

Oceanic Steamship Company

Sierra-Alameda Schedule

ARRIVE HONOLULU.		LEAVE HONOLULU.	
S. S. ALAMEDA	NOV. 22	S. S. ALAMEDA	NOV. 27
S. S. ALAMEDA	DEC. 13	S. S. ALAMEDA	DEC. 18
S. S. ALAMEDA	JAN. 3	S. S. ALAMEDA	JAN. 8

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.

FOR FURTHER PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC S. S. CO.

Canadian-Australian Royal Mail Steamship Co

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.	
MOANA	OCTOBER 19	MIOWERA	OCTOBER 16
MIOWERA	NOVEMBER 16	AORANGI	NOVEMBER 13
AORANGI	DECEMBER 14	MOANA	DECEMBER 11
MOANA	JANUARY 11	MIOWERA	JANUARY 8

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

American - Hawaiian Steamship Company

FROM NEW YORK TO HONOLULU.

Weekly Sailings via Tehuantepec.

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM HONOLULU TO SAN FRANCISCO VIA KAHULUI.	FROM SEATTLE AND TACOMA TO HONOLULU.
S. S. NEVADAN—TO SAIL NOV. 24	S. S. TEXAN—On or about DEC. 10
FROM SAN FRANCISCO TO HONOLULU DIRECT.	
S. S. NEVADAN—TO SAIL DEC. 10	

Freight received at Company's wharf Greenwich street.

MATSON NAVIGATION COMPANY

The S. S. "HILONIAN" of this line, carrying passengers and freight, will run in a direct service between this port and San Francisco, sailing and arriving on or about the following dates:

Leave S. F.	Arrive Honolulu.	Leave Honolulu.
OCT. 24TH	OCT. 31ST.	NOV. 5TH
NOV. 21ST.	NOV. 28TH.	DEC. 3RD.

PASSENGER RATES TO SAN FRANCISCO: FIRST CABIN, \$60.00. ROUND TRIP, FIR ST CLASS, \$110.00. For Further Particulars, Apply To

Castle & Cooke Limited, Agents

SPECIAL CHRISTMAS SHIP

MATSON NAVIGATION COMPANY.

The S. S. "ENTERPRISE" of this line, carrying passengers and freight, will sail from San Francisco for Honolulu direct Dec. 10th. Place your Christmas orders for this vessel.

The above mentioned ship will sail promptly as advertised. Passenger rates from San Francisco, First Cabin, \$60.00; Round Trip, First Class, \$110.00.

For further particulars apply to CASTLE & COOKE, LIMITED, Agents.

Union-Pacific Transfer Co., Ltd

FURNITURE AND PIANO MOVING.

Baggage Shipping
Storage Wood
Packing Coat

PHONE 58

Imported Table Wines

EX German ships "H. Hackfeld" and "Marie Hackfeld" we received excellent lines of

RHINE AND MOSEL WINES.

Comprising the following:	
J. LANGENBACH & SONS— Ruedesheimer Engerweg, Braunberger Auslese, Erdener Treppchen, Josefshofer, Berncastler, Rauenthaler.	Sparkling Mosel, Stelwein, Lieserlammilch, Niersteiner, Niersteiner Kranzberg.
HINCKEL & WINCKLER'S— Rauenthaler Berg, Oberingelheimer, Graucher, Niersteiner.	Erdener Treppchen, Gelsenheimer, Erdener.
C. J. HRYE & CO'S— Berncastler Doctor, Zeltinger, Kinheimer, Caseler.	Braunberger Auslese, Lieserer, Winninger.
J. H. STURMS— Ruedesheimer Hinterhaus, Rauenthaler, Laubenheimer and a number of others.	Ruedesheimer Engerweg, Braunberger.

CAN RAISE THE TEMPERATURE.

Gov. Hughes of New York is said to be a very cold man. Still, he has kindled some pretty hot fires under a good many people.—Chicago Record-Herald.

SHIPPING INTELLIGENCE

(For additional and later shipping see pages 4, 5 or 8.)

TIDES, SUN AND MOON.

Last quarter of the moon Nov. 27th.

Date	High Tide Large	High Tide Small	Low Tide Small	Low Tide Large	Sun Sets	Sun Rises	Moon Sets	Moon Rises
25	7:35	1:15	6:53	11:40	5:00	6:15	5:15	10:15
26	7:48	1:46	6:45	11:30	5:05	6:19	5:15	11:08
27	8:28	1:55	11:09	4:33	A. M.	6:42	6:10	11:38
28	9:33	1:4	11:59	5:08	5:35	6:50	5:17	12:00
29	10:40	1:3	—	5:42	4:30	6:21	5:17	0:40
30	11:37	1:1	A. M.	6:14	6:04	6:21	5:15	1:41
Dec 1	1:10	1:4	12:28	6:47	7:10	6:22	5:15	2:35

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 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, 0 hours, 0 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 32 years, have been compiled from the Weather Bureau 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, November, for 32 years.

TEMPERATURE (1870-1906).

Mean or normal temperature, 74°.

The warmest month was that of 1895, with an average of 76°.

The coldest month was that of 1893, with an average of 72°.

The highest temperature was 86° on the 11th, 14 and 23rd, 1891; 21st, 1895.

The lowest temperature was 56° on the 20th, 1892; 17th, 1893; 24th, 1897; 25th and 26th, 1902.

PRECIPITATION (1877-1894, 1904-6).

Average for the month, 4.52 inches.

Average number of days with .01 of an inch or more, 14.

The greatest monthly precipitation recorded in any 24 consecutive hours was 5.22 inches on the 30th, 1886.

RELATIVE HUMIDITY.*

Average, 9 a. m., 71 pct.; 8 a. m., 70 pct.; average, 9 p. m., 89 pct., (1893-1903); 8 p. m., 74 pct., (1904-6).

CLOUDS AND WEATHER (1890-1906)

Average number of clear days, 10; partly cloudy days, 14 cloudy days, 6.

WIND.

The prevailing winds are from the NE. (1875-1904, 1904-6).

The average hourly velocity of the winds is 8.0 miles (1904-6).

The highest velocity of the wind was 28 miles from the NE. on the 17th, 1904; 15th, 1905 (1904-6).

Station: Honolulu, T. H.

Date of Issue: October 31, 1907.

* 9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,

Section Director, Weather Bureau.

Shipping in Port

(Army and Navy.)

U. S. S. Iroquois, Carter, Johnson Island, Aug. 30.

(Steamships.)

Nor. S. S. Admiral Borresen, Winsnes, from sea in distress (Seattle for Taku), Nov. 19.

A. H. S. S. Nevada, Greene, Makawell, Nov. 21.

Dutch S. S. Norderland, Reich, Newport News, Nov. 21.

Br. S. S. Crown of Galicia, Halliday, Newport News, Nov. 23.

Br. cableship Restorer, Combe, Guam, Nov. 24.

Alameda, Dowdell, San Fran., Nov. 22.

A. H. S. S. Mexican, Nichols, Kahului, Nov. 23.

Br. S. S. Aotea, Prosser, Newcastle, Nov. 25.

(Sailing Vessels.)

Am. sc. Florence Ward, Midway, Oct. 18.

Am. sc. Spokane, Jamieson, Kailua, Nov. 17.

Ger. ship Marie Hackfeld, Grube, Hamburg, Nov. 18.

Am. bk. Irmgard, Christiansen, San Francisco, Nov. 23.

The Mails

OUTGOING.

For San Francisco, per Alameda, Nov. 27.

For Orient, per Hongkong Maru.

Dec. 3.

For Vancouver, per Moana, Dec. 11.

For Colonies, per Aorangi, Dec. 14.

INCOMING.

From Yokohama, per America Maru, Nov. 30.

From San Fran., per Hilonian, Nov. 28.

From Victoria, per Aorangi, Dec. 17.

U. S. A. TRANSPORTS.

Thomas at San Fran.

Logan at San Fran.

Buford left Hon. for Manth. Nov. 14.

Sherman at Manila.

Dix left Hon. for Seattle Nov. 20.

Sheridan repairing at Mare Island.

Warren at Manila.

Crook left S. F. Nov. 20, for Honolulu.

At Other Ports

Hamburg, sailed Nov. 21, Br. ship Celtic Monarch, for Honolulu.

Hilo, arrived Nov. 15, Am. bk. Albert, from Fort Gamble.

Hilo, sailed Nov. 23, Am. S. S. Enterprise, for San Francisco.

Hilo, sailed Nov. 24, A. H. S. S. Arizona, for Salina Cruz.

DEPARTING.

Monday, November 25.

S. S. Ke Au Hou, Tullett, for Kaula ports, 5 p. m.

Tuesday, November 26.

S. S. Kinau, Freeman, for Maui and Hawaii ports, 12 m.

S. S. W. G. Hall, Thompson, for Kaula ports, 5 p. m.

S. S. Iwalani, Self, for Molokai and Maui ports, 5 p. m.

A. H. S. S. Nevada, Greene, for Kahului, 5 p. m.

PASSENGERS

Departed.

Per S. S. Kinau, November 26 for Hilo and way ports—W. W. Harris, Mrs. K. Smith, Miss L. Steven, James K. H. and wife, Mr. and Mrs. Pyper, M. Cardiro, Mrs. H. A. Baldwin, N. B. Young, S. Baenger, Mrs. J. A. Colbran and daughter, E. D. Green, M. A. Ryeroff, W. Wern and wife, J. A. Reid, C. M. Lovsted, A. W. Carter, J. T. Molr and wife, W. McKay and wife, W. Pullar and wife, Harry Baldwin, H. P. Baldwin.

PASSENGERS BOOKED.

Per O. S. S. Alameda, November 27, for San Francisco: James Brookfield, Brother Michael, Mrs. A. Dow, Mrs. E. Koloon, Mrs. Salter, H. Bews, D. S. Parker, Miss H. Hartwell, Mrs. E. S. Hutchins, Mrs. W. C. Lyon and child, R. D. Mathews and wife, Mrs. W. H. McLean, Charles Christiansen, H. L. McLaurin, T. Elliott, M. W. Levy and wife, H. W. Levy, T. D. Tuttle, N. B. Schofield.

Per S. S. W. G. Hall, November 26, for Kaula ports: J. Fassoth and wife, A. S. Wilcox and wife, J. L. Hjorth, Mrs. Wishard and daughter, Mrs. E. C. Shrewsbury, Miss M. Keltner, Mrs. Mahtum.

BIG COLLIER IS STARTED AT VALLEJO

THE PROMETHEUS THE LARGEST SHIP EVER CONSTRUCTED AT MARE ISLAND YARD.

VALLEJO, November 6.—The first rivet in the keel of the \$1,155,000 collier Prometheus, was driven at the Mare Island Navy Yard yesterday. Although the collier will be the largest ship ever built here and one for the construction of which there was a strenuous fight waged in Congress, the event was attended with little ceremony. Heretofore the driving of the first rivet in the keel of a ship has been regarded with intense interest.

The enormous amount of repair work at Mare Island at present and the fact that there will be a still heavier demand upon her resources as a repairing plant upon the arrival of the big fleet from the Atlantic coast, have made the construction of the big ship somewhat of a secondary consideration at the present time and the driving of the first rivets yesterday was therefore a quiet affair.

For some time past all the necessary material has been on hand with which to lay the keel of the ship and go ahead in its construction, but a shortage of mechanics has made it impossible for the work to be taken up. Mare Island now has a larger force employed than at any previous time in her history, not excepting the Spanish-American war days, but even with over two thousand men employed the force is not large enough to handle the repair work which is being sent here and for that reason the commencement of the collier has been materially delayed.

The force is being enlarged as rapidly as men can be procured and as there is several years of steady work in sight, it is expected that men will eventually be attracted here by the favorable conditions offered.

For San Francisco, per Alameda, Nov. 27.

For Orient, per Hongkong Maru.

PHELPS CAPTAIN ONCE CABIN BOY

SEATTLE, November 10.—The arrival of the American sailing ship Erskine M. Phelps from Philadelphia last week created a stir of interest along the water front, for the vessel has been pronounced the finest American merchantman afloat. More interesting even than the Phelps herself is the personality of Capt. Robert F. Graham, her commander and a part owner in the vessel. The Phelps represents the achievement of Capt. Graham's ambition, conceived some thirty-five years ago when he first went to sea as a cabin boy.

The Phelps is a large four-masted full-rigged ship. Her graceful lines and coat of spotless white instantly attract attention. In addition the vessel is the fastest American sailing ship afloat, and before she was four years old had broken seven world's records. Beyond the superficial beauty of her lines and paint those who have visited the ship have found fresh cause for wonder in her admirable arrangement for cargo handling and in accommodations. Compared to the average merchantmen the Phelps is a Lusia in cabin space and arrangement. She is the finest of the boats operated by Arthur M. Sewall & Company, of Philadelphia, and the company's fleet is noted for its beauty.

Capt. Robert Graham is of generations of sea-goers, member of an old Philadelphia family and a master of the old school, where clipper captains were expected to have the polish and manner of the finest gentlemen in the land. At sea Capt. Graham is known as a strict disciplinarian, but the men who work under him agree that he does all in his power to make them comfortable and preserve their health.

Capt. Graham went to sea as "Bob" Graham at 16 years of age. To obtain the maternal consent he had to resort to threats to run away, for his mother had him picked out for a minister. His first ship was the Ida Lilly, and he sailed as a cabin boy.

"I went around from ship to ship," said Capt. Graham, describing his first experiences, "trying to find a master who would ship me as a sailor. None would have me, for I was so small they didn't believe I could do the work. Rather than stay ashore I went as cabin boy on the Ida Lilly."

On the Ida Lilly when young Graham went to sea was Capt. D. Thomas Davies, now of Seattle, then Third Mate Davies. Capt. Davies saw at once that Graham had the stuff to make a sailor in him and took the boy under his protection, showing him the details of navigating the ship. Thus began a life-long friendship between the two men, which was renewed the first time in fifteen years when Capt. Graham and Capt. Davies clasped hands in Seattle last Monday.

"I made a rather poor cabin boy, I'm afraid," says Capt. Graham. "I was much more interested in the navigation of the ship than in clearing away dirty dishes, and I found the steward, whose whole object in life was the care of his department, rather unsympathetic. Many a time as I would come down the decks with a basket of dishes I'd drop the dishes and run aloft with the men when some order to change sail was given."

Capt. Graham, gaining in stature and experience, went to sea again as a sailor and gradually rose from the ranks to a captaincy. His first ship was the Renca. From that vessel he went to the W. F. Babcock, which was sold in this port last summer. While on the Babcock fifteen years ago Capt. Graham called at Seattle. On that occasion he was married to Miss Abbie Rust, of Sausalito, and Capt. Thomas Davis marched to the altar as best man. Mrs. Graham has sailed with her husband every year but one since that date.

When Arthur M. Sewall determined on building the Phelps, Capt. Graham was chosen superintendent of construction. His wishes were consulted in the arrangement of the ship which was to be his home, but he gives Mrs. Sewall credit for the handsome arrangement of the suite of cabins which he and Mrs. Graham occupy. Soon after she was launched, the Phelps, which was named after Erskine M. Phelps, Chicago millionaire and philanthropist and friend of Arthur Sewall, began to break speed records, and has been at it ever since.

"The Phelps realizes my ambition to command the fastest and finest sailing ship afloat," says Capt. Graham. "I have nothing more to wish for. Since I first went to sea I have worked with this ambition in mind. That I should have attained it proves a theory of mine that the earnest desire for a thing, coupled with dogged determination and hard work, will bring about its accomplishment."

PRESIDENT CONGRATULATED.

WASHINGTON, Nov. 6.—President Roosevelt today received the following from Timothy L. Woodruff, dated New York:

Our great sweep with a straight Republican ticket in Kings county, normally Democratic by 20,000, was accomplished by the use made of your unparalleled strength with the people. Some of our candidates had nearly 20,000 majority."

The following dispatch from Congressman-elect John W. Langley, dated at Pikeville, Ky., was received at the White House today:

"We won by 20,000. The mountains did most of it, and the Roosevelt administration made it possible."

No statement or comment on the result of the election was made by the president today.

Phone Job Printing, Star Office.

BANZAI

Are you aware of the fact that

Banzai Tea

is the only tea that will appeal to ones taste? It will soothe, refresh and invigorate you and prevent that tired feeling.

Banzai Biscuits

are so well known that they need no introduction. They sell on their merits. SOLD ONLY BY

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BANZAI

HUSTACE-PECK CO., LTD.

—DRAYMEN—

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ESTIMATES GIVEN ON ALL KINDS OF TEAMING

DEALERS IN

FIRE WOOD, STOVE, STEAM AND BLACKSMITH COAL

Crushed Rock, Black and White Sand, Garden Soil.

HAY, GRAIN, CEMENT, ETC., ETC.

GREAT REDUCTION SALE OF Holiday Goods

OUR STOCK OF HOLIDAY GOODS IS THE LARGEST IN THE CITY, AND WE ARE BETTER PREPARED THAN EVER TO SATISFY THE WANTS OF HOLIDAY BUYERS. WE HAVE THE LARGEST LINE OF HOLIDAY GOODS AND NOVELTIES EVER IMPORTED BY ONE FIRM.

CONSISTING OF

Silk Goods, Kimonos, Shawls, Handkerchiefs, Cushion Covers, Embroidery Waists, Embroidery Screens, Sandal Wood Fans, Card Cases, Albums, Lanterns, Lacquer Ware, Handkerchief Boxes, Glove Boxes, Puzzle Boxes, Trays, Satsuma Ware, Crockery, Vases, Cups and Saucers.

All goods at reduced prices. Now is the time to lay in your stock of Holiday Goods and save money.

SAYEGUSA

1120 Nuuanu Street near Hotel. Honolulu.

EXCEEDINGLY HANDSOME HOLIDAY GIFTS

We have received per last boat, new shipment of Oriental Goods, for the HOLIDAYS.

Consisting of:—Chinese Mandarin Coats for Ladies, Embroidery Silk Shirt Waists, Silk Shawls and Capes, Embroidery Silk Bed-Spreads, Embroidery Silks, Grass and Linen Table Covers, Assorted Dress Silks of all Colors, Chefoo Liquid Wares, Ivory and Silver Ware, Ebony Settee and Chairs. Jades Stone and Chinese Crockery. These are the most acceptable gifts for your friends.

Wing Wo Tai & Co., Nuuanu St. Near King