

SHIPPING & WATERFRONT NEWS

FREIGHT TIEUP IS LESS SEVERE AT COAST

Wilhelmina Reports Railroad Freight Congestion Down Now to 70 Carloads

With 75 per cent of her 127 cabin passengers consisting of local residents the Matson steamer Wilhelmina, Captain Peter Johnson, arrived from San Francisco today and docked at Pier 15 on time to the minute, at 7:30. Every stateroom was filled, although the number of passengers was not capacity. The large number of married couples on board made it necessary to have but two passengers in a stateroom in many instances. One man, who was unable to secure a room for himself and wife, had to sleep in the social hall while his better half occupied a stateroom with two other women.

A heavy cargo was brought by the Wilhelmina. She is today discharging 6329 tons of freight for this port, while Hilo cargo is 887 tons. Steerage passengers arriving on the steamer were 30; there were 175 bags of mail, an auto and 169 packages of express matter.

Steaming time of the Wilhelmina from San Francisco to this port was five days, 18 hours and 50 minutes.

Officers of the Wilhelmina expressed their sympathy for Captain Travel K. Smith of the Matson steamer Lurline and said they were sorry to hear of the misfortune befalling him when the steamer lashed bottom off Makapuu Point last Wednesday. They spoke in terms of the highest admiration and respect for his ability as a captain and hoped he would not lose his command.

Freight congestion in San Francisco is easing up considerably. Captain Johnson said the day they left last Wednesday, the number of cars of railroad freight awaiting shipment to island ports had been reduced to 70 and that there were three Matson vessels, the steamers Manoa, Hyades and the motor schooner R. P. Ribbet, due to leave within a week of the Wilhelmina, which should help reduce the congestion still further.

The Wilhelmina experienced fine weather all the way. Purser P. H. Levey reported a nice lot of passengers. Chief Steward George Paston said everyone was happy and Chief Officer James P. Rasmussen said the voyage could not have been finer. The Wilhelmina will leave for Hilo at 5 o'clock Thursday afternoon.

Two newly-married couples came on the steamer, Mr. and Mrs. John F. Dryden, Jr., son of President Dryden of the Prudential Life Insurance Company, and Mr. and Mrs. R. E. Coursen of Seattle.

Dr. Alfred F. Hopkins, a Washington, D. C., physician, Mrs. Hopkins, and Mr. and Mrs. Evans Brown are among the tourists arriving on the steamer.

New Liner Maui To Be Launched In Three Weeks

Wilhelmina's Commander Says Date Will Be Either 15th or 22nd of November

In less than a month the new Matson steamer Maui, a duplicate of the Matsonia, will be launched. This news was brought to Honolulu today by Captain Peter Johnson, commander of the Matson steamer Wilhelmina, which arrived from San Francisco this morning and docked at Pier 15 at 7:30.

"The Maui will be launched either November 15 or 22," said Captain Johnson. "Work on her is going along rapidly and the company expects to launch her on one of the two dates."

As to when the big new liner, which will cost close to \$2,000,000, will make her maiden voyage, Captain Johnson said he could not say. Reports reaching here from the coast in the last six weeks, however, are that she probably will not come here on her first trip before March or April.

The Maui will be a duplicate of the Matsonia in all dimensions. She will carry more passengers than the present Matson flagship, however.

COALING PLANT AT CRISTOBAL IS WORKING

According to Shipping Illustrated, the new coaling plant at Cristobal, Panama Canal, is now in regular operation for commercial use, though not all of the work of the contractors has been completed. The unloader equipment now in use is able to care for discharging the colliers, and the two of the four reloader towers which have been taken over for operation are able to supply coal to vessels as rapidly as required. In fact, the reloaders in actual practice usually supply the coal faster than required, for the work of trimming in bunkers in most of the ships requires considerably more time than is needed for the delivery of the coal to the hatches or on deck. One of the Elders & Fyffes' ships which has a large, open hatch amidships over self-trimming bunkers, received recently 1250 tons in three hours; but where time is lost in trimming the coal in bunkers a ship may need eight hours to take her supply.

The reloaders were designed primarily for rapid delivery of coal to barges and colliers with large and conveniently placed hatches. In order to adapt them better to the delivery of coal to the run of merchant ships, with all sorts of hatches and coaling ports, the construction of portable pipe chutes will probably be authorized. These can be affixed to the discharge chutes of the reloaders and swung around to various positions to deliver the coal to ports inaccessible to the ordinary reloader chutes. This will simplify both delivery and trimming in many cases.

The barges equipped with conveyors are still in use at the canal ports, and are in considerable demand for ships taking relatively small quantities of coal while lying at dock for receiving or discharging cargo. Locomotive cranes with grab buckets are also used for delivery from cars to ships in dock.

In the use of the new coaling plant there is no charge for delivery in addition to the cost of the coal, which was formerly \$6 per ton and which advanced to \$7.50 per ton October 1. There is a charge of \$2 per hour, however, for the use of each mechanical hoist or crane engaged in coaling ships elsewhere than at the coaling plant.

HARBOR NOTES

The Matson steamer, Wilhelmina brought 175 bags of mail today from San Francisco.

Bringing 124 tons of scrap iron from Kahului and Kaanapali the Inter-island steamer Kaulani arrived today.

Mail for San Francisco is leaving at 5 o'clock this afternoon on the T. K. K. steamer Tenyo Maru, mails closing at 3:30 at the postoffice.

At 10 o'clock this morning the British steamer Kestrel left for Fanning Island and the Gilbert group. She will be gone about two months.

The T. K. K. steamer Anyo Maru steamed from Hilo Sunday for San Francisco and South America, according to the Mauna Kea's trip report.

About the close of this week repairs now being made to the schooner Muriel will be completed. Her keel is being spliced in the Inter-island drydock.

The schooner Salvator sailed in ballast Saturday for Puget Sound, according to Purser Pete Phillips' Mauna Kea trip report today. It had been expected she would come here to load canned pines.

Advices to Castle & Cooke say the T. K. K. steamer Nippon Maru will not stop at Honolulu December 2 on her next outward voyage from San Francisco. No reason for cutting out the local call is given.

At midnight last night the Oceanic steamer Sierra left for Pago-Pago and Sydney. Her departure, which had been set for 4 p. m., was delayed because repairs to a burned out wireless generator took several hours longer than had been anticipated.

The Inter-island steamer Mauna Kea arrived today from Hilo and wayports, with 68 cabin, six way-cabin, 56 deck and eight way-deck passengers. Inward freight included a horse, four crates of poultry, 27 bags of coffee, 2287 of sugar, three autos and 232 sundries.

Monday afternoon the U. S. public health service released from quarantine station the remaining steerage passengers brought from the Orient last Wednesday by the Siberia Maru. The lot released yesterday numbered 136. The passengers were held for Asiatic cholera tests.

Sugar on Hawaii is rapidly being cleaned up. The Inter-island steamer Mauna Kea today reports only one plantation, Punaluu, having any left to ship. It has 16,934 bags awaiting shipment. The Kilauea, coming Friday, will have 6400 bags of it, while the Helene, due to arrive here about Monday, will bring 9600 more.

DANGER OF SLIDES IN CANAL THOUGHT PAST

That in his belief there "will never be another serious delay in shipping" because of trouble with slides in the Panama canal, is stated in a letter received Monday by the Inter-island Steam Navigation Company from its correspondent in the Canal Zone.

"There is now an atmosphere of confidence," says the letter in part, "throughout the zone with regard to the canal, and steamers of heavy draft and large dimensions are passing through every day without mishap. Ever since the last block, when a large rock was removed September 8 from the foot of the old Curran slide, things have been improving in the cut, and from personal observation I should say that there will never be another serious delay in shipping. The fact that Gen. Goethals has left the isthmus for good seems to me to be a good sign, in that it is unlikely he would leave his great work unfinished."

Two skeletons, each bearing marks of violence, have convinced the police of Brooklyn that a murder farm has been discovered in the Jamaica Bay district.

SOLDIERS GOT RELIEF FROM SORENESS

Boys on the Border Relieved Their Pains and Aches With Sloan's Liniment

Once upon a time Norman Jones, serving in the National Guard at El Paso, returned to camp after a strenuous 15 mile hike foot-sore and leg-weary. He had not been long in active service and his shoulders, back and limbs felt the after-effects of marching.

Remembering Sloan's Liniment, Jones applied it to the sore spots and went to bed. He writes: "I arose the next morning feeling fine; in fact I had entirely forgotten about the hike and went out for a four-hour drill in the sun as spry as ever."

Private Jones passed the experience along, and many a boy on the border relieved the agony of sprains, strains, bruises, insect bites, cramped muscles, rheumatic twinges, etc., by the use of Sloan's Liniment.

Easily applied without rubbing. At all druggists, 25c., 50c. and \$1.00.

Sloan's Liniment KILLS PAIN

BRIDGEPORT, Conn.—The release from Hillside Home of Michael Slatery, 27, confessed murderer of little Leonard Cohen of Third avenue, New York, for whom the police of the country searched for many months, has resulted in an investigation, intended to prevent recurrence of such releases.

One man and seven horses were buried to death in a fire which destroyed the stable of William Mathewson at Pawtucket, R. I., at a loss of \$10,000.

POSTOFFICE TIME TABLE FOR MONTH

Following is the postoffice timetable for October. It is subject to change if sudden arrangements are made for unexpected mail service: UNITED STATES MAIL STEAMERS

Oceanic Steamship Co.

5 1/2 DAYS TO SAN FRANCISCO

FOR SAN FRANCISCO:		FOR SYDNEY:	
Sonoma	Nov. 7	Sierra	Oct. 23
Sierra	Nov. 28	Ventura	Nov. 13
Ventura	Dec. 19		
Sonoma	Jan. 9		

C. BREWER & CO., LTD. - - - - General Agents

Matson Navigation Company

Direct Service Between San Francisco and Honolulu

FROM SAN FRANCISCO		FOR SAN FRANCISCO	
S. S. Wilhelmina	Oct. 24	S. S. Lurline	Oct. 24
S. S. Manoa	Oct. 31	S. S. Wilhelmina	Nov. 1
S. S. Matsonia	Nov. 7	S. S. Manoa	Nov. 7
S. S. Lurline	Nov. 14	S. S. Matsonia	Nov. 15

CASTLE & COOKE, LIMITED, Agents, Honolulu

TOYO KISEN KAISHA

Steamers of the above company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:		FOR SAN FRANCISCO:	
S. S. Persia Maru	Nov. 4	S. S. Tenyo Maru	Oct. 24
S. S. Tenyo Maru	Nov. 17	S. S. Nippon Maru	Nov. 8
S. S. Nippon Maru	Dec. 2	S. S. Shinyo Maru	Nov. 21

CASTLE & COOKE, LIMITED, Agents, Honolulu

CANADIAN-AUSTRALASIAN ROYAL MAIL LINE

Subject to change without notice

For Victoria and Vancouver:		For Suva, Auckland and Sydney	
Makura	Nov. 10	Niagara	Nov. 1
Niagara	Dec. 8	Makura	Nov. 29

THEO. H. DAVIES & CO., LTD., GENERAL AGENTS

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Fastest and Most Luxurious Steamship in Pacific Waters

Leave Hon.	10 a. m.	8 DAYS TO CHICAGO	5 p. m.	Arrive S. F.
Nov. 18				Nov. 23
Dec. 8				Dec. 12
Dec. 26				Dec. 30
Jan. 15				Jan. 19
Feb. 3				Feb. 7
Feb. 25				Mar. 1
Mar. 16				Mar. 20
Apr. 3				Apr. 7

For Rates, Reservations and Literature Apply to FRED L. WALDRON, Ltd., Agents Fort and Queen Sts., Honolulu

MOVEMENTS OF MAIL STEAMERS

VESSLS TO ARRIVE

Wednesday, Oct. 25	Kauai—Maui, I. I. str.
Thursday, Oct. 26	Maui—Mauna Loa, I. I. str.
Friday, Oct. 27	(No ships arrive.)

VESSLS TO DEPART

Wednesday, Oct. 25	Hilo—Mauna Kea, I. I. str.
Thursday, Oct. 26	Kauai—Maui, I. I. str.
Friday, Oct. 27	Maui—Mauna Loa, I. I. str.

TRANSPORT SERVICE

Thomas, left Oct. 14 for Guam and Manila.
Sherman, due November 4, from Manila.
Sheridan, at San Francisco.
Dix, at Seattle.
Logan, due November 13 from San Francisco.
Burford, on Atlantic coast.

MAILS

Mails are due from the following points as follows:

San Francisco—Manoa, Oct. 31.
Vancouver—Niagara, Nov. 1.
Yokohama—Nippon Maru, Nov. 7.
Manila—Sherman, Nov. 4.
Sydney—Makura, Nov. 10.

Mails will depart for the following points as follows:

San Francisco—Tenyo Maru, today.
Vancouver—Mauna, Nov. 10.
Sydney—Niagara, Nov. 1.
Yokohama—Persia Maru, Nov. 4.
Manila—Logan, Nov. 13.

Four persons were injured when a car in Manhattan Street jumped the switch and crashed into a Broadway car.

SOUTHERN PACIFIC

H. HACKFELD & CO. Limited Commission Merchants HONOLULU

OAHU RAILWAY TIME TABLE

OUTWARD

For Waianae, Waialua, Kahuku and Way Stations—9:15 a. m., *3:20 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., *9:15 a. m., *11:30 a. m., *2:15 p. m., *3:20 p. m., *5:15 p. m., *9:30 p. m., *11:15 p. m.
For Wahiawa and Lilehua—*11:03 a. m., *2:40 p. m., *5:00 p. m., *11:30 p. m.
For Lilehua—*6:00 a. m.

INWARD

Arrive Honolulu from Kahuku, Waialua and Waianae—*8:36 a. m., *5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—*7:45 a. m., *8:36 a. m., *11:02 a. m., *1:38 p. m., *4:24 p. m., *5:30 p. m., *7:28 p. m.
Arrive Honolulu from Wahiawa and Lilehua—*9:15 a. m., *1:52 p. m., *3:59 p. m., *7:13 p. m.

The Halewa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:40 a. m. for Halewa Hotel; returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Waianae. *Daily. †Except Sunday. ‡Sunday only.

G. P. DENISON, Superintendent. F. C. SMITH, G. P. A.

TIDES, SUN AND MOON.

Date	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises and Sets
Oct. 23	1:48	1:3	1:22	7:39	7:42	6:01	5:27 3:08
" 24	2:22	1:5	1:58	8:00	8:33	6:02	5:26 3:58
" 25	2:55	1:7	2:34	8:24	9:23	6:02	5:26 4:54
" 26	3:30	1:9	3:05	8:49	10:14	6:03	5:25 5:52
" 27	4:08	2:0	3:40	9:18	11:06	6:03	5:24 Sets
" 28	4:50	2:1	4:17	9:50	12:03	6:03	5:24 7:01
" 29	5:25	2:1	5:00	10:27	1:07	6:04	5:23 7:59

New Moon Oct. 26 at 10:06 a. m.



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