

Oceanic Steamship Company

Alameda Schedule

ARRIVE HONOLULU.	LEAVE HONOLULU.
ALAMEDAOCTOBER 23	ALAMEDAOCTOBER 28
ALAMEDANOVEMBER 13	ALAMEDANOVEMBER 18
ALAMEDADECEMBER 4	ALAMEDADECEMBER 9

On and after June 24th, 1908, the SALOON RATES between Honolulu and San Francisco will be as follows:

ROUND TRIP, \$110.00. SINGLE FARE, \$65.00.

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 PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC STEAMSHIP 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.

FOR FIJI AND AUSTRALIA. FOR VANCOUVER.

MARAMAOCTOBER 16	AORANGIOCTOBER 14
AORANGINOVEMBER 14	MOANANOVEMBER 11
MOANADECEMBER 12	MAKURADECEMBER 8

* Will call at Fanning Island.

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

Theo. H. Davies & Co., Ltd., Genl 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 SAN FRAN. TO HONOLULU FROM SEATTLE AND TACOMA TO HONOLULU.

TEXAN TO SAIL.....NOVEMBER 7

ARIZONAN TO SAIL.....NOVEMBER 21

FROM HONOLULU TO SAN FRANCISCO.

ARIZONAN TO SAIL.....NOV. 15

MEXICAN TO SAIL.....NOVEMBER 4

TEXAN TO SAIL.....NOVEMBER 20

Freight received at Company's wharf Greenwich Street.

H. HACKFELD & CO., LTD., Agents, Honolulu.

C. P. Morse, General Freight Agent.

Pacific Mail Steamship Co.

Occidental & Oriental S. S. Co.

Toyo Kisen Kaisha S. S. Co.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
AMERICA MARU.....OCTOBER 27	MANCHURIAOCTOBER 21
SIBERIANOVEMBER 9	HONGKONG MARU.....OCTOBER 30
CHINANOVEMBER 2	ASIANOVEMBER 7
MANCHURIANOVEMBER 16	MONGOLIANOVEMBER 14
HONGKONG MARU.....NOVEMBER 24	TENYO MARU.....NOVEMBER 24
ASIADECEMBER 1	KOREADECEMBER 5
MONGOLIADECEMBER 7	AMERICA MARU.....DECEMBER 19
TENYO MARU.....DECEMBER 18	SIBERIADECEMBER 26
KOREADECEMBER 28	

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

MATSON NAVIGATION COMPANY

Arrive Honolulu.	Leave Honolulu.
S. S. LURLINE.....OCT. 28TH	NOV. 3RD
S. S. HILONIANNOV. 25TH	DEC. 1ST
S. S. HILONIANDEC. 23RD	DEC. 29TH

S. S. Hyades of this line sails from Seattle for Honolulu direct December 10th

PASSENGER RATES TO SAN FRANCISCO: FIRST CABIN, \$60.00. ROUND TRIP, FIRST CABIN, \$110.00.

Castle & Cooke Limited, Agents

UNION-PACIFIC TRANSFER CO., LTD

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Star Printing Office

McCandless Building. Telephone 305

SHIPPING INTELLIGENCE

TIDES, SUN AND MOON.

First Quarter of the Moon Nov. 1st.

Date	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises and Sets
Oct. 28	4:20	1:8	4:10	9:56	10:55	6:02	5:20 6:54
29	4:58	1:9	4:45	10:24	11:46	6:03	5:25 7:36
30	5:45	1:9	5:25	11:00	12:48	6:05	5:24 8:24
31	6:30	1:9	6:18	11:28	1:50	6:03	5:24 9:17
Nov. 1	7:17	1:8	7:20	—	2:58	6:04	5:23 10:15
2	8:04	1:7	8:45	—	4:00	6:04	5:23 11:17
3	8:44	1:6	10:20	—	5:00	6:05	5:22 —

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. Honolulu 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, 0 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

Shipping in Port

(Army and Navy).
U. S. S. Iroquois, Moses, station tug. It. cruiser Puglia, S. F., Oct. 24. (Steamships).
O. S. S. Alameda, Dowdell, S. F., Oct. 23. (Sailing Vessels).
Am. sc. Bangor, Fort Bragg, Oct. 20. Am. bkt. Irmgard, S. F., Oct. 22.

The Mails

INCOMING.
From S. F., Hilonian, Oct. 28.
From S. F., Siberia, Nov. 2.
From Orient, Asia, Nov. 7.
From S. F., China, Nov. 9.

OUTGOING.
For S. F., Alameda, October 28.
For S. F., Hongkong Maru, Oct. 30.
For Orient, Siberia, Nov. 2.
For S. F., Hilonian, Nov. 3.
For Orient, America Maru, Oct. 27.
For S. F., Alameda, Oct. 28.

U. S. A. TRANSPORTS.
Thomas left Hon. for Manila, Oct. 12.
Logan at San Fran.
Buford for S. F. from Nagasaki. Dix left Seattle for Hon., Oct. 15. Sherman at S. F.
Warren at Manila.
Crook at Manila.
Sheridan at San Francisco.

DEPARTING.

Monday, October 26.
S. S. Iwalani, Self, for Honokaa, 5 p. m.
S. S. Noean, Sachs, for Kilanea, 5 p. m.

Tuesday, October 27.
S. S. Mauna Kea, for Hilo and way ports, 12 noon.
S. S. W. G. Hall, for Kauai ports, 5 p. m.
S. S. Mikahala, for Molokai and Maui ports, 5 p. m.

Wednesday, October 28.
O. S. S. Alameda, Dowdell, for San Francisco, 10 a. m.

PASSENGERS BOOKED.
Per O. S. S. Alameda for San Francisco, Oct. 28—F. H. Brown, Miss J. B. Happla, G. C. Miller, Mrs. Geo. De La Vergne, T. F. Benton, Miss F. K. Perkins, C. B. Wells, R. B. Wheelan, Mrs. C. Rix Collins, E. H. Bailey, J. E. Thompson, F. Smith, J. Leahy, J. B. Wilson, Geo. Rhoads, Mr. and Mrs. E. J. Lord, W. Potenhauer, N. G. Campion, Geo. K. Gildman, Mrs. J. L. Horner, Mr. Benton, D. Van Manen, Mrs. A. F. Knudsen, J. W. Keyston, F. E. Thompson, A. H. Thurlow.

FOREIGN MAIL SERVICE

STEAMERS TO ARRIVE.

Date	Name	From
Oct. 28	Hilonian	San Francisco
Nov. 2	Siberia	San Francisco
7	Asia	Yokohama
9	China	Yokohama
11	Moana	Colonies
13	Alameda	San Francisco
14	Mongolia	Yokohama
14	Aorangi	Victoria
16	Manchuria	San Francisco
24	Hongkong Maru	San Francisco
24	Tenyo Maru	Yokohama
25	Hilonian	San Francisco
Dec. 1	Asia	San Francisco
4	Alameda	San Francisco
5	Korea	Yokohama
7	Mongolia	San Francisco
8	Makura	Colonies
12	Moana	Victoria
15	Tenyo Maru	San Francisco
19	America Maru	Yokohama
23	Hilonian	San Francisco
25	Alameda	San Francisco
26	Siberia	Yokohama

ADMIRAL PRAISES PEARL HARBOR BASE

SAN FRANCISCO, Oct. 18.—"Pearl Harbor, near Honolulu, will be one of the finest naval bases to be found anywhere when we get through with it," said Rear Admiral R. C. Hollyday, chief of the Bureau of Yards and Docks, upon his arrival from Hawaii on the liner Siberia. He has his headquarters in Washington, D. C., and went to Hawaii a few weeks ago to inspect Pearl Harbor and its approaches. "I only wanted to satisfy myself as to local conditions at Pearl Harbor and do not expect to be there again for some time," added Admiral Hollyday. "As its last session Congress appropriated about \$3,500,000 for the establishment of a naval base at Pearl Harbor, and probably as much as \$2,000,000 more will be necessary before the station can be made complete. It will then take high rank as a naval base and headquarters for supplies of all kinds for the naval vessels. "It will be necessary to dredge 5,000,000 cubic yards of earth, and bids for this work are to be opened on December 1st next. Bids for the construction of a huge dry dock to be at least 800 feet long, will be opened next January. In the meantime all necessary warehouses, storehouses and wharves, and everything necessary to complete the station will be built. "The naval station is to be finished, in all its branches, about January, 1912, or a little more than three years from today. It will, of course, be the best naval base controlled by the United States anywhere outside of this country, but I know nothing about any proposed base in the Philippines. I cannot speak either about the impracticability of the Pearl Harbor base, but it will be about as good as we can make it as a real naval base—that is, a place where our ship may put in for repairs or supplies or to be docked. "Referring to the loss of the steamer Aeon in the South Pacific, the gargoyle of the American ship subsidy advocates remarks: "It shows exactly what we may expect if we continue to go on relying upon foreign shipowners to convey our mails, freight, and passengers. They will provide the slowest, most irregular, and generally meanest service that they can, and we shall have to put up with it for want of a better. They will keep their best ships for their own use, and give us their worst ships, knowing perfectly well that they thus handicap us in communicating even with our own war fleets in distant ports and in delivering our mails and our goods to neutral markets. "This is rather rough on a Republican administration which has been in power for many years and seems to be satisfied with the style of shipping laws as we have them, otherwise they might permit Americans to buy ships for operation in competition with and on a par with the best in other lines. As for foreigners "giving us their worst ships," the foreigners might retort that if they choose to trade with us at all, it is for them to say with what ships they are satisfied.—Shipping Illustrated.

THE LOG-BOOK

News has come to the Pacific coast on a schooner from Point Barrow that the whaler Bowhead has been the scene of a tragedy in which one man was killed and several wounded. The Bowhead evidently is living up to her reputation.

If the three-masted schooner Future has struck anything on her run up the coast from Wilmington, N. C., she would have had the tar knocked out of her, for she took into port 800 barrels of it, the first shipment of the sticky stuff from North Carolina to Boston.

MORGAN IN FRISCO.

"President James F. Morgan, of the Honolulu Chamber of Commerce, was a visitor in San Francisco last week while on his way to the Seattle Exposition. He reports the sugar crop good and likely to be 500,000 tons at an average of 5c a pound."—Shipping Illustrated, New York, Oct. 3.

Speaking of the movements of the American battleship fleet, a dispatch from Albany, West Australia, says: "The delay of one day here—the vessels were scheduled to leave Sept. 17—has been occasioned by the unreliability of the chartered colliers, a circumstance which in war time might be attended with most serious results. It would be interesting to know in this connection in what way the chartered colliers are unreliable and to what extent that "unreliability" was developed through lack of foresight on the part of the Department of the Navy.

Good luck and good seamanship and navigation took the big five-masted sailing ship Preussen from New York to Yokohama in the good time of 112 days. Captain Peterson is to be congratulated. It is rather remarkable, though, that the vessel was not spoken once on the voyage. Certainly had she been sighted within any distance at which her rig could have been noted she would have been spoken and reported.

Certain folk never weary of declaiming against foreign vessels, affect to believe that plenty of American bottoms were available for transporting coal for the use of the American fleet. The falsity of this belief is again made plain by Secretary of the Navy Mutchall in a letter to Congressman Humphrey, of Washington. Says the Secretary: "It is much to be regretted that the present condition compels the ship-

WEEKLY WEATHER BULLETIN

FOR THE WEEK ENDED OCTOBER 3, 1908.
Honolulu, October 5, 1908.
GENERAL SUMMARY.

The mean temperatures were somewhat lower than those of the preceding week on Kauai, and Molokai, on Oahu, excepting in the Ewa district; in the Lahaina and Koolau and western portion of the Wailuku districts of Maui, and in the Puna, Kau and Kona, southern portion of the Hilo, and eastern portion of the Kohala district of Hawaii. The rainfall, as a rule, was small and below the average of ten or more years at all stations in the section having such records, excepting at Kilanea, Kauai, where there was an excess of .06 inch. The deficiencies, in inches, in the several districts of the various islands were: Hawaii—Kohala 0.42 to 0.54, Hamakua 0.62 to 0.76, Hilo 0.27 to 1.74, Puna 0.77, Kau 0.49 to 0.52, and Kona 0.23; Maui—Hamakualoa 0.79; Oahu—Koolaupoko 0.33 to 0.34, and in the remaining districts 0.19 to 0.23; and Kauai—Kona 0.53, and Waimea 0.23. The greatest amounts of rainfall occurred in the Puna district of Kauai, and the central and southern portions of the Hilo district of Hawaii. The amounts of rainfall, in inches, in the several districts were: Hawaii—Kohala 0.33 to 0.42, Hamakua 0.06 to 0.12, northern Hilo 0.68 and central and southern Hilo 1.72 to 2.72, Puna 0.98 to 1.40, Kau 0.03 to 0.29, and Kona 1.56 to 1.65; Maui—Koolau 1.16 to 1.49, Hamakualoa 0.29, Hamakua 0.99, and Wailuku and Lahaina 0.00; Oahu—Koolaupoko 0.13 to 0.95, Honolulu 0.07 to 0.65, Ewa

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Phone Main 42. Hotel Street near Nuuanu.

0.03 to 1.10, and Waimea 0.00; Kauai—Koolau 1.17, Puna 1.18 to 3.64, Kona 0.43, and Waimea 0.01 to 0.06; and Molokai 0.07 to .15. The amount of rainfall was less than during the preceding week at all stations on Maui, and Molokai, at all in the Koolaupoko and Waianae and the upper levels of the Honolulu odistricts of Oahu, in the Kona and Waimea districts of Kauai, and at all stations on Hawaii, excepting those in the Kona district; elsewhere there was more rainfall than during last week. The deficiencies in the windward districts of Maui, and generally over eastern Hawaii were quite marked—ranging on Hawaii from 1.44 to 1.74 inches in the Kohala district, 3.06 to 4.60 inches in the Hamakua, 1.26 to 7.35 in the Hilo, 1.81 to 2.80 inches in the Puna, and 1.08 inches in the northern portion of the Kau district; and in the Koolau, Hamakualoa and Hamakua districts of Maui, from 1.98 to 2.27 inches. The greatest excesses occurred in the Puna district of Kauai, where they ranged from 1.00 inch to 3.42 inches, and in the Kona district of Hawaii where they varied from 0.89 inch to 1.20 inches.

Drought conditions still obtain over certain portions of the section; and in parts of the Puna district of Kauai they are severe. At Lihue, Kauai, on the 1st, there was a rainfall of 3.47 inches in 24 consecutive hours.

The following table shows the weekly averages of temperature and rainfall for the principal islands and for the group:

	Temperature.	Rainfall.
Hawaii	73.1 deg.	1.07 inches.
Maui	74.8 deg.	0.48 inch.
Oahu	75.7 deg.	0.42 inch.
Kauai	76.2 deg.	1.08 inches.
Molokai	75.6 deg.	0.11 inch.
Entire Group	74.8 deg.	0.78 inch.

At the local office of the U. S. Weather Bureau in Honolulu partly cloudy weather was followed on the last three days by clear. Rain fell on three dates and totaled .07 inch, .21 less than the normal for the week, and .07 more than during the preceding week. The maximum temperature was 82 deg., minimum 69 deg., and mean 76.4 deg., 1.5 deg. below the normal, and 1.0 deg. lower than last week's. North-easterly winds prevailed on each day with an average hourly velocity of 7.4 miles. The mean daily relative humidity ranged from 62 to 77 per cent, and the mean for the week was 69 per cent. The mean daily barometer varied from 29.96 to 30.08 inches, and the mean for the week, 30.00, was 0.03 inch below the normal.

U. S. DEPARTMENT OF AGRICULTURE. WEATHER BUREAU.

The following data, covering a period of 33 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 of October for 33 years.

TEMPERATURE. (1890-1907). 18 years.
Mean or normal temperature, 77 deg.
The warmest month was that of 1906, with an average of 78 deg.
The coldest month was that of 1903, with an average of 75 deg.
The highest temperature was 90 deg., on the 10th, 1891; the 30th, 1892.
The lowest temperature was 63 deg., on the 30th, 1892.

PRECIPITATION (rain, 22 years) (1877-94, 1904-7).
Average for the month, 1.67 inches.
Average number of days with .01 of an inch or more, 14.
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 the 29th, 1882.

RELATIVE HUMIDITY.
Average, 8 a. m., 68 pct.; 8 p. m., 72 pct., (1904-7); average, 9 a. m., 68 pct.; 9 p. m., 75 pct., (1893-1903).

CLOUDS AND WEATHER. (1890-1907. 18 years.
Average number of clear days, 10; partly cloudy days, 17; cloudy days, 4.

WIND. Direction 24 years. Velocity 4 years.
The prevailing winds are from the NE. (1875-94, 1904-7).
The average hourly velocity of the wind is 8.2 miles (1904-7).
The highest velocity of the wind was 28 miles from the NE on the 26th, 1904; the 17th, 1907. (1904-7).
Station: Honolulu, T. H.
* 9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.
WM. B. STOCKMAN, Section Director, Weather Bureau.