

Oceanic Steamship Company.

TIME TABLE

Make the Passenger Steamers of this line will arrive at and leave this port as hereunder:

FROM SAN FRANCISCO.		FOR SAN FRANCISCO.	
BONOMA	OCT. 10	ALAMEDA	OCT. 24
ALAMEDA	OCT. 19	SIERRA	OCT. 30
VENTURA	OCT. 31	ALAMEDA	NOV. 11
ALAMEDA	NOV. 9	BONOMA	NOV. 20
SIERRA	NOV. 21	ALAMEDA	DEC. 5
ALAMEDA	NOV. 30	VENTURA	DEC. 11
BONOMA	DEC. 12		
ALAMEDA	DEC. 21		

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by steamship line to all European Ports.

W. G. Irwin & Co.
(LL. TED)
General Agents Oceanic S. S. Company.

Canadian-Australian Royal Mail STEAMSHIP COMPANY

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

DUE AT HONOLULU ON OR ABOUT THE DATES BELOW STATED, VIZ.

FOR AUSTRALIA.		FOR VANCOUVER.	
AORANGI	OCT. 20	MOANA	OCT. 17
MOANA	NOV. 17	MIOWERA	NOV. 14
MIOWERA	DEC. 15	AORANGI	DEC. 12
	1907.		
AORANGI	JAN. 12	MOANA	JAN. 9

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.
THEO. H. DAVIES & CO., Ltd., Gen'l Agts.

AMERICAN HAWAIIAN STEAMSHIP COMPANY.

DIRECT MONTHLY SERVICE BETWEEN NEW YORK AND HONOLULU, VIA PACIFIC COAST.

FROM NEW YORK TO HONOLULU.	
S. S. CALIFORNIAN	To sail October 26th
S. S. ALASKAN	To sail November 10th

FROM SAN FRANCISCO TO HONOLULU.	
S. S. NEVADAN	To sail October 31st
S. S. NEBRASKAN	To sail November 10th

FROM HONOLULU TO SAN FRANCISCO.	
S. S. NEBRASKAN	To sail October 24th
S. S. NEVADAN	To sail November 11th

FROM SEATTLE AND TACOMA TO HONOLULU.	
S. S. NEVADAN	To sail October 23rd
S. S. ARIZONAN	DIRECT To sail November 15th

H. Hackfeld & Co.,
E. P. MORSE, General Freight Agent. Agents.

Pacific Mail Steamship Co. Occidental & Oriental S. S. Co Toyo Kisen Kaisha S. S. Co.

FOR CHINA AND JAPAN.		FOR SAN FRANCISCO.	
NIPPON MARU	OCT. 19	HONGKONG MARU	OCT. 23
DORIC	OCT. 27	KOREA	NOV. 2
MANCHURIA	NOV. 6	AMERICA MARU	NOV. 12
HONGKONG MARU	NOV. 16	SIBERIA	NOV. 20
KOREA	NOV. 27	CHINA	NOV. 27
AMERICA MARU	DEC. 7	MONGOLIA	DEC. 4
SIBERIA	DEC. 14	NIPPON MARU	DEC. 11
CHINA	DEC. 21	DORIC	DEC. 21
MONGOLIA	DEC. 28	MANCHURIA	DEC. 29

For general information apply to
H. Hackfeld & Co.

Foreign News By Cable

TERRIBLE ACCIDENT.
ATLANTIC CITY, N. J., October 28.—An electric train of three cars jumped the track at a drawbridge here yesterday and plunged into the water. Eighty passengers in the cars were drowned like rats in a trap. Forty-four bodies have been recovered. Five thousand people quickly assembled at the scene. The excitement was tremendous.

TERRORIST ROBBERS TAKEN.
ST. PETERSBURG, October 28.—Two revolutionist robbers have been killed and five captured. They left \$120,000 in a wrecked wagon.

CHASE OF INDIANS.
CHEYENNE, Wyo., October 28.—One thousand troops have been dispatched to round up the Ute Indians, who are off the reservation.

THE MARLBOROUGHS SEPARATE.
LONDON, October 28.—The Duke and Duchess of Marlborough have separated.

The Duchess keeps Sunderland as her dowry and retains the children.

The Duchess of Marlborough was Consuelo Vanderbilt, daughter of W. K. Vanderbilt who, sometime before her marriage to a title, was divorced from her mother, the present Mrs. O. H. P. Belmont. The marriage of Miss Vanderbilt and the young lord of Bismarck was supposed to be a love-match and the two have always been reported happy.

MUTINY AT JARVIN.
ST. PETERSBURG, October 28.—Several battalions of troops have mutinied at Jarvin. The news from there is hindered by a censorship.

WOOSEVELT AND JAPAN.
TOKIO, October 28.—There are no signs of growth of ill-feeling over the alleged segregation of Japanese children in San Francisco public schools since it has been learned by the populace here that President Roosevelt has ordered an investigation.

FATAL GAS EXPLOSION.
COFFEYVILLE, Kansas, October 29.—A gas explosion here destroyed five two-story buildings. Two persons were killed and twenty-four wounded.

SHIPPING INTELLIGENCE

(For additional and later shipping see pages 4, 5 or 6.)

TIDES, SUN AND MOON.

First quarter of the Moon Oct. 25th.

High Tide	Low Tide	Sun	Moon
Oct. 25	Oct. 25	Oct. 25	Oct. 25
7:15 a.m.	5:15 p.m.	6:57	6:30
1:15 p.m.	11:15 p.m.	12:40	12:15
7:15 p.m.	7:15 a.m.	1:00	1:30
1:15 a.m.	11:15 a.m.	7:00	6:30
7:15 a.m.	5:15 p.m.	12:40	12:15
1:15 p.m.	11:15 p.m.	1:00	1:30
7:15 p.m.	7:15 a.m.	7:00	6:30
1:15 a.m.	11:15 a.m.	12:40	12:15

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu, Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m., which is the same as Greenwich, 6 hours, 6 minutes. The Sun and Moon are for local time for the whole group.

U. S. DEPARTMENT OF AGRICULTURE—WEATHER BUREAU.

The following data, covering a period of 30 years, have been compiled from the Weather Bureau and McKibbin records at Honolulu, T. H. They are issued to show the conditions that have prevailed during the month in question for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month October for 31 years.

TEMPERATURE (1880-1905.)
Mean or normal temperature, 76°
The warmest month was that of 1895, with an average of 77°
The coldest month was that of 1903, with an average of 75°
The highest temperature was 90° on October 10, 1891.
The lowest temperature was 63° on October 30, 1892.

PRECIPITATION (rain), (1877-1894, 1904 and 1905.)
Average for the month, 1.75 inches.
Average number of days with .01 of an inch or more, 13.
The greatest monthly precipitation was 4.32 inches in 1884.
The least monthly precipitation was 0.44 inches in 1885.
The greatest amount of precipitation recorded in any 24 consecutive hours was 2.36 inches on October 29, 1882.

RELATIVE HUMIDITY.*
Average 9 a. m. 68%; average 9 p. m. 70% (1893-1903) average 8 a. m. 68%; average 8 p. m. 71% (1904-1905.)

CLOUDS AND WEATHER (1890-1905.)
Average number of clear days, 10, partly cloudy days 17; cloudy days, 4.

WIND. (1904 and 1905.)
The prevailing winds have been from the northeast (1875-1894, 1904 and 1905).
The average hourly velocity of the wind is 8.4 miles (1904-1905).
The highest velocity of the wind during 1904 and 1905 was 28 miles from the northeast on October 25, 1904.

Station: Honolulu, T. H.
Date of issue: Sept. 28, 1905.
*9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,
Section Director Weather Bureau.

ARRIVING.
Sunday, October 28.
Stmr. Noeau, Pederson, from Honolulu, Kailua, Honolulu and Kukulhaele at 9:29 a. m. with 34 head cattle.
Stmr. Maui, S. Thompson, from Kaula ports at 4:44 a. m.
Stmr. Keauhou, Tullett, from Kilauea at 1:45 a. m.
Stmr. Lavinia, Mama, from Honolulu and Maui ports at 6:30 a. m.

Tuesday, October 30.
S. S. Sierra, Houdlette, from the Colonies, due in morning.

DEPARTING.
Sunday, October 28.
S. S. Hilonian, Johnson, for Hilo, at 6 a. m.

Monday, October 29.
Stmr. Keauhou, Tullett, for Kaula ports at 5 p. m.
Stmr. Lavinia, Mama, for Honolulu at 5 p. m.

Tuesday, October 30.
S. S. Sierra, Houdlette, for San Francisco, about 3 p. m.
Stmr. Kinau, Freeman, for Hilo and way ports, at noon.
Stmr. Maui, S. Thompson, for Kaula ports, at 5 p. m.
Stmr. Maui, S. Thompson, for Kaula ports, at 5 p. m.
Stmr. Likelike, Naopala, for Molo-kai, Maui and Lanai ports, at 5 p. m.
Stmr. Mauna Loa, Simerson, for Maui and Hawaii ports, at noon.
Stmr. Noeau, Pederson, for Kaanapali, Mahukona, Honolulu and Kukulhaele at 5 a. m.

PASSENGERS.
Arriving.
Per Stmr. Keauhou, October 28, from Kilauea—Lung Sing and wife.
Per Stmr. Maui, from Kaula ports, October 28—Mr. and Mrs. C. M. Cooke, W. A. Kinney, J. H. Coney, C. A. Sultz, Miss F. Grote, Rev. S. Hyen, Mrs. McKean, Mrs. R. Scott, John McKean, Francis McKean, Jessie McKean, S. Sultz, Somany and 28 deck.

FEARLESS TO PEARL HARBOR.
The tug Fearless went to Pearl Harbor yesterday. Captain Osmon took a number of ship masters along. Captain Herman of the S. S. Lansing was left behind at Pearl Harbor and had to come on a train to the city.

HILONIAN SAILED YESTERDAY.
The S. S. Hilonian sailed yesterday morning for Hilo to load for San Francisco.

Fine Job Printing, Star Office.

PORTER AND THE MONGOLIA

INQUIRY INTO THE CAUSE OF THE STRANDING OF THE PACIFIC LINER ON MIDWAY.

According to the San Francisco Chronicle the following was elicited on the inquiry into the cause of the stranding of the Mongolia at Midway:

Porter was asked by Bolger whether Cahill's testimony was true, and he said that some of it was true and some was not. He added that Cahill read his reports of the occurrence and approved them, and now he came forward to testify differently.

The log showed that seventeen fathoms was sounded at 10:15, and Martin said his was correct, and that the forty-fathom sounding was previous. Porter asserted that the ship was going dead slow from 9:40, that the engines were stopped at forty fathoms, which was about 10:20 o'clock, and that a few seconds after forty fathoms was reported he saw a white streak and gave the order for full speed astern.

The chief engineer, W. Chisholm, was the only witness who at all corroborated the captain. His log showed that the ship stopped at 10:20 and went full speed astern at 10:25. At 10:27 the ship was reported on the reef but how she got there Chisholm did not know. He could not tell whether the vessel kept going ahead after the engines were stopped, and he did not feel her strike.

Wiesenhaven stated that no signal was given the engine-room to stop the ship until she struck the reef, but Chisholm, who appeared to derive much amusement from the controversy was sure that his log was correct. The time recorded in it was taken from the clock in the engine-room, but he did not take it, and the man who did was not present. Chisholm said the ship was going dead slow for a time—between three and four knots. Schwerin remarked that he did not want to suggest that Chisholm was testifying in any particular to what was not the fact, but he understood from the chief engineer in a conversation with him that the ship was not stopped but was going ahead at four or five knots an hour.

Schwerin inquired whether Chisholm ever heard Captain Porter say that his officers were incompetent or inefficient. Chisholm, after some hesitancy, said that Porter spoke well of the officers before the disaster and all of them got along like a happy family, but after the ship went ashore Porter said that some of his officers were incompetent.

DIED.
JANDA—In Honolulu, T. H., October 29, 1906, Frank Janda, a well known painter of this city. He was 56 years of age.

YAN DOORN—In Honolulu, T. H., October 27, 1906, at the Leahi Hospital, Elery J. Van Doorn, aged 76 years. He was a native of Providence, R. I., and has resided in Honolulu for a number of years. Interment was held at Pearl City Saturday afternoon.

NAONE—In Waialuku, Maui, October 19, Emma Kamole Naone, aged 7 years, 10 months and 22 days; beloved daughter of Mr. and Mrs. A. B. Naone.

BORN.
SANTOS—At Paia, on October 10, 1906, to the wife of Rev. M. G. Santos, a son.

WEIGHT—At Waialuku, on October 23, 1906, to the wife of Mr. and Mrs. George Weight, a son.

ENGAGEMENT ANNOUNCED.
Announcement is made of the engagement of Dr. M. E. Grossman, of Honolulu, to Mrs. J. A. Webb, of Chicago. The wedding will take place in December in Chicago.

LAVINIA RETURNED YESTERDAY.
The schooner Lavinia, Captain Sam Mana, returned yesterday morning from her first run to Maui and Hawaii ports. She discharged all of her freight without incident and will depart at 5 p. m. today for Honolulu.

ISLAND STEAMERS ARRIVED.
The island steamers that arrived yesterday from their various runs were the Noeau, Maui and Likelike and Keauhou from a special trip to Kilauea.

NOEAU SAILS EARLY.
The steamer Noeau will depart at 9 a. m. tomorrow instead of 5 p. m. for Kaanapali, Mahukona Honolulu and Kukulhaele.

THAT STEAMSHIP LINE.
That Secretary H. P. Wood and the Southern California Editorial Association are stirring up Southern California in order to get a steamship line from San Pedro to Honolulu is shown by the fact that over 65 clippings have been received by the Committee from papers dealing with the affair.

NEW RANGE LIGHT.
Captain Slattery, who has charge of the government engineering work at this place, on Friday received authorization from Washington to erect a new range light at the intersection of Fort street and the Esplanade. The height of the tower will be 60 feet.

MAIL TO COAST TOMORROW.
The S. S. Sierra is due tomorrow from the Colonies. She will depart for San Francisco about 3 p. m.

NAKED NERVES.
Cover 'em up with Dr. Miles' Nerveine, or they will suffer from exposure and friction, and will ache and pain you. Dr. Miles' Nerveine will make you fat, strong, hearty, and oblivious to nerve trouble. At druggists. Money back if first bottle fails to benefit.

BOARDING SCHOOL IS DOING WELL

INSTITUTION AT HILO HAS BEGUN ITS SEVENTY-FIRST YEAR—STARTED IN STRAW HUTS.

HILO, Hawaii, October 23.—The Hilo Boarding School has well begun its seventy-first year, with its usual attendance. The comparison of the conditions at the time the first straw huts were erected for the school in 1836 with those at present demonstrate the fact that the world does move.

The school buildings, situated near the foot of the first Hahaione hill, surrounded by their 40 acres of farm lands and grounds, are a busy little community with its daily round of duties for each resident. Many lines of industry are represented and the community is able to supply most of its needs, independently of the outside world.

A visit to the school is a revelation to the average resident who has viewed the institution at a distance. Visitors are always welcome there and a Tribune representative spent several hours pleasantly and profitably being given an insight by Principal L. C. Lyman and Mrs. Lyman into the classroom and industrial work of the school.

The morning hours from 8:40 till noon are given up to the work of the classroom. This work is conducted by Mr. Warner, Miss Ellen Lyman, Mrs. Ella H. Westervelt and Miss Searles.

On this particular morning, a more advanced class was reciting concerning the life and work of Socrates, about the age of Pericles, and about the Persian invasion of Greece. Younger pupils were being corrected in their use of English, and the youngest were being taught the rudiments of arithmetic.

The afternoon is devoted to manual labor in the industrial department. All of these departments are sufficiently well equipped for practical and through instruction, electric power driving the heavy machinery. The boys are at work learning the methods of farming.

LARGE CROWD PRESENT.
There was a very large crowd at the benefit given Saturday night at the Open House for aged Hawaiians. Old Hawaiian songs were given. A tableau representing ancient customs was shown. The show was a success in every way.

THE SUPERVISORS.
A special meeting of the Board of Supervisors will be held on next Friday evening to authorize the printing of the county ballots. This has to be done in accordance with the law. No other business is expected to come up before the Board.

A CHARMING MEDICINE.
It charms away your pain. No matter what ails you; a headache, a tooth-ache, a sprain, a stomach ache, neuralgia, rheumatism, and all pain, Dr. Miles' Anti-Pain Pills will charm it away in a few minutes. Never sold in bulk. First package benefits, or money back.

Fine Job Printing, Star Office.

Henry H. Williams
has moved his residence from the corner of Beretania and Richards Streets to
240 King Street
Near Richards
NEW TELEPHONE NUMBER BLUE 1001.

TURN IT INTO CASH
Your Insurance Policy—be STILL INSURED. Have the USE of your MONEY. We will SELL your INSURANCE POLICY or ADVANCE MONEY thereon.

GENERAL ADVERTISING AND COLLECTING AGENCY.
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Liquors Served With Meals
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SUNDAYS INCLUDED

Camara & Co.
PROPRIETORS. HONOLULU, T. H.
PHONE MAIN 492.

Carborundum Wheels

EMBODY
Strength
Durability
Efficiency

BECAUSE

Carborundum will not draw the temper off from edge tools. CARBORUNDUM is the hardest material and the fastest cutting abrasive known. Carborundum will grind the HARDEST STEEL and IRON much faster than the best emery or corundum wheel will GRIND THE SOFTEST CAST IRON.

SOLE AGENTS
Geo. E. LaMont
WAITY BUILDING, HONOLULU.

From Head to Heel
We are complete outfitters for Ladies and Gents. Everything in the clothes line from the INSIDE, OUTSIDE.
Two Leaders—Ladies and Misses Dainty Underwear. Lace Shoes of all sizes.
YAT LOY & CO.
King Street, Ewa of Bethel.