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 skipper'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 hail or outcry was heard at the time the Chinese is supposed to have left the ship. The weather was reported 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 in quarantine today, Dr. Trotter deciding 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 smoke 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 Islands he called at San Francisco as well as Sound ports and was not obliged to fumigate the ship at either point along the Pacific coast.

The Santa Rita is expected to come to her wharf this afternoon to be discharged of 42,000 barrels of fuel oil and 1500 drums of distillate.

Four New Steamers For Australian Trade.

MELBOURNE, Oct. 21.—So rapidly has the Australian trade, managed by the Peninsular and Oriental Company grown in vessel tonnage 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 Waihi, New Zealand, has not been taken up with any eagerness by the laborers and watersiide men and it is not now expected to be of long duration. Over 60 of the strikers are now in jail.

Another Ship Becomes Floating Cannery.

The old American ship Two Brothers, which was built at Farmingdale, Me., in 1866, is to be converted into a floating cannery for use in northern waters. The move to change the Two Brothers into this type of vessel was made heating of the success of the old Gem of the Seas, which was similarly fitted up as an experiment last season.

PASSENGERS ARRIVED

Per P. M. S. S. Mongolia, from Manila via Hongkong and Japan ports—For Honolulu: Miss Maria E. Butters, Miss E. L. Carbeck. Through to San Francisco: Ah Yeung Tsung Shan, Dr. and Mrs. Geo. S. Baker, Mr. and Mrs. Timothy H. Barnard, Walter Bollman, Miss Marguerite E. Butters, Leon Barnoud, Lewis Bradbury, Charles Campbell, Jr., Mrs. Jay Carter, Martin L. Cavanaugh, Josef Chalupa, Chang Chea Yen, Chin Eoi Ching Ting Wing, Chin Wai, Chin Yook, James S. Christie, Mrs. Clara E. Cline, Miss Alice B. Cline, Miss Constance C. Cline, Mr. and Mrs. Thomas F. C. Cobbe, Sydney K. Cotton, Andrew J. Cole, John Richard Cook, Mr. and Mrs. Charles H. Derham and servant, Fung Wai, Mr. and Mrs. Richard R. Hoge, Miss Jane E. Hoge, Lau H. Call, Yau Yuen Sun, Paul Maguire, Miss Helene Montague, Henry DuBois B. Moore, William C. Paul, Otis A. Poole, Jose da C. R. Pereira, Armando A. C. Pinto Eugene H. Rabun, Mrs. Kathryn Francis Such, Seong Ts Uag, Tom Gan Lum, Tsang Kwong Cai, Kitzo Toriumi, Mrs. Chiya Toriumi, Miss Maude K. White, Joseph Wright, Wong Shia, Yii Sen, Yang Chien, Zen Hoong Chung.

Per U. S. A. Transport Sherman from San Francisco, Nov. 12.—H. L. Raymond, Lt. Col. Medical Corps, wife and son, Arthur S. Conkling, Major, General Staff, and wife; O. B. Rosenbaum, Captain 2nd Infantry, wife and 2 children, Edward Carpenter, Captain C. A. C., wife and 2 children, W. R. Davis, Captain Medical Corps and wife, Campbell King, Captain 1st Infantry; Wm. G. Ball, 1st. Lt. 2nd Infantry; Wilbur Rogers, 1st. Lt., F. A.; T. J. Camp, 2nd Lt., 2nd Infantry; P. Deshon, 2nd Lt., 1st F. A.; J. H. Hineman, Jr., 2nd Lt. 1st Infantry; Miss B. L. Hirtle, Army Nurse Corps; George W. Armitage, C. E. & S. C. Q. M. C.; Mrs. N. F. McClure, wife Major 5th Cavalry; S. H. Ware, asst. Engr's. Dept. and wife, G. W. Cooper, Clerk, Navy Department; Mrs. F. W. L. Humphrey, wife Civil Engr. Light House Service; W. J. Robinson, Judge 1st Jud. Cir. Court of Hawaii; J. B. Monsarrat, Judge, Dist. Magistrate, Hawaii Government; Antonette Abbona, governess, family Capt. Carpenter.

Per str Claudine:—R. L. Turner, J. A. Madeiro, G. W. Carr, D. W. Driscoll, Miss Driscoll, J. W. Howat, Mrs. Howat, E. Lindsay, J. F. Souza, A. F. Ventura, S. F. Jones, R. Thompson, Geo. Samuels, M. S. De Ponte, J. R. Davies, A. Pomla, H. K. Smith, Wo Chong, Maau W. Henning, F. Stark, G. Kamo, K. Kakoda, J. L. Coke, J. E. Gannon, A. N. Hayselden, 59 deck.

Per. str. W. G. Hall—Dr. and Mrs. Behr, A. Lindsay, C. W. Spitz, M. B. Fernandez, E. Palmer, Miss Strauss, Rev. J. M. Lidgate, S. Hamamoto, Mrs. E. Karo, Miss E. Kapu, N. Akeia, 27 deck.

PASSENGERS DEPARTED.

Per P. M. S. S. Mongolia, for San Francisco: Francis Gay, Mrs. Gay, Col. Sam Parker, Vernon Smith, Mrs. Smith, Chas. Bartlett, Mrs. A. C. Bridges, Miss L. Newkirk, Mrs. Louis Scholler, C. A. Stanton, Miss M. Hart, Miss F. Blancoer, Mr. and Mrs. A. N. Bosworth, Mr. and Mrs. A. L. Greenwell, Wm. Giddings and son, Mr. and Mrs. T. W. Cushing, Clarence Reed, Miss C. Ghirardelli, Miss E. Woerner, Miss Helen Schweitzer, Miss C. Woerner, Miss Suden, Mrs. S. B. King, Dr. and Mrs. A. Behr, Miss Strain C. E. Stafford, W. A. H. Connor, Mrs. E. B. Bridgewater, Lt. P. C. Bellard, Mrs. W. H. Friedler, G. S. Bruns, Parker Dear, J. D. Lear, Jno. Traynor, Mrs. E. A. Sima, P. F. Linton, Miss E. Collais, Gilbert Foote, W. G. Notley, R. C. Patterson, J. W. Tuft, Dr. G. H. Stover, Mrs. G. Kelley, Miss C. Heron, Miss B. Ross, Ruth Jenkins.

Per M. N. S. S. Honolulan, for San Francisco, Nov. 12.—C. H. Adams, Chas. Badenfeld, Mrs. Chas. Badenfeld, Miss B. Beuner, T. E. Brady, J. O. Crane, A. S. Dowd, W. F. Hellbron, Miss Knightler, T. Leslie, Mrs. A. J. Newbegin, Mrs. T. H. Phillips, G. T. Plummer, Mrs. G. T. Plummer and child, H. Rowen, N. Watkins, Mrs. N. Watkins, E. F. Webster, Mrs. E. F. Webster, Mr. Webster, Miss Webster, Master Webster, G. B. Worthen.

HARBOR NOTES

Sailed from Honolulu on Oct. 28 the Oceanic liner Sonoma arrived at Sydney N. S. W. on last Monday.

A dredge 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 Kahului the American tanker Lansing is on the way to the Maui port, having sailed from Port San Luis yesterday.

The Inter-Island steamer Kilauea is to be sent on the Hana Kea run pending the regular overhauling and repairs to the flagship.

The American schooner Melrose has been hauled down from the local marine railway after having been recaulked and repainted.

KUKUI TO REMAIN

Official assurance that the lighthouse tender Kukui will not be transferred from Honolulu to another station is 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 places. It is uncertain whether there will be a general meeting of the chamber this month.

OLAA THE ONLY RISING SUGAR STOCK

Oahu was hammered down another quarter-point since yesterday at today's board, 85 shares selling at 25.-37½ and 160 at 25.25, all divided between eight uneven lots, of which two were of 75 shares each. Hawaiian Commercial fell a point to 39 for 40 and 10 shares reported, and Onomea half a point to 36 for 10 shares. Olaa is the only sugar stock in demand on an upward scale. Recent sales of 200 and 100 shares of it at 5.75 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.

City Transfer

(JAS. H. LOVE)

Office, King Street, opp. Union Grill . . . . . Phone 1281

TIDES---SUN AND MOON

Date	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov.	p.m.		a.m.	p.m.	a.m.			
4	12.10	1.5	6.45	7.05	5.54	6.07	5.21	1.34
5	12.55	1.4	1.30	7.35	7.11	6.07	5.20	2.49
6	a.m. 2.12	1.6	p.m. 1.39	7.56	8.19	6.06	5.20	3.27
7	3.47	1.8	2.16	8.24	9.20	6.06	5.20	4.46
8	5.22	2.0	2.55	8.51	10.13	6.10	5.19	5.44
9	6.02	2.2	3.35	9.18	11.06	6.10	5.19	—
10	6.46	2.4	4.14	9.45	p.m. 12.01	6.10	5.19	6.45

New moon Nov. 8th at 8:24 p. m.

URGES SERVICE COMMISSION BE GIVEN POWERS

That a public utilities or public service commission in Hawaii will go on the rocks and cause serious trouble here unless it is a commission clothed with such ample powers that it will be analogous to the Interstate Commerce Commission in its own sphere, and that the commissioners should be men who will give their entire time to the work is the opinion of J. R. Galt of the Hawaiian Trust Company, who has devoted some study to this question now before the people of Hawaii.

In the following summary of the New York commission's work and powers, Mr. Galt points out forcefully some of the things that Hawaii should reckon with in naming a public service commission:

In view of the talk at present in regard 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 or power plants, and any common carrier.

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 8 a. m. and 11 p. m.

9. Commissioners receive an annual salary each of $15,000; commissioners' attorney, $10,000 per annum; commission's secretary, $6,000; all other salaries being based by the commission.

The commission itself, attorney, secretary, and employees are reimbursed for all necessary traveling and necessary expenses in the discharge of their duties.

10. Strict provisions are made to prevent any commissioner or employe or counsel from receiving any free pass or reduction in fare, or present, or gift of any kind.

11. Failure to obey a subpoena issued by the commissioner is a misdemeanor.

12. Witness fees are fixed at $2.00 a day and five cents per mile.

13. Cost of service and witness fees have to be paid by Complainant in any cases being tried on account of complainant.

14. Failure to produce records and to answer questions are punishable by a jail sentence through a Justice of the Supreme Court.

15. The Commissioners are not bound by technical rules of evidence in hearings.

16. All actions and proceedings under the Commission shall be preferred over all other civil cases except election cases in all Courts.

The Commissioners' duties are specifically provided for along the following lines;

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 Glass and Electrical corporations;

Section 64. Application of article.

Section 65. Safe and adequate service; just and reasonable charges; unjust discrimination; unreasonable preference.

66. General powers of commissions in respect to gas and electricity.

67. Inspection of gas and electric meters.

68. Approval of incorporation and franchises; certificate.

69. Approval of issue of stock, bonds and other forms of indebtedness.

70. Approval of transfer of franchise.

71. Complaints as to quality and price of gas and electricity investigation by commission; forms of complaints.

72. Notice and hearing; order fixing price of gas or electricity, requiring improvements.

73. Forfeiture or non-compliance with order.

74. Summary proceedings.

75. Defense in case of excessive charge for gas or electricity.

76. Jurisdiction.

77. 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 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.

WILSON GETS CONTRACT

The Maui loan fund commission, at its meeting last Saturday awarded the contract for constructing the bridge across the Kakipi gulch to A. A. Wilson, at $31,900. J. H. Wilson was given the contract for building the Nahiku-Keanae section of the Maui belt road, his figure being $83,750.

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

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 on commercial liners the quartermaster department of the army has also taken notice of an alleged deficiency of lifeboat accommodation 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 Alakea wharf and 39 cabin, 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 casuals for the army organizations stationed in the Philippines, and 199 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 Guam and Manila. 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.

NEARLY MILE OF NAMES ON THIS BIG PETITION

SAN FRANCISCO, Nov. 4.—The Liberty Bell petition reel, which now contains three-quarters of a mile of petitions and which was signed by the children of San Francisco, is on exhibition in the Exposition Building.

The children of the public and parochial schools of this city, numbering in the neighborhood of 70,000 have affixed their names.

Petitions are coming in from the public, parochial and private schools of the State of California. When they are pasted together and placed on the reel it will be sent to Philadelphia for presentation to the Mayor and City Council of that city. It is expected that there will be one million signatures attached to this petition.

FOUR HUNDRED ORIENTALS LAND

Four hundred and seven orientals steerage 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 Alakea 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," 195 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 rush 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 Philippines 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

Alakea 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 hatches 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 nine 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 C. P. Morse of this city.

The Minnesotan began her builders' trials on September 10th and sailed the following day for New York, there to be taken over by the owners.

The American-Hawaiian steamship Alaskan, that is to leave Puget Sound ports on November 30th, 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.

W. C. PEACOCK & CO., LTD.

FAMILY TRADE

WINE AND LIQUOR MERCHANTS

Merchant, Near Fort

Honolulu Star-Bulletin

in which is combined the HAWAIIAN STAR, established 1856, 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.

FLAT RATE FOR DISPLAY ADVERTISING OVER 1000 INCHES UNTIL JAN. 1, 1913 (Preferred Position 25%) .....10c PER INCH

TRANSIENT RATE, $1.50 first insertion and subsequent issues per inch

CLASSIFIED, One Cent per word—50 cents per line per week.

AVERAGE DAILY CIRCULATION JULY-OCTOBER 4872

MAIN OFFICES ..... 1053 ALAKEA STREET

Telephones—Editorial Rooms 2821; Business Office 1051

BRANCH OFFICE ..... MERCHANT STREET

Telephone 2806

SUBSCRIPTION RATES:

DAILY STAR-BULLETIN

Per Month, anywhere in United States .....

Per Quarter, anywhere in United States .....

Per Year, anywhere in United States .....

Per Year, postpaid, foreign .....

SEMI-WEEKLY STAR-BULLETIN

Per Six Months .....

Per Year, anywhere in United States .....

Per Year, anywhere in Canada .....

Per Year, postpaid, foreign .....

Address all Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.

Boy Scout Shoes

Popular among boys who enjoy Nature

Comfortable and Lasting.

Will withstand hard knocks and long hikes.

M'Inerny Shoe Store

One More Week

THIS IS THE LAST WEEK OF OUR BIG MAKE-ROOM SALE.

Tremendous Bargains

IN ALL DEPARTMENTS. BUY NOW AND SAVE MONEY.

YEE CHAN & CO.,

COR. KING AND BETHEL STREETS

GIFT BOOKS

IN

PARCHMENT, OOZE LEATHER AND LEATHERCRAFT BINDINGS

CHILDREN'S BOOKS

of Linen and Cloth With Pictures and Tales They Like.

A. B. Arleigh & Co., Ltd.,

CHILDREN'S BOOKS.