

SHIPPING & WATERFRONT NEWS

MARU BRINGS 17 PASSENGERS HERE

Harold Moroney, official representative of the Army and Navy News, is returning to New York aboard a Japanese liner after a six months' business trip through the Orient. He was in Manila, China and Japan, in his official capacity, as special correspondent for the semi-official military publication. He will remain a short time in Honolulu.

A number of Russians, said to be on a diplomatic mission to Washington, are aboard the Japanese liner. When questioned as to their identity or their trip to the national capital, they refused to talk. They are P. Apstoloff, A. Groozinoff, George Lordkipanidze, N. Petrov, V. Proffen, B. Slubodinsky, Alexander Touthisoff, and Sverge Zlaguine.

Several prominent Japanese businessmen are aboard the liner, bound for the east. M. Isimura is manager of the Yamashita Steamship Co. of London, and is bound for England. K. Kimura, member of the Furukawa Gomei Kaisha, of New York, is returning to the eastern city on business. S. Takagi, son of Baron Takagi, prominent physician of Japan, is bound for San Francisco. He is an official of the Mitsui Bussan Kaisha.

The weather coming across from Japan was excellent, although while two days outside of Yokohama the winds held the ship back. Officers of the ship had not been notified of the German sea raider in the South Pacific. One of the ship's officers, when asked if any further notice had been given the American employees of the company that hereafter the Japanese would occupy their positions, declared that nothing official had been given out by the company. He declared it was mostly rumor, and did not believe any such steps would be taken.

Seventeen passengers are booked for Honolulu, among them being C. H. Rattrey and Mr. and Mrs. F. Snowden, who have been in the Orient for some time.

About 2,500 cartloads of food and supplies are being delivered daily by railroads at the various draft and national guard camps.

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SEVEN STEAMERS ARRIVE, KEEPING FOSTER ON JUMP

It has been months since there was so much shipping in port as there is today, with at least two more vessels expected to arrive before evening. Honolulu water front docking facilities were taxed to the very limits, the arrivals being spread all away along the front from the railroad wharf to the naval slip.

Much of the excessive shipping was unexpected, until late radio advices were received by the customs, quarantine, naval and harbor officials late yesterday evening. Three of the arrivals were scheduled ones, but a steamer due in port yesterday failed to get to Honolulu until this morning and a Dutch steamer scheduled to arrive from the Orient came in a day or sooner than expected.

Unreported vessels, including two tankers and a schooner, were other arrivals which helped to add to Harbor Master Foster's problem of finding wharves for all the ships. For the first time for many months a passenger steamer was docked at the makai end of pier 16 on the Ewa side. Farther up the dock ahead of her there are a couple of Oahu Shipping Co. boats and a deep sea schooner.

A United tanker was the first to be given pratique and she was quickly followed by the Maru from San Francisco. Then an Associated tanker passed quarantine and quickly following her came a Dutch steamer and also a Maru from the Orient.

It was about 9:30 o'clock when the last of these vessels mentioned was docked, and at the same hour an Oceanic liner was sighted.

Two more vessels, a government transport from Manila and a Dutch ship from San Francisco, are expected to arrive before evening. If these come in as expected it will make nine arrivals of transpacific ships today.

TENYO GROUNDS IN TOKIO BAY

(Special Cable to Nippon Jiji) YOKOHAMA, Nov. 5.—The Toyo Kisen Kaisha liner Tenyo Maru, which ran aground near the entrance to Tokyo bay, is expected to be pulled off the rocks today. Scores of tugboats and small craft have gone to her assistance.

Just how the accident occurred has not been learned. The Tenyo was on her way to Honolulu when she grounded. All the passengers were immediately taken off. The extent of the

TAKES TREASURE TO THE ORIENT

Only a limited amount of the 2400 tons of through freight aboard a Maru steamer in port today is steel and treasure, and none of the steel is plates. There is half a million dollars worth of silver metal in the cargo which is consigned to an Oriental mint.

There was one stopover passenger F. A. Hollabaugh, aboard the Maru. Of the through passengers a number are government officials.

H. Grebst, former Swedish consul general to New York, is aboard the steamer bound for Stockholm by the Oriental route.

T. S. Lynn, who has been the Chinese charge d'affaires at the Chinese embassy in Brazil, is bound for his home. He is accompanied by his family, which consists of Mrs. Lynn, four sons and a daughter.

L. A. Endres is bound for Kobe where he will take command of a British transport.

Dr. H. A. Stone is an American dentist who is going to the Orient to locate.

G. Hutchinson, a naval architect, accompanied by Mrs. Hutchinson, is on his way to Singapore.

F. B. Simmons is a member of the big import and export firm of that name in Hongkong. He is returning from a business trip to the states.

GOOD TIME MADE ON LONG VOYAGE

Fifty-three days out from Sydney, a Viking Navigation Co. motor schooner is in port to take aboard fuel oil. She has a cargo of 1400 tons of copra and some hardwood on her deck. Although five days out from Sydney the cylinder heads of the auxiliary engine were cracked, this has not seriously interfered with the vessel's voyage, during which she traveled nearly 7000 miles. Her course has been far to the east, according to one of the ship's crew, who declared the schooner was near to the South American coast. In all the long voyage the schooner sighted no other ship. Capt. A. G. Svenson is in command of the schooner, which is bound for Portland.

damage had not been ascertained, but hopes are held out that it will prove to be of small consequence and the liner can proceed with her voyage within a few days.

The Tenyo Maru is one of the finest vessels under the Toyo Kisen Kaisha house flag and capable of an average speed of seventeen knots. She is of 6284 registered tonnage and can carry 1000 passengers in all classes.

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ENTERPRISE IS MINUS BLADE

(Special Star-Bulletin Correspondence) HILO, Nov. 2.—Kuhio wharf had an unusual visitor yesterday morning when the steamship Enterprise went alongside and docked. The steamer was forced to do so on account of the necessity of fitting a new blade to her propeller. It appears that on the voyage down to Hilo from the coast the blade dropped off and was lost.

The vessel is being lightened by the discharge of some fuel oil and this will allow of her being dipped at the bow so that her stern will rise in the air and the mechanics can get at the propeller and fit a new blade. The Enterprise is expected to leave for the coast soon with a cargo of sugar.

U-BOAT VICTIM STOPS IN PORT

Marked about his face and still partially crippled in his lower limbs, as the result of contact with pieces of an exploding torpedo, D. Brown, a Scotchman, is aboard a steamer in port today bound for the Orient. Mr. Brown was on a British steamer when it was torpedoed by a German submarine off the Irish coast. He was in a lower passage-way when the torpedo struck the ship, the flying fragments striking him in the head and knocking him unconscious. He was discovered and taken off with the other passengers in the lifeboats, and eventually landed in Ireland. Mr. Brown is an iron works man from Calcutta, India, where he is now bound.

HARBOR NOTES

The steamer A. J. Chanslor is expected in Hilo shortly to load 6,000 tons of molasses for the Western Industries company, of Crockett, California. There are 8,000 tons in tanks there and 4,000 more contracted for but still at the plantations.

The steamer James Makae arrived yesterday morning from Honolulu with a cargo of merchandise for local merchants. On her return trip the Makae will carry a good cargo to Mahukona and Kona ports. Captain Diggs of the Makae is gratified with the amount of freight he is getting here to the island points above named. He hopes soon to be able to get down to a regular schedule. This will be to the benefit of the steamer as well as the merchants of Hilo. The trade is there, those who should know say, and all that is necessary for the merchants and the steamer-boat people to properly work it up.—Hilo Tribune (Nov. 1).

Leon S. Grabow came down on the Enterprise as purser. Mr. Grabow has made several trips to Honolulu, but this is his first trip to Hilo. He has had a varied experience as purser, as he was formerly purser of the Roanoke, the ship which was swamped a year or so ago off the coast near Santa Barbara. She was loaded to the guards with powder and other war munitions. Captain Dickson and his wife were lost. Grabow was also purser of the steamer Bear, formerly on the San Francisco-Portland run, which was wrecked off Cape Mendocino, just below Eureka, on June 14, 1915. This was not far south of Humboldt bar, where the cruiser Milwaukee was wrecked last summer while she was trying to pull a submarine off the sands. Grabow is relieving Purser Russell, who has been called into the naval reserve.—Hilo Tribune.

The regular monthly meeting of the Woman's Board of Missions will be held on Tuesday, November 6, at 2:30 in the Bible school rooms. The Hawaiian committee will have charge of the meeting. Special attention is called to the missionary service to commemorate the fiftieth anniversary of the Woman's Board of Missions (of the Atlantic) to be held in the church Sunday evening, November 11, under the auspices of the Woman's Board of Missions for the Pacific Islands.

A telegram of congratulation on his promotion to the rank of general was received by General Pershing from Marshal Joffre.

DUTCH STEAMER IS QUARANTINED

For the second time since she has been calling at this port a Dutch steamer from the Orient is held in quarantine today. Upon her first call here on her way via the Panama canal from Holland to Batavia she was also held in quarantine. From what can be learned disease is not the cause of the vessel being quarantined, but a failure to have a proper report of the death and burial at sea of a fourth-class passenger.

Questions directed at the waterfront frequenters as to the reason for the ship being quarantined, however, are answered usually by the reply: "She's a Dutch ship and this one is in Dutch with port officials here."

One of the ship's officers says that the dead passenger, a Hollander by the name of A. M. Grinendam, bound for his home from Batavia, was struck over the head in Yokohama and was brought aboard before being given proper medical treatment. A few days out at sea he died from his injuries.

PASSENGERS EXPECTED

Passengers Expected—The following passengers are booked to sail by the S. S. Matsonia leaving San Francisco November 1, 1917: F. A. Huling, W. S. Stedman, J. E. Foster, C. Olsen, A. I. Silva, Mr. and Mrs. Fessenden, Miss W. Foster, Mrs. C. C. Schell, Mr. and Mrs. E. H. Kilsby, Miss Helen Karbu, Mrs. Alice Murray, Mrs. Choate and children, Herbert Cutbert, H. Burkhaus, Mr. and Mrs. E. M. Bernard, Mrs. H. C. Berggren, T. M. Goodall, Huc M. Luquions, Mr. and Mrs. W. H. Homer, Mrs. J. B. Thompson, Miss Pearl Hewitt, Miss Martha Chickering, Miss A. M. England, Mrs. A. H. Mix, Mrs. Charles C. Kilby, Dr. and Mrs. J. A. Guilfoil, A. G. Budge, Miss Belle McRoberts, Francis Gay, H. Von Holt, Mrs. Susanna Armour, Miss M. Butt, Mrs. F. E. Ferris, Mr. and Mrs. John Watt, Mrs. W. T. Dunn, Mrs. Joseph Scowcroft, C. R. Smeade, Miss Mott-Smith, Frank Waitfield, Mrs. J. Angarde, M. Klentner, Miss Schmeick, Mr. and Mrs. A. F. Bishop, Mr. and Mrs. E. D. Tenney, James Fenwick, Mr. and Mrs. J. A. McCandless, Miss Poppie-ton, Mrs. F. A. Huling, Mrs. W. S. Stedman, T. B. Lyons, W. Brandage, R. C. O'Connor, Mrs. Alden, Mr. and Mrs. W. L. Porter, R. A. Schell, Mrs. J. S. Warren, Mrs. Helen M. Raynong, Mrs. G. L. Bergman, Mrs. J. A. Gilman, P. V. Owen, A. H. Ford, H. C. Berggren, F. R. Zelliff, Mr. and Mrs. A. Kenstad, Mrs. Emma C. Luquions, Miss Violet Seaby, Mr. and Mrs. August Hanberg, Miss Sadie Hitchcock, Mrs. R. A. McWayne, Mr. and Mrs. J. Fernandez, Master Morgan M. Kilby, Miss Marie Boklund, A. Lewis, Jr., Senator and Mrs. W. C. Pitt, Mrs. Ida Skinner, Mrs. H. Von Holt, Miss Dora Hook, Miss M. Brown, Mrs. E. J. Kelly, Miss E. Werthmuller, Mr. and Mrs. Bockus, Mr. and Mrs. Scowcroft, Dr. P. J. Mermold, F. R. Werthmuller, W. P. Morgan, J. Andrads, Judge and Mrs. J. L. Coke, Frank Harlocker, Mr. and Mrs. S. Bergsman and children, Mr. and Mrs. George Sherman, Walter Coombs, H. S. Holmes, Mr. and Mrs. Gordon C. Hunt, Mrs. H. Focke, Frederick L. Jullert, W. Frear, Mrs. S. W. Barnes, Dr. C. B. Cooper, Mr. and Mrs. E. P. Bates S. M. Stock, Miss M. J. Walker, T. Imai.

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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—*11:02 a. m., *2:40 p. m., *5:00 p. m., *11:30 p. m.
For Lilehua—*6:00 a. m.

INWARD
Arrive Honolulu from Kakuku, Waialua and Waianae—*3:36 a. m., *5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—*7:45 a. m., *8:26 a. m., *11:02 a. m., *1:35 p. m., *4:24 p. m., *5:30 p. m., *7:28 p. m.
Arrive Honolulu from Wahiawa and Lilehua—*9:15 a. m., *1:53 p. m., *3:59 p. m., *7:13 p. m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:36 a. m. for Haleiwa 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

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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
Nov. 5	8:33	1.8	10:03	4:35	0:25	6:07	5:20	11:31
" 6	9:29	1.7	11:16	5:13	1:49	6:08	5:20	11:31
" 7	10:23	1.6		5:43	3:40	6:09	5:20	0:12
" 8	11:14	1.4	0:05	6:10	5:19	6:10	5:19	0:59
" 9	0:44	1.4	12:00	6:33	6:33	6:10	5:19	1:49
" 10	1:20	1.6	12:41	6:56	7:34	6:10	5:19	2:36
" 11	1:53	1.8	1:20	7:20	8:25	6:11	5:19	3:23

Last quarter of the moon.