through the front end of the tool to accommodate a butt. Possibly you wish the tool to have a front end such as a paving breaker or clay digger, with the piston fully enclosed. This would mean an entirely new design from the No. 5 tamper. In view of the foregoing and the meagre information given in your letter of May 27th, it is impossible for us to arrive at manufacturing costs since we do not know exactly what tool to design for your purpose.

We wish to emphasize quite strongly that we are definitely interested in the proposition and shall be glad to furnish a special design and price after hearing from you, giving us the information requested above.

START

inches

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	92.19	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

M000554

Mr. John W. Wilson -2- July 1, 1937

For your information, we take pleasure in handing you under separate cover, by steamer mail, two sets of our catalogue describing our portable air compressors together with export prices FAS, New York, including export boxing. Upon receipt of your specification pertaining to your requirements on compressors, we will be pleased to quote you special net C.I.F. prices. We are also sending you our catalogues describing our hoists and portable elevators, together with price lists, and unquestionably you are called upon from time to time to figure on hoisting equipment, in which event, we would appreciate an opportunity to quote oh your client's requirements.

Looking forward with interest to your comments regarding all of the foregoing, and thanking you for your inquiry, we remain

Very truly yours,

O. K. CLUTCH AND MACHINERY CO.

Oscar Berci, Export Manager.

OB:CL

inches 3 2 1 0 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

	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

M000554

END

CABLE ADDRESS: KNICKMIXER
ALL CODES USED

PHONE: BOWLING GREEN 9-2579
2583

THE KNICKERBOCKER EXPORT CO.

EXPORT REPRESENTATIVES OF
THE KNICKERBOCKER COMPANY
ESTABLISHED 1883

CONSTRUCTION
EQUIPMENT
CONCRETE MIXERS

44 WHITEHALL STREET
NEW YORK, N. Y.

July 1, 1937.

Mr. John W. Wilson,
Honolulu, Hawaii.

Dear Sir:

In view of your correspondence with the O.K. Clutch and Machinery Company, for whom the writer is export manager, we assume that from time to time in your construction work, you are in the market for concrete mixers of various sizes, and accordingly take the liberty of sending you under separate cover, two sets of catalogues and one price book describing our line.

You will note from said literature that we can provide you with every size there is from the mortar plaster mixer up to and including 42s concrete mixers.

The mentioned price book is to be understood F.O.B. Jackson, Michigan, machines dismantled, mounted on skids which we have found to be a satisfactory method of packing for export shipment where cargo is unloaded from steamer to pier. However, if cargo is unloaded outside of harbor, from steamer to lighters then tight export boxing is required. If the latter should be the case in your country, please advise and we will work out a complete schedule C.I.F. your port, including export boxing.

We would appreciate hearing from you at an early date whether our line is of interest to you. We would also thank you to advise us whether your highways are concrete or asphalt.

For your information, we are sending you a catalogue from the Flexible Road Joint Machine Company describing the concrete road finisher and if you believe there is a market for this machine in your territory, further technical and sales information will be supplied cheerfully.

Very truly yours,

THE KNICKERBOCKER EXPORT CO.

Oscar Berci, Export Mgr.

OB:CL

START

END

THE TOR HOTEL, LTD.,
KOBE.
(JAPAN.)

A. MILDNER,
MANAGER.

CABLE ADDRESS "TOR"
PHONE: FUKIAI 2153 3153

KOBE, July 2nd /37

John you may a have received my letter that I wrote from the Cleveland, we arrive last monday at Yokohama in the rain and fog at the Hotel at 5.30 P.M. we had our dinner at one of the finest Chop suey house that evening. A man who use to be at Honolulu some years ago is the owner, the next day we went out sight seeing by auto in the rain, We have to go back to the Hotel, following day after breakfast we went out again to Kamakura to see that big Budda and after lunch looking around, we left for Tokyo still pouring and fog that was 35 miles by auto we got to the Hotel at 5.30 but just too bad I did not see Tsukamoto girl, I met a girl born and educated in

Honolulu she gave us lea that afternoon I ask her how to get to this school she told me is quite away off town, she called up the school the girl was not there she was out with friends and he back a couple of days so I sent her a card. It was lucky for some one else tonight her dresses for her, as our trip is a very fast and lively, or step quick, and must tear time. Following day we went to Nikko by rail still rain and then by auto to the Hotel this is quite high we rest and lunch then by auto to the Temple then walk up nearly 200 steps how this gaps up keep all this ancient places, I was the first one up and the first one down but what a climb came back that evening to Tokyo at the Hotel at six had dinner and left that night at 9 P.M. by rail for Kioto then we went to another Temple which is higher and so many steps by the time we got to the Hotel I was pinter and went to bed and rest. That evening we had a fine outback dinner

out in the open looking down on a big river and this morning we left for Osaka at 4 A.M. and arrived at 8 A.M. and I write to you, to morrow morning we will leave for Korea This is some travel through Japan no time to write as we are on the go when I get back I am out. I will tell you the rest when I get home. This is some Hotels we are in no complain with me every things is all right.

10 30 A.M. We just got back to the Hotel we went out to some more chicken Hekka and went around shops pricing things that I want, any way I did not buy any until I get to china first and if the prices are higher there than on my way home I will buy it here, all the rest of the folks are heavily laden with what they bought, it's really cheap I saw some very nice shirts here but they have all with collars attach to it.

Now I will pack with what I want to take with me in the small valise and the rest I will send them to Hongkong

so we dont have to leggage it around
as I dont need those dresses any more
I am sorry I bought so many under
were as I really need 3, I wash them
every night by morning its all dry.
nothing more to write about I
close with aloha to my dogs, cats
and my plants. aloha to Harry &
Kelila Kim

I guess I dont have to tell you whether I am
well or not I know you dont care for that

END

TREASURY DEPARTMENT

WASHINGTON

ASSISTANT SECRETARY

July 3, 1937.

My dear Mr. Wilson:

Mrs. Gibbons and my daughter Anne are leaving Los Angeles on the LURLINE of the Matson Line on July 10th for the Hawaiian Islands. They intend to stay at the Royal Hawaiian Hotel, Honolulu. As this is Mrs. Gibbons' first trip to your domain, she is naturally open to suggestions as to the worthwhile places of interest and things to do during her visit, and I would appreciate your contacting her at your convenience.

I am not sure whether I will be able to make the trip or not. Much depends on when Congress will adjourn, but you may be sure I will do so if at all possible, as Jim Farley has enchanted me with his description of the Islands.

Admiral Waesche, in charge of the Coast Guard, has written Commander Towle in behalf of Mrs. Gibbons. I know you will be only too glad to do anything you can for them, for which please accept my thanks in advance.

With kindest personal regards, and hoping to be able to see you before the end of the summer, I am

Sincerely yours,

Stephen B. Gibbons

Hon. John H. Wilson,
c/o Democratic National Committee,
Honolulu, T. H.

START

TREASURY DEPARTMENT

WASHINGTON

ASSISTANT SECRETARY

July 5, 1927.

My dear Mr. Wilson:

Mrs. Gibbons and my daughter Anne are leaving Los Angeles on the LURLINE of the Matson Line on July 10th for the Hawaiian Islands. They intend to stay at the Royal Hawaiian Hotel, Honolulu. As this is Mrs. Gibbons' first trip to your domain, she is naturally open to suggestions as to the worthwhile places of interest and things to do during her visit, and I would appreciate your contacting her at your convenience.

I am not sure whether I will be able to make the trip or not. Much depends on when Congress will adjourn, but you may be sure I will do so if at all possible, as Jim Farley has enchanted me with his description of the Islands.

Admiral Waesche, in charge of the Coast Guard, has written Commander Towle in behalf of Mrs. Gibbons. I know you will be only too glad to do anything you can for them, for which please accept my thanks in advance.

With kindest personal regards, and hoping to be able to see you before the end of the summer, I am

Sincerely yours,

Hon. John R. Wilson,
c/o Democratic National Committee,
Honolulu, T. H.

END

July 3rd.1937.

Farm Journal Inc.,
Washington Place,
Philadelphia, Pa.

Dear Sirs:-

Please find enclosed Postal Money Order for FIFTY CENTS for which please send me the Farm Journal for the next two years, commencing with the July number.

Yours very truly,

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

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

July 3rd. 19 7.

Meredith Publishing Co.
1714-24 Locust St.
Des Moines, Iowa.

Dear Sirs:-

Please find enclosed Postal Money Order for ONE DOLLAR, for which kindly send me the Successful Farming for the next three years, commencing with the July number.

Yours Truly,

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

START

END

Metropolitan Entertainment Co.
1717-19 Pocket St.
Rose Bottom, Iowa.

Dear Sirs:-

Please find enclosed Postal Money Order for ONE DOLLAR, for which kindly send me the Successful Formula for the next fifteen years, commencing with the last number.

Yours truly,

John H. Wilson,
P.O. Box 4544,
Honolulu, Hawaii.

Don Williams

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

M000554

DSD illuminant, 2 degree observer

inches

centimeters

July 4th.1937.

Mr. Edward G. Cooke,
Apt. C. 6.L...8910-35th. Ave.
Jackson Heights, Long Island, N.Y.

My dear Friend:-

I am more than pleased to acknowledge receipt of your letter dated the 9th. ult., and to learn that you are still in the land of the living.

Yes, I am the same John Wilson you are looking for. After 40 years, I have somewhat aged, but, not so feeble. They still call me Johnnie.

This is not such a small world after all, for it has taken you and I over 40 years to even locate each other, and when we compare notes, we'll find we have not been very far apart. Where the h'll have you been all these years? I attened the Democratic National Convention held in Philadelphia last year, and infact, have attended every convention since 1912, when Governor Wilson was nominated the Democratic Candidate for president at Baltimore, and I also returned to Washington last January to attend the Inaugural.

I met Jack Raymond in Los Angeles about 4 or 5 years ago, but, had no idea he knew you. We were in each others company for several hours, and talked about everybody we ever met, but, as I remember, our talk was limited to vaudeville, exposition and the old Pain's Fire Works people.

About a year after your last visit of Honolulu, I returned to the show game. I had the Hawaiian Village at the Omaha Exposition, 1899, and in 1901, I handled the Hawaiian Village at the Pan-American Exposition at Buffalo and in 1905 I was at St. Louis for a short while. After the expositions, at Omaha and Buffalo I played the vaudeville circuits during the winter months, and was the first to introduce Hawaiian entertainers in the city of New York. First appeared at the Orpheum at Brooklyn which was the first house that Percy Williams opened, then we went next to Keiths and also played at the old New York Roog.

The wife objected to the life. Being an island girl, she was somewhat homesick for her fish and poi, so routed westard over the Kohl & Castle, Hopkins and Orpheum Circuits, and closed in San Francisco. Upon disbanding in San Francisco, part of the organization returned to Hawaii with me, while the others, devided into quartets and quintets and worked their way east, and many of them are still around New York City. Infact, the Shaw family, who now reside at 111-26 177th St., St Albans, L.I. were with me at Omaha in 1899. Mrs. Shaw is still alive and lives at the above address with her children. Her husband, Jim, died in New York about the year 1924. He was one of the best tenors Hawaii ever turned out. The daughter, Wini Shaw, singing star of the motion pictures, won fame as THE LADY IN RED and also as a BROADWAY PLAYGIRL, in the GOLD DIGGERS

START

July 4th.1957.

Mr. Edward G. Cooke,
Apt. C. 6.L...8810-88th. Ave.
Jackson Heights, Long Island, N.Y.

My dear Friend:-

I am more than pleased to acknowledge receipt of your letter dated the 4th. ult., and to learn that you are still in the land of the living.

Yes, I am the same John Wilson you are looking for. After 40 years, I have somewhat aged, but, not so feeble. They still call me Johnnie.

This is not such a small world after all, for it has taken you and I over 40 years to even locate each other, and when we compare notes, we'll find we have not been very far apart. Where the h'll have you been all these years? I attened the Democratic National Convention held in Philadelphia last year, and infact, have attended every convention since 1912, when Governor Wilson was nominated the Democratic Candidate for president at Baltimore, and I also returned to Washington last January to attend the Inaugural.

I met Jack Hayward in Los Angeles about 4 or5 years ago, but, had no idea he knew you. We were in each others company for several hours, and talked about everybody we ever met, but, as I remember, our talk was limited to vaudeville, exposition and the old Palm's Fire Works people.

About a year after your last visit of Honolulu, I returned to the show game. I had the Hawaiian Village at the Omaha Exposition, 1898, and in 1901, I handled the Hawaiian Village at the Pan-American Exposition at Buffalo and in 1903 I was at St. Louis for a short while. After the expositions, at Omaha and Buffalo I played the vaudeville circuits during the winter months, and was the first to introduce Hawaiian entertainers in the city of New York. First appeared at the Orpheum at Brooklyn which was the first house that Percy Williams opened, then we went next to Keiths and also played at the old New York Roof.

The wife objected to the life. Being an island girl, she was homesick for her fish and poi, so routed westward over the Kohl & Castle, Hopkins and Orpheum Circuits, and closed in San Francisco. Upon disbanding in San Francisco, part of the organization returned to Hawaii with me, while the others, devided into quartetts and quintets and worked their way east, and many of them are still around New York City. Infact, the Shaw family, who now reside at 111-26 177th St., St Albans, L.I. were with me at Omaha in 1898. Mrs. Shaw is still alive and lives at the above address with her children. Her husband, Jim, died in New York about the year 1924. He was one of the best tenors Hawaii ever turned out. The daughter, Wini Shaw, singing star of the motion pictures, won fame as THE LADY IN RED and also as a BROADWAY PLAYGIRL, in the GOLD DIGGERS

MR. E.G.Cooke,
7/4/37

of 1935, making a hit singing Broadway Lullaby. Wine, while a Hawaiian has never seen the islands.

Milton Perkins died about 1920. His chum and pal W.F.Dean, better known as Bill, whom you also met, is now an attorney in the city of Oakland, Calif.

I am mailing you under separate cover, the morning Honolulu Advertiser, which makes a front page story of the Pali Road construction, built 42 years ago by Whitehouse and myself. Whitehouse is still alive and fully remembers your visit. Perkins and Dean came to Honolulu in 1897 to visit Whitehouse.

For the present, the writer spends most of his time licking stamps for Uncle Sam, can you find me a better Boss to work for?

I am really glad to hear from you, but, I hope it will not take another 40 years to shake that big fat fist of yours.

With kindest personal regards and best wishes, I am,

Yours with aloha,

John H. Wilson,

MR. R.G.Cooke,
7/4/37

sheet 2

of 1835, making a bit singing Broadway Lullaby. Wine, while a Hawaiian has never seen the islands.

Milton Perkins died about 1920. His chum and pal W.T.Dean, better known as Bill, whom you also met, is now an attorney in the city of Oakland, Calif.

I am mailing you under separate cover, the morning Honolulu Advertiser, which makes a front page story of the Tall Road construction, built 42 years ago by Whitehouse and myself. Whitehouse is still alive and fully remembers your visit. Perkins and Dean came to Honolulu in 1897 to visit Whitehouse.

For the present, the writer spends most of his time licking stamps for Uncle Sam, can you find me a better Boss to work for?

I am really glad to hear from you, but, I hope it will not take another 40 years to shake that big fat fist of yours.

With kindest personal regards and best wishes, I am,

Yours with aloha,

John H. Wilson.

END

Ott - has a small job with the Prolin

1323 Madison St N W
July 4th 1937.

My dear John:-

I am at last satisified that I cannot make the Social Security Board and that they will name some one from the mainland, which in my opinion is a shame. I have exhausted my every effort to get in there but was unable to do anything with them after Winant and Saidemann got out. I presume they took it for granted that with them behind me, I must have been on the wrong side of the fence. I now want to devote my entire time to the Shipping Commissioner position and so far I have been told nothing is contemplated for the present but was also told on the side that I would have to have an endorsement from the Committee before I could break the ice. I have found it very hard to get any place here under present con ditions as they have tightened up considerably, therefore, I would appreciate your writing a letter for me as per the enclosed and I will take it up with Roper and see if I can get Jim Farley behind me. Wish you would send him a copy and ask him to kokua me.

I am sending you a copy of the Independent Offices Appropriations Bill and will follow it up with a copy of the Relief Bill in case I am not able to get them to you together. John, in order to go ahead with the Shipping Commissioner job, I will need the letter requested and wish you would forward it by Air Mail.

Things here in Washington are about the same and it looks like Congress will hang on for a month or two yet. I saw where Trask may run for Delegate. I do not think he will have a chance against Sam King. What do you think. How has Doyle made out since the paper came out with that report. Did you find out who Ottman was and what job he was to fill. Is he the former Canon Ottman at St. Andrews Cathederal. If so I know him well. He can speak Hawaiian beautifully and used to conduct the Hawaiian services at that church.

With best regards and Aloha, Hubert

START

1323 Madison St N W
July 4th 1927.

My dear John:-

I am at last satisfied that I cannot make the Social Security Board and that they will name some one from the mainland, which in my opinion is a shame. I have exhausted my every effort to get in there but was unable to do anything with them after Winant and Saidemann got out. I presume they took it for granted that with them behind me, I must have been on the wrong side of the fence. I now want to devote my entire time to the Shipping Commissioner position and so far I have been told nothing is contemplated for the present but was also told on the side that I would have to have an endorsement from the Committee before I could break the ice. I have found it very hard to get any place here under present con ditions as they have tightened up considerably, therefore, I would appreciate your writing a letter for me as per the enclosed and I will take it up with Roper and see if I can get Jim Farley behind me. Wish you would send him a copy and ask him to kokua me.

I am sending you a copy of the Independent Offices Appropriations Bill and will follow it up with a copy of the Relief Bill in case I am not able to get them to you together. John, in order to go ahead with the Shipping Commissioner job, I will need the letter requested and wish you would forward it by Air Mail.

Things here in Washington are about the same and it looks like Congress will hang on for a month or two yet. I saw where Traek may run for Delegate. I do not think he will have a chance against Sam King. What do you think. How has Doyle made out since the paper came out with that report. Did you find out who Ottman was and what job he was to fill. Is he the former Canon Ottman at St. Andrews Cathedral. If so I know him well. He can speak Hawaiian beautifully and used to conduct the Hawaiian services at that church.

With best regards and Aloha,

Johnny

Honorable Daniel C. Roper,
Secretary of Commerce,
Washington, D. C.

My dear Mr. Secretary:-

This will introduce Mr. Herbert L. Spain, a resident of the Territory of Hawaii, who through long governmental service is especially qualified for the position of U. S. Shipping Commissioner for the Port of Honolulu.

Mr. Spain has had service at sea with the U. S. Shipping Board, has also served in the capacity of Operating Manager and was formerly General Agent for the Hawaiian Islands. He has maintained continuous touch with shipping through his affiliation with the U. S. Navy Reserve wherein he holds a commission of Senior Lieutenant, having advanced through the various grades during and subsequent to the World War.

The Port of Honolulu through continuous growth is sadly in need of a Shipping Commissioner to handle the many problems now confronted by a woman marine clerk in the employ of the Collector of Customs, who has recommended the replacement of the arrangement as aforesaid by a regular Commissioner, such recommendation being concurred in by an Inspector from headquarters who made an inspection of the Collectors office.

Increased volumn in shipping through Honolulu has added to the number of changes in ship personnel and the conditions brought about by the strike and new regulations promulgated subsequent thereto, are conditions that cannot be readily handled by a woman, therefore, I earnestly request that you give serious consideration to the appointment of a regular U. S. Shipping Commissioner to conform to the practice maintained in ports of the continental ports of the United States.

Mr. Spain is qualified to handle the position of Shipping Commissioner and he has the undivided support of the undersigned.

TELEGRAM

RECONSTRUCTION FINANCE CORPORATION

WASHINGTON

Honorable Daniel C. Roper,
Secretary of Commerce,
Washington, D. C.

My dear Mr. Secretary:-

This will introduce Mr. Herbert L. Spain, [redacted] a resident of the Territory of Hawaii, who through long governmental service is especially qualified for the position of U. S. Shipping Commissioner for the Port of Honolulu.

Mr. Spain has had service at sea with the U. S. Shipping Board, has also served in the capacity of Operating Manager and was formerly General Agent for the Hawaiian Islands. He has maintained continuous touch with shipping through his affiliation with the U. S. Navy Reserve wherein he holds a commission of Senior Lieutenant, having advanced ~~xxxx~~ through the various grades during and subsequent to the World War.

The Port of Honolulu through continuous growth is sadly in need of a Shipping Commissioner to handle the many problems now confronted by a woman marine clerk in the employ of the Collector of Customs, who has recommended the replacement of the arrangement as aforesaid by a regular Commissioner, such recommendation being concurred in by an Inspector from headquarters who made an inspection of the Collectors office.

Increased volume in shipping through Honolulu has added to ~~xxxxxxxxxxxxxxxxxxxx~~ the number of changes in ship personnel and the conditions brought about by the strike and new regulations promulgated subsequent thereto, ~~xxxxx~~ are conditions that cannot be readily handled by a woman, therefore, I earnestly request that you give serious consideration to the appointment of a regular U. S. Shipping Commissioner to conform to the practice ~~xx~~ maintained in ports of the continental ports of the United States.

Mr. Spain is qualified to handle the position of Shipping Commissioner and he has the ~~xxxxxxx~~ support of the undersigned.

END

Honolulu, Hawaii.
July 1st.1937.

My dear Xini:-

July 5th.1937.

Brower Mfg. Co.,
Box 5667,
Quincy, Ill.

Dear Sirs:-

Will you kindly mail me one of your New Battery Brooder books as per your advertisement in the Poultry Tribune.

I would also like a price on an ear marker for cattle. Prefer a button marker with name and numbers. Please send me circulars or catalogue showing the markers.

Yours very truly,

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

END

July 7th.1937.

Poultry Tribune,
Moun Morris,
Illinois.

Dear Sirs:-

Please find enclosed Postal Money Order for $1.55 for which kindly send me the poultry leaflets as per checked list enclosed.

Yours and oblige,

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

On Housing= 6-Bulletins
" Feeding = 2- "
" Brooding =1- "
" Turkeys = 4- "
" Marketing=4- "
" Management4
Total 21 Bulletins Price $1.55

START

July 7th.1937.

Poultry Tribune,
Mount Morris,
Illinois.

Dear Sirs:-

Please find enclosed Postal Money Order for $1.55 for which kindly send me the poultry leaflets as per checked list enclosed.

Yours and oblige,

John H. Wilson,
P.O.Box #274A

On Housing= 6-Bulletins
" Feeding = 2- "
" Brooding =1- "
" Turkeys = 4- "
" Marketing=4- "
" Management
Total 21 Bulletins Price $1.55

July 7th.1937.

My dear Kini:-

I hope this letter will find you in Shanghai and well. I wrote to you by last weeks Clipper and addressed it to Paiping, but in care of The College of Chinese Studies. After mailing that letter I discovered that I should have sent in care of the Hos tel. Yew Char issued two sets of schedules, so that I do not know which is correct. Lucky there seem to be no change for Shanghai, so I hope you will receive this okay. Ella, I think is writing to you also by this same mail.

Amasio died last week and was buried Sunday. I did not attend the funeral, but, I sent flowers for us both.

Charlie Rose was taken to the Queens Hospital suddenly last week with what first was thought to be pneumonia turned out to be some opu trouble, so they had to operate on him last Sunday. I called on him Monday afternoon, but found him sleeping. I found Kaipo there who said he was resting as easy as can be expected. Today, I phoned and they said he was resting nicely, but, nobody was allowed to see him.

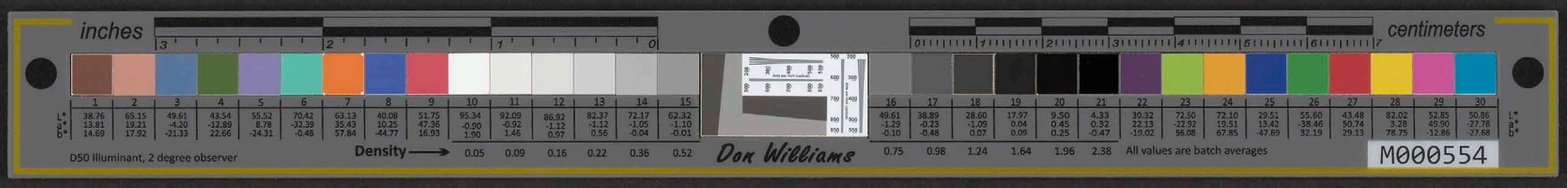
While at the hospital I called on Hiram and found him walking around on cruthces, and looking much better than when we saw him last.

I have had one hell of a time with the home since you left, but, did not say anything in my last letter as I thought the old woman would return.

You left here Friday night. Everything was fine up to Sunday noon, when she asked to go to town. I said, hiki no, ina hoi mai mamua o ka hora eha. She said, ua hiki. Hele au a hoi koke mai. Well, about 4 o'clock, she telephoned asking me if I can hoomanawanui and cook for me and Harry, as ua loaa iaia kekahi pilikia, a hiki ole iaia e hoi koke mai. I could tell by her voice, that she had been drinking. So I said to her, ua lnu paha oe, and she answer by saying, uuku wale no, so I told her I didn't want any person around who got ona. She promised aole oia i ona a e hoi koke mai ana i ka pau ana o kona pilikia. Well, she left here on the Sunday after you left, the 20th and I have not seen her since. I waited for a week and when she didn't show up I went down to Mrs. Pacheco and the li tle girl promised to take the job, but she came out here that same day, but, got makau i na Pilipino, so she would not accept the job, and I am glad of it, because she wanted to bring her baby here with her.

I left word with Peter Chu, and all the Japanese in the neiborhood that I wanted a girl or woman but none f them could find me one, so I had to get up early in the morning and do the cooking for Harry and myself and the same in the evening, and after washing the dishes, I watered the plants myself. I would not trust the boys or Harry so I had to do all of this myself. The plants are in fine shape and I am sure you will have no kick coming when you return.

START


inches
centimeters
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
Don Williams
M000554

Kini
7/7/37 (2)

I was cook for eleven days, when I could not hoomanawanui anymore, as it didn't give any time to do my writing, so I finally had to go and get the old Irish woman that I spoke to you about before you left. She started to work last Thursday on July first, and she is alright. Aole makau i ka hana. You should see the kitchen and the dining room, she has scrubbed and cleaned everything so that you will know the house when you get back, and furthermore, she is willing to do the washing. I have to mix the poi only. She is sure a good cook and it is a pity, we didn't have her before, because you will enjoy her cooking more than I do.

If Ella and Lou has nothing to do next Sunday, I will ask them out for Sunaday dinner. On the 4th. which was last Monday. I was invited to Wahiawa by Mr. and Mrs. White to dinner, so I picked up Mr. and Mrs. Collins and took them to Wahiawa and after dinner we went to the movie, then I drove them home to Manoa, then I cam home, reaching here about 11 P.M. You should see Tippie, the White's Tippe, she is a perfect duplicate of the old Tippe. I am afraid if you went out there you would have cried, because, she is about as close a resemblance of the mother as any dog can be. They have taken better care of their dog than we have ours. Their dog is about as fat as Tippe was when she died and possibly a little larger.

I have the old woman living down stairs and I have moved all my shaving stuff up here, so that she is by herself. Pau no kona hana, hoi koke no oia e hiamoe, which is generally about 8:30 or Nine. We have breakfast every morning at 7 and never later than 7:15 and I am at the office by 8:15 to 8:30 every morning.

I have to pay this old woman $40 per month, but, aole poho. She is a good worker and is not afraid of work. She can make butter, cake or anything you wish. Her only fault, like most Irish, she can talk to beat the band, but, I do not pay any attention to her. It makes me laugh to myself, when she out talks Harry. He cannot get a word in edgeways, when she gets started.

If you are traveling on schedule, this letter should reach Shanghai by the 14th., which would be a week ahead of your schedule and as you will be there until the 31st., I will write again next week and address you the same as this week care of the New Asia Hotel.

The only news other than the above which I might mention is the Amelia Earhart flight. I suppose the China papers is full of it. I think, she is like Kingfordssmith, down and will never be heard from again. She may have landed on some of the little islands in the South Seas near Howland, but, her chances look very slim just now.

Su Lang came to see me the other day, telling me she had lost her job at Waialee, and wanted me to try to find something for her to do. Our telephone exchange got started on the first and the three girls are doing fine. Everybody is now satisfied with the new telephone exchange.

I think I have given you all the news worth while writing, so I guess I will close, wishing you the best of health and hope you are enjoying your trip.

I will write again, next week and will address it to the same hotel as this letter, but should the Clipper be late, I will address it to the Hotel Glocester at Hong Kong.

Yours with love,

END

July 11th.1937.

My dear Isabelle:

I wish to acknowledge receipt of your two letters and as usual glad to hear from you, and I hope you will forgive me for not answering sooner. I have been kept quite busy since Kini left, between the work at the office and being your own cook and dish washer is not so good and doesn't give a fellow a chance to step out or do much personal letter writing. Kine spent a month breaking in a wahine and she only lasted three meals after Kini left, when she failed to show up or return to work. Kini left on a Friday, so she prepared dinner for herself and Cooper, that evening, breakfast and dinner on Saturday and breakfast Sunday for the three of us. About 11 o'clock after she cleaned up the kitchen, she wanted to know if she could go to town, but, promised to be back in time to prepare dinner, so I told her aole pilikia, she could go. About 4 P.M. the phone rung and I answered, and much to my surprise I learned there was a wahine on the other end full of okolehao, so I told her she had bester stay away until sober. I guess she accepted my instructions literally for I have not seen her since. Just imagine me cooking for 12 days. I finally got a cook and consider myself lucky in getting this particular wahine, who happens to be a haole wahine about 65. She has been cooking for Navy offices, but, did not like the many cocktail parties, so started out looking for a job and I considered myself very fortune in finding her.

I have not seen Doc for several weeks he must be busy.

I cannot help but think of you when I read about the hot wave that is spreading over the east. I hope you and the BIG SHOT can stand the heat. Should you run into August Puuiki, you might ask him if he is still thinking about transfering to Honolulu. I think I have a haole clerk who wants to be trasfered to Chicago. If he still wants to return to please write me as soon as possible.

A year ago I was myself in Chicago passing through with Charlie Holt and Mrs Correa, who accompanied me from Philadelphia to San Francisco. I was fortunate it was not so hot in Chicago, but, it got real hot after we left. The hot wave hit us from Omaha westward until we reached California, when we found driving nice and comfortable.

Kini wrote me from Yokohama the morning they arrived, saying they had a very smooth trip across. I notice the press gives an account of marshall law being declared in Peiping on the 7th last Wednesday. That is the day she and her party was supposed to arrive in Peiping. As I have not noticed where any Kanaka's or Americans have been shot yet, I guess she is safe, for the old saying, "no news is good news," so I guess we will have to accept the old adage.

With kindest personal regards and best wishes and a kiss for Roger, I am,

Yours with aloha,

START

END

155 Hicks Street, BROOKLYN, N. Y.

Sunday, July the 11th, 1 9 3 7 .

Dearest old Johnnie:-

I have had no word from you for a wonderous time. How kum ? ?

The China people never answered. I told them what they must do to start a paying proposition. What could be financed here. . But no reply.

You remember that you told me of an island of the Hawaiian group, some 50,000 acres. Why not let us promote a sugar proposition, and cattle company there?

Another good lead would be to build water works and sewers for small towns. . I have people that would back us. ., or take our project over. Give me your ideas.

Send me a letter of introduction to Farley.

Tell me any news, and believe me,

Your old friend,

Mac

Edgar W. McCormack.

START

55 Hicks Street, BROOKLYN, N. Y.

Sunday, July the 11th, 1 9 7 7.

Dearest old Johnnie:-

I have had no word from you for a wonderous time. Don Kum ?

The China people never answered. I told them what they must do to start a paying proposition. What could be financed here. But no reply.

You remember that you told me of an island of the Hawaiian group, some 50,000 acres. Why not let us develope a short proposition, and profile company there.

Another good idea would be to build water works and sewers for small towns. I have people that would back us. .. or take our project over. Give me your ideas.

Send me a letter of introduction to F.R.Ely. Tell me any news, and believe me.

Your old friend.

Hugh M. Kosterosh.

Hugh

July 11th.1937.

O.K.Clutch and Machinery Co.,
44-Whitehall St.,
New York City, N.Y.

Dear Sirs:-

Your letter dated the 1st., inst., received and am more than pleased to learn of your interest in this matter.

I did not feel like going into much detail in my first letter, as I was not certain you would be interested.

My tool is intended for use in the sugar industry, which will be an entirely new field for the use of pneumatic implements. I estimate, there will be a market for ~~thelusetus~~5000 tools per year in Hawaii alone, provided of course the cost is not prohibited.

Some forty years ago the writer designed and built a tool having the 120 strokes per minute, but, I happened to be about 30 years ahead of the times, the sugar industry was not then ready for labor saving devices, for all common labor on the plantations were but costing them about $18. to $25. per month of 360 hours, consequently, the planters were not over anxious or interested in new ideas, particularly machinery of any nature.

Labor conditions since then have changed considerable. They are forming unions quite rapidly througout the plantations and demanding more pay and less hours. Common labor is now costing the planters at least $35. per month for 240 hours, and when thoroughly unionized, naturally, this will run higher.

I would be interested in knowing the party or persons making inquiry on this same matter, as I cannot imagine who would be interested in making the inquiry, other than a certain manufacturer. I happened to know just two tampers that I thought could be redesigned to meet the requirements of this new tool that I have in mind. One of them is your No. 5 Tamper and the one manufactured by another concern, so I decided to write to both makers. I received a reply from the other manufacture about two weeks before I received your reply. You both seem to make the same comments and feel that the speed cannot be reduced to 120 strokes and still retain its power.

It may be true that power is lost when speed is reduced, but, there is nothing to prevent us from increasing the diameter of the cylinder and piston or increase the stroke or as a last resort increase air pressure.

It is not necessary that exhaust air be used to return the piston. This was only an idea of mine, which I figured would be economical on air to use the exhaust, since so little power is needed for the return stroke. Live air can be be used if preferable.

START

July 11th.1927.

O.K.Clutch and Machinery Co.,
44-Whitehall St.,
New York City, N.Y.

Dear Sirs:-

Your letter dated the 1st., inst., received and we more than pleased to learn of your interest in this matter.

I did not feel like going into much detail in my first letter, as I was not certain you would be interested.

My tool is intended for use in the sugar industry, which will be an entirely new field for the use of pneumatic implements. I anticipate, there will be a market for $$$thousands$$$ tools per year in Hawaii alone, provided of course the cost is not prohibited.

Some forty years ago the writer designed and built a tool having the 120 strokes per minute, but, I happened to be about 30 years ahead of the times, the sugar industry was not then ready for labor saving devices, for all common labor on the plantations were but costing them about $18. to $25. per month of 380 hours, consequently, the planters were not over anxious or interested in new ideas, particularly machinery of any nature.

Labor conditions since then have changed considerable. They are forming unions quite rapidly throughout the plantations and demanding more pay and less hours. Common labor is now costing the planters at least $35. per month for 240 hours, and when thoroughly unionized, naturally, this will run higher.

I would be interested in knowing the party or persons making inquiry on this same matter, as I cannot imagine who would be interested in making the inquiry, other than a certain manufacturer. I happened to know just two tampers that I thought could be redesigned to meet the requirements of this new tool that I have in mind. One of them is your No. 5 Tamper and the one manufactured by another concern, so I decided to write to both makers. I received a reply from the other manufacture about two weeks before I received your reply. You both seem to make the same comments and feel that the speed cannot be reduced to 120 strokes and still retain its power.

It may be true that power is lost when speed is reduced, but, there is nothing to prevent us from increasing the diameter of the cylinder and piston or increase the stroke or as a last resort increase air pressure.

It is not necessary that exhaust air be used to return the piston. This was only an idea of mine, which I figured would be economical on air to use the exhaust, since so little power is needed for the return stroke. Live air can be used if preferable.

O.K.CLUTCH & CO.
7/11/37

SHEET #2

The paving breaker or clay digger which you suggest is not the type desired, as the piston must extend through the front end to accommodate a butt.

My idea of what would be a perfect tool, would be one when in operation, have its greatest speed and power on the down stroke and slow up on the return. The movement of a steam hammer as used in driving piles would seem to me to be the most ideal, and of course, the speed to be kept not to exceed about 120.

In my letter of May 27th., I asked for a sketch of your No. 5 Tamper. I probably did not stress on the importance of sending me thebsketch. I believe, if a set of working drawings, (shop drawings) were sent me, I could assist you in the redesign of same to meet the requirements. We may continue to write many letters and still be nowhere. A drawing could tell the story more readily.

The tool to be complete must have an attachment which I had patented some 35 years ago, before it can be of any use. In other words, your No. 5 in combinatb tion with my attachment would make the complete tool.

It may be possible to secure a new patent with the new combination, however, regardless of patents, the sugar industry is now ready for a tool of this nature, and the one which reaches the market first will naturally have the advantage.

Upon receipt of your working drawings of your No.5 Tamper, I will prepare new drawings with my attachment in combination with your implement and will submit same for your check and estimate of cost for the construction of same,

Any suggestions you may wish to offer regarding a permanent agreement to manufacture and sale agency would be welcome.

Hoping I have made myself clear on this matter and trusting to hear from you at an early date, I am,

Yours very truly,

John H. Wilson

O.K.CLUTCH & CO.
7\11\87

SHEET #2

The paving breaker or clay digger which you suggest is not the type desired, as the piston must extend through the front end to accommodate a butt.

My idea of what would be a perfect tool, would be one when in operation, have its greatest speed and power on the down stroke and slow up on the return. The movement of a steam hammer as used in driving piles would seem to me to be the most ideal, and of course, the speed to be kept not to exceed about 120.

In my letter of May 27th., I asked for a sketch of your No. 5 Tamper. I probably did not stress on the importance of sending me the sketch. I believe, if a set of working drawings, (shop drawings) were sent me, I could assist you in the redesign of same to meet the requirements. We may continue to write many letters and still be nowhere. A drawing could tell the story more readily.

The tool to be complete must have an attachment which I had patented some 35 years ago, before it can be of any use. In other words, your No. 5 in combination with my attachment would make the complete tool.

It may be possible to secure a new patent with the new combination, however, regardless of patents, the sugar industry is now ready for a tool of this nature, and the one which reaches the market first will naturally have the advantage.

Upon receipt of your working drawings of your No.5 Tamper, I will prepare new drawings with my attachment in combination with your implement and will submit same for your check and estimate of cost for the construction of same.

Any suggestions you may wish to offer regarding a permanent agreement to manufacture and sale agency would be welcome.

Hoping I have made myself clear on this matter and trusting to hear from you at an early date, I am,

Yours very truly,

John H. Wilson

END

July 11th.1937.

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

Dear Sirs:-

I regret to inform you that someone in your organization has allowed the information to leak out just what our plans are re-shipping of bulk cement to Honolulu. They also know of Mr. Horn's visit, but, do not know he stopped off here for a day while on his way to Manilla.

You must be aware of the fact that the Cement manufacturers of the Pacific Coast have an oganization and I am informed that they are opposed to the shipping of bulk cement to the islands, becuse they know one mill will get the entire business, which is now practically prorated among those nearest to shipping points.

Sites are limited in Honolulu and I was in hopes of getting started on construction before the information reached the public.

Due to the cement combine combine, those that have been approached for prices have refused to sell in bulk, so must purchase through a second party.

I hope you will be guarded in the future in giving any information on this proposed plan.

Yours very truly,

John H. Wilson,

START

Grebenau-Adamson Mfg. Co.
P.O.Box 242, Avenue Station,
Los Angeles, Calif.

Dear Sirs:-

I refer to inquiry now that someone in your organization has allowed the information to leak out that our firm are re-fabricating of dark cement to Honolulu. They also know of Mr. Hoff's visit, and, do you mind be dropped on your work on his way to Manila.
Yet 11 here for a day while on his way to Manila.

You must be aware of the fact that the Cement manufacturers of the Pacific Coast are opposed to the shipping of the material for this building because they want no dark cement of the islands, because they know it is not practically profited among those men interest to shipping purposes, which is not practically profited among those men interest to shipping purposes.

Sites are limited in Honolulu and I am in poses of getting started on construction before the information reached the public.
Due to the cement company complaint, those that have been approached for prices have refused to sell in bulk, so must purchase through a second party.
I hope you will be guarded in the future in giving any information on this pro-posed plan.

Yours very truly,

John H. Wilson,

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
M.A.KENDALL, CHIEF ENGINEER

CONVEYING TRANSMISSION & SCREENING MACHINERY

S-A BELT CONVEYORS

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

LOS ANGELES, CALIFORNIA

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

R.C. PIERCE
VICE PRESIDENT AND MANAGER

July 13, 1937

MR. JOHN H. WILSON
Honolulu,
Hawaii

Dear Mr. Wilson:

We have your letter of July 7th with regard to C. J. Horn. We do not expect Mr. Horn to start back for the States until some time during the Fall. We do not know exactly when he will be coming back. However, in the meantime we will be glad to transact any business by mail as we have formerly done. Mr. Horn will stop off to see you on his return trip.

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

BY R. C. Pierce
R. C. Pierce
Vice-President and Manager

RCP-M

START

inches 3 2 1 0 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

	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

M000554

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
M.A.KENDALL, Chief Engineer

CONVEYING TRANSMISSION & SCREENING MACHINERY

S-A BELT CONVEYORS

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

LOS ANGELES, CALIFORNIA

FACTORIES
AURORA, ILLINOIS
LOS ANGELES
BELLEVILLE, ONT.

R.C. PIERCE
VICE PRESIDENT AND MANAGER

July 14, 1937

MR. JOHN H. WILSON
Honolulu, T. H.

Dear Sir:

I have your letter of the 11th. I have asked everyone in the office and can't figure out where any leak would come from on your job as there were only three people in the office that knew anything about the job. The only place we can dope out where a leak might have come from is through Bates Valve Bag Company. We warned these people to be careful about this information but of course in order to get definite information from them on their equipment and definite recommendations we had to show them parts of our drawings. They are the only ones we know of that knew about Horn leaving for Manila as I have found out he talked with them before he left and said he was going to Manila and that these drawings would be left in Mr. Robertson's hands. In view of the fact that they were the only ones who knew he was going that would be interested at all in your job I am inclined to think that there was a leak through their office. One of their salesmen may have a friend!

I am very sorry this happened. We are telling Bates Valve that the deal is all off in order to stop any other leaks. You may be sure there will be no leaks through this office, and I am sure that there have been none.

We trust that you will have success in this venture and if there is anything more we can do to help you, let us know. We will write Mr. Horn to be sure and stop and see you on his way back although we don't think he will be through there until sometime in the fall, at the present time the date being very indefinite.

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

By R. C. Pierce
R. C. Pierce
Vice-President and Manager

RCP-M

START

Maybe if you would give me a little more definite information I could definitely locate this thing, am anxious to.

B

END

Honolulu, Hawaii.
July15th.1937.

My dear Kini:-

Your letter written on the steamer was received last week and certainly was glad to learn that you had a smooth and pleasant trip across.

As stated in my letter of July 7th., I would write this week by Clipper, so here I am writing to give you the latest from Honolulu.

This morning I had to go to the Lurline to meet Mrs. and Miss Gibbons, the wife of the Assistant Treasury of the United States. Her husband is the man that gave Walter Doyle and and Fred Kanne their positions. Jim Farley wrote to me to take care of her while she is here, so this morning Walter, and Kanne and I went out on the launch and met Mrs. Gibbons. She is going to be here five weeks and I am sorry you are not here, but, on the other hand, I suppose you will consider yourself lucky for not being here. We probably would have to give a luau, like we did for Jim Farley. It is decided to have it at Kanne's home out at Niu.

On the 24th Mr. Morganthau, the Tresurer of the United States is leaving San Francisco for here on the next trip of the Lurline, and I suppose that means a big luau, and I hope it will not be another like what we had at Locey's barn.

The papers are full of war in China and naturally we all have been worrying about you, and until the papers printed the enclosed clipping which appeared last Tuesday, everybody was somewhat uneasy.

Charlie Rese is better they say and should be out of the hospital next week.

We are getting along nicely at home. The old woman is a worker. She has cleaned the kitchen, your lanai, my room down stairs and the dining room. She has even washed the floor of the dining room and rewaxed it so that it looks like a new floor.

The plants I do not let her touch it, as I wanted to be sure it got enough water. She being a malahini, I was afraid she would not know what to do. I water the iwaiwa and all the plants in the hot house every other day myself so I know how they are getting along. I think it is a good thing we lost Kalila for I am quite sure all of the ferns would have dried up in time, for I found a couple of pots that were commencing to dry up. But since I have taken it over myself, I am sure evrything is alright because I see new young shoots coming up. Some of the pots are really pretty and so with the the anthurium.

The is two steamers leaving tomorrow for China. The President Taft and the Empress of Japan and both will carry mail, so I will send you $100 in American money to you addressed care of the Hotel Glocester at Hong Kong, so if you run short of money before you get to Hong Kong, you can use some of that rug money

START

Honolulu, Hawaii.
July 6th.1927.

My d ar Kim:-

Your letter written on the steamer was received last week and certainly was glad to learn that you had a smooth and pleasant trip across.

As stated in my letter of July 7th., I would write this week by Clipper, so here I am writing to give you the latest from Honolulu.

This morning I had to go to the Airline to meet Mrs. and Miss Gibbons, the wife of the Assistant Treasury of the United States. Her husband is the man that gave Walter Doyle and and Fred Kanne their positions. Jim Farley wrote to me to take care of her while she is here, so this morning Walter and Kanne and I went out on the launch and met Mrs. Gibbons. She is going to be here five weeks and I am sorry you are not here, but, on the other hand, I suppose you will consider yourself lucky for not being here. We probably would have to give a luau, like we did for Jim Farley. It is decided to have it at Kanne's home out at Kim.

On the 8th Mr. Morgenthau, the Treasurer of the United States is leaving San Francisco for here n the next trip of the Airline, and I suppose that means a big luau, and I hope it will not be another like what we had at Loney's barn.

The papers are full of war in China and naturally we all have been worrying about you, and until the papers printed the enclosed clipping which appeared last Tuesday, everybody was somewhat uneasy.

Charlie Rose is better they say and should be out of the hospital next week.

We are getting along nicely at home. The old woman is a worker. She has cleaned the kitchen, your lanai, my room down stairs and the dining room. She has even washed the floor of the dining room and revarnished it so that it looks like a new floor.

The plants I do not let her touch it, as I wanted to be sure it got enough water. She being a malahini, I was afraid she would not know what to do. I water the lawns and all the plants in the hot house every other day myself so I know how they are getting along. I think it is a good thing we lost Kalia for I am quite sure all of the ferns would have dried up in time, for I found a couple of pots that were commencing to dry up. But since I have taken it over myself, I am sure everything is alright because I see new young shoots coming up. Some of the pots are really pretty and so with the anthuriums.

The is two steamers leaving tomorrey for China. The President Taft and the Empress of Japan and both will carry mail, so I will send you $100 in American money to you addressed care of the Hotel Gloucester at Hong Kong, so if you run short of money before you get to Hong Kong, you can use some of that rug money

Kini
7/15/37

and when you receive your money you can replace it. I do not think you should buy the rugs until you get ready to return, as you would have to pay the freight from Shanghai or Hong Kong to Manila and back if you bought the goods ~~on~~ before you went to Manila. I am not taking any chances by send the money by Clipper and I do not think you are broke by this time anyway. I am buying a bank draft on Hong Kong and will send it by mail in care of your hotel, the Glosester.

We received the sad news of the death of Senator Joe Robinson of Arkansas. You remember him, he was here three or four times and the last time he went to Samoa, then on his return we went down to meet him, and you gave him a red carnation lei. Aloha au i keia haole. He was a big help to me.

Lydia Lucas telephones to me every now and then inquiring about you etc., She was quite sick after you left for a few days but soon got over.

We are all well and since I have nothing else to write at this time I will close, so with love and aloha to all of you,

O wau no,

JHW

P.S.

If you run short of money, never mine the camara, just get the hats only.

Hoolai Kaai, met me at Kwai Yaows the other morning and I told her you were in China, and she wanted me to write to you to go and see one of her sons and daughter at Shanghai. Tell them she is well, and sends love.

Kant

TE\ZL\F

(8)

and when you receive your money you can replace it. I do not think you should give the large sum till you get report of return, as you know that we have to pay the freight from Shanghai to Hong Kong to Manila and back. If you bought the Boots as per-fore you went to Manila. I am not packing any chances by being the model by Clib-per and I do not think you are prone by this time anyway. I am quite a panic at Hong Kong and will send it by train in care of your packet, the Closeafen.

We received the sad news of the death of Senator Joe Robinson of Alabama. You remember him, he was here twice to lunch times and the last time he went to Samoa and on his return we went down to meet him, and you say he is a very centration let. Alone. Ah I note phone. He was a big help to me.

Ivy Chances telephones to me every now and then inquiring about you etc.; She was dying when I left for a trip and soon log over.

We are all well and since I have nothing else to write at this time I will close, so with love and a kiss of all of you,

Lou

WHL

P.S.

If you can spare money, never mine the camera, just leg the pers only.

Hooley Kent, met me at Kamy Among the other mountain and I told her you were in China, and she wanted me to write to you to go and see one of her sons and daughter at Shanghai. Tell them she is west, and sends love.

WHL

END

QUEENS BORO
Phone Book.

HAvermeyer
4 - 5066

Read
mt Trend

Apt. C.6.L. -- 8910 -35th Ave
JACKSON HEIGHTS, LONG ISLAND, N.Y.

July 15, 1937.

Hon John H. Wilson,
Honolulu, Hawaii.

My dear Johnnie Wilson:

Its cheery indeed to renew acquaintanceship after an elapse of 40 years, for that stretch of time is a full life for millions of humans. And yet, I view it as only an incident of yesterday. For I am a "Peter Pan" type of a mortal, one of James Matthew Barrie's youngsters made famous by Maude Adams, a pleasent reminder of the Victorian Era of the legitimate stage.

Altho knocking at the door of 68, I am as active and as peppy with dogged perseverance battling the game of life, as a kid of thirty. And age guessers crack I'm around 45. That goes for me for by retaining a youthful appearance--all doors are open, and the Supreme Court of the U.S.A. being unobtainable does not annoy.

I shifted from the Railroad World in 1883 to go into the amusement industry and thru the years have enjoyed every second of life. If I had to set my life again I think I would follow my old set up for I have had in my time plenty of fun, and after all, its that relief that counts.

On my return from Australasia and South Africa in 1899 I managed Klaw & Erlanger's big production of Ben-Hur. Also looked after original stagings of "King Dodo", "Sultan of Sulu" and "Prince of Pilsen" opera companies for Henry W. Savage. For 20 years acted as the European scout for the big syndicate, also handled two staging of Ben-Hur at the Theatre Royal, Drury Lane, London.

Returning to New York handled productions (all original stagings) of "The Round Up", "The Sins of Society", "The Barrier", "The Right of Way" the five star cast of WmH. Crane, Thomas Ross, Macyln Arbuckle, Amelia Bingham and Mabel Taliaferro in "The New Henrietta, and Jeanne Eagles first starring tour in a play called "What's Your Husband Doing".

Followed this for twelve years as Gen Manager Winchell Smith and John Golden who produced "Lightnin", "First Year" "Turn to the Right" "7th Heaven" and several other stand out hits. This firm became noted as the producers of clean plays. My press flash that earned thousands of editorials and columns of free space contributed by the smart writers of the country.

At one time in the Golden office I was booking 19 shows most of them touring the one night stands, and handling 3 hits in New York. Busted under the strain and quit Golden. Had a little money at the time and was arranging to go to Europe for balance of my life. Was going to buy a small home on the

START

inches

	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	19.31	-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

D50 Illuminant, 2 degree observer

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	-47.65	32.19	29.13	78.75	-12.86	-27.68
Density	0.75	0.98	1.24	1.64	1.96	2.38	All values are batch averages								

centimeters

M000554

1940
1912
28

#2
--

French Riviera and call it a day. I had pegged the curl up of the legitimate stage. While arranging my affairs my old Boss,A.L. Erlanger,the brains of the big syndicate sent for me. Asked as a favor I postpone my trip abroad and to go to Seattle and put the syndicate house in order. I built the Metropolitan Theatre, Seattle,situated in the Olympic Hotel Block for K & E back in 1909. Not the construction but put the deal over with Major Douglas of the Metropolitan Area,and Erlanger leased and operated it.

Just could not refuse Mr.Erlanger and made the trek. He passed on in Los Angeles while enroute to Seattle six months after. And I was riveted to that blooming burg for three years and with the blow-- up in Wall Street away from New York,it cost me everything I owned. A grand annoyance but I no weaken,and today I am once again using the old noodle to get back into the picture.

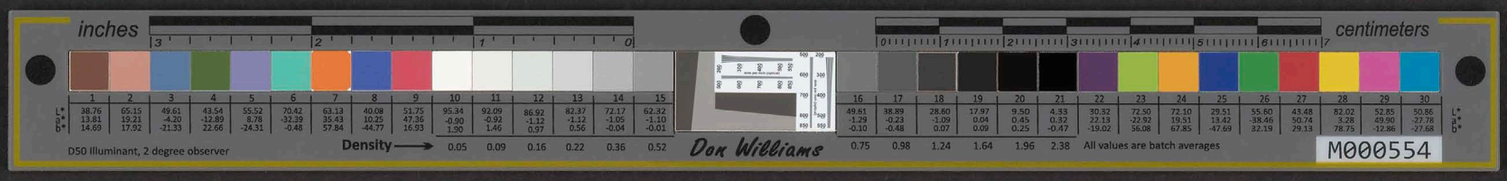
When San Francisco announced an Expo for 1939,it was first fixed for 1937 then shifted to 1938 and now announced for 1939,I journeyed to San F for chats with Mr.Cutler,president of Fair,also Felix Mc Ginnis,head of passenger traffic So Pac RR. Looked as though I might get action in promoting some ideas outlined. But when New York let get the warhoop of A World's Fair for 1939,I caught first train this way and ever since have been battling politics re connection.

Right now the -fly in the ointment -is who will be the next mayor of New York. Tammany and the Roosevelt-Farley bunch are fighting a life and death battle. Roosevelt has slipped La Guardia plenty help and recognition because the Italian-Hebrew has been shouting praise of Roosevelt activity. Roosevelt encouragement in the face of the Communist party going for La Guardia hook,line and sinker combined with his turn down of Senator Copeland has placed Tammany in a position to loose out.

Al Smith just back from Europe last saturday has taken charge of Tammany worries and only time will tell the correct answer for it is a duel to death. And personally I want to see La G go into the ashcan for he has wrecked the burg with his recognition of Waps and Jews. Its tragic beyong description and the President should have kept aloof from interference. But Mr.R carries a knife and opens it for "all" who disagree with his wishes. You get the cable dope from Washington and know the tragedy of the Supreme Court squabble.

I never was so shocked when I caught the news yesterday of Senator Robinson's death. He was a very dear friend of 40 years. I first met him at the Capitol Hotel in Little Rock,Ark,when we were trying to pull off the Corbett-Fitzsimmons fight in 1896 in that state after we were tossed out of Texas. Thru the years I have seen much of dear Jo in my thousand and one trips to Washington and right now I was soliciting his help re my connection with the N.Y.World's Fair.

During the past five years I have trekked three times across country in all directions from Maine to California. Conditions are terrible. Intelligent humans do not care today whether they live or croak. Men over 50 find it a struggle to get work. Boondoggling at every turn in all political camps. The arrogance -wide open and flagrant of Lewis and his C.I.O. set up permitted to go unchallenged by the Powers and the every increasing



	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	63.18	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

#3

National debt is destroying the Nation. One of these days there is bound to be a blow up that will reach every corner of it,if Lewis and his C.I.O. isint curbed. Green head of the American Federation of Labor is fighting with his three or five million followers,and with Labor split no progress can be made. I hope you are not confronted with our type of strikes in Honolulu. European cables advise the "sit-down-strike" has become a social fad abroad.

Here I am gossipping like an old maid re politics,so overlook my talkativeness. I have kept away from politics all my life.Only voted once for president and then cast my vote for Al Smith,who I met on a couple of trips to Albany when producing shows that city and he was Governor of the State.

Frankly Johnnie I am ashamed at letting our friendship formed so many years ago to remain dormant over all these years. High powered show salesmanship covering the daily activity is solely responsible. The annoying part is to think we were probably in the same town at the same time and not to be in touch. For reviewing your outline of activity I really think we were next door on many occasions. We certainly missed many pleasent moments.

I never remember meeting Jack Raymond around Minneapolis,Detroit, Cleveland and other spots he mentioned in our chats. Going to the Agents luncheon one day in Los Angeles I met him. He knew me by reputation and as he was a great friend of a dear friend of mine, Frank Dodge,the old scenic artist,partner of the firm of Dodge and Castle,we saw quite a bit of each other while Mrs Cooke and myself were in Hollywood. And I had he and his missus with Dodge to my flat several times for an evening gabfest and supper.

Every nice courtesy I extended him was amply repaid by giving me the tipoff re your good self. I was going to write you the letter I recently sent from Hollywood two years ago. But talking with Cutler and Mc Ginnis I held off as plans were on for trip to Honolulu,then the quick trip East and all thoughts shot. However, I am a great believer in fatalism,and now I find myself writing after all this foolish delay. You are penalized with this lengthy letter which I do not mind typing for I am enjoying the chatter and I hope you do not tire reading or find uninteresting.

And now in conclusion I want to inquire if you are planning any personal activity re New York's World's Fair. Frankly I have a few ideas that would be of tremendous help to the Islands if worked around out along the lines I have in mind. My ideas are wrapped around both Expositions--San Francisco and New York -with the latter supplying the big punch. The Islands can cash in on these two affairs without any special outlay if diplomatically maneuvered. Yours truly honestly thinks his noodle has evolved an idea that if exploited in a suave manner will benefit your section greater than all the publicity you have had in the last fifty years.

If your representative in Washington is a wise diplomat he can do much to permit an enlargement of what I have in mind. Only a showman of my type who has had experiences with the world could vision the workout to suggest it. P.T.Barnum and John Ringling would say go too it boy,its okay and will get results. if alive

	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									

#4

-- of the So Pac RR
Mr.Mc Ginnis/was very much impressed when I briefly mentioned part of it in a general conference with him more than a year ago.

Suppose you query the General Manager of your Chamber of Commerce and ascertain what activity is planned or definitely set re these two fairs. Suggest this to ascertain if by any chance any of my features have been given thought.

Being a member of the Army of the Unemployed I want to cut in on the development of the work out. This is obligatory on account of making use of hundreds and hundreds of friends for its success. An uninitiated showman would only skim the surface,while a trained showman knowing the proper method of procedure can supply the punch for lasting results.

I am constantly moving in and out of Washington. If your representative there is a close friend you might send along letter of introduction and I'll drop in on him the next time I'm in Washington. Can outline my ideas,but I prefer to submit thru you if you are busying yourself re plans on these fairs.

Signing off now,and you'll probably say,its about time you forced me to read a newspaper. Anyway Johnnie,the gabfesting has been enjoyable and I do hope something can come of it that we will once again meet for a cheerio greeting.

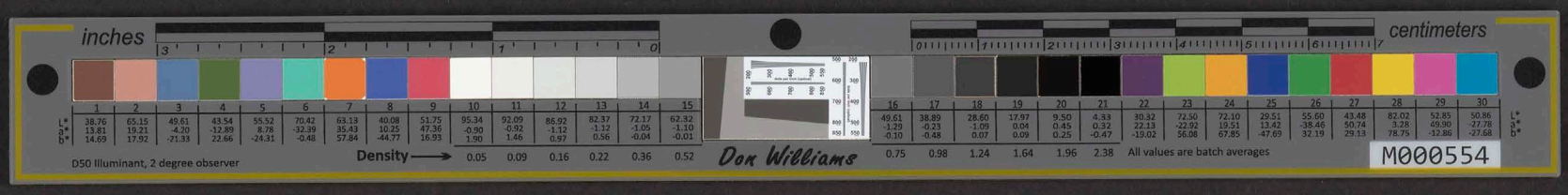
Will all good wishes,

very sincerely,

Eddie G. Cooke

P.S.

Jackson Heights is just over half-way twixt N.Y.City and Flushing. 25 minutes in subway from Times Square. We have two subways out here. I'm just 2owalking minutes from the World's Fair site. This section of N.Y.City will be bigger than the Bronx in the next three years. I get subway service from my house to Coney Island for .05cts.It takes 85 minutes to make the trip.


inches
centimeters
Density
D50 Illuminant, 2 degree observer
Don Williams
All values are batch averages
M000554

END

Honolulu, Hawaii.
July 16th.1937.

My dear Kini:-

Please find enclosed Postal Money Order for $100 payable in its equivalent in Hong Kong. I could not get a Bank draft at the Bank this morning as the mail will close at 9:30 this morning and the bank doesn't open until 10, so I have decided to send you a Postal Money order which Mr. Ho says is just as good. The Hotel people will help you to get it cashed.

I hope you will arrive in Hong Kong after this letter reaches there. This is going by one of the Empress boats and should be in Hong Kong by the 30th of this month.

Everything okay here. Plants, dogs and the boys at home.

Yours in haste and with love.

JHW

START

Honolulu, Hawaii.
July 18th.1921.

My dear Kinty:-

Lemane Lind enclosed Postal Money Order for $100 payable in the equivalent in Hong Kong. I could not beg a Bank draft as the Bank quote a "nominal" rate and the last mail close at 6:00 this morning and the next mail closes at 2:00 p.m. so I have decided to send you a Postal Money order which may not get to you so far it seems. Mr. Ho says it just as good. The Postal People will pay you at par if needed.

I hope you will write to Hong Kong after this letter reaches there. This is Hong Kong by one of the Empress boats and should be in Hong Kong by the 20th of this month.

Everything okay here. Lemane, dogs and the boys as ever.

Xonts in haste but with love.

WHL

TERRITORY OF HAWAII

BUREAU OF THE TAX COMMISSIONER

July 16, 1937

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

Dear Sir:

The following decisions were rendered at the Delinquent Tax Adjustment Committee's meeting of June 23rd, 1937:

1. "I move that penalty and interest be waived in the following accounts with the proviso that the full amount of the principal be paid on or before December 31st, 1937:

"JENNIE K. WILSON - 1927 to 1935 Real Property
Key 2-1-31-10
1927 to 1935 Real Property
Key 3-3-9-22
1927 to 1935 Real Property
Key 3-1-3-33."

2. "The Committee moves that the full amount of the delinquent 1932 to 1934 Real Property taxes of JOHN H. WILSON (Waimanalo Beach Key 4-1-5-11) be waived; and that penalty and interest be waived in the delinquent 1931 to 1934 Real Property taxes (Key 3-3-9-23), 1931 to 1932 Personal Property, 1934 Personal Property and 1931 Income taxes; with the proviso that the full amount of the principal be paid on or before December 31st, 1937."

Very truly yours,

Paul Jas. Jarrett

Paul Jas. Jarrett
Collector
Delinquent Tax Bureau

jp
encl

START

inches 3 2 1 0 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

	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

M000554

END

All in a Day

It's all in a day, says the conscientious worker, and whether the job is large or small, he proceeds to finish it and call it a day. It is characteristic of American initiative and energy.

That's how James D. McInerny and his committee regard June 4, set aside as Advertising Day in Hawaii. Mr. McInerny and his committee are going out that day to raise $175,000 as required by the legislature in making its appropriations for the Hawaii Tourist Bureau.

To raise the cash will be a day's job, and when it is finished, Mr. McInerny and his associates will call it a day. And so will all the people of Hawaii. They must do their bit, too, and with Mr. McInerny and his committee they, likewise, will call it a day.

F. B. Herman, executive assistant to Chairman McInerny, is fast completing the organization of the 28 committees, and when all hands swarm into the field on the morning of June 4, their work will be laid out for them. When they report back to headquarters in the afternoon, they will have enough signatures on the dotted line to equal $175,000 or more. Such is the program, and the program will be carried out in every detail.

8910 -35th Ave
EIGHTS,Long Island,N.Y.

July 17,1937

editorials of The Advertiser
essed by the attached one.No
tions like Californians Inc,
e Guide Book for Visitors
lic-spirited citizens? It is
d surrounding territory but
e spots of the southern portion
osity in that main land section

The ideas running thru my mind at the moment are invaluable for Hawaii Tourist Bureau activity. Having repeatedly visited every town,village and hamlet in the U.S.A. during the past three decades,and contacting the editors,publishers, and business heads of the various cities,I have established an intimate goodfellowship acquaintance that can be used in putting over an exploitation campaign.

And please get me right re my personal services. I have no wish to head any office. No desire to supplant any one. I have in mind workable ideas,based on observations during the past half dozen years as well as personal contacts and chats in the various newspaper offices of the important cities. I just want to participate in the workout which requires hard work and able salesmanship and showmanship,the latter the most important.

My contact should start with the directorial head of the Island Commission for the N.Y.World's Fair. He can not fail to vision value of the plan I have to offer,that means so much for the future,as well as the present moment. Suppose I await learning whether he is even interested,for now-a-day everyone is spouting ideas covering exploitation the majority being asinine and worthless.

The Missus and I are off for Coney Island. Joining friends at a Clam-bake there at Feltmans. Always good for the old Dutchman serves Trommers German Brew delightful beer. The place is on the Ocean-side a-la-Waikiki and you get such an interesting view of the N.Y. harbor. Sorry you are not here to go along.

Best ever,sincerely,

Essie G. Cooke

START

were complaining regarding Randolph Churchill's "inside track" in obtaining news of events, while others were forced to rely on announcements by Herman L. Rogers, the duke's spokesman.

Clipper Carries 2 Hospital Cases

When the China Clipper took off at 12:35 p.m. yesterday for Alameda the rear compartment resembled a hospital suite. The plane is carrying two passengers injured in an automobile accident in Manila last week, attended by a special nurse. They are Richard Sumers, New York broker, suffering from a fractured vertebra and Richard Berlin, Hearst magazine executive, both of whom recently flew to Manila via Clipper, intending to continue around the world.

Berlin has several fractured ribs and head cuts. Four other through passengers are also aboard the plane which is due in Alameda early this morning. They are Fred

From Kau
Hualalai
From Moloka
Hawaii

Departu
For Maui via Moloka
Hualalai

SHIPS TO CO

Asama Maru
Niagara
Empress of Canada
Malolo
President Lincoln
Luriline
Mariposa
Taiyo Maru
President Coolidge
Malolo
Empress of Russia
Chichibu Maru
Luriline
Empress of Japan
Monowai
Malolo
President Wilson
Tatsuta Maru
Luriline
Monterey
President Hoover
Malolo
Luriline
Asama Maru
Niagara
Empress of Canada
Malolo
President Cleveland
Luriline

SHIPS FROM THE COAST

Malolo ..... Thursday
President Hayes ..... Saturday
Monterey ..... May 31

Apt.C.6.L.--- 8910 -35th Ave
JACKSON HEIGHTS,Long Island,N.Y.

July 17,1937

Hon.John H.Wilson,
Honolulu,Hawaii.

Dear Johnnie Wilson:

Mulling thru the editorials of The Advertiser issue of May 26,I was very much impressed by the attached one.No doubt your Hawaii Tourist Bureau functions like Californians Inc, for California. Have you ever seen the Guide Book for Visitors published by this organization of public-spirited citizens? It is "tops" in exploiting San Francisco and surrounding territory but passes up references to the attractive spots of the southern portion of the state. However it arouses curiosity in that main land section of America's earthly paradise.

The ideas running thru my mind at the moment are invaluable for Hawaii Tourist Bureau activity. Having repeatedly visited every town,village and hamlet in the U.S.A. during the past three decades,and contacting the editors,publishers, and business heads of the various cities,I have established an intimate goodfellowship acquaintance that can be used in putting over an exploitation campaign.

And please get me right re my personal services. I have no wish to head any office. No desire to supplant any one. I have in mind workable ideas,based on observations during the past half dozen years as well as personal contacts and chats in the various newspaper offices of the important cities. I just want to participate in the workout which requires hard work and able salesmanship and showmanship,the latter the most important.

My contact should start with the directorial head of the Island Commission for the N.Y.World's Fair. He can not fail to vision value of the plan I have to offer,that means so much for the future,as well as the present moment. Suppose I await learning whether he is even interested,for now-a-day everyone is spouting ideas covering exploitation the majority being asinine and worthless.

The Missus and I are off for Coney Island. Joining friends at a Clam-bake there at Feltmans. Always good for the old Dutchman serves Trommers German Brew delightful beer. The place is on the Ocean-side a-la-Waikiki and you get such an interesting view of the N.Y. harbor. Sorry you are not here to go along.

Best ever,sincerely,

Essie G. Cooke

inches 3 2 1 0 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*	13.61	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*	-1.25	-0.23	-1.09	0.04	0.45	0.32	22.13	-22.92	19.51	13.42	-35.46	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

Don Williams

All values are batch averages

M000554

END

July 24, 1937

Mr. Willie WILLIAMS

Enclosed herewith is check in the amount of One Hundred Dollars ($100.00) which represents payment for special performance at the Post Theater, Schofield Barracks, on July 23, 1937.

Please acknowledge receipt hereon.

R. M. WINFIELD
Major, Infantry
Recreation Officer

Receipt of above mentioned check in the amount of $100.00 is acknowledged.

WILLIE WILLIAMS

START

END

FEET ,AS YOUR

SMALLIEW WILLIE .TM

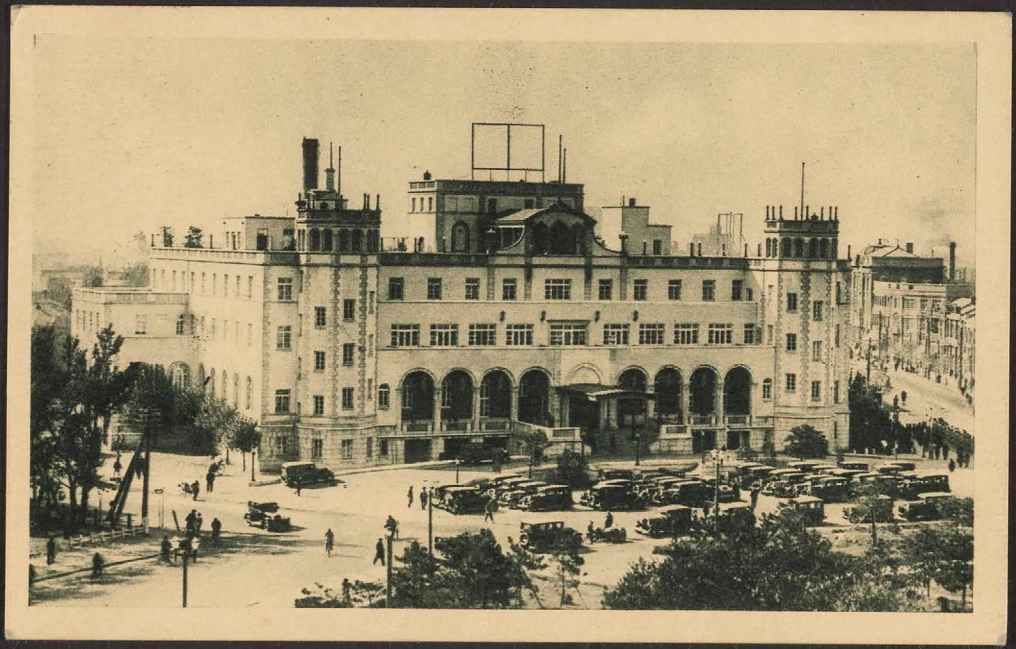
Enclosed herewith is check in the amount
of one hundred Dollars ($100.00) which represents payment
for special performance of the boat Tarpon, schedule
Bertucke, on July 23, 1921.

Please acknowledge receipt hereon.

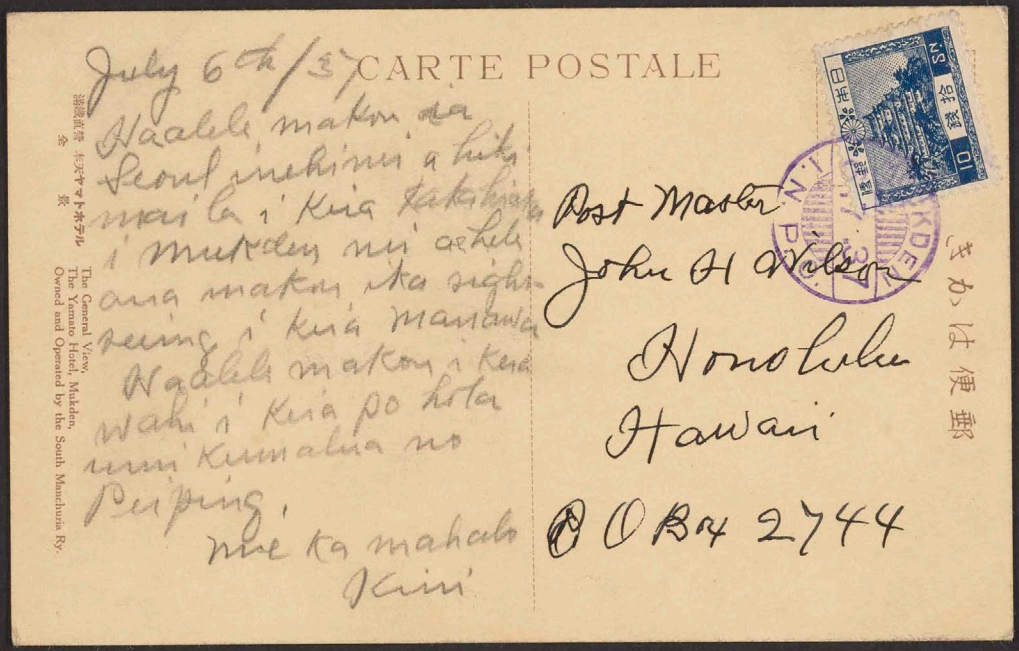
Yours truly,
WILLIAM .M .A
Vice President, Total
Reclamation Office

Receipt of above mentioned check in the
amount of $100.00 is acknowledged.

SMALLIEW WILLIE



START



CARTE POSTALE

July 6th/37

Haalele makou ma
Seoul inehinui a hiki
mai la i Keia Kakihiwa
i Mukden nei aehele
ana makou ika sighi-
peing i Keia manawa
Hoalele makou i Keia
wahi i Keia po hola
nui Kumalua no
Peiping.
Nue ka mahalo
Kini

Post Master
John H Walker
Honolulu
Hawaii
P O Box 2744

The General View,
The Yamato Hotel, Mukden,
Owned and Operated by the South Manchuria Ry.

滿鐵經營 奉天ヤマトホテル 全景

きかは便郵

END

Honolulu,Hawaii.
July 26th.1937.

Mr. Ed. G. Cooke,
Apt. C. 6. L. --8910-55th. Ave.
Jackson Heights, Long Island

My dear friend Cooke:-

Your letter of the 15th inst., received and found it very interesting reading. Our early life seem quite similar I also did some railroading, except I first started out as a sailor on one of the old New Bedford whalers. I ran away and was gone about 10 months before the mast on a whaler, then took up railroading on my return to the islands. While with the railroad, I became interested in engineer ng, so decided to attend College majoring in Civil Engineering. While in College got interested in the managing end of atheletics, that is, handled the box office end. This took me up and down the Pacific Coast, so one day after I got out of College, I le rned that Mr. Spreckles, the late sugar King, was promot ng a new railroad company to assist the Santa Fe into San Francisco. My father placed me under his care while in College, so naturally applied to him for a job, and instead of putting me to work on the railraod he put me in charge of the Royal Hawaiian Band, who had gone strnded in San Francisco.

The band composed of about 45 pieces and compared about as good as any of the leading bands of the day. Spreckles handed me about $200. and tickets to New York with stopping off privileges, but, no dates nor organization for the advance booking. The rest would fill a book, so will defer the rest to another date.

Yes, I am well acquainted with Mr. King, our representative in Washington, so will enclose a letter of introduction to him. Although he is a Republican, our families have been very close for several generations. I do not expect much from the local Chamber of C mmerce, however, I do not wish to discourage you, you may fare better than the writer and others. I endeavored to get them interested at Chicago in 1933, which is the most ideal place for an Exposition, being the center of population.

I believe New York would be a better place to invest any money rather than San Francisco. You have a larger population to draw on.

I had a concession tied up at the Chicago Worlds Fair for 1933, which was held for me to the very last. I knew Mayor Cermac personally and through him got contacts to put me in the front row, but, failed to finance the show. One of my best financial supporters lost his wad including his socks in the New York Stock Market.

I contemplated putting on an elaborate Polynesian Village, which would take in the people of Hawaii, Samoa, Tahiti, Maqueses and the people of New Zealand, the Maori's. They are all Polynesians. I had the

START

Fire Walkers of Tahiti engaged and ready to leave on short notice, but, could get no financial aid from either the Chamber of Commerce, Steamship or Pine apple Companies. The Territorial Government gave the Tourist Bureau $5,000. to use in their publicity work at Chicago. They had desk room in one of the buildings in an out of the way corner.

If there is anything else I can do, please do not hesitate to write, I am,

Yours with aloha,

John H. Wilson,

END

Honolulu, Hawaii.
July 25th.1937.

Mr. Henry J. Kaiser,
1502-Latham Sq. Boulevard,
Oakland, Calif.

My dear Mr. Kaiser:-

I have about completed my plans re-shipment of cement in bulk, that is, the unloading plan at this end. The long delay was due to The Alaska S.S.Co., making up their minds whether to enter the Hawaiian trade or not. They have finally decided to keep out of Hawaii. I presume, they must have gotton together whereby each company keeps out of each others territory, so now, it will be necessary to deal with the Matson Company for the transportation.

If you are still interested, kindly write me at your earli s est convienence and I will send you a bill of material of what would be needed at this end, in the way of silos, conveyors, etc.

Do you happen to have a Fuller-Kenyon Cement Pump, if so, what size?

Please let me hear from you. With kindest personal regards, and best wishes to Mrs. Kaiser and self, I a m,

Yours with aloha,

John H. Wilson,

START

Honolulu, Hawaii.
July 25th.1927.

Mr. Henry L. Kaiser,
21 S-Lake Ave. Pasadena,
Oakland, Calif.

My dear Mr. Kaiser:-

I have spoken somewhat up plans re-garding of cement it
milk, that is, the automatic plan as exists and. The long delay
The Alaska S.S.Co., making up their minds whether of entre the Hawaiian trade
or not. They have finally decided to keep out of Hawaii. I presume, that
must have Gordon Gaggert whether anyone company keeps out of keep office
territory so now, it will be necessary of deal with the Matson Company
for the transportation.

If you are still interested, kindly write me as your early a
ed blown down the road as soon as possible to allow a you have a bid to illustrate conveyore, etc.
and convenience and I will send the way of silos, conveyore, etc.
needed in this also, at the way to silos, conveyore, etc.

Do you happen to have a Miller-Kenyon Cement Pump, if so,
what price

Please let me hear from you. With kindest personal regards,
and best wishes to Mrs. Kaiser and self, I am,

Yours very truly,

John H. Wilson,

END

Dox Williams

Density ⟶ 0.05 0.09 0.16 0.22 0.36 0.52

DSO Illuminant, 2 degree observer

inches

centimeters

M000554

July 26th.1937.

Hon. Samuel W. King.
Delegate to Congress,
Washington, D.C.

My dear Sam:-

This will serve to introduce to you, Mr. Ed. G. Cooke, of New York City, who is an old aikane of mine of over forty years. I understand he visits Washington quite frequently, and feel it would be to Hawaii's advantage to enlist one more to her army of friends.

You will find Mr. Cooke a regular fellow, he has visited Hawaii and have many old time acquaitances in Honolulu.

Yours with aloha,

John H. Wilson,

START

July 20th.1927.

Hon. Samuel M. King,
Delegate to Congress,
Washington, D.C.

My dear Sam:-

This will serve to introduce to you, Mr. Ed. G. Cooke, of New York City, who is an old alumne of nine of over forty years. I understand he visits Washington quite frequently, and feel it would be to Hawaii's advantage to enlist one more to her army of friends.

You will find Mr. Cooke a regular fellow, he has visited Hawaii and have many old time acquaintances in Honolulu.

Yours with aloha,

John H. Wilson,

END

July 26th.1937.

TO WHOM IT MAY CONCERN:

This is to certify that I have personally known Mr. W.L.Welsh, Jr., since a child, at least 30 years. He was practically raised by his grandmother, and we were neibors until he moved to San Francisco.

I can also state that it has been my pleasure to have known and become well acquainted with the boys father and grandparents, and there can be no question that he is a Welsh, for he is a chip off the same block.

Respectfully Yours,

John H. Wilson,

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

July 26th.1937.

To Whom It May Concern:-

, This is to certify that I have known Mr. Poe, sometime called John Poe and Kalele Poe, but better known as POE, for the past twenty-nine years as a road laborer. I first became acquainted with him about 1908 as a road laborer in the Honolulu Road Department, and have known him to be employed off and on up to and including the year 1929.

Yours Respectfully,

John H. Wilson,

START

END

Honolulu, Oahu.
July 28th.1937.
At Home.

My dear Kini:-

The Clipper will be leaving tomorrow. I mean the mail closes tomorrow evening and the Clipper will leave early Friday morning and this letter should arrive in Hong Kong not later than Aug 3rd. , unless they run into bad weather.

I have written you five letters on the dates and places as follows :-

1st. Dated June 24th. addressed to Peiping, care of the College of Chinese Students
2nd. " July 7th " " Shanghai, " " New Asia Hotel
3rd. " " 15th " " " " " " " "

All the above letters mailed by Clipper and on the 16th of July I wrote again by the Empress boat enclosing $100 money order (Postal) which should arrive at the Hotel Glocester on or about July 30th., three or four days before this letter reaches Hong Kong.

I wanted to be sure that you would receive the money so I would not take a chance of sending it by the Clipper, so I sent it by steamer, but, it was mailed on the Empress steamer, which as stated above should arrive in Hong Kong on the 30th

Your letter from Kobe and Postal Card from Mukden was received last week and naturally glad to hear from you and to learn that you are enjoying the trip, but, since that letter was written the war has broken out in and around Peiping which makes everybody worry about you. The Dennis family and others keep running to me inquiring if I have heard from you since you arrived at Peiping and all I can say is "NO". But, I tell them not to worry as I am sure Yee Char knows what to do and since we do not receive a cablegram saying that you are PILIKIA, shows that you are all alright. As the old saying is, " No news is good news," so we all are hoping this is true.

A week ago last Sunday, the 18th., we gave a small luau for Mrs.Gibbons and her daughter at Jake Ordensteins, Waimanalo. I got Marie and Rosie to do the work. Johnnie of course helped them too. We did not invite many people, just a few. Mrs. and Miss Gibbons, Lou and Ella, Mr. and Mrs Cain, Jake and his wife, Fred Kanne and his wife, Walter Doyle and myself oia wale no, and we had George Baker and his gang their also to furnish the music. Mrs. Baker told me that you will not meet her daughter as she took sick and diedc last month.in Shanghai.

Last Sunday we all again went to Chris Holmes at Kaneohe, where we had a nice time plenty to eat, except only Walter, Mr. and Mrs. Kanne and myself were invited by Mr. and Mrs Holmes to take Mrs. and Miss Gibbons to the island. They will be here for another month before leaving. Mr. Morganthau is expected tomorrow morning by the Lurline, but, I do not intend going out to see him, I do not know this haole.

Walter Doyle has been called to Washington and is leaving tonight by the PresidentxHoover. The Postal clerks on the Hoover came in to see me and told me you folks all had a good time on your way over on the Cleveland. The Hoover will

START

Honolulu, Oahu.
July 28th.1937.
At Home.

My dear Kini:-

The Clipper will be leaving tomorrow. I mean the mail closes to-morrow evening and the Clipper will leave early Friday morning and this letter should arrive in Hong Kong not later than Aug 3rd., unless they run into bad weather.

I have written you three letters on the dates and places as follows :-

1st. Dated June 24th. addressed to Peiping, care of the College of Chinese Students
2nd. " July 7th " " Shanghai, " " New Asia Hotel
3rd. " " 15th " " " " " " "

All the above letters mailed by Clipper and on the 16th of July I wrote again by the Empress boat enclosing $100 money order (Postal) which should arrive at the Hotel Gloucester on or about July 30th., three or four days before this letter reaches Hong Kong.

I wanted to be sure that you would receive the money so I would not take a chance of sending it by the Clipper, so I sent it by steamer, but, it was mailed on the Empress steamer, which as stated above should arrive in Hong Kong on the 30th

Your letter from Kobe and Postal Card from Mukden was received last week and naturally glad to hear from you and to learn that you are enjoying the trip, but, since that letter was written the war has broken out in and around Peiping which makes everybody worry about you. The Dennis family and others keep running to me inquiring if I have heard from you since you arrived at Peiping and all I can say is "NO". But, I tell them not to worry as I am sure Ye Char knows what to do and since we do not receive a cablegram saying that you are PILIKIA, shows that you are all alright. As the old saying is, " No news is good news," so we all are hoping this is true.

A week ago last Sunday, the 18th., we gave a small luau for Mrs.Gibbons and her daughter at Lake Ordensteins, Waianaio. I got Marie and Hosie to do the work. Jonnie of course helped them too. We did not invite many people, just a few. Mrs. and Miss Gibbons, Lou and Ella, Mr. and Mrs Cain, Jake and his wife, Fred Manne and his wife, Walter Doyle and myself ole wale no, and we had George Baker and his gang there also to furnish the music. Mrs. Baker told me that you will not meet her daughter as she took sick and died last month.in Shanghai.

Last Sunday we all again went to Chris Holmes at Kaneohe, where we had a nice time plenty to eat, except only Walter, Mr. and Mrs. Manne and myself were invited by Mr. and Mrs Holmes to take Mrs. and Miss Gibbons to the island. They will be here for another month before leaving. Mr. Morganthau is expected tomorrow morning by the Luriline, but, I do not intend going out to see him, I do not know this Isole.

Walter Doyle has been called to Washington and is leaving tonight by the PresidentxHarrer. The Postal clerks on the Harrer came in to see me and told me you folks all had a good time on your way over on the Cleveland. The Hoover will

Kini
7/28/37 (2)

leave tomorrow for Japan and China and on the return trip you folks is suppose to return by here.

I havn't much news to write about except to say the papers had an account of Louis Thompson having died last week in Philadelphia, Duke Kahanamoku tells me he is having his ashes brought back to Honolulu.

Charlie Rose has fully recovered and back to work, but, is still weak after the operation, which was a shock to his system. You would hardly know him he has gotton so wiwi.

We are having Kona weather after two days of very hot weather, which brought us plenty of rain and for the first time since you left we have had water in the stream, and after the boys wet all the grass and had everything satuated good and plenty, then it rained all last night with plenty of lightening and thunder. Now the wind has turned from Kona and still cloudy. I suppose the next rain will be from makai.

We seem to be getting along nicely. Chickens, cattle, dogs, geese and pea-cocks. Two pea-hens have about 11 young ones, all hatched in the bushes and very strong. They are now about a week old. Whether or not they will remain that way until you return I am not sure, as Harry is paakiki, and I do not get home early enough to give them much attention.

Plants and dogs also fine, so I guess I will close since I have given you all the news I can think of for the present.

You might bring Harry three or four white crepe shirts with collars on. His size is about 14½ neck and sleeves 30 inches. You might also get him a few cheap pajamas, size waist 29 inches, leg 30 inches, and chest 34 inches. I think Size A would fit him.

Le Baron was appointed judge to succeed Godbold on July 1st and Mr. Hogg was appointed by Coke to take Le Barons place in the Police Court. In the meantime the kanaka's got wait and pick up the palaniho.

At Office. July 29. 1937.

I just received a letter from Isabelle. She is in Farmington, Conn. she left Chicago on account of the heat and is with some of her ohana in Connecticut. She claims the Big Shot is able to crawl and stand up by himself without help, and sends her aloha to you. She also wanted to know whether or not you had gotton out of the War zone.

The letter I sent you by steamer with the $100. was registered and its number is 1310 and dated July 16th., and the number of the Hong Kong Money Order is 169460 from Honolulu also dated at Honolulu on July 16th. 1937.

We are getting along nicely at home with the old woman. She takes good care of everything and is a good cook. I have to fix the poi myself, otherwise aole luhi.

Ua lawa paha kaua maanei, so will close with love and best wishes.

O wau no,

Kini (2) 7\25\7

Jesse tomorrow if he leaves and China and on the return trip you folks is supposed to return by here.

I haven't much news to write about except to say the bears had an account of Louis Thompson leaving Sled last week in Philadelphia. Duke Kahanamoku felts me he is leaving his bears promptly back to Honolulu.

Charlie Rose has fully recovered and back to work, but, it still seems after the operation, which was a shock to his system. You would hardly know him he has gotten so thin.

We are leaving Kona weather since two days to every hot weather, which prevent us from out of the hot zone.

The letter I sent you by express with the $100. was registered and its number is 13170 and dated July 16th." and the number of the Hong Kong Money Order is 16420 from Honolulu also dated at Honolulu on July 16th. 1927.

We are keeping along nicely at home with the old woman. She makes good cake of everything and is a good cook. I have to fix the hot water, otherwise role input.

Da James been kana mamet, so will close with love and peep myses.

O man no,

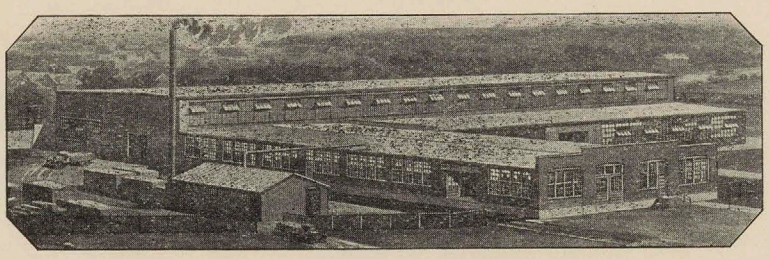
Established 1903

O. K. CLUTCH AND MACHINERY CO.

COLUMBIA, PA.

O. K. GASOLINE
& ELECTRIC HOISTS
O. K. PORTABLE ELEVATORS

Telephone—Bowling Green 9-2579



O. K. GASOLINE AND
ELECTRIC AIR
COMPRESSORS

Cable Address
EXPORTSERV
ALL CODES USED

Reply to Export Office, 44 Whitehall St.,
NEW YORK, N. Y., U. S. A.

July 30, 1937

AIR MAIL

Mr. John H. Wilson,
Honolulu, Hawaii.

Dear Sir:

Your letter of July 11th received, and we regret to advise you that it is against the policy of the Cleveland United Tool Company to send shop drawings out of the plant.

We are sending you herewith blueprint of the Tamper, No. 5, showing the tool in sections. If you will kindly indicate on this print your ideas as to the changes that should be incorporated in the design of this tool and indicate what quantity your initial order will consist of, we shall be very glad to work out the problem for you and quote you a special net price.

Looking forward with interest to your early response, we remain

Very truly yours,

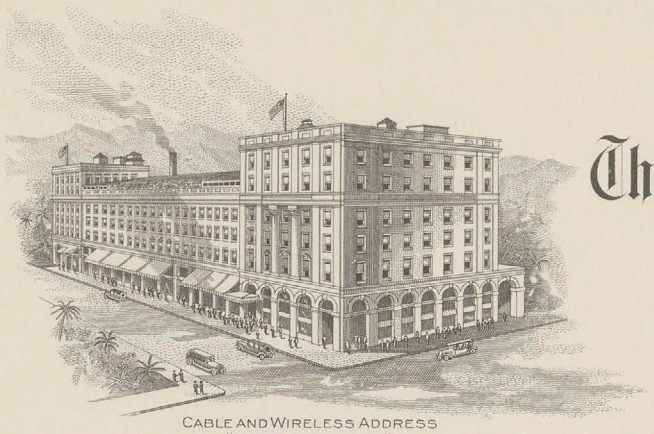
O. K. CLUTCH & MACHINERY CO.

Oscar Berci, Export Manager.

OB:CL

START

END



The von Hamm-Young Company, Ltd.

CAPITAL, SURPLUS AND RESERVES OVER $2,500,000.

CABLE AND WIRELESS ADDRESS
"VONHAMYUNG"
P. O. BOX 2630

HONOLULU, T. H.

July 30, 1937

Mr. John H. Wilson
P. O. Box 2744
Honolulu, T. H.

Dear Sir:

In accordance with your telephone request we are attaching hereto loss report forms and proof of loss forms. Please complete one of the white forms in detail and sign the other two white forms in blank. We will then type them up from your report.

Sign the pink forms where checked. You will notice that a signature is required on each side of each of the pink forms. When you send us these with the repair bills, we will pay the claim.

Yours very truly,

THE von HAMM YOUNG CO., LTD.

For Manager Insurance Department

A

START

inches

	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

M000554

END

July 31st.1937.

TO WHOM IT MAY CONCERN:

This is to certify that MR. Joseph Dimond (Kaimana) was an old employee of mine, commencing as a laborer on road construction about the year 1914 or 1915 and within s short time was promoted to Foreman on road construction.

I was appointed City Engineer by Mayor Joseph J. Fern in July 1919, and Mr. Diamond or sometime known as Kaimana was appointed by me as a Road Foreman in the Honolulu Road depart, and am quite certain, he remained in the service of the City off and on up to the time I last served as Mayor, which was January, 1931.

Yours Respectfully,

John H. Wilson,

START

July 21st.1921.

TO WHOM IT MAY CONCERN:

This is to certify that Mr. Joseph Diamond (Kalamana) was an old employee to mine, commencing as a laborer on Dock construction upon the year 1914 to 1919 and within a short time was promoted to Foreman on Dock construction.

I was appointed City Engineer by Mayor Joseph L. Fern in July 1919, and I was appointed City Engineer by me as a Dock Foreman. Diamond is somewhat known as Kalamana was appointed by me as a certain man in the Honolulu Dock department, and am quite certain, he remembers it and serves in the City ?? and no qu of the time I just served as Mayor, which was January 1921.

Yours respectfully,

John H. Wilson,

END