

SHIPPING & WATERFRONT NEWS

GREAT NORTHERN ON SUMMER RUN

The Great Northern will resume the San Francisco-Portland run Tuesday, according to the San Francisco Bulletin, which says:

"Six thousand, nine hundred and seven passengers were carried by the big Hill turbine liner Great Northern on her fine voyages between the Hawaiian Islands and this port during the winter tourist season. This announcement, made by the Great Northern Pacific Steamship Company today, marks a record in trans-Pacific travel that has never before been equaled."

"The figures show that on the outbound voyage the Great Northern carried 2934 passengers and on the homeward voyage, 2923 passengers. In addition to these, 1215 passengers were carried between Hilo and Honolulu on the big turbine."

"Since being withdrawn from the San Francisco-Honolulu service, the Great Northern has been overhauled at a cost of \$114,000, and on May 23 will enter into the San Francisco-Portland service for the summer."

OLD SHIP MAKES OWNER \$95,000

PHILADELPHIA, Pa.—After nine years of service between this port and Boston as a coal barge, the Harvard, formerly the full-rigged ship Sam Skotfield II, has been refitted as a sailing vessel by a Massachusetts man and sold to a New York company for \$125,000. Had it not been for the war this old vessel probably would have now been a candidate for the "boneyard."

The Sam Skotfield II was built at Brunswick, Me., in 1834, and sailed from Boston the same year for the Far East, in which trade she made many records for fast passages. She was then diverted to the River Plate trade. While returning from Buenos Aires in the spring of 1905 she was dismantled 300 miles off Bermuda. She was bought last fall for \$30,000 by Richard T. Green of Chelsea, Mass.

GOETHALS SAYS WOODEN SHIP PLAN NOT FEASIBLE

(A. P. by U. S. Naval Wireless) NEW YORK, N. Y., May 26.—Major Gen. George W. Goethals, retired, the builder of the Panama Canal, speaking informally last night at a dinner of the Iron and Steel Institute, declared that the proposal to build one thousand 3000-ton wooden vessels in 18 months is simply hopeless. It is necessary, he declared, to turn to steel vessels as the only possible solution of the transatlantic transportation problem.

CHART HOUSE CAN BE USED AS LIFE RAFT

(By Associated Press) HAVRE, France.—A lifesaving apparatus consisting of a chart-house which can be detached from the deck of a sinking ship in 20 seconds and made water-tight in a few minutes, has been invented by a Belgian engineer attached to King Albert's staff. It contains 15 sleeping berths and 10 fresh-water tanks.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

NEW ORDER HITS GERMAN AGENTS

An Order in Council has been issued amending the Defense of the Realm Regulations in the sense that after June 1, 1917, it will be unlawful for the owners of British ships to employ in any neutral state as manager, broker or agent any person who is of enemy nationality, or who, being a corporation or company, is under enemy control, says the Commerce Reports.

For the purpose of the regulation a corporation or company shall be deemed to be under enemy control if (a) the majority of the directors or persons occupying the position of directors by whatever name called are persons of enemy nationality; or (b) the majority of the voting power is in the hands of persons who are of enemy nationality or who exercise their voting powers directly or indirectly on behalf of persons who are of enemy nationality; or (c) the control is by any other means whatever in the hands of persons who are of enemy nationality; or (d) the executive is a company or corporation under enemy control, or the majority of the executive are appointed by a corporation or company under enemy control.

JAPAN TRAWLERS USED IN FRANCE

Trawlers that could have been bought for \$35,000 in January are now bringing \$75,000 in Japan, according to the Japan Advertiser of May 5, which says:

"Having been all bought up by Messrs. Dodwell & Company and Messrs. Samuel & Company on behalf of the French government, there is but one trawler left on the coast of Kyushu Island which has hitherto been noted for its fleet of these vessels."

"During March and April more than twenty trawlers were exported to France by Dodwell & Company. Altogether over 150 trawlers have been exported since last December. Owing to the big demand for these vessels their price has considerably advanced. A trawler which could be bought at 70,000 yen early this year is now quoted at 150,000 yen."

PASSENGERS ARRIVED

Passengers arrived per S. S. Mauna Kea: W. H. Tung, Miss K. Ruttman, Miss D. Ruttman, Miss M. Hind, W. H. Beers, F. Hohweg, E. C. Pohlman, I. G. Doeyers, A. McMillan, T. H. Kennedy, Takatsu, T. A. Dranga, W. Campbell, Rev. and Mrs. Cullen, Mrs. A. Fyock, Miss A. Knowles, Mr. and Mrs. F. P. Metz, D. Leith, T. Nakamura, B. H. Rahe, J. F. Silva, Frank Woods, O. H. Swezey, Rev. J. J. Cowan, Mrs. J. Gribble, Mrs. Costa, infant and three children, A. W. Carter, Miss Kagushima, S. Heapy, W. Schilling, C. B. Gage, J. A. McCann, W. L. Kursten, J. Daniel, W. Naipala, P. Baudetto, Mrs. B. Wickman, J. Wickman, J. Asam, W. Sing, D. Carey, Rev. and Mrs. Villiers, M. E. Gomes, S. Saito, D. Noulol, Mrs. Palea, Mrs. Marcenda.

Vunice—He lost all he had in Wall street, but later he married a widow with three million dollars.

Twycze—I see. Lost on the stocks, but won on the bonds.—The Lamb.

MOTOR VESSELS BUILT BY DANES

The largest of the Danish shipping concerns, the East Asiatic Co. of Copenhagen, has apparently no doubt as to the future of motor ships as commerce carriers, as it has now under construction or on order no fewer than 20 of these vessels. In order to procure the necessary capital the company has been gradually getting rid of its interest in other undertakings.

In 1915 a new steamship company, the Orient, took over all the steamers in the East Asiatic fleet, the latter retaining only motor ships.

In December last another new company was formed under the name of the East Asiatic Industry and Plantation Co., with a capital of \$5,000,000, to acquire the parent company's plantations in the Far East and the Soga Coko Factory in Copenhagen, thus leaving the East Asiatic Co. free to devote its whole attention to the working of its motor vessels.—Commerce Reports.

MATSON STEAMER HAS LARGE MAIL

There are 55 cabin passengers, two steerage, 461 bags of mail, 108 packages of express matter, 18 automobiles, 6001 tons of cargo for Honolulu and 959 for Kahului on board the next Matson steamer to arrive from the mainland, according to the shipping department of Castle & Cooke, the local Matson agency.

The steam schooner Columbia is discharging 2000 tons of coal which she brought for the Inter-Island from Nainaimo, B. C. When her cargo is done she will tow one of the ex-German refugee merchant steamers to the mainland for repairs.

Advices to the Merchants' Exchange say that the ex-German freighter Holstia has been towed successfully to the mainland from this port and is now undergoing repairs to her engines and boilers.

PASSENGERS DEPARTED

Per Inter-Island S. S. Mauna Kea—Miss Margaret Steven, L. W. Deblalotter, Mr. and Mrs. H. Fitch, Mr. and Mrs. D. M. Somers, Miss C. D. Marshall, Miss N. P. Littlejohn, W. D. Gordon, A. Tristischer, W. H. Lathan, Mrs. A. V. Inman, H. Weinzehelner, Mr. and Mrs. C. C. Kennedy, K. Kurawawa, W. H. Zimmerman, Mr. Chigram, Gus Badentique, H. Lemake, A. G. Kurr, Harold Morgan, Miss A. Larson, Mrs. Harseouhr, A. M. Pieser, C. H. Johnson, Mr. and Mrs. Brown, Miss Brown, W. J. West, B. F. Schoen, P. G. Hages, A. H. Ahana, Mrs. L. F. Leo, Master Leo, Van A. Wallace.

At a protective measure one of the Canadian-Australasian liners has been painted battleship gray to render her almost invisible at a few miles' distance.

The Inter-Island Hilo packet Mauna Kea arrived this morning from the Big Island and way ports, with 53 cabin and 87 deck passengers. Her inward freight included two autos, 16 quarters of beef, 13 crates of chickens, 87 cases of liquors, 545 sacks of sugar, 102 bags of seed cane, 42 bundles of box shooks, and 336 sundries.

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VAST GRANDEUR OF HALEAKALA WAKES ADMIRATION AND IS MOST INSPIRING

By ARTHUR E. BIXBY
I have seen the crater of Haleakala for the first time. The sight of that terrific bowl with its fire-red cones, purple shadows and dead lava; no living thing growing there, yet in itself seemingly glowing through scattering patches of mist here and there, was appalling in its vastness. It typified that "which changeth not." I found myself wondering whether God had not created the crater when He wanted to make something which would reveal His majesty and glory for ever and ever.

View of Islands Magnificent
I might have stayed there until nightfall if the wind that blew so steadily and searchingly up from the multicolored pit had not been so cold. To get out of the wind I walked over to the other side of the rest house and saw Maui and Molokai and Molokini and Kahoolawe spread out below me, with the sun setting in glory through a bank of wondrous clouds, and the green land, a garment of beauty with the sea its border. The beauty of it all was enough to pull one's heart out with longing to see it again and again.

Thunderstorm Rages Below
That night, after supper, Arizumi and I piled wood into the stove and talked. The wind howled outside. There were metal banks and mattresses, enough for 20 persons, and we had blankets enough. I used four and managed to keep the cold away. During the night there was a thunderstorm several thousand feet below us, and the glare from blue lightning flashed in through a window.

In the morning the clouds were so thick we could not see the crater at sunrise. We started down again at 7:30. Next time I want to go down into the crater and see what that burned-out furnace of Nature looks like at closer range.

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HARBOR NOTES

The British steamer Keatrel, Capt. F. E. Ferris, is discharging cargo brought from Fanning Island.

Sugar awaiting shipping on Kaula Friday is reported today by Purser E. J. Malaniff of the Likelike to be 24,400 of Keala and 6,820 of Kilauea.

The Inter-Island freighter Kainani arrived from Keala, Kaula, this morning with 6000 bags of Maake No. 46 sugar and 14 parcels of sundries. She reports 27,700 bags of Kaula sugar awaiting shipment.

Bringing no passengers, but with a large cargo, the Inter-Island steamer Likelike arrived from Kaula ports this morning. Inward freight was 6400 bags of Kilauea sugar, 40 empty gas and oil barrels, and five packages of sundries.

At 5:05 this morning the Inter-Island steamer Mauna Loa arrived from Kaula, bringing passengers and freight, the latter including 6,000 sacks of Lihue Plantation sugar. There are 71,900 bags of Lihue reported by the steamer as awaiting shipment.

NOTICE

Our rate for Ice deliveries in Honolulu is based on a sliding scale with 50 cents per 100 lbs. as a maximum and 35 cents per 100 lbs. as a minimum.

For example:
Up to 25 lbs. daily delivery—50c per 100 lbs.
50 lbs. daily delivery—45c per 100 lbs.
75 lbs. daily delivery—40c per 100 lbs.
100 lbs. daily delivery—35c per 100 lbs.

Ice packed in burlap with "rice hulls"—50c per 100 lbs.
Ice packed in boxes for shipment—75c per 100 lbs.

This advance will not affect the consumer of less than 20 lbs per day, OAHU ICE & ELECTRIC COMPANY, Telephone 1128.

BY AUTHORITY SEALED TENDERS.

Sealed tenders will be received by the Board of Harbor Commissioners until 2:00 p. m. Thursday, June 7th, 1917, for the placing of fill behind wooden bulkhead walls at Pier 2, Honolulu, T. H.

Plans, specifications and blank forms of proposal are on file in the office of the Board of Harbor Commissioners, Capitol Building, Honolulu, T. H.

The Board of Harbor Commissioners reserves the right to reject any or all tenders.

CHARLES R. FORBES, Chairman, Board of Harbor Commissioners.
Dated: Honolulu, May 25, 1917. 6795-10t

CLIMB THROUGH CLOUDS

About 1:30 in the afternoon, we started the real climb. It began to rain after a few minutes. We stopped and put on oilskin slickers. Then I had the weird experience of climbing on a horse into the clouds. The fog was so thick I could hardly see 150 feet ahead of me. Trees, rocks, shrubbery were ghostly in the extreme. Herds of cows moored and bellowed around us. One wraith-like white cow with black rings around her eyes loomed out of the fog and looked as though she wanted to push us off the trail, but she changed her mind and blended into the clouds once more.

Air Grows Colder
After about an hour of this, with our sure-footed mounts passing safely across slippery lava gulches where a misstep would have meant broken bones or worse, we passed through the clouds and caught our first glimpse of the summit. The air had been getting colder all the time, and when we stopped at about the 8000-foot level to gather wood for the rest-house stove, my hands were so numb I could hardly break up the branches. Wind Keen on Summit.
About 4:45 we gained the summit, some 3200 feet above sea level at the rest house. The wind was sharp and keen, and I shivered with cold at the contrast to Honolulu's climate. The crater was filled with fog so that we could not see down into it.

I went into the big concrete rest-house with Arizumi and helped him start a fire in the stove. He went out in about 20 minutes and when he came back remarked: "Can see now; fog no more."

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INTENSIVE STUDY OF FRENCH AT STANFORD

(By Associated Press) STANFORD UNIVERSITY, Cal.—Stanford University students who leave for France at the end of this month to enter the American ambulance service are attempting to become Frenchmen in two weeks by means of an "intensive French" course given by John A. Sellards, an instructor in the French department. Sellards is a member of the ambulance unit, and will train his class on trains, on shipboards, and in France, as well as in the classroom.

The "intensive French" class covered the usual first two years of French work in one week, and in its second week is taking up French slang and phrases covering the usual wants of tourists in France. Sellards scans newspapers and magazines from France daily for the newest slang terms and of popular phrases. In addition to popular French, the grammar in the language is being covered gradually. Sellards hopes to fit the grammar to the language as it is spoken in daily life without the usual memorizing of rules.

NAVY ACCIDENT FATAL

PHILADELPHIA, Pa., May 10.—One man was killed and seven others injured at the Philadelphia navy yard last night, when the destroyer Allen, in dry dock, fell against the coast guard cutter Guthrie, also in dry dock. Information of the accident was given out today by the censor's office. The dead man is O. C. Hadlock, Yarmouthville, Me., an electrician.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

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TIDES, SUN AND MOON.

Date	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises	Moon Sets
May 21	4:32	2:0	3:30	9:52	11:53	5:18	6:36	8:21
" 22	5:12	1:9	4:15	9:36	11:53	5:18	6:36	8:21
" 23	5:51	1:8	5:00	10:12	12:00	5:18	6:37	8:22
" 24	6:32	1:7	5:50	10:46	1:28	5:18	6:37	10:46
" 25	7:14	1:6	6:50	11:30	2:18	5:17	6:38	10:49
" 26	7:58	1:4	8:00	12:15	3:17	5:17	6:38	11:30
" 27	8:45	1:2	9:20	1:00	4:24	5:17	6:38	12:15

NOTICE

Moanalua Gardens, Golf Course and Grounds closed until further notice on account of Anthrax Quarantine.

TECHNICAL DEPARTMENT BULLETIN

NOTE: REFER TO BULLETIN BY DATE & NUMBER.

DATE: _____ NUMBER: _____

SO ALL DEALERS:

For your information we wish to advise that in our experiments and tests here at the factory with our new Eight Cylinder car, we have been able to secure uniformly better results with Standard Oil Company's Zerolene motor lubricant than with any other which we have used.

Please understand, however, that we do not wish this to be construed as an attempt on our part to dictate the brand of oil which you should use, but merely to call your attention to the fact that this particular brand has given us better results than any others which we have tried, and are giving you this for your information.

Yours very truly,
THE PEERLESS MOTOR CAR COMPANY

BECAUSE Zerolene is correctly refined from asphalt-base crude, it maintains its lubricating body and value at cylinder heat, thus forming a perfect piston seal, reducing friction, and enabling the motor to develop its maximum power. Zerolene is the oil for your car.

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