



# SHIPPING

## WHALES MANY OFF ISLAND OF HAWAII

Whales are declared as plentiful to the southward of the Hawaiian islands, according to a report brought to this city by officers in the Canadian Australasian liner Niagara, which is steaming from Australia by the way of New Zealand and Fiji ports, is reported to have sighted the American steam whaler Gayhead. It will be remembered that the Gayhead was seen hovering off the coast of Hawaii near Mahukona some weeks ago, and the vessel was then reported to officers in the inter-island steamer Mauna Kea, who brought news of the whaler's operation in island waters, to Honolulu.

When about 1000 miles south of Hawaii the Gayhead crew is reported to have effected the capture of a number of whales, and at that time the empty cans were being rapidly filled with oil. The Gayhead left the coast along the latter part of August and it was the intention of Captain Porter, master of the whaler, to take his command to the extreme South Sea, with a view of later returning to the Arctic to complete his catch. The prediction was made by officers in the Niagara that the northern cruise would not be found necessary.

### Another Fleet to Orient.

That the shipping interests have faith in the future of the transportation business between San Francisco and the Orient is shown by the fact that Swayne & Hoyt have decided to operate a fleet of vessels regularly instead of loading an occasional tramp steamer. The new line will be known as the Red Funnel line, and for the present the following steamers will be operated: Indrawadi, Indranaya and Inverclyde. These vessels will carry about 9000 tons each, and from present indications there will be slight difficulty in keeping them filled each trip. The Indrawadi is now enroute from Hilo with a cargo of sugar and other merchandise. The decision of Swayne & Hoyt to operate regularly to the Far East is a distinct departure from the former policy to handle only coasters. It is expected that the new line will grow to an importance heretofore achieved only by foreign liners represented here.—San Francisco Examiner.

### Chiyo Delayed in Departure

The large quantity of freight from various ports throughout the Orient, destined for Honolulu, caused the delay of an hour in the dispatch of the Japanese liner Chiyo Maru for San Francisco last evening. The Chiyo Maru sailed shortly after 6 o'clock, taking a few layover cabin passengers. While at this port, the vessel was discharged of 1248 tons of merchandise. Among the stowage passengers who left the vessel at this point were 102 Japanese, 99 Filipinos and 17 Russians.

### Alaskan Goes to San Francisco.

The American-Hawaiian freighter Alaskan will proceed from Hilo to San Francisco before steaming for the Isthmus of Tehuantepec, according to statements made here today. The vessel is being discharged of one of the largest shipments of general cargo to arrive at an island port in a single bottom in many months. The Alaskan will call at Kahului and Hilo, leaving the latter port on November 11th. The Alaskan will be supplied with 2300 tons of sugar at Honolulu. The cargo brought here from the Sound includes shipments of flour, feed and grain. Fourteen thousand bales of hay have been removed from the vessel.

### Asiatics Swarm the Manchuria

Asiatic steerage passengers swarm the Pacific Mail liner Manchuria now en route from China and Japan ports and due to arrive at Honolulu on next Monday afternoon, according to late cables received at the agency of H. Hackfeld & Co. The Manchuria is bringing 5 cabin, 2 second class and 245 Asiatic steerage passengers for Honolulu. The through list includes 70 cabin, 35 second class and 296 steerage passengers. The present intention is to dispatch the Manchuria for San Francisco at 10 o'clock on Tuesday morning. During the stay of the vessel at the port, 1820 tons of Oriental merchandise will be discharged.

### Hilsonian Away for the Coast

The Matson Navigation steamer Hilsonian sailed from Hilo for San Francisco last evening, the vessel taking part cargo of sugar and preserved pineapples. The Hilsonian called at four island ports, where mainland freight was discharged and island products placed aboard.

Cargoes brought to the port in five steamers are now awaiting consignees at Alakea wharf. The Pacific Mail liner Manchuria from the Orient is due to arrive here on next Monday and will add at least 1200 tons of merchandise to the accumulation.

# BARK BRETAGNE HOVERED NEAR REEFS

## Declared by residents along the coast that encircles Diamond Head, to have hovered dangerously near the reefs that jut out from the famous headland, and which at the present time hold the bark S. C. Allen a prisoner, the French bark Bretagne, from European ports, proved an object of intense interest as well as solicitude to many people last evening, as the vessel neared the port.

The Bretagne, Captain H. Lelavie, completed a voyage of 147 days from Hamburg, the vessel receiving a full shipment of products from the continent, including fertilizer, galvanized iron ware, liquors, and general merchandise. The vessel, while taking a course believed by the landlubbers to have been dangerously near the projecting coral and rock, took a turn seaward and at noon today was off the harbor awaiting the arrival of the port officials.

The Bretagne comes to the agency of H. Hackfeld & Company. The vessel represents a fine type of the French bounty earner of former years. The bark was built in 1901 and is 2197 tons register.

In view of the fact that many wind-jammers have met with much nasty weather in rounding the Horn, the passage completed by the Bretagne is looked upon as a very creditable one. The vessel is to remain here for several weeks. The bark is 277 feet long, 40 feet beam and has a depth of 22 feet 6 inches.

The plight of the distressed bark S. C. Allen, which when passed by the officers and men in the Bretagne created a profound impression upon the seamen. They had many questions to launch at the federal officers when the vessel was visited this afternoon.

# HARBOR NOTES

Passengers and mail forwarded from Honolulu to the mainland in the Oceanic liner Sonoma, reached San Francisco at noon yesterday.

Following a voyage of 136 days, the ship John Ena is reported to have arrived at Delaware Breakwater with a consignment of sugar loaded at Hilo.

Freight from the American-Hawaiian steamer Alaskan having filled the two railway wharves to their capacity, the vessel has been shifted to the Hackfeld wharf.

In a search made of the Japanese liner Chiyo Maru by her officers, one Japanese stowaway was discovered, who will be held under detention and returned to his native land.

To call here for bunker coal, the British freighter Ecclesia is due to arrive Monday and will be supplied with about 300 tons of bunker coal before proceeding to Australian ports with a large shipment of lumber.

# WEATHER TODAY

Friday, Nov. 7.  
Temperature — 6 a. m., 68; 8 a. m., 75; 10 a. m., 75; 12 noon, 76. Minimum last night, 67.  
Wind — 6 a. m., velocity 4; 8 a. m., velocity 1; 10 a. m., velocity 6; 12 noon, velocity 7. Movement past 24 hours, 118 miles.  
Barometer at 8 a. m., 29.99. Relative humidity, 8 a. m., 71. Dew-point at 8 a. m., 64. Absolute humidity, 8 a. m., 6.643. Rainfall, Trace.

### PASSENGERS BOOKED.

Per stmr. Claudine, for Maui ports, Nov. 7.—Max Greenbaugh, G. Bustard, J. R. Souza, Mrs. Souza, F. H. Kuhlman, M. Nunes, Jas. Souza, W. D. Baldwin, Mr. and Mrs. A. Glass, Mrs. J. C. Chung, D. L. Akwai, Miss C. Williams, Rev. J. P. Kaphee, Miss A. Trabins.

Per stmr. Mauna Kea, for Hilo via way ports, Nov. 8.—F. C. Smith, Mr. and Mrs. M. E. Lutz, R. L. Miller, K. G. Gillett, Mrs. Gillett, T. D. Skinner, E. Harrigan, T. P. French, C. H. McBride, H. Giffard, H. S. Gray, Mrs. W. J. West, T. F. Sedgwick, G. K. Larrison, Miss I. McCortison, M. A. McConley, J. B. Barrett, Miss L. H. Seabrook, Miss E. A. Talbert, J. K. Lohat, Mrs. Lohat, Mrs. J. O. Peterson, M. Peterson, Miss Hayden, Mr. and Mrs. T. M. Hayden, Miss A. Tallett.

Per stmr. Mikahala, for Maui, Molokai and Lanai ports, Nov. 11.—M. Simpson, W. Mutch, Miss E. Wilcox.

Per stmr. Kinai, for Kauai ports, Nov. 11.—Miss J. Kingsbury, Mrs. H. D. Wishard, Carl Boyer, C. F. Lund, Mrs. Ah Lee, Miss Ah Lee.

Per stmr. Kilauea, for Hilo and way ports, Nov. 12.—Alfred Kroft, Mrs. Kroft, Margaret Kroft, Theo. Kroft, W. Alston, Mrs. Alston, Mrs. B. Seelig, Mrs. W. M. Lindsey, Miss Sorenson, Mrs. Sorenson, A. R. Tra-phagen, Miss M. Hind, W. T. Frost, S. Spitzer, L. Pu Hing, Miss E. Robb.

Per stmr. Mauna Loa, for Kona and Kau ports, Nov. 14.—Y. Van Hing, Mr. Nicolli, C. C. James.

# WILLET & GRAY'S JOURNAL GIVES GENERAL SURVEY OF SUGAR TRADE

## Preliminary Estimates on the American and European Crop is Published

Willet & Gray's latest Sugar Journal says: STATISTICS BY SPECIAL CALES.—Cuba.—The six principal ports: Receipts, none; exports, 13,000 tons; stock, 63,000 tons. Harvesting has ended. Receipts entire island 1000 tons, against 2000 tons last week, 7000 tons last year, and 4000 tons in 1911.

Stocks in the United States and Cuba together of 242,796 tons, against 273,396 tons last week and 148,109 tons last year, an increase of 94,687 tons from last year. Europe—Stock in Europe, 494,000 tons, against 384,000 tons last year.

VISIBLE SUPPLY.—Total stock of Europe and America, 736,796 tons against 532,109 tons last year at the same uneven dates. The increase of stock is 204,687 tons against an increase of 267,743 tons last week. Total stocks and floats together show a visible supply of 731,796 tons against 658,109 tons last year, or an increase of 128,687 tons.

RAWS.—There has been no change in quotations for the week under review. Centrifugals of 96 degrees test are still 2 1/2 c. c. f. and 3.48c per lb. duty paid.

The business has been light and without need of special comment. The notable feature is the completion of the annual sale of a considerable portion of the Louisiana crop for early delivery to refiners. The amount to be delivered by planters and accepted by the refiners is stated at 500,000 to 700,000 bags, before December 15th, and the price is 3.31c per lb., basis 96 degree test, delivered in New Orleans, which is figured as the equivalent of 3.48c per lb. delivered in New York for 96 degree test centrifugals.

This establishes a continuous sale and purchase of these sugars for the next two months at 3.48c per lb. basis without regard to the fluctuations of the New York market either up or down. The quantity represents possibly 100,000 tons of the crop, which is likely to be nearly as much as can be produced of refining grades during the period named. As this purchase will supply the place of an equal amount from other sources, it is scarcely likely that the present New York price will vary to any marked extent, although the strong and rising markets of Europe would seem to invite buying from Cuba should any concession become necessary with Cuban sellers.

We give elsewhere herewith our views of the general sugar situation and outlook, as seen by our revised estimate of the world crops herewith. The present views abroad, as indicated by the advancing course of values for beet sugar, appear to confirm our own. The cable today reports an active demand for beet sugar at the advance, which represents a smart rise of 3d. per cwt. for the week; for this and next month, and 2 1/2d. for futures of May delivery.

Cane Javas are at 10s. 10 1/2d. c. i. f. basis, which cannot be compared with last week's quotation of 11s. 1 1/2d., floating landing basis. Hereafter the quotations will be given in the new basis, which is virtually the basis for 96 1/2 test centrifugals, cost, freight and insurance. Inasmuch as our present value of centrifugals is 3.48c per lb., against 4.14c per lb. parity of European sugar landed in New York, it would seem that some explanation of the large difference of 66 cts. per 100 lbs. would be in order, but the only explanation is the usual one of supply and demand. So long as supplies here can be had at this difference below European parity there is no occasion to pay any more for unneeded supplies.

This condition will regulate itself eventually under new tariff basis in 1914 and probably in the way of the course of the European markets more closely. We somewhat doubt if very much of the next Cuba crop will find its way here at the mere cost of production (2c. c. & f.) provided the U. K. markets retain their strong advancing tendency, which is now so prominent in the general situation. Our domestic beet sugar producers did a wise thing in withdrawing their competition from the extreme eastern markets. There is encouragement in this paper this week, we think, for the curtailment of a disposition to dispose of their entire production at current prices before March 1, 1914. They may do better later!

Messrs. Guma-Mejer give final outturn of the Cuba crop of 1912-13 as 2,428,537 tons, or 146,680 tons over their first estimate and 532,553 tons in excess of the previous crop. Mr. Himely's final outturn does not vary materially from the above, his crop outturn being 2,429,240 tons.

NEW CUBA CROP PROSPECTS.—In general there were smaller than usual plantings made for the new 1913-14 crop, and the weather conditions throughout the growing period were variable.

At a number of factories improved machinery is being installed to some extent and three new Centrals are being built to operate during the coming season, thus somewhat increasing the grinding capacity as a whole. Special reports just received by us from a large number of Central factories located in all provinces estimate an average increase of cane (over the quantity harvested last year) provided favorable weather is experienced.

There has been, however, a lack of rain in several important localities, with satisfactory conditions elsewhere, which must be taken into consideration in forecasting the crop out-turn. Also, the risk of hurricanes is not yet ended, and much depends on the weather during the next two or three months.

The probable final results are so indefinite at this early date that we prefer not to estimate them, but can only say that a reasonable expectation would be a new crop outturn of 2,400,000 tons.

OUR CANE CROP ESTIMATE.—In this number we give our preliminary estimate of the new cane sugar crops of the world for the season of 1913-14, by countries, amounting to a total of 9,911,800 tons, showing a net increase of 700,045 tons as compared with the cane crops of last season.

The important changes are increases of 155,000 tons in Louisiana, 90,000 tons in Philippines, 120,000 tons in Java, 60,000 tons in Formosa, 90,000 tons in Australia and 53,000 tons in Argentina, while no material change is anticipated in Cuba.

OUR AMERICAN BEET SUGAR CROP ESTIMATE.—We give in this number our preliminary estimate of the new American beet sugar crop for the season of 1913-14 as being 640,000 tons, dependent upon suitable weather conditions until the close of the campaign, while the crop as a whole is not quite as large as anticipated earlier in the year, and the production in California is now expected to show some decrease, the prospects are that Colorado and Michigan will make considerable gains over last year, and several other states will show slight increases in crop outturn, thus the total for the United States promises to be 15,936 tons larger than the production of last season, which was 624,064 tons.

# City Transfer Co.,

Tel. 1281 James H. Love

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD., Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON... General Business Manager MEMBER ASSOCIATED PRESS.

FLAT RATE, DISPLAY ADVERTISING OVER 2000 INCHES... (Preferred Position 20%)... 30c PER INCH LEGAL AND TRANSIENT RATE, \$1 First Insertion CLASSIFIED, One Cent per word—30 cents per line per week.

MAIN OFFICES... 1059 ALAKEA STREET Telephone—Editorial Rooms 2185; Business Office 2256 BRANCH OFFICE... MERCHANT STREET Telephone 3265

SUBSCRIPTION RATES: DAILY STAR-BULLETIN Per Month, anywhere in United States... \$ .75 Per Quarter, anywhere in United States... 2.00 Per Year, anywhere in United States... 8.00 Per Year, postpaid, foreign... 12.00

SEMI-WEEKLY STAR-BULLETIN Per Six Months... \$ 1.00 Per Year, anywhere in United States... 2.00 Per Year, anywhere in Canada... 3.00 Per Year, postpaid, foreign... 4.00

Address all Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.



AMERICAN RED CROSS MERRY CHRISTMAS 1913

about the same production as last season. The only increase in Europe is in Russia, where most of it is wanted to fill depleted stocks, leaving only a moderate quantity, probably for export. Invisible stocks in principal countries are still less than the normal (since the great deficiency in production of two years ago), and the actual consumption throughout the world is largely increasing, indicating that not more than the usual stocks will remain at the end of this campaign to carry over to next season.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY.



## Nyal's Cockroach Powder

Now in Stock

A Powder of such infinite repulsiveness to Cockroaches that, after one shaking into cupboards and on shelves, etc., the home is quickly ridden of the Pests.

Don't Forget the rest of the Nyal Family "A Remedy for Every Ill" See Our Window



---

## HOLLISTER'S

FORT STREET

## Grand Sale of Oriental Holiday Goods

Now On

### TWO STORES

# The Japanese Bazaar

Fort Street Opposite Catholic Church

## K. Isoshima, King Street, near Bethel

# HONOLULU MAY GO ON SOUND ROUTE

With every prospect for a bigger and better tourist business than ever before during the winter months, there is a well-founded report current in local shipping circles today that the American-Hawaiian passenger and freight steamship Honolulu, for the past year under charter by the Matson Navigation Company, will remain in the trans-Pacific passenger trade and be operated on a route that will include Seattle and Tacoma, Honolulu and perhaps one other island port.

The Canadian-Australasian liner Makara that arrived here from the northwest with all accommodation for Honolulu passengers filled to capacity, has demonstrated beyond any doubt that the time is ripe for additional direct service between the Sound and the islands.

As regards freight, that business is well handled by the operation of the Matson Navigation steamers Hyades and Hilonian. During the sugar season all steamers in the American-Hawaiian service also make regular calls at Seattle or Tacoma. Passenger traffic is a feature that has in the opinion of shipping people been sadly neglected. With but one direct vessel a month in the Canadian-Australasian service, the average tourist from the northwest, who would visit the islands must proceed to San Francisco in order to connect with a vessel departing for Honolulu.

The Honolulu is splendidly fitted out for this particular trade. The vessel possesses staterooms and suites equal if not better than those found on the majority of trans-Pacific liners passing through this port. The Honolulu can accommodate at least 50 cabin passengers. There is a complete refrigerating plant aboard.

It was pointed out today that the Honolulu might be operated with profit in taking cargoes of sugar and pine to San Francisco, proceeding to the Sound for return freight and passengers, and thereby covering a triangular route in returning to the islands.

The Honolulu charter with the Matson company was to have expired this month. It is now stated that the vessel will be continued in service for an indefinite time.

More Coal from Australia. The British freighter Manningry, a vessel that has before visited this port, is reported to have been chartered to load coal at Newcastle, N. S. W., to the amount of about 6000 tons, the fuel being consigned to the Inter-Island Steam Navigation Company. The Manningry is on the berth to sail from the Australian port at an early date.

Maui An Island Arrival. Bringing shipments of cattle and sundries, the inter-island steamer Maui, is an arrival from Kawaihae today. The vessel landed 75 head of cattle. The Maui met with much rough weather on the homeward trip.

### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Sets	Moon Sets
Nov. 3	8:30	4:15	8:15	4:00	6:08	5:21
4	8:27	4:17	8:19	3:59	6:07	5:21
5	8:20	4:15	8:25	3:58	6:07	5:20
6	8:10	4:15	8:31	3:57	6:08	5:20
7	8:00	4:14	8:36	3:57	6:09	5:20
8	7:50	4:13	8:41	3:56	6:10	5:19
9	7:40	4:12	8:46	3:55	6:11	5:19

First quarter of the moon, Nov. 6.

## BAGGAGE TRANSFER

RING UP 2464. LORRIN K. SMITH

FURNITURE AND PIANO MOVING A SPECIALTY.

### Hawaiian Express Co.,

Nuuanu and Queen Streets