

THE HAWAIIAN STAR

DAILY AND SEMI-WEEKLY.

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L. D. TIMMONS, MANAGER. Business office telephone, 2365; postoffice box, 366.

Oceanic Steamship Company

Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
OCT. 14	OCT. 20	OCT. 25	OCT. 31
NOV. 4	NOV. 10	NOV. 15	NOV. 21
NOV. 25	DEC. 1	DEC. 6	DEC. 12
DEC. 16	DEC. 22	DEC. 27	JAN. 2
JAN. 6	JAN. 12	JAN. 17	JAN. 22

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra. Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

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 Auckland, N. Z.

FOR FIJI AND AUSTRALIA. FOR VANCOUVER.

S. S. ZEALANDIA	NOV. 8	S. S. MARAMA	NOV. 7
S. S. MARAMA	DEC. 6	S. S. MAKURA	DEC. 5
S. S. MAKURA	JAN. 3	S. S. ZEALANDIA	JAN. 2

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

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

Pacific Mail Steamship Co.

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

FOR THE ORIENT:	FOR SAN FRANCISCO:		
S. S. MANCHURIA	OCT. 23	S. S. MONGOLIA	OCT. 21
S. S. MONGOLIA	NOV. 13	S. S. PERSIA	NOV. 10
S. S. PERSIA	DEC. 6	S. S. KOREA	NOV. 18
S. S. KOREA	DEC. 12	S. S. SIBERIA	DEC. 1

* Will call at Manila.

For general information apply to

H. Hackfeld & Co., - - - - Agents

Matson Navigation Co.'s Schedule, 1911

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco:	Sail for San Francisco:		
S. S. LURLINE	OCT. 18	S. S. WILHELMINA	OCT. 11
S. S. WILHELMINA	OCT. 31	S. S. LURLINE	OCT. 24
S. S. LURLINE	NOV. 15	S. S. WILHELMINA	NOV. 8
S. S. WILHELMINA	NOV. 28	S. S. LURLINE	NOV. 21
S. S. LURLINE	DEC. 13	S. S. WILHELMINA	DEC. 6
S. S. WILHELMINA	DEC. 26	S. S. LURLINE	DEC. 19

The Honolulu on this line sails from Seattle for Honolulu direct on or about October 21, 1911.

CASTLE & COOKE, LTD., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FOR NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:

S. S.	TO SAIL ABOUT NOV.
S. S.	TO SAIL ABOUT NOV.
S. S.	TO SAIL ABOUT NOV.

For further information apply to

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

C. P. MORSE, General Freight Agent.

Toyo Kisen Kaisha.

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

FOR THE ORIENT:	FOR SAN FRANCISCO:		
S. S. CHIYO MARU	OCT. 31	S. S. NIPPON MARU	OCT. 27
S. S. NIPPON MARU	NOV. 21	S. S. SHINYO MARU	NOV. 24
S. S. TENYO MARU	NOV. 28	S. S. CHIYO MARU	DEC. 23
S. S. SHINYO MARU	DEC. 19	S. S. AMERICA MARU	JAN. 12

Castle & Cooke, Ltd., Agents

WHEN THE UNION-PACIFIC TRANSFER CO. HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT STEAMER. Office King St., next Young Hotel. Telephones 1874 and 1875.

Shipping And Waterfront News

(Additional Shipping on Page Five.)

THE MAILS.

From San Francisco, per Lurline, October 18. To the Orient, per China, October 17. To San Francisco, per Mongolia, October 21. From the Orient, per Mongolia, October 21. From Australia, per Marama, November 7. To Australia per C.A. S. Zealandia, November 8.

SHIPPING IN PORT.

(Government Vessels.) U. S. N. tug Navafo from Mare Island, July 20. U. S. Lighthouse Tender Kukui from island ports, September 14. (Merchant Vessels.) Sailor Boy, schr., in distress, from Fanning Island, September 13. H. D. Bendixon, Am. schr., from Astoria, October 3 (at Pearl Harbor.) Loderer, Br. S. S., Newcastle, October 16. Mindoro, Am. schr., from Astoria, October 3. R. P. Rithet, Am. bk., from San Francisco, October 2. PROJECTED ARRIVALS. From San Francisco. China, October 17. Lurline, October 18. Sierra, October 20. From China and Japan. Mongolia, October 21. PROJECTED DEPARTURES. For San Francisco. Mongolia, October 21. For Vancouver. S. S. Marama, November 7. For Fiji and Australia. S. S. Zealandia, November 8. For China and Japan. China, October 17.

INTER-ISLAND VESSELS.

For Maui and Hawaii Ports. Mauna Kea, I. I. S. N. Co., every Tuesday. Claudins, I. I. S. N. Co., every Friday. For Molokai and Maui. Mikahala, every Tuesday. For Kauai Ports. W. G. Hall, I. I. S. N. Co., every Thursday. Kinau, I. I. S. N. Co., every Tuesday. Kona and Kau Ports. Mauna Loa, I. I. S. N. Co., alternate Tuesdays and Fridays.

Mauna Loa with Varied Cargo. The Mauna Loa arrived this morning from Kona and Kau ports. She brought a fair passenger list. Her varied cargo consisted of her usual consignment of live stock of different kinds, 6000 bags of H. A. Co. sugar, 1046 bags of coffee, 350 bales of tobacco, 1816 cases of pineapples, and miscellaneous articles. Sugar on Hawaii. The following sugar is awaiting shipment on Hawaii: Punaluu, 7224 bags, and Honouuou 4465 bags. Niihau Due Friday.

The purser of the Mauna Loa reports that the Niihau is discharging at Punaluu and will load 1600 sacks of H. A. C. sugar and about forty bales of sisal. She will also take on 4900 sacks of A. H. Co. sugar. It is expected that she will call at Napoouo for 242 cases of pineapples and about 150 sacks of coffee. She will also call at Kailua for about 200 sacks of coffee. The Niihau is expected to arrive in Honolulu Friday.

New Steamers for A. H. Line. A dispatch from Seattle states that one of the largest single orders ever placed by an American steamship company is one given to a Seattle shipbuilding company by the American-Hawaiian Steamship Company. The contract and specifications call for four new steamers of twelve thousand tons each. They will be modern and speedy vessels, and it is expected that they will ply between Atlantic and Pacific coast ports when the canal is completed, their termini being New York and Seattle. The total amount of the contract is three million two hundred thousand dollars, or eight hundred thousand dollars for each steamer. The contract specifies that they shall be ready for service by the time the canal opens in 1913.

Orient to New York in 17 Days. A Philadelphia report, dated September 24, states that a consignment of silk valued at \$140,000, arrived at New York seventeen days from the Orient. It is not stated by what route the consignment came, but it must have been shipped by way of Vancouver and thence by "Preference Freight" service trains through to destination. The report goes on to say: "The last stage of the journey was made over the Pennsylvania railroad system, the two carloads of silk leav-

ing Chicago in the morning and arriving in Jersey City the next evening.

"A few years ago seventeen days would have been good time for the trip across the United States. For some classes of freight it is good time now. The perfection of what is known as the "Preference Freight" service has made rapid movements of this kind possible. Instead of tying up \$140,000 for a couple of months, as would have been necessary formerly, the importer was able to put his capital into action after two weeks and a half. This means much to the importer.

"On westward runs the Union Line la fed by the immense shipments of merchandise from the great manufacturing centers of the New England states, New York, Pennsylvania and New Jersey, and by the thousands of tons of fruits and vegetables which come from the South Atlantic states, not all of which go to eastern markets. Returning, besides silk for New York and Europe from the Orient, there is the enormous fruit crop from the Pacific states to be delivered to the markets on both sides of the Atlantic. Almost everything that can be found in a store is included in the preference class, as well as many of the heavier commodities.

Floating Oil Factory Coming. LIVERPOOL, Sept. 15.—The Glasgow four-masted bark Nile was purchased last week by Mr. Thor Dahl, of Norway, and will proceed from Belfast to Newcastle to be fitted up as a floating fish-oil factory.

The vessel will be provided with machinery for boiling down and refining whale blubber and with oil tanks. Afterwards she will sail with a Norwegian crew for the Sandwich Islands in the Pacific ocean.

WEATHER BULLETIN.

Honolulu T. H., Oct. 16, 1911. For the week ended October 14, 1911.

General Summary. There was less rainfall than during the preceding week throughout the section, and the total amount was below the average for the week at all stations on Kauai, and Oahu, and at all but one on Hawaii, and all but two on Maui.

The mean temperatures were slightly lower than last week's at all stations on Kauai, and at all but one on each of Hawaii Maui, and Oahu. On Molokai it was slightly warmer than during the preceding week.

The following are the total amounts of rainfall, in inches, in the different districts of the several islands: Hawaii—North Kohala 0.40 to 0.82, Hamaakua 0.45 to 0.72, North Hilo 1.42 to 2.10, South Hilo 1.05 to 5.21, Puna 0.95 to 1.39, Kau 0.90, South Kona 0.58, North Kona 1.24, and South Kohala 0.09. Maui—Makawao 1.39 to 3.27, Hana 1.39 to 3.08, Waikuku 0.92 to 0.10, and Lahaina trace. Oahu—Koolau-poko 0.12 to 0.37, Honolulu 0.03 to 0.81, and Ewa 0.09. Kauai—Hanalei 0.13, Lihue 0.27, Koloa 0.13 to 0.50 and Waimea 0.01. Molokai—Molokai 0.33.

The following are the departures from the average rainfall for the week, for ten or more years, in inches, in the several districts: Hawaii—North Kohala 0.00 to -0.45, Hamaakua -0.15 to -0.44, North Hilo -0.42 to -0.45, South Hilo -0.86 to +0.44, Puna -0.80, Kau -0.60 to -0.75, South Kona -0.50, and North Kona -0.20. Maui—Makawao +0.08, Hana +0.39, Waikuku -0.18 to -0.21, and Lahaina -0.21. Oahu—Koolau-poko -0.45 to -0.87, Honolulu -0.25 to -1.79, and Ewa -0.27. Kauai—Hanalei -1.19, Koloa -0.22 to -0.66, Waimea -0.28.

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

	Temp.	Rainfall.
Hawaii	71.9°	1.30 inches
Maui	72.8°	1.21 inches
Oahu	75.5°	0.34 inch
Kauai	74.8°	0.21 inch
Molokai	74.6°	0.33 inch

Entire Group . . . 72.7° 0.99 inch. At the local office of the United States Weather Bureau in Honolulu clear to partly cloudy weather obtained on the first four days and cloudy weather on the remaining three, with traces of rainfall on four dates and measurable amounts on two totaling 0.03 inch, 0.25 below the normal for the week, and 0.49 less than during the preceding week. The maximum temperature was 82°, minimum 69°, and mean 75.9°, 0.7° lower than the weekly normal, and 0.1° higher than last week's. The mean daily relative humidity varied from 60% to 65% and the mean for the week was 62.6%, about 7% below normal. Northeastern winds prevailed excepting easterly on the last date, with an average hourly velocity of 7.6 miles. The mean daily barometer ranged from 30.00 to 30.04

inches, and the mean for the week, 30.01, was 0.04 inch above normal.

NATIVES OF NEW ZEALAND.

(Continued from Page 9.)

and there is a grave danger of this at the present time, owing to the safeguard against the complete alienation of their lands having been to a large extent removed. These seems to be a growing inclination amongst them to sell all they can—live for the present, and let the future look after itself.

Evils of the Tangi.

As to the tangi, the sub-enumerator for Waipua County says: "This Maori custom is carried on to an extravagant degree. Apart from the enormous consumption of food, which the relatives in many instances could ill-afford, there is the presentation of money, Maori mats, etc. Then there is the danger of contagion at a tangi. No matter what the deceased died from, the custom demands a tangi. To this cause is attributed the spread of disease."

The sub-enumerator for the Waikou County makes the following remark: "In my opinion the only way to increase and save the race from extinction or absorption is to stop their intermarriage with Europeans," though he had previously stated that "a remarkable feature is that the married natives with any European blood bear children more fruitfully than the full-blooded Maoris."

A somewhat pessimistic note is also struck by the Hawke's Bay sub-enumerator, who says: "I am sorry to say that everything points to no industry," which means laziness. Most of those who have rents coming to them from tribal lands are quite satisfied, when the leases expire, to either sell or lease again for long terms, because they can depend on the next shearing season to supplement their incomes.

"The Maori of today is neither a farmer nor an agriculturist," says the sub-enumerator for the Waipawa and Waipukurau Counties. "The reason lies in the fact that he has no land under his immediate occupation. It is the same cry everywhere you go, 'We have leased the land to the pakeha' (white man)."

The Maori Prophet.

A curious story is narrated by the sub-enumerator for the Rangitikei County. "I might mention," he says, "that I was not received at the Maori prophet's pa at Parewanui. When I paid my first visit there the natives got away into the bush; others would not give their names, saying that the government had taken all the native lands, that the Maori mana had gone, their raugaitiras had all died, and now the government was curious to know how many survived this great battle between white and brown. Of course, I explained to them the object of the census, but to no avail. I therefore left and returned a few days after, again without success, so I took their names from the Maori parson."

In the South.

Some important statements are made by Mr. H. W. Bishop, S. M., regarding the Maoris of the South Island. "Of late years," he says, "I have noticed a growing habit of excessive indulgence in alcohol in many districts in the island. In those parts where the habit has almost become a scandal the excessive indulgence is mostly with the middle-aged women and the very young men. Recently some very bad cases were brought under my notice where several young men were the subject of prohibition orders, and repeatedly broke their orders. They were really mere boys, one of them being only 16 years of age. This is most deplorable. When instructing my sub-enumerators I sent a circular to each one, asking him when he forwarded his returns to give me all possible information as to the drinking habits of the people. The result has been somewhat interesting, and the information is thoroughly reliable. Some of the sub-enumerators, who are intimately associated with the Maoris, deplore the present condition of things and appeal for something to be done to improve it. They recognize, as everyone must do, that it means utter ruin to the race. Unfortunately, the fact that the women are able to get drunk, and to indulge in most unseemly carousals, shows great demoralization on the part of those who procure it for them. It has been found very difficult to enforce the law prohibiting the supply of liquor to women. The men, and especially the young men, purchase it and convey it to lonely spots, where it can be consumed with impunity. Many of the more thinking Maoris, male and female, are doing all they possibly can to minimize the evil."

JACK AND HIS TOGS.

My Lords of Whitehall have suddenly discovered that Jack Tar is not

made all of a size, and a new order regarding clothing is just issued which will be welcomed by the men.

A fit seized the Admiralty equipment people some years ago and they decided to supply the fleet with ready-made clothes. Hitherto the men had made their own. One of the regulations was that the pattern laid down was to be rigidly adhered to and no deviations whatever allowed.

The new regulation is an exposition of the commonest of common sense. It says that many of the measurements given in the uniform regulations represent "the measurements appropriate for a man of average size and need to be slightly varied to meet individual cases in order to insure a smart, well-fitting garment. It should be the rule, therefore, for a good fit and general smartness of appearance to be considered as of more importance than a minute adherence to exact measurements."

The Admiralty has discovered why civilians go to their tailors to have their new suits tried on, apparently.—London Daily Sketch.

WORTH TWENTY TIMES ITS COST.

One bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy goes a long way toward relieving suffering humanity. It is better than any doctor's prescription, and worth twenty times its cost in cases of diarrhoea, cramp colic or dysentery, which are liable to come on suddenly at this season of the year. For sale by all dealers, Benson, Smith & Co., agents for Hawaii.

Pay cash and ask for Green Stamps (they are free) and call at the show-rooms and see the new goods.

SEALED TENDERS.

Sealed tenders will be received by the Superintendent of Public Works up until 12 m. of Monday, October 30, 1911, for laying an 18-inch cast-iron pipe from Kaimuki Pumping Station to reservoir on top of Kaimuki Hill.

Plans, specifications and blank proposals are on file in the office of the Superintendent of Public Works.

The Superintendent reserves the right to reject any or all tenders. MARSTON CAMPBELL, Superintendent of Public Works.

HAWAIIAN LODGE NO. 21, F. & A. M.



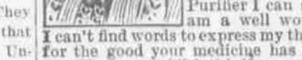
THERE WILL BE A SPECIAL meeting of Hawaiian Lodge, No. 21, F. & A. M., at its lodge room, Masonic Temple, corner of Hotel and Alakea streets, THIS (TUESDAY) EVENING, October 17, 1911, at 7:30 o'clock. WORK IN THE SECOND DEGREE. Members of Honolulu Lodge, Oceanic Lodge and all visiting brethren are fraternally invited to attend.

By order of the W. M. K. R. G. WALLACE, Secretary.

DOCTORS FAILED TO HELP HER

Cured by Lydia E. Pinkham's Vegetable Compound

Pound, Wis.—"I am glad to announce that I have been cured of dyspepsia and female troubles by your medicine. I had been troubled with both for fourteen years and consulted different doctors, but failed to get any relief. After using Lydia E. Pinkham's Vegetable Compound and Blood Purifier I can say I am a well woman. I can't find words to express my thanks for the good your medicine has done me. You may publish this if you wish."



—Mrs. HERMAN SMITH, Pound, Wis.—
The success of Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, is unparalleled. It may be used with perfect confidence by women who suffer from displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. For thirty years Lydia E. Pinkham's Vegetable Compound has been the standard remedy for female ills, and suffering women owe it to themselves to at least give this medicine a trial. Proof is abundant that it has cured thousands of others, and why should it not cure you? If you want special advice write Mrs. Pinkham, Lynn, Mass., for it. It is free and always helpful.