

# SHIPPING & WATERFRONT NEWS

## U. S. MAY PAY AFTER WAR FOR USE OF 87 EX-GERMAN VESSELS SEIZED

That the United States government may, after the war, compensate the German owners of the vessels seized in American ports when war was declared, is indicated in the executive order issued June 30 by President Wilson directing that the 87 ex-German ships be formally taken over by the United States.

The second section of the resolution of congress passed May 12, and embodied in the later executive order, reads:

"Section 2. That the secretary of the navy be, and he is hereby authorized and directed to appoint, subject to the approval of the president, a board of survey, whose duty it shall be to ascertain the actual value of the vessel, its equipment, appurtenances, and all property contained therein, at the time of its taking, and to make a written report of their findings to the secretary of the navy, who shall preserve such report with the records of his department. These findings shall be considered as competent evidence in all proceedings on any claim for compensation."

The order, itself, reads as follows: "And whereas the following vessels were, at the time of coming into the jurisdiction of the United States, owned in whole or in part by a corporation, citizen or subject of the empire of Germany, a nation with which the United States is now at war, or were flying the flag of or under the register of the empire of Germany, or of a political subdivision or municipality thereof:

"Vaterland, Amerika, Kaiser Wilhelm II., President Grant, Pennsylvania, Bulgaria, Prinzess Irene, Hans-

burg, Neckar, Bohemia, Rhaetia, Wittekind, Armenia, Adamsturm, Wilhelm, Scrapis, Allemanna, Nassovia, Maia, Neptun, O. J. D. Ahlers, Prinz Waldemar, Loongmoon, Gouverneur Jaeschke, Darvel, Princess Alice, Wiegand, Bochum, Carl Diederichsen, Coblenz, Esslingen, Lyemson, Piontong, Sachsen, Suevia, Steinbeck, Elsas, Indra, Arnoldus Vinnen, Ottawa, Grunewald, Sachsenwald, Staatssekretar Solf, Aroa (Hiebler), George Washington, Kronprinzessin Cecile, President Lincoln, Cincinnati, Grosser Kurirtst, Barbarossa, Friedrich der Grosse, Rhein, Konig Wilhelm II., Kohn, Prinz Oskar, Ockenfels, Aradia, Pisa, Prinz Joachim, Harburg, Portonia, Clara, Mennig, Pammern, Etoes, Holsatia, Straatssekretar, Kraetke, Borneo, Marudu, Teintant, Andalusia, Camilla Rickmers, Clara Jensen, Elmshorn, Johanne, Mark, Rajah, Sambla, Tubingen, Dalbek, Magdeburg, Matador, Kurt, Andromeda, Prinz Sigismund, Savola, Arnl (lighter), Argus (lighter).

"It is therefore ordered that through the United States shipping board there be taken over to the United States the possession and title of the aforementioned vessels. The United States shipping board is further hereby authorized to repair, equip, and man the said vessels; to operate, lease, or charter the same in any service of the United States, or in any commerce, foreign or coastwise; and to do and perform any and all things that may be necessary to accomplish the purposes of the joint resolution above set forth.

"WOODROW WILSON, "The White House, "June 30, 1917."

## BACK TO JAPAN FOR STOWAWAYS

Two Japanese boys who stowed away on a Dutch liner and are in custody of the U. S. immigration authorities at this port today, having been taken off the steamer Saturday evening, are said by stevedores passing on the liner to have been done an injustice by a news story published in a morning paper, saying that the youngsters were "used by an old crew of the liner going back as steerage passengers, in lifting liquor from various parts of the vessel for its own particular benefit."

A statement handed the Star-Bulletin yesterday before the steamer left for San Francisco reads as follows: "There were no women on board the ship at Yokohama and if the boys were asleep in the coal bunkers they would have been buried in the coal, as the ship was being coaled. They were found on top of the boilers and when they heard they would be taken to America they danced with delight. The captain put them in the Chinese quarters but the Chinese refused to have them. We, the stevedores, took them in, washed and clothed them and fed them. The cook had them peeling potatoes but we never got any food or any other thing from them. We asked the steward about the accusation and he says he never missed any liquor."

The two boys will probably be taken back to Yokohama on the next Dutch steamer to call here en route to the Orient about the middle of August, according to the local Java Pacific Mail Service agents, C. Brewer & Co., Ltd.

# Baggagemen, Furniture and Piano Moving

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## SWEEEPING ENGLISH CHANNEL FOR GERMAN MINES DANGEROUS TASK

PARIS, France.—Sweeping the English Channel for mines laid by German submarines is one of the most exciting and dangerous occupations of the war, according to the stories told by men participating in that work.

"Mine sweepers doubtless are the only vessels of the navy on which life belts are worn from the time of leaving port until the return," writes Jacques Marsillac, from aboard a mine sweeper on service in the channel.

"The task of a group of mine sweepers, composed of seven sloops formed in echelons, two by two, connected by steel cables, with the flag boat leading, is to clear a channel about a half mile wide and 50 miles long of the mines laid there by German submarines," he adds. "These underwater mine layers carry from 15 to 24 mines, according to the type, and they frequently lay them quite close together, so close, in fact, that it has become an axiom in the mine hunting craft that where one is found another is bound to turn up.

"The wireless operator on the flag boat of the group, who has served on four mine sweepers that have been blown up in service, had scarcely flashed to the boats of the group that a mine had been signalled when a black mass drifted appeared on the crest of the waves ahead of our boat. A second later it disappeared. We steered in its direction, every man on deck searching intently for its reappearance. The few minutes in which a sighted mine disappears are full of infinitely disagreeable tension on board a mine sweeper.

"And if we touch it?" Marsillac asked of the wireless operator.

"Then it is lost," he replied, meaning that it would be fatal.

"On this occasion the mines were friendly to us," wrote Marsillac, for the mine reappeared 50 yards away and, for some reason that no one could explain, remained in sight until the gunners could get action upon it. Round, black, it shone like a seal's back, showing from time to time its four mortal needles, contact with which means destruction. The boat sheered off and the gunners, using a special rifle ball at about 200 yards under immense difficulties resulting from the rolling of the boat, fired the shots without touching one of the fatal needles. They succeeded, however, in piercing the mine which filled with water and sank to the bottom of the sea.

"The two leading sloops raised a half red flag, which means that they have found a mine. At once began a maneuver intended to cut the cable holding it; suddenly a steel cable that connects each couple of sloops and which is called the 'sweep' struck the mine. It must have come in contact with one of the deadly needles, and broke the vital acid inside which sets off the discharge, for an immense column of water shot straight into the air to a height of 100 yards, completely masking from each other the two sloops between which the explosion occurred. Then the sloops went on in search of other mines, and thus continues every day this dangerous and heroic work of clearing the path for merchant ships through the high seas."

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TIDES, SUN AND MOON.

Date	High Tide	Low Tide	High Sun	Low Sun
July 30	1:32	7:08	5:43	5:34
Aug. 1	2:16	6:28	6:29	5:24
Aug. 2	3:03	5:42	7:11	5:15
Aug. 3	3:53	4:52	7:54	5:06
Aug. 4	4:45	4:00	8:38	4:58



## TALES ABOUT TOWN

**PROFESSION AND PRIVATE**  
There is a Honolulu attorney who has a considerable practise in the district court who is being quietly joked about three of his latest clients. The attorney has been complaining, that is in the capacity of a private citizen, about the night revels in his district since Twelfth was closed. There is a suspicion that his complaints were contained information as to where some of the violators of the law might be found. Anyway, the police made a thorough raid in the district surrounding his home the other night, bagging several alleged illicit booze sellers and women.

Early the next morning the attorney expressed his appreciation of the police activity, still speaking in his capacity as a respectable and private citizen. But now he is trying to mentally alter his views, for two of the women and one of the booze sellers engaged their neighbor, this selfsame attorney, to defend their cases. His associates know he'll do it to the best of his ability, but they can't help chuckling when they think what a predicament he'll be in if he has to go home and inform his family he cleared his clients of the charges against them.

**NO REGISTRATION, NO DRINK**  
You can't get a drink in any San Francisco saloon unless you have your military registration card with you. This is the news a Honolulu man who returned on the Wilhelmina this week brings from the coast.

"If you go into a saloon and ask for a drink, the barkeep says, 'Show me your registration card.' If you haven't got one, you get no drink and the barkeep calls for the police. It's one of the ways they have there of making sure that everyone of military age registers," he says.

**HINTS ON FLAG FLYING**  
Three prominent Honolulu businessmen, American citizens all, held an informal indignation meeting yesterday on Merchant street, near Fort. The cause of their ire was the shameful treatment accorded Old Glory by the owners of a number of buildings in the vicinity. New flags were bought when war was declared, but were kept flying night and day and are now faded and torn almost to shreds. The flag should be raised every morning and lowered and taken inside every night, except in the case of a beleaguered fortress, which the office buildings certainly are not.

## JAPANESE LINER TAKES OLD AUTOS TO JAPAN

After doing yeoman service in Honolulu for many years, twelve old autos are journeying toward Japan today, in the holds of a T. K. K. South American liner which called here Saturday night from San Francisco.

The cars are being shipped to Nippon by the Honolulu Junk Company and are still able to run around. This is said to be the second shipment of used autos to be sent to the Orient from Honolulu, with a third to follow.

The liner reported a pleasant and uneventful voyage up from South America without a German raider scare. Three Australian actors left the steamer here. They are Mr. and Mrs. Charles M. Jee and B. M. Baker, who have been playing in theaters in Valparaiso, Chile. Among the through first cabin passengers were two more stage folk, L. M. Rodrigues and Miss M. L. Sterling.

Cargo brought to Honolulu was 500 tons of nitrates, work of discharging which continued all Saturday night. Through cargo is capacity, 9600 tons, making the steamer draw almost 30 feet of water.

## SINKING OF BRITISH TRANSPORT LOADED WITH TROOPS DESCRIBED

LONDON.—(Correspondence of the Associated Press.)—What happens when a transport loaded with troops is sunk by a German submarine is graphically told in the story of the sinking of the steamer Ballarat which was torpedoed April 25, while carrying Australian troops to England and sunk without the loss of a man. Drill, discipline and tradition counted. There were no heroics, fuss or panic but considerable humor and much efficiency. As the vessel did not sink for four hours, there was ample time to save even the ship's pets and the soldiers' mascots.

It was Anzac day and the officers were planning to hold a Memorial service. The commanding officer was dealing with a remanded case. "And what have you been doing?" he asked, when there came a dull crash, a sound that seemed, as he said, "to lift the skin off your face," and the ship began to list. The "alarm" was instantly sounded by the bugles, instantly followed by the "advance." Without confusion of any kind the men, in four minutes, fell in at their boat stations. During the voyage they had been told the stories of the "Southland" and "Birkenhead" of the behaviour of the troops and men on these occasions. Those men who had speech condemning the previous boat drills now used usually literary expressions in praise of them.

"It's all right boys," a man called out, "the old man is on the bridge."

"Don't sing too loud," said an officer, laughing, "because I can't give orders." The order to "stand easy" was given out.

The turn of the navy men came now. The men knew instinctively that the navy would turn up. It turned up. Destroyers and trawlers appeared like magic. There was a moderate sea, and the ship having been struck near the propeller began settling down by the stern.

While waiting for the boats to be lowered some of the men sang, some molasses, 26 bundles hides, 69 bags empty bottles, 20 bags coconuts, 27 cases pears, 152 packages sundries.

Violation of the naval order against leaving or entering Honolulu after nightfall has caused the sentrymen to fire several shots at fishermen who were ignorant or willfully disobeyed the order. One prominent member of the Hawaii Tuna club is said to have escaped being perforated by a 30 calibre bullet because the shot lodged in a keel hole in the hull which he was crouching. Capt. Plintz is another who failed to secure a pass to cross the harbor from his ship, the Luka. He had a shot fired at him and was afterwards taken into custody for identification. All the violators of the order have been white men, the Orientals giving very little trouble to the authorities, is it said.

## JAESCHKE IS FOUND IN GOOD CONDITION

As the result of a three-hour test which began Saturday morning and ended in the afternoon, boilers of the ex-German steamer Gouverneur Jaeschke were found tight, with no leaks developing, and the engine performed like clockwork, according to Thomas J. Heenev, U. S. inspector of boilers. With 150-pound head of steam, the Jaeschke, heading out into the harbor channel, on a one-hour's course, did six knots the first half hour and for the hour covered 10 1/2 knots, nearly 12 land miles. With 175 pounds of steam the inspector believes she could do 12 knots an hour.

## HARBOR NOTES

Next mail from San Francisco will arrive Wednesday morning in the Matson flagship Maui, which has a big despatch, 637 bags, aboard.

Next mail for San Francisco will close at 2:30 tomorrow afternoon at the postoffice and leave at 4 p. m. from Pier 19 on the Matson liner Wilhelmina.

U. S. Navy officials here still continue their close surveillance of neutral passenger liners. The Dutch liner Willis leaving over Sunday was accompanied both in and out of port by local naval authorities, followed by the launch from the Allen street branch of the naval station.

## LUKA SAILS THURSDAY FOR WASHINGTON ISLAND

About Thursday the schooner Luka, owned by Judge Terry E. Cooper, will sail for Washington island, about 60 miles from Fanning, taking a cargo of supplies, general merchandise and lumber for the copra plantations there. She will return in about a month, and will then make a voyage probably to Fanning and Palmyra islands, the latter being owned by Judge Cooper.

The judge said today that recent reports he was negotiating while on the mainland for sale of Palmyra to mainland interests, are not true, and that he is not trying to dispose of the island.

The British steamer Kestrel and the Luka were both at Pier 7 today, taking on coal. The Kestrel will steam for Fanning probably Saturday, taking a full cargo and two or three passengers for Fanning.

Stranger (trying to be friendly)—How is your health?  
Mr. Chronic (gruffly)—How do I know? I haven't had any for five

## PLANTS TO FORM GARDEN NUCLEUS TO BE GIVEN OUT

Citizens of Honolulu may do two "bits" tomorrow. They may register for military service and they may secure free plants at the federal experiment station as the nucleus for gardens which will assist in increasing the local food supply.

From 10 until 4 o'clock tomorrow J. M. Westgate, director of the experiment station, will give away to all persons applying hybrid tomato plants, papaya seed, sweet potato cuttings, seeds of pigeon peas, the new poultry food, and packages of tepary beans. Enough of each will be given to insure a fair-sized garden, and persons desiring to plant on a large scale may secure as many of the seeds and plants as they desire.

"The idea of the distribution is to give the people an opportunity to help make Hawaii self-sufficient from the food standpoint," says Director Westgate.

A free distribution of seeds and plants has become a feature at the experiment station, and every Wednesday between 10 and 40 persons put in their applications. Distribution day this week will be tomorrow, as it is a holiday, thus giving laborers and others, who do not often have an opportunity to visit the station, a chance to obtain some of the free plants and seeds.

## VITAL STATISTICS

**BORN**  
MORGAN—At Kahala, July 30, 1917, to Dr. and Mrs. James Albert Morgan, a son, William Brewster.  
DONAHUE—In Kahala, Kauai, July 23, 1917, to Mr. and Mrs. J. W. Donald of Kahala, Kauai, a daughter.

**MARRIED**  
KAPUNIAI-PETER—In Honolulu, July 28, 1917, John Kapuniai and Miss Laida Peter, Rev. Father Stephen J. Alencastre, pastor of the Catholic church of the Sacred Heart, Punahou, officiating; witnesses, James H. Kauanui and Philomena Kauahi.  
PAKA-NAHUINA—In Honolulu, July 28, 1917, John Paka and Mrs. Mary Nahuina, Rev. Samuel K. Kamaloipili, assistant pastor of Kaumakapili church, Palama, officiating; witnesses, David K. Kalaokaaes and Mrs. Agnes Kalaokaaes.  
KAUAIH-AH LOY—In Honolulu, July 28, 1917, Frank Kauahi and Miss Elizabeth Ah Loy, Rev. Samuel K. Kamaloipili, assistant pastor of Kaumakapili church, Palama, officiating; witnesses, J. Chinito Moriyama and Charles N. Kekoa.  
ECKART-CORREA—In Honolulu, July 27, 1917, Fritz Eckart of Wailuku, Maui, and Miss Virginia Correo of this city, Rev. Canon William Ault of St. Andrew's cathedral, officiating; witnesses, William Eckart, Bertha Landgraf and Mrs. Alice Lee.  
KUUKU-PERRY—In Honolulu, July 27, 1917, David K. Kuuku and Miss Mary Perry, Rev. Father Ahuna of the Hoomanua Naauao church officiating; witnesses, Dick K. Diamond and David Makanani.  
MOANAHELE-HIMENI—In Honolulu, July 27, 1917, James Moanahele and Miss Annie Himeni, Peter N. Kahokuana officiating; witnesses Kani Himeni.

**DIED**  
LOUIS—In Honolulu, July 29, 1917, Philip Louis, of 422 Kuakini road, married, coppermith, a native of Hawaii, 60 years old. Funeral at 4 o'clock this afternoon from Wilhelmina undertaking parlors; interment in Kawahala cemetery.  
"Did you miss your first husband very much?"  
"Not until after I married my second."—London Opinion.

**STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY**  
**NOTICE TO SHIPPERS.**  
On account of Tuesday, July 31, 1917, Registration Day, being a legal holiday, this Company will not receive any freight this day.  
The steamer "Kilacee" will sail at noon; the "Waihee" at 3 p. m., and the "Kinuu" and "Mikahala" at 5 p. m. on Tuesday, all on their regular runs, and freight will be received Monday, July 30, 1917.  
Baggage and perishable goods will be received two hours before sailing time.  
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