

OLD RECORDS ARE SMASHED UP BY HILL LINER

Great Northern Gets to San Francisco in Three Days, 18 Hours, 51 Minutes

From Honolulu to San Francisco, 3 days, 18 hours, 51 minutes. Average speed, 23 knots an hour (25.74 miles).

This is the magnificent record made by the Hill liner Great Northern, according to an official cable message received at 8:30 o'clock this morning by Fred L. Waldron, Ltd., Honolulu agents for the steamer, from Capt. A. Ahman, commander of the palatial liner.

"Arrived at 9:12 last night," reads the cable. "Steaming time, 3 days, 18 hours, 51 minutes. Average speed 23 knots."

Today's message from Capt. Ahman means that not only has the Great Northern established a new speed record for the Pacific, but has made the run from Honolulu to the lightship at San Francisco in even less time than despatches sent out by the Associated Press last night gave her credit for.

Fastest Time on Run. This is the fastest time ever made between Honolulu and San Francisco, and lowers the best previous record, held by the same ship on her downward voyage from Los Angeles here last February by practically 16 hours.

The Great Northern made the run from Los Angeles harbor here last February in 4 days, 10 hours and 43 minutes. This is a distance of 2228 miles. She arrived February 22. Her run from Honolulu, which began officially at 11:45 Monday night, when she dropped the pilot outside this port, to the lightship at San Francisco, was made in exactly 15 hours and 52 minutes less than her best previous record.

An Associated Press despatch last night gave the liner's time for the run as 3 days, 23-1/2 hours. A Merchants' Exchange despatch gave her arrival at San Francisco as 10:45 last night, which would be 3 days, 20 hours and 56 minutes from the time she dropped the pilot here.

Today's cable from Capt. Ahman, however, is official, as it gives not only the time of arrival, 9:12, but states the steaming time as well. "We are going to try and make the run to San Francisco in 3 days and 18 hours," said Capt. Ahman shortly before the Great Northern sailed Monday night. His cable today mounts he and his men have achieved the record they set out to make—one which will stand for a long time, unless the Great Northern tries again to lower it on her next homeward voyage.

Business was suspended and rejoicing reigned in the offices of Fred L. Waldron, Ltd., the local agents, when Capt. Ahman's cablegram was read this morning. It reached the office at 8:30, which is 11 o'clock San Francisco time.

"Capt. Ahman has done what he said he would," said Mr. Waldron as he made the cable's contents public. "It is a splendid record and naturally we are justly proud of the Great Northern and her officers. The achievement is even more noteworthy in view of the fact that rough weather has been reported by steamers coming this way in the time that the Great Northern was steaming for San Francisco."

On her first voyage here on the triangular run, the Great Northern made the run from Los Angeles harbor (San Pedro) to Hilo in exactly 4 days and 11 1/2 hours. She arrived off port at Hilo at 7 o'clock on the morning of December 2, but delay in giving the ship pratique kept her from docking until 10:32 that morning.

The best previous record for the run from Honolulu to San Francisco was held prior to the record made by the Great Northern last spring by the T. K. K. liner Tenyo Maru, which in June, 1908, cut down the time to 4 days, 18 hours and 50 minutes. Before that time, the Pacific Mail liner Siberia had held the record, having in August, 1905, made it in 4 days 19 hours and 20 minutes.

The first day out from Honolulu, rough weather was met by the Great Northern, as Capt. Ahman in a radio to Fred L. Waldron, Ltd., reported 268 miles made in the first 12 hours of the trip. This, allowing for difference in time, was an average of 22 1/3 miles an hour, much less than the average for the trip. Better weather the remainder of the journey enabled the Great Northern to make up the time lost on the first day of the record run.

SHIPPING & WATERFRONT NEWS

OCEANIC WILL BE GIVEN TIDY SUM FOR BIG MAIL

How much money the Oceanic Steamship Company will receive for carrying the 975 sacks of mail on board its steamer, the Sierra, due Monday morning from San Francisco, is one of the things which is interesting postal officials of Honolulu today.

At 40 pounds, the average weight of a government bag of mail, the 975 sacks would weigh 39,000 pounds. At six cents a pound, the price usually paid by the postoffice department to ships carrying mail, the money received by the steamship company would be \$2340.

A mail-carrying contract was awarded some months ago by the department to the Oceanic. The local agents, C. Brewer & Company, Ltd., said today they do not know the price specified in the contract, so could not make any estimate as to how much the Oceanic's bank account will be enriched by the record shipment, the largest mail despatch ever coming to the postoffice in one steamer.

Weight of bags of mail varies, but the average, according to postoffice officials here, will weigh from 40 to 50 pounds if well filled.

MOTOR FIRE ENGINES FOR CITY COMING IN LURLINE ON TUESDAY

Two motor fire engines are coming to Honolulu in the Matsun steamship Lurline due here Tuesday morning from San Francisco. The steamer has nine automobiles.

Radio advices received from the steamer this morning by Castle & Cooke, Ltd., Matsun agents here, state that the Lurline has on board 41 cabin and 11 stowage passengers, 166 pieces of express matter, 240 bags of mail, 3976 tons of cargo for Honolulu, 773 for Kahului, 643 for Port Allen, 167 for Kaanapali and 113 for Hilo.

SHERMAN WILL REACH MANILLA BEFORE DIX

Although the postoffice had planned to send mail for Manila, Hongkong and connections on the U. S. army horse transport Dix today at noon, when the shipment reached Pier 6 the postoffice officials were informed by Capt. W. J. Cragie that the Dix will not reach Manila until several days after the Sherman due here Wednesday afternoon from San Francisco.

The mail was taken back to the postoffice and will be despatched on the Sherman, which should arrive late Wednesday afternoon or early Thursday morning.

PASSENGERS ARRIVED

Per I-I. str. Kilauaea from Hilo, December 11: C. S. Judd, J. J. Muller and wife, Mrs. T. E. Cook and maid, Miss F. Cook, Masters Cook (4), Sister Suzanne, Sister Ephraim, Mrs. A. A. Mills, Mrs. H. H. Williams, Mrs. A. Nalole, R. Keven, W. T. Frost and wife, W. H. Smith, Dr. G. M. Van Pool and wife, H. B. Marriner, T. H. Donohue and wife, A. R. Henderson, A. Rogero, K. Rita, Dr. H. Clemmens, H. Yonehara, Mrs. F. T. Williams, Mrs. B. D. Bond, A. A. Hussey, John Hind and wife, H. W. Mist, Mrs. Wm. Nicoll and child, D. F. Balch, E. Baldwin, Brig. Gen. Sam I. Johnson, Mrs. Niemeyer, F. T. Schmidt, A. Fries, F. H. Lacey, S. S. Peck, A. M. Hammond, L. T. Lyon, Ray Irwin, R. A. Drummond, Mrs. J. K. Aki, H. Glass.

PASSENGERS DEPARTED

TWELVE HUNDRED BAGS OF MAIL TO ARRIVE ON MONDAY AND TUESDAY

More than 1200 bags of mail will arrive in Honolulu from San Francisco between Monday morning and Tuesday noon. The Oceanic steamer Sierra is bringing 975 sacks and should dock at Pier 10 about 8 o'clock. Tuesday morning at 7:30 the Matsun steamer Lurline is due to arrive with 240 sacks. The Sierra left San Francisco the same day as the Lurline, December 7. This makes the grand total to be brought here by both steamers 1215 sacks.

HARBOR NOTES

The Mary E. Foster will probably finish discharging her cargo at Mahukona the last of next week. She began unloading Thursday.

Bound for Ocean Island, the Japanese steamer Kunajiri Maru sailed yesterday. She will load phosphate rock there for Japan.

Sailing here from Port San Luis is the oil steamer Santa Maria, from the California oil port last Thursday. She was here last September 16.

The British steamer Kestrel and Kimu Jaeger's yacht Kulamann will go into drydock next week for cleaning. They will be followed by the coast guard cutter Thetis.

At noon today the U. S. army transport Dix sailed for Manila, taking 50 tons of freight from here. Her through cargo consists of horses and mules, also forage, all for the army.

The British bark Yeoman, from Newcastle for Port Allen with coal, was sighted by the W. G. Hall, which arrived this morning from Kanae. The Yeoman should reach Port Allen some time today.

More than 42,000 bags of sugar are awaiting shipment at Big Island ports, the Mauna Kea reported today. Her sugar list follows: Olan, 20,323; Waialea, 8000; Punaluu, 3375; Honapoo, 1003; Pepeekeo, 8679.

To undergo her annual overhauling and inspection, the Inter-Island flagship Mauna Kea went on the drydock today, and will be off by Monday. The Kilauaea will take the Mauna Kea's run to Hilo next week, until she goes back on the run a week from today.

With 38,000 barrels of crude oil and some gasoline on board, the oil steamer Col. E. L. Drake, a Standard Oil boat of San Francisco, arrived today from the coast. Her commander is Capt. Nadger, who reported an uneventful trip. The Drake is bringing her cargo for the Standard's Honolulu plant.

Steaming here from San Francisco is the Inter-Island's new steamer, the Shoehone, which sailed yesterday, and is due in nine or ten days. She is to be given a Hawaiian name, as was the Inter-Island's last purchase, the Wailie, the name of which was the Cascade before she was sold to the Inter-Island.

Bringing 53 cabin and 65 deck passengers, also nine way-cabin and 35 way-deck, the Inter-Island steamer Mauna Kea arrived from Hilo this morning. Her freight included two autos, nine crates of poultry, 13 of vegetables, 103 bags of cabbage, 140 of corn, 129 bags of bottles, 21 cords of wood, 190 pieces of ohia, and 156 packages of sundries.

Because of a recent ordinance passed by the legislature of the Fiji Islands, prohibiting the transmission of mail except through the postoffice, Canadian-Australian steamers will hereafter not take mail at the steamer just before sailing time. Letters for Suva will have to be mailed at the postoffice. The ordinance is believed to have been passed to prevent smuggling letters past the censor.

OPIUM WORTH MANY THOUSANDS IS FED INTO MILL FURNACE

JAPAN BUILDING HUGE VESSELS FOR TRADE

KOBE, Japan.—No visitor who enters Kobe by sea can fail to observe the great activity in shipbuilding at this port. The most heavily capitalized shipyard in Japan is located here, and all its docks are filled with work. Three large ships and many smaller ones are in course of construction. Electrical steel riveters keep up a constant din which can be heard far out at sea.

In June there were forty-four ships, aggregating 188,000 tons, in the hands of Japanese builders and the tonnage has increased considerably since that time, although the exact figures are not available. All Japanese shipyards have orders which will keep them at high pressure for over a year. The scarcity of cargo space which the entire world is feeling, has thrown much business into the Japanese shipyards.

Osaka Yards Busy Too. The shipyard at Osaka is reported to have nearly 100,000 tons of steel ships in course of construction. It is estimated that there is a tonnage of 75,000 in course of construction here in Kobe and small yards in various ports probably have a tonnage of 25,000 under way.

Prices for ships have risen at amazing rates. Freight is congested at practically every important port in the Far East. In giving orders, the shipping concerns inquire about the speed with which a commission can be executed rather than the charge. It is rumored that the right of placing orders is now being sold and bought at a high premium by those interested in shipbuilding transactions.

HILO NOTES

(Special Star-Bulletin Correspondence) HILO, Dec. 10.—In a quarrel over a dice game, Portonato de la Cruz, a Filipino, stabbed another man of his race Saturday night at Pepeekeo. He has been bound over to the grand jury. His victim was not dangerously wounded.

For cutting up a former woman friend with a butcher knife, Feliciano Torre, a Porto Rico woman, has been bound over to the grand jury here. None of the wounds are fatal.

Shooting himself in the stomach, but asserting that he had been attacked by an unknown Filipino, a Korean plantation laborer attempted suicide on the government road near Honokaa village Monday morning. His condition is critical.

The Honolulu Iron Works has signed a contract to erect a sugar mill for the Kaiwika Milling Company. The mill will cost between \$30,000 and \$40,000, and must be completed by July 1, 1916. Part of it will be built at the contractor's Hilo plant.

A gold mine is occupying the time of Senator D. E. Metzger, a former Hilo resident. It is located in the north, and the senator does not expect to return to Hilo for a long time.

Because they took two rifles and ammunition from the Hilo armory against orders and used them to shoot fish, a corporal and a private of Company M, N. G. H., may be tried by court-martial.

More than 100 passengers are booked to date for the Matsonia, sailing Wednesday morning at 10 for San Francisco. Her freight will include 900 tons of sugar, 5500 bunches of bananas and a considerable amount of canned pines and miscellaneous cargo.

NOTICE

Sale of Government Property. Notice is hereby given that the Board of Harbor Commissioners, through the Commissioner of Public Lands, will dispose of a certain lot of old lumber and wood, now lying on Pier No. 7, Honolulu, by Public Auction to the highest bidder, at 12 o'clock noon, Monday, December 13, 1915.

By order BOARD OF HARBOR COMMISSIONERS. Honolulu, December 11, 1915. 6343-11

PROPOSALS FOR MATERIAL, SUPPLIES AND TRANSPORTATION. Proposals for materials, supplies and transportation for the month of December, 1915, will be received at the office of the Board of Harbor Commissioners, Honolulu, T. H., until 2 o'clock p. m., Monday, December 13, 1915.

Blank forms may be obtained upon application at the office of the Board, Capitol building, Honolulu, T. H. (Signed) A. C. WHEELER, Acting Chairman, Board of Harbor Commissioners. 6343-11

COMPANY "A" DRILL. The members of Co. "A," 1st Inf., N. G. H., are ordered to report for drill on this Monday evening, December 13, at 7:30 o'clock, at the National Guard armory. H. P. O'SULLIVAN, Captain. 6343-21

Honolulu Stock Exchange

Table with columns: MERCANTILE, Old, Asked, Alexander & Baldwin, Ltd, 230 250, C. Brewer & Co., SUGAR, Ewa Plan. Co., 26 1/2 26 3/4, Haiku Sugar Co., 180, Haw. Agri. Co., 43 1/2 43 3/4, Haw. C. & S. Co., 39 40, Honokaa Sugar Co., 6 1/2 7, Honomu Sugar Co., 150, Hutchinson S. Pla. Co., 25, Kahuku Plan. Co., 165, Kekaha Sugar Co., 165, Koloa Sugar Co., 8 1/2 8 3/4, McBryde Sugar Co., Ltd., 29 1/2 29 3/4, Oahu Sugar Co., 8 1/2 8 3/4, Olan Sugar Co., Ltd., 43 1/2 44, Paauhau S. Plan. Co., Pacific Sugar Mill, 180 190, Pala Plan. Co., 180, Pepeekeo Sugar Co., 33 1/2 34, Pioneer Mill Co., 26 1/2 26 3/4, San Carlos Mill Co., Ltd., Waiialua Agri. Co., 26 1/2 26 3/4, Wailuku Sugar Co., Waianalo Sugar Co., Waimea Sugar Mill Co., MISCELLANEOUS, Haiku F. & P. Co., Com., Haiku F. & P. Co., P.M., Haw. Electric Co., Haw. Pineapple Co., 34 1/2 35 1/4, Hilo R. R. Co., Pfd., Hilo Ry. Co., Com., 40 50, Hon. B. & M. Co., Ltd., 20, Hon. Gas Co., Pfd., 100, Hon. Gas Co., Com., 100, Hon. R. T. & L. Co., I. I. S. Nav. Co., Mutual Tel. Co., 20, Oahu Ry. & Land Co., 145, Pahang Rubber Co., 11 13, Taitung Olok Rubber Co., 22 24 1/2, BONDS, Hamakua Ditch Co., 98, Haw. C. & Sugar Co., 80, Haw. Ir. Co., 80, 92 1/2, Haw. Ter. 5s, Pub. Imp., 113, Haw. Ter. Pub. Imp. 4s, 113, Haw. Ter. 4 1/2s, 113, Haw. Ter. 3 1/2s, 113, Hilo R.R. Co. 6s Issue 01, Hilo R.R. Co. R.E. Con. 6s, Honokaa Sug. Co. 6s, 85 90, Hon. Gas Co., Ltd. 5s, 103, Hon. R. T. & L. Co. 5s, 104 1/2, Kaula Ry. Co. 6s, 100, McBryde Sugar Co. 5s, 104, Mutual Tel. 5s, 104, Oahu Ry. & Land Co. 5s, 105 1/2 106 1/2, Oahu Sugar Co. 6s, 108 1/2 109 1/2, Olan Sugar Co. 6s, 99 1/2 99 3/4, Pacific G. & Per. Co. 6s, 104, Pacific Sugar Mill Co. 6s, 104, San Carlos Mill Co. 6s, 104, Waiialua Agri. Co. 5s, 103

Latest sugar quotation: 96 degrees test, 4.89 cents, or \$97.50 per ton.

Sugar 4.89cts

Henry Waterhouse Trust Co., Ltd. Members Honolulu Stock and Bond Exchange. Fort and Merchant Streets Telephone 1208

A shell making plant will be established at Newark, N. J., by the Crucible Steel Co.

Sir Allen William Young, the Arctic explorer, died in London. He was 85 years old.

WANTED

Intelligent young boy of good address, willing to learn, must be live wire. Box 250, Star-Bulletin. 6343-21

SITUATION WANTED

Intelligent young white man desires position as chauffeur; has had garage experience. Apply E. C. S., Star-Bulletin. 6343-21

WANTED

An experienced table waiter and dining-room worker. Apply at the Roselawn, 1266 King st. 6342-64

To buy Fords, roadsters or touring cars; state price. Address box 248, this office. 6342-61

ROOMS WANTED.

Two furnished rooms and bath, within easy walking distance of Young hotel; give all details. Address box 100, Star-Bulletin. 6343

FOR RENT.

Two front rooms, furnished for house-keeping. Mrs. M. Evans, 871 Young. 6343-41

FOR SALE.

\$450—Overland roadster '12; fine condition. Box 249. 6343-61

LOST.

Boston bulldog, female, brindle. Finder please phone 3939. 6343-31

FOUND.

A brown raincoat. Owner apply room 212 Kaukoalani building. 6342-31

ANZEIGE.

Am Sonntag, den 19 Dezember. Abends 8 Uhr findet in der Deutschen Evangelisch-Lutherischen Kirche ein Weihnachts-concert statt, wozu freundlichst eingeladen wird. Eintritt ist frei. DER KIRCHENVORSTAND. 6342-10, 11, 15, 17, 18.

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Clothes for Men ROYAL TOGGERY 152-154 Hotel St., at Bishop

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VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange.) Saturday, December 11, 1915. SAN FRANCISCO—Arrived, Dec. 10, 10:45 p. m., S. S. Great Northern, hence Dec. 6. Sailed, Dec. 10, I. I. S. N. Co.'s str. Shoehone for Honolulu. YOKOHAMA—Sailed, Dec. 11, S. S. Tenyo Maru for Honolulu. MAHUKONA—Sailed, Dec. 9, Sch. Annie Johnson for San Francisco. RADIOGRAMS. S. S. LURLINE arrives from San Francisco Tuesday. Honolulu—Cargo, 3576 tons; passengers, 41 cabin, 11 stowage; mail, 240 bags; express matter, 166 packages; autos, 9. Cargo for Kahului, 773 tons; Port Allen, 643 tons; Kaanapali, 167 tons; Hilo, 113 tons.

Taking 17,600 bags of sugar, the schooner Annie Johnson sailed Thursday from Mahukona for San Francisco.