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MYSTERY WRAPS WRECK OF SHIP IN MID PACIFIC

Captain of Waimarino Sights Lumber Carrier's Bones on South Sea Isle

Whether or not the crew of a Pacific coast vessel perished from starvation and thirst on a desert isle in the South Seas after being wrecked was the mystery brought to this port by Captain John Foster of the steamship Waimarino, says a recent issue of the San Francisco Chronicle.

The identity of the wrecked craft is unknown. Captain Foster was cruising about all the islets near the equator in search for the missing steamship Waimarino. The Waimarino is over 22 days at this port. No trace of her could be found by the Waimarino.

At Fanning Island I learned of an American schooner having been destroyed by fire several degrees above the equator. The wreck I saw could not have been the burned vessel.

Reginald Back, agent in this city for the Union Steamship company, was notified yesterday that the British admiralty had commandeered the Waimarino and the Waihemo, a vessel about the same size as the Waimarino.

FEAR FELT THAT TWO MORE VESSELS GOING TO SYDNEY ARE LOST

Fear that two more vessels from Sydney to San Francisco may be lost is shown by an account in the San Francisco Chronicle of August 7.

While both the Winslow and R. C. Slade are very much overdue, and there is a possibility that they have been lost, the owners pointed out yesterday the relatives of the officers and crew need feel little anxiety.

Should both vessels have been wrecked, they met their fate in a part of the Pacific that is studded with stools and islands which are well covered with banana and coconut trees and where there is fresh water and food enough to keep survivors alive until such time as trading schooners sight their signals.

The Winslow is 79 days from Sydney for Apia and the Slade 105 days from Sydney for San Francisco.

NEW SHIPBUILDING PLANT OPENS; WORK CONFINED TO SAMPANS

Within the immediate future Honolulu is to have a new ship building concern which will confine its operations principally to the construction of sampans, although vessels of larger types may be built in the future.

Peter Puck, a recent arrival from the mainland, the head of the new concern, has secured a 2-year lease of a site for the plant and marine railway from the land board at a rental of \$25 a year.

The site is on Ala Moana road, at the corner of Ward street. A large power schooner is already under construction and work on the building of marine railway has also started.

DAILY REMINDERS

Wanted—Two more passengers for motor party around island, \$4 each. Lewis Garage, phone 2141.—Adv.

No music lover should be without a Victrola? The world's greatest music artists have them for their personal recreation, why not you? Bergstrom Music Co.

The petition of the Queen's hospital for registration of title to 31,755 square feet of land adjoining the hospital premises in Miller street, was granted today by Circuit Judge Kemp.

The Kamehameha Schools

NEXT SCHOOL YEAR BEGINS SEPT. 10, 1917. APPLICATIONS FOR ADMISSION SHOULD BE MADE EARLY.

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Along the Waterfront

HARBOR NOTES

The former German ship Staatssekretar Kraetke which was interned here for over two years has been renamed the Verdun.

The schooner J. A. Moffit came in this morning from Kahului, where she has been discharging cargo. She has 4000 bundles of shooks for the Standard Oil agency in Honolulu.

A large quantity of quick silver was brought up by the shovel of the dredger which is working on the retaining wall at Pier 10. How the quick silver got into the harbor in such quantities is unknown.

Two vessels of the Toyo Kisen Kaisha line are due off port tomorrow morning. The first of these will be the Persia Maru from San Francisco which has wireless her agents, Castle & Cooke, that she will be off port at daylight with 281 passengers.

J. T. Boyd, who left here as chief engineer of the former German ship Staatssekretar Kraetke, which was taken over by the U. S. shipping board, has written to Honolulu friends that the vessel is taking on rice and flour at San Francisco for shipment to Havana through the Panama Canal.

The Claudine came in this morning from Maul ports with more than 100 passengers. She had 62 in the first cabin and 40 deck passengers. Her freight consisted of 45 head of cattle, 20 hogs, 270 bundles of scrap iron, 29 packages machinery, 10 cases honey, 218 bags of corn, 30 bags of onions, seven crates of chickens, 51 bundles of bags, 345 bags of bottles and 348 packages of sundries.

Three big sampans are now under construction in Honolulu. One nearing completion is for the Macfarlane cannery. Engines capable of developing 400-horsepower are being installed and it is expected it will have a cruising radius which will permit voyages as far as Palmyra Island.

The supervising inspector general of the United States steamboat inspection service has authorized the inspectors at Honolulu and Hilo to issue service licenses of deck officers previously issued for lake and inland steamers. The authority was granted under provisions of the shipping laws which permit such action in an emergency. The action may tend to relieve the shortage of licensed officers now existing in island waters.

Walter Macfarlane is arranging for a cruise of the sampan Kenel Maru to Palmyra Island and it is probable that a number of fishermen will make the voyage for the pleasure of fishing in the waters which surround the island. The Kenel Maru can carry as many as 12 passengers, besides a captain, engineer and stewards. A fine new 100-ton Gnome engine was recently installed in the Kenel. A fine planned to have the Kenel sail for Palmyra either next Monday or Tuesday.

The schooner Louise was at anchorage off port this morning and it was expected that she would sail for Apia, Samoa sometime today. She has experienced some trouble in getting a crew, as have all the other sailing vessels in port. Seamen are so few that the captain of the A. J. Fuller agreed to pay his men in the forecastle \$70 a month for the voyage to Alaska. This is \$10 more than the union schedule for sailors. The Louise skipper also offered \$5 more than the union schedule.

Honolulu and the territory of Hawaii are declared to have suffered a distinct loss when the armed British merchant cruiser Avenger was sunk in the North sea recently. This vessel, better known to island shipping interests as the Aoteoroa, had only a short time ago been completed at a Clyde shipyard for the Union Steamship Co. of New Zealand. She was a sister ship to the Niagara, now operated on the Canadian-Australasian service between Sydney and Vancouver, touching at Auckland, Suva and Honolulu. When completed she was taken over by the British admiralty.

Honolulu has joined in an effort being made by business interests along the Pacific coast of the United States that representation be made at Washington to bring about the assignment of German vessels now in Asiatic waters to American shipping firms operating in the Pacific. Figures compiled by the Chamber of Commerce show that importations from the coast of Asia last year were such that additional tonnage is required to move the products from Japan, China, the Philippine islands and India to supply the Hawaiian island demand. It is estimated that the war will more than double the requirements, and that the German ships now in the far east will be sufficient to meet the demand for tonnage assigned to Pacific trade.

MARINE INTELLIGENCE

By Merchants' Exchange San Francisco—August 13, arrived, str Sierra (5 p. m.), hence August 7. San Francisco—August 13, arrived, str. Enterprise, from Hilo, August 4. Yokohama—August 13, arrived, str. Anyo Maru, hence July 29. Yokohama—August 13, arrived, str. Shinyo Maru, hence August 3. Bellingham—August 14, sailed, bk. Benecla, for Kahului. Columbia River—August 14, arrived, sch. Forester, hence July 15.

PORT OF HONOLULU

Arrived August 16, 1917. Str. Sonoma, from San Francisco, a. m. Schr. Repeat, from South Bend, a. m. Str. Claudine, from Maul, a. m. Departed Str. Manoa, for San Francisco, 12 m. Schr. Louise, for Opia, Samoa. Sail Today Str. Mauna Loa, from Kaula ports, 5 p. m. Str. Sonoma, for Sydney, p. m. Due Tomorrow Str. Persia Maru, from San Francisco, a. m. Str. Siberia Maru, from Yokohama, a. m. Str. Kilauea, from Kona and Kau ports, a. m. Sail Tomorrow Str. Siberia Maru, for San Francisco, p. m. Str. Persia Maru, for Yokohama, p. m. Str. Claudine, for Maul, 5 p. m. Due Saturday Str. Mauna Kea, from Hilo, a. m. Sail Saturday Str. Mauna Kea, for Hilo, 3 p. m. Due Sunday Str. Mikahala, from Maul and Molokai ports. Str. Kinau, from Kaula ports, a. m. Str. Claudine, from Kahului, a. m. Str. Mauna Loa, from Kaula, a. m. Due Monday Str. Princess Juliana, from San Francisco, a. m. Sail Monday Str. Mauna Loa, for Kaula ports, 5 p. m. Str. Claudine, for Maul ports, 5 p. m. Due Tuesday Str. Wilhelmina, from San Francisco, a. m. Str. Goentoe, from Yokohama, a. m. Str. Mauna Kea, from Hilo, a. m. Sail Tuesday Str. Mikahala, for Maul and Molokai ports, 5 p. m. Str. Kilauea, for Kona and Kau ports, 12 noon. Str. Kinau, for Kaula ports, 5 p. m. Due Wednesday Str. Mauna Loa, from Kaula, a. m. Sail Wednesday Str. Matsonia, for San Francisco, 12 m. Str. Mauna Kea, for Hilo and way ports, 10 a. m. Vessels in Port Schr. Robert Lewers, from Port Gamble. J. Sp. Katherine, from nitrate ports, July 24. Sp. C. E. Moody, from nitrate ports, July 26. William Olsen, from nitrate port, August 14. Str. Matsonia, from San Francisco, August 15. Schr. Repeat, from South Bend, August 16. J. A. Moffit, from Kahului, August 16, a. m. U. S. transport Dix, from Bellingham, Washington, August 12.

PASSENGERS EXPECTED

By str. Wilhelmina, from San Francisco, August 21.—C. Halliday, Harlan F. Benner, H. H. Brodie, Ralph P. Quarles, Jr., Miss McDonald, J. A. Richards, Miss Edith Kinney, Mrs. S. J. Carley, Mrs. Maggie Perkins, Miss H. E. Carlson, Mrs. Lucy L. Hazard, Mrs. F. W. Strang, Mrs. C. G. Helser, Jr., Mr. and Mrs. William K. Luke, Jacob Ordenstein, Mrs. George H. Robinson, Mr. Foresyth, Mr. and Mrs. S. W. Wilcox, Mrs. Byers, Miss Marion Maddux, Miss Isabel Gilmour, M. V. Steffer, A. McDermid, Miss Z. M. Brickneridge, Orrin W. Robinson, J. F. Haglund, Jr., J. Q. Gill, Miss Louise Haslop, Miss Gardiser, Mrs. D. Forbes, Master Donald Forbes, Miss Chloe E. Stockwell, Mrs. E. B. Carley, Miss E. F. McCreedy, Master Ellison Hazard, F. W. Strang, C. Helsler, Jr., Mrs. Rea and Infant, Miss Cecyl Holilday, Miss Muriel Ordenstein, Mr. Waller, Mr. and Mrs. A. N. Campbell, Jr., Mr. Byers, Miss Grace Edwards, Mrs. J. G. Eccleston, Miss May C. Gilmour, H. S. Hayward, Mrs. A. Mo Dermid.

MAKEE BREAKS SHAFT WHILE LEAVING PORT

Due to a broken shaft the James Makee of the Oahu Shipping fleet was unable to continue her voyage to west Hawaii ports after leaving the harbor late Tuesday afternoon. The little island freighter anchored off port and remained there during the night. This morning she was towed in for repairs by the Kaena.

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CAHU RAILWAY TIME TABLE OUTWARD For Waianae, Waiulus, Kahuku and Way Stations—9:15 a.m., 9:30 a.m. For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:15 a.m., 11:30 a.m., 2:15 p.m., 3:30 p.m., 5:15 p.m., 7:30 p.m., 11:15 p.m. For Wahiawa and Lohela—11:00 a.m., 2:40 p.m., 5:00 p.m., 11:30 p.m. For Lohela—1:40 a.m.

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