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SHIPPING & WATERFRONT NEWS

TENYO IS TAKING MANY TOURISTS TO FAR EAST

Bringing no passengers for Honolulu, but a very welcome consignment of mail, 367 sacks, the T. K. K. liner Tenyo Maru docked at Pier 7 at 9 o'clock this morning, from San Francisco. She has 247 cabin, 81 second class and 569 Asiatics on board for the Orient, making a total of 897 passengers. She sails at 5 o'clock this afternoon, taking mail. Through cargo is 5295 tons.

Among the through passengers who took advantage of the ship's stay in port today to see the city were K. Okozaki, a member of the Japanese parliament, who has been in Europe studying war conditions; R. A. Faulkes, general foreign agent for the American Express Company, and several other prominent persons.

D. H. Blake of the American Trading Company, Yokohama, is on board, returning from a trip through the states.

Mr. and Mrs. W. F. Carey and two children are on the ship making a pleasure trip to the Orient. Mr. Carey is a prominent railroad contractor of New York, and is accompanied by E. T. Gregory, another man of the same profession, also on a pleasure voyage.

R. H. Rankin and wife are making a trip to the Orient. Mr. Rankin is a noted constructing engineer, and has been in the employ of Pierce & Company, the big contracting firm whose Mexican and South American contracts are well known in the engineering world.

A prominent Manila businessman, Maj. W. H. Anderson, U. S. A., retired, who has interests in half a dozen lines in the Philippines, is returning to Manila, as are also Mr. and Mrs. E. B. Bruce. Mr. Bruce is one of Manila's leading attorneys.

C. F. Meyer, a director of the Standard Oil Company, is on board, enjoying a trip to China and Japan with Mrs. Meyer.

J. C. Uhlirand, Mrs. Uhlirand and their daughter are going through to the Orient. Mr. Uhlirand was for many years in business there, and now is a prominent merchant in Connecticut. He will visit the scenes of his former mercantile activity in the Far East.

Purser T. C. McCombe reported an uneventful voyage, with nothing out of the ordinary occurring since leaving San Francisco. The Tenyo's commander is Capt. S. Togo.

When the Tenyo Maru sails for Japan at 5 o'clock this afternoon, she will carry 10 cabin and 81 steerage passengers from this port, but will leave behind about 200 Japanese who wanted to go to the Orient but for whom there is no room.

The Tenyo had on board a total of 897 passengers when she docked this morning. Of this number 569 were steerage. This left room for only 81 steerage passengers from here.

One reason for the large number of Japanese seeking to get away on the Tenyo today is that they wish to attend the coronation ceremonies to be held at Kyoto, the ancient capital of Japan, next month. A large delegation left on the last T. K. K. steamer, but even then a large number were disappointed because there was no room for them.

MATSON INCREASE IN FREIGHT RATES MEETS NEW A.-H. SCHEDULE

A raise of 50 cents a ton on west-bound freight between Seattle, San Francisco and the Hawaiian Islands will become effective in December on all Matson steamers, Castle & Cooke, local agents for the Matson Navigation Company, have announced. A formal statement issued by Manager J. H. Drew of the local agency, says: "We are in receipt of advices from the Matson Navigation Company to the effect that the existing freight rate of \$3.50 per ton, which now applies between Seattle and island ports and San Francisco and island ports, will be increased to \$4 per ton.

"This increased rate becomes effective on the S. S. Wilhelmnia, voyage 77, which is scheduled to leave San Francisco December 15, and on the S. S. Hilonian, voyage 92, which is scheduled to leave Seattle on or about December 25."

In raising their freight rates 50 cents a ton, the Matson people are following suit to make a rate corresponding to the new American-Hawaiian schedule, which became effective early this month, and is 50 cents a ton higher than the line's old rate of \$3.50. The American-Hawaiian's increase is on freight from Puget Sound ports to Honolulu and vice-versa.

C. Brewer & Company, Oceanic agents, stated today that they have had no advice yet as to whether the Oceanic intends similarly to shove up its rates on freight here from San Francisco, to reap the profit which the American-Hawaiian and Matson lines will gain from their raise. "We expect to get word Monday when the Ventura comes in," George Jurgenson of Brewer & Company's freight department said this morning.

Advices from Germany state that Lieut.-comdr. Lauterbach of the German commerce-destroyer Emden, has reached Germany safely. Lauterbach's identity was first made known by the Star-Bulletin when he passed through here on the Mongolia after escaping from the detention camp at Singapore in which he and other of the Emden's officers were imprisoned after the cruiser was sunk off Cocos Keeling Island.

Harbor Lights Guild Chapter To Be Started

Announcement Made at Annual
Social of Seamen's Institute;
150 Guests Attend

With more than 150 invited guests present, the annual social of the Seamen's Institute was held last night in the social hall of the organization and was one of the most successful held in recent years.

Among those present were Rt. Rev. Henry Bond Restarick, D. D., of this diocese and Mrs. Restarick, E. L. S. Gordon, British consul and Mrs. Gordon, officers of the interned German cruiser Geier, several United States navy officers and a large number of men and women interested in the work done by the institute.

L. Tenney Peck, chairman of the Seamen's Institute committee, presided, introducing the various artists taking part in the musical and literary program. These included George Casper, the popular violinist, who was accompanied by Mrs. L. Tenney Peck, Mrs. R. M. Allen, a San Francisco pianist, the Iolani orchestra, Miss Genevieve Young, Miss Susie Davis, Miss Pearl Josephson, Miss Maud Seyde, Miss Francis Hamlin, Frederick S. Morton and Mr. Lewis. The program was arranged by Mrs. Jessica Pascoe.

Harbor Lights Guild Here.
In a few well-chosen words, Charles F. Mant, superintendent of the institute, told his plan to form a local chapter of the Harbor Lights Guild, a world-wide organization auxiliary to the work among sailors performed by the Seamen's Institutes throughout the world. Several of the women present volunteered for membership, and the chapter will soon be formed.

Capt. and Mrs. Charles Lunn of the American schooner O. M. Kellogg wrecked on Maro reef September 25 were present, and at the close of the program expressed their deep appreciation of the work performed by the institute in providing food and lodging for the destitute members of the Kellogg's crew.

Refreshments were served by members of the Ladies' Missionary Union, an Episcopal organization working in connection with St. Andrew's Cathedral. Mrs. J. O. Young, the secretary, was chairman of the committee on refreshments. The social hall was decorated with flags, flowers and palms.

HARBOR NOTES

Taking 35 passengers, the Wilhelmnia sailed for Hilo at 5 o'clock last evening. She will return Sunday to this port and sail Wednesday morning at 10 o'clock for San Francisco, taking mail.

The Inter-Island steamer Mauna Loa, which has been in drydock for a general cleaning and overhauling, will leave at 5 o'clock this afternoon on her usual run, to Kona and other way points on Hawaii.

Next mail from San Francisco will arrive in the Oceanic steamer Ventura Monday morning. She has 223 sacks on board. The Shinyo Maru due to arrive Monday afternoon from the Orient and sail Tuesday, will carry the next mail to the coast.

Fire in the Inter-Island steamer Helene was extinguished without flooding the ship, a radio to the Inter-Island offices states. Three hundred bags of fertilizers were destroyed, making the money loss \$600. The ship is due tomorrow morning from Hilo.

Dissatisfied with the food and general conditions on board the ship, 16 men of the Mackinaw's crew quit and were paid off yesterday at the customs house by Capt. Elerman and Deputy Collector King. This makes a total of 20 men out of the ship's crew of 34 who have left the ship since she arrived here Monday. The Mackinaw is due to sail tomorrow morning for Balboa and New York.

PASSENGERS BOOKED

Per I. J. str. Mauna Loa, for Kona and way ports, October 29.—Lieut. H. E. Hills, Gerard Barry, M. Osaki, Mrs. F. C. White, Mrs. McDougall, Mr. and Mrs. A. Mason, Miss A. Primoku, Mrs. J. A. Magoon, Rev. Timoto, Sing Fat, Master Sing Fat, Rev. Kamaiohili, Rev. A. S. Baker, John Hind, Mrs. Mosa, W. R. Bailey.

FAMOUS OLD CIVIL WAR SHIP TO BE SOLD SOON

Another historic wooden ship, the Franklin, is going out of commission and will be sold by the navy department. The Franklin was built in 1855 at Kittery, Me. Admiral Farragut used this vessel as his flagship on his memorable trip to Europe after the civil war. The Franklin has been used as a receiving ship at Norfolk.

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WEEDEN STRIPPED OF COMMAND BY SAUNDERS

Mail advices reaching Honolulu today from San Francisco brought word that Capt. Henry F. Weeden of the Manoa has been stripped of his command because of what Capt. C. W. Saunders, superintendent of the Matson Navigation Company, calls a "flagrant breach of discipline." This confirms the story recently printed in the Star-Bulletin.

Coast papers make the following comments: "Capt. Henry F. Weeden, one of the veteran skippers of the Pacific coast, was peremptorily stripped of his command of the Matson liner Manoa when that vessel reached Honolulu October 7, and discharged by the Matson Navigation Company 'for the good of the service.'"

"The only explanation offered by Capt. C. W. Saunders, superintendent of the Matson Navigation Company, was that Weeden had been found guilty of 'flagrant breach of discipline.'"

"Weeden arrived in San Francisco as a passenger on the liner Ventura. His post on the Manoa was taken by First Officer William Rind, who will be in command until the service is readjusted.

"Weeden came around the Horn to the Pacific coast years ago as trusted ship officer of the American-Hawaiian Steamship Company.

"Eight years ago he joined the Matson Navigation Company as captain of the Lurline. He ran that ship for five years, and when the Manoa was built three years ago he was given command of that liner, which was considered one of the best berths the Matson Navigation Company had to offer.

"Weeden is 62 years old, has a wife and several children, and lives in Alameda county. He appears to feel his dismissal keenly.

"Capt. Saunders said: 'Weeden may be able to obtain another command. He has committed no offense that makes it impossible for him to secure a license.'

"Capt. F. N. Edwards of the Lurline will be given command of the Manoa. Capt. Troell Smith of the Hyades will succeed Edwards on the Lurline, and Capt. Rind will assume command of the Hyades."

T. K. K. BARGAINS FOR TWO MORE FREIGHTERS

Copies of the Japan Advertiser reaching here a few days ago bring word that the Daihen Maru, 3234 tons, one of the two ships recently chartered by the T. K. K., left Kobe for Hongkong, via Manila, October 7, and will sail from Hongkong for this port and San Francisco.

This paper also stated the other ship chartered by the T. K. K. to be the Shinyo Maru, 5970 tons. This ship is listed in Lloyd's shipping directory as having 5909 tons gross, and owned by the Kishimoto Kisen. She is a freight boat exclusively.

The original Shinyo Maru, built by the T. K. K., is about three times the size of the Shinyo Maru number two. She is of 15,284 gross tonnage, carrying both freight and passengers.

The company's intention is to run both the Seattle Maru and Shinyo Maru number two in the Kobe-San Francisco trade, during the cotton shipping season, which began the first of this month.

At the Toyo Kisen Kaisha's semi-annual meeting of stockholders, held recently in the rooms of the Tokio Chamber of Commerce, President S. Asano reported the company's business in the last six months to have been unusually good.

How prosperous the company's business has been is illustrated when Mr. Asano said that in the previous six months' period, the income of the Tenyo Maru or Chiyo Maru from one voyage (both ways) was formerly about 250,000 yen, but it had increased to 300,000 yen or 350,000 yen during the last six months. Thus, Mr. Asano said, a rare opportunity is open for the company's prosperity in the future.

Mr. Asano said that though his attention was attracted to the advertisement for the **Wanted—Machinists—Wanted** in the Star-Bulletin, he had no intention of applying for the position.

Honolulu Stock Exchange

Friday, Oct. 29.

MERCANTILE	Bid	Asked
Alexander & Baldwin, Ltd.	225	260
C. Brewer & Co.	260	260
SUGAR		
Ewa Plantation Co.	33	23%
Haiiku Sugar Co.	...	...
Haw. Agri. Co.	...	...
Hawaiian C. & Sug. Co.	...	40%
Haw. Sugar Co.	...	...
Honokaa Sugar Co.	4 1/2	5
Honolulu Sugar Co.	150	...
Hutchinson S. Plan. Co.	22	...
Kahuku Sug. Co.	16 1/2	...
Kekaha Sugar Co.	179	...
Koloa Sugar Co.	...	...
McBryde Sugar Co., Ltd.	8 1/2	8 1/2
Oahu Sugar Co.	25 1/2	26 1/2
Olan Sugar Co., Ltd.	6 1/2	...
Onomea Sugar Co.	38 1/2	...
Panohu Sugar Plan. Co.	...	...
Pacific Sugar Mill	...	...
Pala Plan. Co.	...	...
Pepeekeo Sugar Co.	...	...
Pioneer Mill Co.	30 1/2	31
San Carlos Mill Co., Ltd.	8 1/2	8 1/2
Waialua Argi. Co.	23 1/2	23 1/2
Waialuku Sugar Co.	150	...
Waipahoehoe Sugar Co.	...	...
Waimea Sugar Mill Co.	...	...
MISCELLANEOUS		
Haku F. & P. Co., Com.	...	...
Haku F. & P. Co., Pfd.	...	...
Haw. Electric Co.	...	...
Haw. Pineapple Co.	33 1/2	33 1/2
Hilo R. R. Co., Pfd.	...	...
Hilo Ry. Co., Com.	...	50
Hon. B. & M. Co., Ltd.	18 1/2	19 1/2
Hon. Gas Co., Pfd.	100	...
Hon. Gas Co., Com.	100	...
Hon. R. T. & L. Co.	...	...
I. J. S. Nav. Co.	199	210
Mutual Tel. Co.	19	...
Oahu Ry. & Land Co.	...	...
Pahang Rubber Co.	10	...
Tanjong Okok Rubber Co.	...	...
BONDS		
Hamakua Ditch Co. 6s.	...	...
Haw. C. & Sugar Co. 6s.	...	...
Haw. Irr. Co. 6s.	...	94
Haw. Ter. 6s. Pub. Imp.	...	...
Haw. Ter. Pub. Imp. 4s.	...	...
Haw. Ter. 4 1/2s	...	...
Haw. Ter. 3 1/2s	...	...
Hilo R.R.C. 6s Issue 09.	...	...
Hilo R.R.C. R.&E. Con. 6s	...	...
Honolulu Sug. Co. 6 1/2s	...	...
Hon. Gas Co. Ltd. 5s.	...	100 1/2
Hon. R. T. & L. Co. 6s.	...	105
Kauala Ry. Co. 6s.	...	100
McBryde Sugar Co. 5s.	...	...
Mutual Tel. 5s	...	...
Oahu Ry. & Land Co. 5s.	...	105
Oahu Sugar Co. 6s.	...	106
Olaa Sugar Co. 6s.	...	98 1/2 94
Pacific G. & F. Co. 6s.	...	...
Pacific Sugar Mill Co. 6s	...	...
Pioneer Mill Co. 5s.	...	...
San Carlos Milling Co. 6s	...	...
Waialua Agri. Co. 6s.	...	...

Sales: Between Boards—40, 110, 114, 140
Oahu Sug. Co. 26; 100 Pioneer 31; 10, 10
McBryde 8 1/2; \$5000, \$1000 Olaa 6s
94.
Session Sales—25 Pioneer 21; 5, 85
Tanjong Okok Rubber 21; 10 McBryde
8 1/2; 10 Oahu Sugar Co. 26.

Latest sugar quotation: 96 deg. test,
127c, or \$85.40 per ton.

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tempt to purchase steamers from the retiring Pacific Mail, for the company's San Francisco service failed, yet he chartered four cargo boats to be used in carrying cargo between the United States and Japan. Merchandise is now piled at ports on both sides of the Pacific, because of the want of bottoms.

Mr. Heitzaburo Okawa has been re-elected a director; Messrs. Rinosuke Nakayama, Yasuhei Konishi and Shozo Tanikahara have been re-elected auditors.

A dividend of 12 per cent for the new shares and of 7 per cent for old shares was voted for the last six months.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

IN THE DISTRICT COURT OF THE
United States in and for the District
and Territory of Hawaii.—In Bank-
ruptcy.
In the matter of G. Yamamoto, a
bankrupt.
To the creditors of G. Yamamoto, of
Honolulu, City and County of Honolulu,
Territory of Hawaii and district
of Honolulu, a bankrupt.

Notice is hereby given that on the 28th day of October, 1915, the said G. Yamamoto was duly adjudicated bankrupt, and that the first meeting of the creditors will be held at my offices, room 11, Magoon building, Honolulu, T. H., on the 20th day of November, A. D. 1915, at 9 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt and transact such other business as may properly come before said meeting.

JOSEPH G. PRATT,
Referee in Bankruptcy.
Honolulu, October 29, 1915.
6307-3t

SPECIAL NOTICE.
Workmen's Compensation Act.
Notice is hereby given that on and after the 15th day of November, 1915, the penalties provided in the Workmen's Compensation Act (Act 221, S. L. 1915) will be enforced on all employers carrying on a business, trade, profession or any other occupation for the sake of pecuniary gain, who have failed to secure compensation for their employes as provided in Section 46 of said act.

For order,
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6307-Oct. 29 to Nov. 15 inc.

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