

Shipping

FEWER PASSENGERS FOR I. I. BOATS IS THE NEW MANDATE OF INSPECTORS

A reduction in the number of cabin and deck passengers permitted to travel between island ports in interisland steam navigation vessels will follow the annual inspection of these steamers now being made at the instance of the Federal inspectors of hulls and boilers.

While the number formerly allotted to the coasting steamers in some instances has not been materially cut down, the order has gone forth that in case of the Kaimuki, Kaimuki and the steamer Clarendon, a smaller number of deck and cabin passengers must be booked following the order received from the Federal officials.

All vessels in the interisland fleet are at present undergoing the annual inspection. It is this time that the several papers required by law are given attention.

The Clarendon is understood to be now limited to carry one hundred and sixty passengers in the different classes in place of a somewhat larger number allowed for the previous year.

The Kaimuki and perhaps one or two other passenger carriers in the interisland service may be affected by the new order.

Is Friendly to Honolulu.
Honolulu and the islands are believed to receive a fair and ample deal at the hands of J. P. Brown, a former Pacific Mail steamer, who for some years was a regular visitor at this port with the arrival of the liner Manuoa. Brown is now identified with the local business, with several families located along the Waikiki coast, according to late advices. Brown has lately taken up his abode in the island of Hawaii, where he is the sole agent of a local firm.

One of the heaviest mails to leave Honolulu is a single bottom in months is being carried to the mainland in the steamer. This represents the Royal British mails destined for Great Britain, the consignment to reach the British islands before Christmas.

Twenty-five cabin passengers called from Sydney in the vessel. At the office of C. Brewer and Company fifty passengers for the coast have been booked for the steamer.

The steamer in leaving Honolulu for the coast will be given a considerable quantity of cargo consisting of bananas and pineapples.

Service Joint Venture Here.
Service joint venture passengers have been booked for passage to Australia in the steamer liner Ventura that is scheduled to be prepared to sail for Pago Pago and Sydney, N. S. W., on about two o'clock Monday afternoon.

The Ventura is expected to arrive at the port at daylight and will berth at the wharf. A consignment of cargo is to be discharged, including refrigerated supplies according to schedule.

From advices received at the agency of C. Brewer and Company the Ventura called from San Francisco with a full complement of second-class passengers destined for the Colonies.

Coast Company Buys Some Leas.
The Pacific Coast Steamship Company, a subsidiary of the Pacific Coast Company, which operates a number of well-known steamers on the Pacific Coast, including the Spokane, which is a regular visitor to Honolulu during the summer months, operation in the fiscal year ending June 30, 1913, is reported to be annual report for the year.

The gross income of the company for the year ended June 30, 1912, was \$1,450,000, an increase of \$150,000 over the previous year. The operating expenses for the year were \$1,200,000, leaving a net profit of \$250,000.

The reasons given for the increased operating expenses are the accidents to the steamships Spokane, Santa Rosa and Ramona. Reference is made to the new and very up-to-date shipbuilding for the company to be delivered in May, 1913, and mention is made of the fact that the cost of the new steamship will be partly provided by the insurance collected on account of the loss of the three vessels.

The Pacific Coast Steamship Company's gross was \$1,450,000, operating expenses \$1,200,000 and net earnings \$250,000.

T. K. K. Adopts Pleading Innovation.
The Toyon Kaimuki has provided a pleading innovation for travelers to the Far East over their line by granting them the option of a sea or land journey through Japan. The local agents have been advised that hereafter passengers traveling on the T. K. K. steamships will have the option of traveling overland between the ports of Yokohama and Nagasaki at extra expense. This allows the passengers to leave the ship at Nagasaki and overtake it at Kobe or Yokohama or vice versa, giving the traveler an opportunity to visit Tokyo, Nikko, Kyoto, Myoshiba and many other interesting places.

This overland trip has been in vogue for quite a while on the Great Northern steamship line and the Pacific mail but is something new for the T. K. K.

Hilsonian May Be Monthly Arrival.
There is a prospect that the Matson Navigation Company will alter the way of Seattle and Tacoma mail arrive at Honolulu via Honolulu, a wireless from the vessel is expected daily. The

WEATHER TODAY

Friday, Nov. 22.
Temperature—6 a. m. 71; 8 a. m. 74; 10 a. m. 76; 12 noon, 77. Minimum last night, 66.
Wind—6 a. m. velocity 5, N. E.; 8 a. m. 12 noon, velocity 13, N. E. Movement past 24 hours, 267 miles.
Barometer at 8 a. m. 30.04. Relative humidity 8 a. m. 73. Dew-point at 8 a. m. 61. Absolute humidity 8 a. m. 5.618. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

November 22, 1912.
San Francisco—Arrived, Nov. 22, 7 p. m. S. S. Sierra hence November 16. Port Townsend—Arrived, Nov. 21. Schooner Alice Cooke hence October 24. Port Townsend—Arrived, Nov. 21. Schooner Prosper from Kahului, Nov. 2.

AEROGRAFS

S. S. Heaio Merg will arrive from Yokohama Monday early and sail for San Francisco probably Tuesday morning.

"Factory Ship" Put in At Newcastle

NEWCASTLE—The recent advent of a Norwegian whaler steamer in Australian waters, two vessels of which left Newcastle a couple of days ago on a cruise, was followed by the arrival of the Polynesian, from Sandefjord (Norway) at Newcastle today. The Polynesian is what is known in the whaling industry as a "factory" ship. She is a vessel with a deck outfit carrying capacity of 1000 tons on a draught of 21 ft. She was built 16 years ago in England, but was recently purchased by the whaling company in Norway and fitted up with the machinery and plant which enable her to be classed as a factory ship. She has a speed of 12 knots per hour and her crew consists of 100 men, including the captain, crew, and deck hands. The vessel is equipped with a large amount of machinery and is capable of carrying a large amount of cargo. The Polynesian is expected to arrive at Honolulu on about two o'clock Monday afternoon.

One Hundred Years in Service

The old receiving ship Independence, which has been in commission at Mare Island since 1812, is to be relieved this month by the cruiser Cleveland, which is now on her way up the coast from Nicaragua. From present indications the vessel will arrive at Mare Island on Wednesday and remain in the officers and crew are to be transferred to the auxiliary cruiser Buffalo. The Buffalo is to proceed to Corinto as soon as the transfer is made. The Independence is to be placed in dock and made ready to be towed to San Francisco, where she will be used for expedition purposes during the World's Fair.

Shipper Finds Furrows Afloat

SAN FRANCISCO, Nov. 5.—Here is a \$50,000 fish story. The liner Ventura brought yesterday from San Francisco, among south sea treasures, a letter from the Captain Allan, owner and master of the "Post Office" schooner Dawn. The captain is an enthusiastic deep sea fisherman and he is in the habit of going far out to sea in a small boat to fish.

BY AUTHORITY

NOTICE OF CHANGE OF WATER RATES.

As provided by Act 112, Session Laws of 1909, notice is hereby given that from and after January 1, 1913, rates on water privileges installed with proper recording apparatus or water meters will be charged according to meter readings.

TO BE SOLD AT AUCTION.

Notice is hereby given that there will be sold at public auction, at ten (10) a. m. on Saturday, November 30, 1912, two (2) engines, several old boilers, pieces of machinery and miscellaneous brass and iron ware.

H. K. BISHOP, Superintendent of Public Works, Honolulu, T. H., November 22, 1912. 5400-31.

W. C. PEACOCK & CO., LTD. FAMILY TRADE

WINE AND LIQUOR MERCHANTS. Merchant, Near Fort

and Gulf States. He said that Father Alga had been working on the new instrument for some months before leaving for America and that the final adjustments and adaptation had been made in Washington. The barocyclometer was originally invented by Father Alga for the purpose of determining the direction in which a typhoon is moving by applying the laws of cyclonic circulation to the observed direction of the prevailing winds, and these combined with the typhoon indications given by the barometer show in which direction the storm was moving, and is of inestimable value to sailors.

With the equipping of all naval stations with the new barocyclometer, warnings may be had of such disastrous storms as the Galveston cyclone which swept in from the Gulf of Mexico, unannounced, causing the loss of many lives, and then on through a great stretch of country, entering the Pacific in Vancouver, and the great loss of life and property accompanying them, may be averted.

Father Alga, accompanied by Father Brown, a scientist of high repute, would leave Barcelona on October 9, and is expected here on the new Trans-Atlantic steamer Legaspi about November 10.

Ancient Ferry Sold at Seattle

VANCOUVER, B. C., Nov. 5.—Last of several steamers which have been lying idle in Vancouver's harbor for a considerable period, the side-wheel steamer George E. Starr, owned by Mr. Baker of Seattle and lying near the B. C. marine ways, has been sold to Seattle parties who will cut her down to a hulk.

The steamer is one of the oldest floating in North coast waters and was built by former President McKinley when he made his tour of Puget Sound many years ago.

Following the entire days of the annual craft she was towed to Vancouver and has been anchored off Heather avenue wharf, until a week ago when the wind endeavored to send her up on the marine ways for repairs. She was pulled away from the shipping plant and moved at a steady dock. The wind did her a good turn, however, as it drew attention to her and a deal was completed whereby she will become a hulk.

There are old craft which had been lying idle for years, but have not been sold for some time. The present list of the old craft which are to be sold in the next few days includes the schooner Independence, which has been in commission at Mare Island since 1812, is to be relieved this month by the cruiser Cleveland, which is now on her way up the coast from Nicaragua.

Wireless Inspector Promoted

R. E. Cadmus, United States supervising inspector of wireless telegraphy at San Francisco, received notice that he had been promoted to the position of wireless inspector at Washington, D. C. He will report for his new position on December 1. Cadmus will be succeeded by R. B. Woolverton, a Harvard graduate.

PASSENGERS BOOKED

Mr. O. S. Ventura, for Sydney; Mrs. Golda, D. B. Stanley, Mrs. M. Fuller, S. McKean, G. E. Phillips and wife, R. V. Gayton, wife and infant, J. A. Carver, F. P. Dainty, F. P. Dainty, Jr., Mrs. H. S. Goss, F. L. Johnson.

Harbor Notes

The Japanese liner Teayo Maru scheduled to depart for San Francisco on Tuesday morning will carry the next mainland bound mail.

A forty two day passage is credited to the bark Eudora that sailed from Honolulu for Port Townsend the vessel arriving at the Sound yesterday.

The steamer Hall, sailing for Kauai ports last evening was well laden with shipments of lumber, fertilizer and general cargo. A fair sized lot of passengers departed for the Garden Island.

Several deported Japanese and Chinese were forwarded to the coast of Asia in the Toyon Kaimuki liner Chiyo Maru, departing for Japan and China at four o'clock last evening.

"John am I all right for the theater?" "My dear, I hardly know what you consider right. You have a dab of powder on each ear, but none on the tip of your nose."

proximity of ice, there was no deflection of the liner's course, no reduction of speed nor any increased lookout. All these points were emphasized in Lord Mersey's report, and it will be interesting to see whether his findings are borne out by those jurists which try the case. Mr. Scallan also contends that proper steps were not taken after the disaster to transfer more passengers to the lifeboats.

The White Star Company is expected to rely on the defense that Captain Smith did all that he could after receiving warning of ice, merely following the usual practice. In support of this contention it probably will call as witnesses a number of commanders of transatlantic vessels.

The terms of the contract under which tickets are issued oblige claims to be brought in the English Court, where the merchant shipping acts limit the liability of the shipping companies to 75 per ton in case of loss of life and 50 per ton in case of loss of goods. As the tonnage liability of the Titanic was 43,321 tons gross the liability for loss of life is \$4,394,975 and for goods \$1,740,840, making a total of \$6,135,815.

Business Bad With Whalers.
That the whaling season of this year will not produce as successful a return as that of 1911 is almost certain. It was not until the whaling season was well advanced that the northern stations commenced to make a showing, and although lately matters have improved, it is not expected that this year's catches on the Queen Charlotte Islands will be better than those of last season.

It is unofficially stated that the steamers whaling off the west coast will be withdrawn about the last of the month, but the whalers at the northern stations will continue operations for some time. The steamer Gray, Captain Shadforth, of the Canadian Northern Pacific Fisheries Company has just arrived at Victoria from Sechart and Stranget, it has only a small cargo of whale oil and fertilizer.

Fattery Signal To Be Changed

The government has decided to make a change in the fog signal at Cape Fattery and a special notice to mariners has been issued by the commissioner of Lighthouses in Washington. The change will not be made until May 1, 1913, but Fattery is a point of such importance that it is deemed advisable to issue notice of the change now. These notices have been sent to all the principal seaports of the world, so that navigators generally may have the information in time to profit by it. The fog signal at Cape Fattery light station, on Tolobach Island, Juan de Fuca strait, will be changed from a steam whistle to a first class air siren to sound a group of two blasts every minute, blast first 3 seconds, blast second, blast 3 seconds, blast 3 seconds.

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For Mr. Claudine, for Hilo via war schooner, Nov. 22—W. F. Orelis, wife and infant, G. D. M. Williams, Miss H. Williams, Mrs. Gomez and infant, A. Leachberg, Miss J. O'Brien, Miss O'Brien, Judge R. E. Gaudin, Master J. Vivan, C. Aho, F. O. Beyer.

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Honolulu Star-Bulletin

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NEW SUPERIOR WIRE CABLES TO MAKE TONGAREVA ISLANDS AS TERN BEGINS REAPPEARANCE

Unless a financial miracle is performed between now and the first of the year, the new board of supervisors, which will take over the work of the city and county, will have to inaugurate its rule by making a touch at the first business of the board. So much they learned after a talk with certain of the present officials yesterday.

It has been suggested that the board, the members of which are now meeting in the city hall, should be organized as a board of supervisors, which would be a step in the direction of a more efficient government. There is no doubt that the board of supervisors is a necessary part of the government, and it is hoped that the board will be organized in a way that will be most beneficial to the city and county.

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City Transfer

(JAS. M. LOVE)
Office, King Street, opp. Union Grill Phone 1281

Mental Laziness

And Coffee by its dulling after-effects

IS EVEN MORE FATAL TO SUCCESS IN LIFE THAN PHYSICAL LAZINESS.

And Coffee by its dulling after-effects

IS A FAR-REACHING CAUSE OF THIS AND OTHER TROUBLES.

THE EASIEST WAY OUT OF THE "HAZE" IS TO QUIT COFFEE AND DRINK.

POSTUM

Take pains to make it right—boil it full 15 minutes, or longer, after boiling commences, then its flavor is fine and all the food value is brought out. A test will prove.

"There's a Reason"

Sold by Grocers.