

Shipping

DEMENTED COOK TAKES LIFE BY LEAPING FROM S. S. SANTA RITA

Chen Chee, an Hawaiian Chinese, well known in this city, took his life on Sunday morning by leaping from the American oil tanker Santa Rita into the sea, his body not having been recovered owing to the fact that the man was not missed from his accustomed duties about the ship for some hours following the suicide.

Captain F. A. Grant reported the death of his cook to the federal quarantine and customs officers on arrival from San Francisco this morning. The cook had gone about the work of preparing the Sunday morning breakfast, which had been served, when an officer failing to receive a response to a summons sent the cook, visited the galley only to find the place vacated.

A general search was then instituted aboard the vessel, which proved fruitless.

According to a declaration made by Captain Grant, borne out by other officers in the tanker, the Chinese had been acting in a rather peculiar manner for some time past. It was the ship's intention to leave his cook behind on this trip to the islands owing to his peculiar mental condition.

From statements made on board, no hint of outcry was heard at the time the Chinese is supposed to have left the ship. The weather was reported as such as to preclude any possibility of the man having been washed overboard. The vessel met with favorable winds and seas on the entire trip from the coast to the islands.

The Santa Rita is to quarantine today, Dr. Trotter desiring to thoroughly fumigate the tanker owing to the declaration from the officers to the effect that the vessel had made three trips to Panama since her last appearance here. The federal authorities are campaigning after rats, and propose to smother all such rodents out before the vessel is permitted to come to a berth at one of the local wharves.

Captain Grant contends that following his visit to the isthmus he called at San Francisco as well as Round Point and was not obliged to fumigate the ship at either point along the Pacific coast.

The Santa Rita is expected to come in here about this afternoon to be discharged of 10,000 barrels of fuel oil and 1200 barrels of kerosene.

Four New Steamers For Australian Trade.
The Melbourne, Oct. 28.—So rapidly has the Australian trade, managed by the Pacific and Oriental Company grown in recent years that the company has been obliged to place an order for four new liners. The new vessels will be of 9000 tons and amongst the best and most up-to-date of their class.

The strike at Wahi, New Zealand, has not been taken up with any eagerness by the laborers and water-side men, and it is not now expected to be of long duration. Over 40 of the strikers are now in jail.

Another Ship Becomes Floating Canary.
The old American ship Two Brothers, which was built at Farmington, Me., in 1864, is to be converted into a floating canary for use in northern waters. The move to change the Two Brothers into this type of vessel was made because of the success of the old Glory of the Seas, which was similarly fitted as an experiment last season.

PASSENGERS ARRIVED
Per F. M. S. S. Mongolla, from Manila via Hongkong and Japan ports:—Per Honolulu: Miss Marie E. Butlers, Miss E. L. Carlock, through to San Francisco. As Young, Tsung Shan, Dr. and Mrs. Geo. S. Baker, Mr. and Mrs. Timothy H. Barnard, Walter Bellman, Miss Margaret E. Bunker, Leon Barnard, Lewis Bradford, Charles Campbell, Mr. Jay Carter, Martin Lee, Cavanaugh, Josef Chalmers, Chang Chen, Yen, Chin Eoi, Ching, Tin Wing, Chin Wal, Chin Yook, James B. Christie, Mrs. Clara E. Cline, Miss Allen E. Cline, Miss Constance C. Cline, Mr. and Mrs. Thomas F. C. Cobbe, Sydney K. Cohen, Andrew J. Cole, John Richard Cook, Mr. and Mrs. Charles H. Derham and infant, Fung Wei, Mr. and Mrs. Howard R. Hope, Miss Jane E. Hope, John H. Call, Yau Yuen Sun, Paul Maguire, Miss Helene Montague, Hester Dubois B. Moore, William C. Paul, Orlis A. Peppie, Jose de C. B. Pedraza, Armando A. C. Pluta, Eugene H. Rabun, Mrs. Kathryn Francis Such, Soong Te Ung, Toun Gan Lum, Tsang Kwong Chi, Kiso Terauchi, Mrs. Ching Sothumi, Miss Maude K. White, Joseph Wright, Wong Shih, Yui Sen, Yung Chien, Zen Hoong Chung.

PASSENGERS DEPARTED.
Per F. M. S. S. Mongolla, for San Francisco: Francis Gay, Mrs. Gay, Col. Sam Parker, Vernon Smith, Mrs. Smith, Chas. Bartlett, Mrs. A. C. Briggs, Miss L. Newkirk, Mrs. Louis Scholler, C. A. Stanton, Miss M. Hart, Miss F. Blacocer, Mr. and Mrs. A. N. Bosworth, Mr. and Mrs. A. L. Greenwell, Wm. Giddings and son, Mr. and Mrs. T. W. Gashlag, Clarence Reed, Miss C. Ghirardelli, Miss E. Woomer, Miss Helen Schwesinger, Miss G. Woomer, Miss Sudden, Mrs. S. B. King, Dr. and Mrs. A. Behr, Miss Strain, G. E. Stafford, W. A. H. Connor, Mrs. E. B. Bridgeman, L. F. C. Bellard, Mrs. W. H. Friedly, G. S. Bruner, Parker Dear, J. D. Dear, Jno. Traynor, Mrs. E. A. Sims, P. F. Linton, Miss E. Collins, Gilbert Koota, W. G. Notley, R. H. Patterson, J. W. Taft, Dr. G. H. Stover, Mrs. G. Kelley, Miss C. Heron, Miss E. Ross, Ruth Jenkins.

HARBOR NOTES
The inter-island steamer Kuuhi is in port for the semi-monthly overhauling at the marine railway.

Sailed from Honolulu on Oct. 23 the Oceanic liner Sonoma arrived at Sydney N. S. W. on last Monday.

A diving is at work at the foot of Fort Street removing piles which supported the old Fort street wharf.

The Oceanic Steamship Sierra will carry the next mail to the mainland, the vessel leaving here at noon Saturday.

Fuel oil for Kakuhi, the American tanker Lansing is on the way to the Maul port, having sailed from Port San Luis yesterday.

The inter-island steamer Kilauea is to be sent on the Mauna Kea run pending the regular overhauling and repairs to the flagship.

The American schooner Melrose has been hailed down from the local marine railway after having been overhauled and repaired.

A fair cargo and a few passengers left for the coast in the Matson Navigation steamer Enterprise yesterday, the vessel sailed from Hilo.

KUKUI TO REMAIN
Official assurance that the light-house tender Kukui will not be transferred from Honolulu to another station in perhaps the most important matter that will come before the trustees of the chamber of commerce this afternoon. Many communications have been received since last meeting, mostly relating to various congresses in different pieces. It is uncertain whether there will be a general meeting of the chamber this month.

OLAH THE ONLY RISING SUGAR STOCK
Oahu was hammered down another quarter-point since yesterday at today's board, 85 shares selling at 25-3/4 and 100 at 25.25, all divided between eight uneven lots, of which two were of 75 shares each. Hawaiian Commercial left a point to 39 for 40 and 10 shares reported, and One-half a point to 26 for 10 shares. Olah is the only sugar stock in demand on an upward scale. Recent sales of 200 and 100 shares of it at 5-7/8 show a gain of one-eighth and another eighth is asked. Pineapple is still on the rise, 40, 150 and 5 shares at 47.50, an advance of a half-point, being reported sold and a quarter-point more asked.

TIDES—SUN AND MOON

Time	High Water	Low Water	Sun	Moon
Nov. 13	11:10	5:10	12:55	11:10
Nov. 14	12:10	6:10	1:55	12:10
Nov. 15	1:10	7:10	2:55	1:10
Nov. 16	2:10	8:10	3:55	2:10
Nov. 17	3:10	9:10	4:55	3:10
Nov. 18	4:10	10:10	5:55	4:10
Nov. 19	5:10	11:10	6:55	5:10
Nov. 20	6:10	12:10	7:55	6:10

URGES SERVICE

(Continued from Page 1)

gard to a Public Service Commission being established in Hawaii, the following may be of interest in regard to the Public Service Commission in New York:

1. A commission of five is appointed by the Governor.
2. The term of office is for five years.
3. Any commissioner may be removed by the Governor for inefficiency, neglect of duty, or misconduct in office, an opportunity being given for a public hearing.
4. The commissioners are given almost unlimited powers in the control of the railroads, street railways, gas, light, heat of power plants, and any common carriers.
5. The commission appoints its own attorney.
6. The commission appoints its own secretary, also officials, clerks, inspectors, experts, etc.
7. No one is eligible to serve on the commission if in any way actively connected with or stockholder in, any company subject to supervision by the commission.
8. The commission has to keep an office open for business daily, between the hours of 9 a. m. and 11 p. m.
9. Commissioners receive an annual salary each of \$15,000; commissioners' secretary, \$10,000 per annum; commissioners' clerks, \$5,000; all other salaries being fixed by the commission.
10. The commission itself, attorney, secretary, and employees are reimbursed for all necessary traveling and necessary expenses in the discharge of their duties.
11. Strict provisions are made to prevent any commissioner or employee or counsel from receiving any free pass or reduction in fare, or present or gift of any kind.
12. Willful failure to obey a subpoena issued by the commission is a misdemeanor.
13. Witnesses fees are fixed at \$2.00 a day and five cents per mile.
14. Cost of service and witness fees have to be paid by complainant in any cases being tried on account of complainant.
15. Failure to appear, perjury, and to answer questions are punishable by a jail sentence through a Justice of the Supreme Court.
16. The commissioners are not bound by technical rules of evidence in hearings.
17. All actions and proceedings under the Commission shall be preferred over all other civil cases except election cases in all Courts.
18. The commissioners' duties are specifically provided for along the following lines:
a. Relating to Common Carriers, Railroads, and Street Railways:
Section 45. General powers and duties of commissions in respect to common carriers, railroads and street railroads.
46. Reports of common carriers, railroad corporations and street railroad corporations.
47. Investigation of accidents.
48. Investigation by commission.
49. Rates and service to be fixed by the commissions.
50. Power of commissions to order repairs or changes.
51. Power of commissions to order changes in time schedules; running of additional cars and trains.
52. Uniform system of accounts; access to accounts, etc., forfeitures.
53. Franchises and privileges.
54. Transfer of franchises or stocks.
55. Approval of issues of stock, bonds and other forms of indebtedness.
Section 5. Forfeitures; penalties.
57. Summary proceedings.
58. Penalties for other than common carriers.
59. Duties of commission to the interstate traffic.
Relating to Gas and Electrical corporations:
Section 54. Application of article.
Section 55. Safe and adequate service; just and reasonable charges; unjust discrimination; unreasonable preference.
60. General powers of commissions in respect to gas and electricity.
61. Inspection of gas and electric meters.
62. Approval of incorporation and franchises; certificate.
63. Approval of issue of stock, bonds and other forms of indebtedness.
64. Approval of transfer of franchise.
65. Complaints as to quality and price of gas and electricity investigation by commission; forms of complaints.
66. Notice and hearing; order fixing price of gas or electricity, requiring improvements.
67. Forfeiture, or non-compliance with order.
68. Summary proceedings.
69. Defense in case of excessive charge for gas or electricity.
70. Jurisdiction.
71. Powers of local officers.
"It seems to me that the powers which necessarily must be given to a public service commission in order to enable it to act effectively and fairly in the interests of the people as well as of the Public Service Corporations are so great that most serious consideration should be given to

SHERMAN HAS NEW LIFEBOATS

New lifeboats to accommodate the prescribed number of passengers as well as officers and crew were installed on the United States army transport Sherman during her stay at the coast.

With the enforcement of federal regulations of commercial liners the quartermaster department of the army has also given notice of an all-round deficiency of lifeboat accommodations formerly existing on some of the troopships that ply the Pacific.

All this comes about in accordance with the law that there shall be lifeboat service for every person on board. It is not now possible with the lifeboat capacity of the transports to provide for their full passenger capacity. For example, the transports will carry 1900 passengers, whereas there is lifeboat room for only about 750.

The Sherman arrived from San Francisco last evening with a new quartermaster in the person of Captain E. J. Hall, who has relieved Captain Ely. Captain Hall is making his first voyage across the Pacific in charge of the office in the troopship. Captain Frank Hall still retains his title as chief navigating officer in the Sherman.

The Sherman left the coast crowded to the limit with first and second-class passengers. The pressure on the accommodation was so heavy that several military officers and their wives were compelled to take passage in the Sierra for Honolulu. They expect to join the transport at this port, as a number of troopship passengers left the Sherman on arrival here.

The Sherman was berthed at the Ewa side of Alaka wharf and 32 cabins, 2 second-class and 69 troop passengers left the troopship at this port. The officers report a fine trip down from the coast. Election returns were quite fully received through the Sherman wireless and much interest was evinced by officers and men over the result.

For Manila there are 153 casualties for the army organizations stationed in the Philippines, and 130 sailors to join the ships of the Asiatic squadron. In all there were 636 passengers on board.

No regular organizations are passing through on this voyage, the passengers being made up of casuals and men for marine guard and recruits for the navy.

The vessel has considerable cargo to be left at Guano and Manilla. The Sherman sailed from San Francisco but one hour in advance of the Sierra, consequently she did not bring a great amount of mail for the islands.

Y. M. C. A. NOTES

The fourth of the series of week-of-passer meetings will be held tomorrow noon at twelve-thirty o'clock in Cooke Hall. P. L. Morse, principal of Kanababona School, will speak on the subject of "Social Service."

The Hawaii Camera Club will hold a meeting next Friday evening in Cooke Hall, and several interesting talks will be given. Alonzo Gartley will speak on "The Fundamental Principles of Photography," and A. R. Gurry will present Edgar Cohen's collection of California scenes. Following this there will be a general discussion. All members of the association who are interested in amateur photography are invited to be present.

In place of the regular assembly last night, the students of the night school spent a social evening in Cooke Hall after the classes had closed. The gathering was presided over by A. E. Larimer, and Secretary R. M. Cross gave the address of the occasion. Ben Mendolia entertained those present with blackboard cartoons, and then a mezeze dispersed a few rags, after which refreshments were served, consisting of cake and punch.

The patronage of the new cafeteria in the boys' department is steadily increasing, and room is being made for more tables. Chef Cross and Fantryman Johnson, with the services of Walter Larimer, are kept busy dispensing the eats to at least thirty hungry boys every noon.

Assistant Physical Director Johnson is planning to start a cross-country running club for the members who desire to go in for that kind of training.

WILSON GETS CONTRACT

The Maul loan fund commission, at its meeting last Saturday awarded the contract for constructing the bridge across the Kakuhi gulch to A. A. Wilson, at \$21,900. J. H. Wilson was given the contract for building the Maul belt road, his figure being \$83,750.

Bids for the construction of the Lahaia school house also were opened, but the award of the contract was postponed until next Saturday. Freitas and Fernandez were the lowest bidders, their figure for the job being \$28,000.

With lumber consigned to Allen and Robinson, the bark S. C. Allen sailed from Port Ludlow yesterday with destination as Honolulu.

The advisability or inadvisability of creating such a commission for our country until such time as we can be fully satisfied that:

1. A competent set of men can be selected and appointed.
 2. That such men are given very full powers and authority.
 3. That such men devote their entire time exclusively to their duties as commissioners; that they are well paid and should have ample funds to enable them to carry on their hearings, investigations and other work in general."
- (Signed) J. R. GALT.

FOUR HUNDRED ORIENTALS LAND

Four hundred and seven orientals steered passengers stepped from the Pacific Mail liner Mongolia yesterday afternoon, with the intention of making the Hawaiian islands their home for the time being at least.

One of the largest delegations of Asiatics to arrive here in many months was included in the list of passengers brought from the Philippines, China and Japan in the big Pacific Mailer.

Representatives from the Hawaiian Sugar Planters' Association met the liner at Alaka wharf to take care of 174 Filipinos, who have been recruited to take up work on island sugar estates.

Japanese figured largely in the complexion of the crowd of new arrivals that thronged the main decks of the vessel awaiting the final disposition of the Federal authorities whose business it was to pass upon their eligibility to land on American soil.

Including "picture brides," 103 Japanese are today at the Federal immigration station going through a series of interrogations before being released.

Nine Koreans and 24 Chinese also expressed a desire to land here.

In addition to the small number of cabin travelers who joined the Mongolia at Honolulu, the through list included 56 cabin, 238 second-class and 371 Asiatic steerage passengers.

Twenty-four hundred tons oriental cargo were discharged here during the all night lay over of the vessel. It was a rough job that the local stevedores completed in the handling of the Mongolia in order that the liner might sail for San Francisco at noon hour today.

A vast amount of Japanese and Chinese provisions has been received. Through freight includes millions of Philippine cigars while silk valued way into the millions of dollars is carried in transit for New York.

Captain Emory Rice reported a pleasant trip notwithstanding the fact that the Mongolia bucked a strong head wind for a greater portion of the way across the Pacific.

A MOUNTAIN OF ORIENTAL CARGO

Alaka wharf this morning presented an unusual sight with its hills and mountain ranges composed of oriental merchandise and supplies, which for the past twenty-four hours have been pouring from all latches and side ports in the Pacific Mail liner Mongolia in a continuous stream.

It has been many months that such a collection of miscellaneous cargo has been piled high on the big wharf as is found there with the departure of the Mongolia for San Francisco at noon today.

From ten to eighteen gangs of men worked throughout the night in the effort to remove the accumulation of freight from ship to wharf. In addition to this labor performed by local stevedores, one hundred and fifty tons rice and other Hawaiian products were safely stored aboard the vessel before the time of departure.

Twenty-three hundred tons freight were removed from the liner between four o'clock yesterday afternoon and five o'clock this morning.

In sailing for San Francisco the Mongolia carried sixty cabin and 20 steerage passengers booked at this port for the coast.

LOCAL FREIGHT ON MINNESOTAN

The latest addition to the American-Hawaiian line, the freighter Minnesotan, in sailing from New York for the isthmus of Tehuantepec, carried cargo consigned to Honolulu importers, according to advices received yesterday by General Freight Agent G. P. Morse of this city.

The Minnesotan began her builders' trials on September 30th and sailed the following day for New York, here to be taken over by the owners.

The American-Hawaiian steamship Alaskan, that is to leave Puget Sound ports on November 20th, is bringing merchandise that left the East coast of the United States in the big new Minnesotan, which vessel is built expressly for service through Panama canal.

The local agents have been informed that the Alaskan in departing from the Sound will bring westbound transhipped cargoes Number 303, 304, 305 and 306 that left New York in the Kentuckian Sept. 19, Georgian Sept. 25, Minnesotan Sept. 30 and Oregonian Oct. 5.

The Alaskan represents the first steamer to take up the new 1912 triangular Pacific schedule. It is intended that the vessel leave Hilo, the last of the island ports of call, for Salina Cruz on December 21st.

The Matson Navigation steamer Wilhelmina from Honolulu with passengers, cargo and mails is reported to have arrived at San Francisco at 5 o'clock yesterday morning.

Honolulu Star-Bulletin

in which is combined the HAWAIIAN STAR, established 1853, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD., Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager MEMBER ASSOCIATED PRESS.


PLAT RATE FOR DISPLAY ADVERTISING OVER 2000 INCHES. UNTIL JAN. 1, 1913 (Preferred Position 20%) 10c PER COPY. TRANSIENT RATE, \$1.50 first insertion and subsequent issues pro rata. CLASSIFIED, One Cent per word—30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY-OCTOBER 49822 MAIN OFFICES: 1504 ALAKA STREET. Telephone—Editorial Rooms 1284; Business Office 1284. BRANCH OFFICE: 1220 MERCHANT STREET. Telephone 1222.

SUBSCRIPTION RATES: DAILY STAR-BULLETIN Per Month, anywhere in United States 1.75 Per Quarter, anywhere in United States 5.00 Per Year, anywhere in United States 15.00 Per Year, postage, foreign 15.00 SEMI-WEEKLY STAR-BULLETIN Per Six Months 2.50 Per Year, anywhere in United States 5.00 Per Year, anywhere in Canada 5.00 Per Year, postage, foreign 5.00

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