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RAIDER USES FIRE TO LURE SHIP VICTIMS

Germans Send Up Flare to Imitate Vessels on Fire; Captain of Wacouta is Suspicious

SAN FRANCISCO, Dec. 7.—A German raider, with a new method of attracting victims, is operating in the Pacific, according to wireless warnings sent out and according to the account of Captain Fred Warner of the Wacouta, who had a close call from being caught in the trap.
The method of the raider is to raise a flare that looks like a ship on fire and to send up distress rockets. So far as is known this method of attraction has hitherto proved fruitless.
The Wacouta, one of the German vessels recently taken over by the government, left this port some weeks ago. A letter was received in San Francisco yesterday from Captain Warner, describing his experience. He said:

"We were warned by wireless to look out for a raider that might employ strange methods. About 100 miles south of Acapulco at night we saw a flare in the sky and soon saw what looked like a ship on fire.
"But, being warned, I kept on our course and watched the fire carefully. Soon I noticed that the fire was too steady and that there were other lights blinking around it. I made a full report when I arrived in our next port."
It is understood that the navy ship Nanshan was the first to see the supposed raider's fire. The captain made a report and warnings were sent out.

STOWAWAY STILL HELD

Scienillef, a young veteran of both the Russian and Rumanian armies who came here a few weeks ago as a stowaway on one of the Dutch steamers, is still held at the immigration station under observation of the federal physician. Belief was expressed at the time of his arrest that he might be permitted entrance to the United States, as he is apparently healthy and not apt to become an indigent.

Two other Rumanians and one Greek, who also arrived here as stowaways, have been ordered deported, but have appealed their cases to the secretary of labor and commerce.
Another stowaway, a Japanese, is to be deported by a steamer now in port bound for the Orient.

RAID PROVES SUPPLIES STILL REACH GERMANY

BROOKLYN, N. Y., Dec. 22.—That all the avenues through which food products from the United States may reach the enemy in Germany have not been closed was made plain yesterday in documents seized by federal agents here. These papers were found secreted in the apartments of Gustav Meyer, a German provision dealer, the agents having raided the apartments and searched them.

The papers indicate that many thousands of dollars' worth of foodstuffs have been shipped into Germany via Sweden by Meyer during the past three months and that other shipments are now on their way and still others being prepared for.

Evidence that Meyer sent a communication to Germany during the present week was secured.

Bankers Notice to Commercial Depositors

(This Notice Does Not Apply to Savings Accounts)

The custom prevailing among conservative banking institutions is to make a nominal charge for the handling of small checking accounts, in order to cover part of the cost incident to the care of same. It is now the practise in various cities on the mainland. The undersigned banks of Honolulu have agreed to adopt the plan.

Therefore, whenever the average balance is below \$100.00, we trust that it will be found convenient to arrange to increase it to at least this amount, otherwise a monthly charge of fifty cents will be made and a charge ticket rendered for the same and enclosed with cancelled checks.

Effective on and after January 2, 1918.

Honolulu, Hawaii, December 18, 1917.

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T. K. K. DISTRIBUTES PRETTY XMAS GREETING

Bearing a perfect picture of the Tenyo Maru on the cover page, the background bordered with shadings of light and dark gray, and the page inserts looped with purple ribbon, was the Christmas remembrance folder received from the Toyo Kisen Kaisha Saturday by Honolulu patrons and friends of the steamship line.
The preface page is artistic in its simplicity, showing simply the company initials emblazoned over a red and green branch of Christmas holly.
The holiday greetings are in script, set off at the page top with the company flag, brightened by that of Dai Nippon upon a Japanese fan, on either side of which appear the dates "1917-1918."
The expression of the holiday wishes is signed "Sochiro Asano, president Toyo Kisen Kaisha, Tokio, Japan."
The holiday expression is as follows:
"With Christmas greetings and best wishes for the New Year."

WAR SAVINGS SECURITIES HERE

The first shipment of the war saving certificates, war saving stamps, United States thrift stamps, thrift cards and war savings certificate envelopes were received in the city Saturday by the Bank of Hawaii, Bank of Honolulu and Bishop & Co., which institutions have been appointed agents of the first class for the territory of Hawaii. Further shipments will follow on the next steamer.
Each of the banks received a standard package which contained 200 war savings certificate stamps with a par value of \$1000; 200 United States thrift stamps with a face value of \$75; 50 war savings certificates; 50 war savings certificate envelopes and 75 thrift cards.

Preceding the packages came a letter to Robert F. Stever who was general executive secretary of the Liberty loan campaign, stating that during the campaign for the sale of the war savings certificates all banks and trust companies have been appointed agents of the first class by the secretary of the treasury.
An agent of the first class is not allowed to hold at any one time more than \$1000 worth of war savings certificate stamps and must pay for these in advance. Agents of the second class are those of the first class who execute a pledge or agreement and deposit with a federal reserve bank at the time of the said-execution collateral such as Liberty bonds after which they may secure over \$1000 worth of war saving certificates to the value of the collateral put up, but not more than \$50,000 worth of certificates.

According to a Russian newspaper, the death sentences of the rebels will not be carried out until further notice.

ACCIDENT BOARD RESUMES WORK

At the first meeting of the industrial accident board since the filing of the supreme court decision holding the territorial workmen's compensation act to be constitutional the secretary laid before the board first reports of accidents, consecutive numbers 4235 to 5332 inclusive (1094) and 994 final reports.

These reports covered the period from July 5 to Dec. 19, 1917, inclusive. In considering these reports and the careful and adequate settlement of the various claims in full accordance with the provisions of the workmen's compensation act, as indicated by the final reports, the members of the board expressed gratification in regard to the cordial attitude of the large majority of the general public and of the insurance carriers toward carrying out the provisions of the workmen's compensation law during the interval pending the determination of the constitutionality of the law, while the judicial supervision of the board was suspended, and while its activities were limited to a courteous cooperation. This attitude, in the opinion of the board, attested the favorable reception of the act by a large proportion of the business people of the territory—both the employers and the employees.

These reports were accepted and ordered filed subject to further consideration, and reconsideration where claims may be presented in connection therewith.

Seventeen fatal accidents and sixteen permanent partial disabilities were included in these first reports of accidents; some of the cases being under continued compensation and others awaiting the approval of the board, final action was deferred to a later meeting.

A number of claims were presented with the request for a formal hearing. These claims will receive the prompt attention of the board and the earliest possible dates will be set for the hearings.

UTILITIES COMMISSION IS STILL UNDECIDED ON I.-I. ACTION

No decision has yet been reached by the public utilities as to the action it will take regarding the ruling of the supreme court holding that it has no jurisdiction over schedules of passenger and freight rates fixed by the Inter-Island Steam Navigation Co. A meeting of the commission is scheduled for Wednesday, and this matter probably will be discussed at that time.
The commission has two methods for relief; one is an appeal to the supreme court of the United States, and the other an appeal direct to the federal shipping board. The temporary injunction secured by the commission against the company, to restrain it from disobeying the commission's order compelling it to return to the schedule of rates of 1916, has been dissolved by Circuit Judge Ashford.

NAVAL DEMANDS CAUSE SHORTAGE OF OFFICERS

SAN FRANCISCO, Cal., Dec. 24.—A shortage of officers, for motor, steam and sailing vessels going offshore is predicted by shipping men on account of the large number of navigators being called to the navy for service on government ships. Nearly all of the masters and first officers of ships sailing from this port are members of the naval reserve, and must answer the call whenever made. Navigation schools board are turning out new officers quite fast, but doubt is expressed along the water front that there will be sufficient supply from the school to take all the positions made vacant by the men going into the government service.
Officers are being taken from coastwise, China and Australian vessels, with all the companies losing some of their best men.

ONOMEA IS NEW NAME OF INTER-ISLAND DORIS

Permission has been received from the government by the Inter-Island Navigation Co. to change the name of its new steamer Doris to Onomea. The permission was received by the United States inspectors of hulls and boilers in Saturday's mail from the coast and the information was immediately transmitted to the Inter-Island officials.

The Doris was purchased on the coast several months ago to replace the Hamakua, which was destroyed in May off the coast of Maui by fire. After arriving here the steamer was materially altered, to make it suitable for the island trade, and it was then placed on the run between Honolulu and the Hamakua coast ports.

It was desired at the time to rename the steamer Onomea, but this permission had first to be secured from the government.

Onomea, after which the steamer is now named, is a postoffice and port on the Island of Hawaii, a few miles out of Hilo.

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OAHU RAILWAY TIME TABLE

OUTWARD
For Waianae, Waialua, Kahuku and Way Stations—9:15 a. m., 9:30 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., 7:30 p. m., 11:15 p. m.
For Wahiawa and Leilehua—11:02 a. m., 2:40 p. m., 5:00 p. m., 11:30 p. m.
For Leilehua—7:00 a. m.

INWARD
Arrive Honolulu from Kahuku, Waialua and Waianae—9:36 a. m., 5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 9:55 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 Leilehua—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		Low Tide		Sun		Moon	
	Large	Small	Large	Small	Rise	Set	Rise	Set
Dec. 17	5:57	2.1	6:34	1:33	11:13	6:33	5:24	9:06
18	6:28	1.9	7:51	2:12		6:34	5:24	10:07
					A.M.			
19	7:19	1.7	9:14	2:51	0:16	6:34	5:25	11:06
20	8:03	1.4	10:31	3:30	1:42	6:35	5:25	
					P.M.			
21	11:36	1.4	8:53	4:10	3:45	6:35	5:26	0:08
22			9:51	4:52	5:51	6:36	5:26	1:04
					A.M.			
23	0:17	1.7	11:01	5:35	7:25	6:36	5:27	2:06

First quarter of the moon, Dec. 20.