

# Shipping

## CUSTOMS OFFICER INJURED IN SEARCH FOR DOPE ON CHIYO MARU

The careful inspection of the Toyo Kisen Kaisha liner Chiyo Maru with the attendant search of the big steamer for contraband opium during the stay at this port, was completed with disastrous results before the vessel resumed the voyage to San Francisco.

John K. Bunker, a member of the inspectors' staff, connected with the United States Customs service, was victim of a fall from a lower deck through an open hatchway, with the result that he was hastily removed to the hospital where he was given prompt medical attention.

The Chiyo Maru was given a careful going over by a large delegation of Federal officers. It was near the close of the quest for dope that Bunker was seen to step backward, and before he could catch himself had fallen through the opening to the deck below. In dropping this distance, the young officer was seriously bruised, besides suffering a broken leg. His injuries included the severing of several arteries and tendons which caused a considerable loss of blood. The wounds will prove very painful and will result in Bunker's being laid up for some time to come.

A few lay-over passengers joined the vessel at this port. The Chiyo Maru was dispatched for San Francisco at ten o'clock this morning, following the discharge of over one thousand tons cargo forwarded to this port from China and Japan.

The Chiyo Maru shows little effects of a succession of bad weather encountered shortly after the liner steamed from Yokohama for Honolulu. Before the Chiyo Maru sailed for the mainland this morning, a large consignment of mail intended for the coast was placed aboard by the local postal officials.

### Inter-Island Vessels Meet Bad Weather

Several inter-island steamers arriving from Hawaii and Maui ports today encountered heavy weather in crossing the channels. The Helene from Kukuhae, Honokaa, Paauhau and Kawahae brings 85 head cattle, a quantity of milling machinery for repairs and empty bottles and gasoline drums. Along the coast the Helene fell in with light trades and fair seas.

The Likelike from Lahaina is another arrival but brought no freight for Honolulu. In crossing the channels the Likelike experienced some heavy seas.

A moderate east wind and a choppy sea was encountered by the steamer Mauna Kea in returning from Hilo and the way ports. This vessel brought a very small list of passengers as well as freight. Purser Phillips reports the steamer Claudine, Kailua and Keolu at Hilo, the Kauai towing the schooner Spokane to sea while the steamer Maui was passed off Paopao.

### Hilo Shipping

Hilo still presents a bleak aspect as far as shipping is concerned. Purser Phillips in the steamer Mauna Kea reports the American-Hawaiian freight steamer Virginia as awaiting an opportunity of taking an additional cargo of sugar and pineapples destined for the mainland. Rough weather has caused considerable delay in the securing of lighters. The American schooner Spokane was standing off port awaiting a favorable wind in which to proceed to sea and the Grand. The bark Nyman was awaiting the remainder of a cargo of hardwood railway ties. This vessel may remain at the port for a week or ten days before receiving the allotment of material. The schooner Taurus was being discharged at lumber at the railway wharf, while the schooner Okanagan and the barkentine Kikikat each loaded with Puget Sound lumber were awaiting a berth at the long wharf.

### Captain Dempwolff Gets Largest Commission

The largest vessel in the Hamburg-American service will soon go into commission with the completion of the big Europa, and Captain Christian Dempwolff, well known at Honolulu as master of the Cleveland is slated to preside over the navigation bridge on the steamship. Captain Dempwolff has made four visits here while in command of the German excursion steamer Cleveland. Captain Dempwolff has been stationed at the building works as the company's expert, and will supervise the construction of many features of the new giant of the sea. As a result of the promotion when the Cleveland arrives in port in January on the fifth voyage around the world, Captain Dempwolff will not be in command.

The Europa will be the largest steamer ever built, and will exceed the Hamburg-American steamer Emperor, which is now the largest steamer afloat and about ready for the sea.

### Avery Promises New Steamship

Verifying the prediction made exclusively in the columns of the Star-Bulletin some days ago to the effect that the Toyo Kisen Kaisha would soon add a new steamer to the trans-Pacific service, Assistant General Manager W. H. Avery, who passed through Honolulu today, stated that such an addition to the line would be forthcoming, presumably along about the first of March.

According to Mr. Avery, who has been holding a series of important conferences at Tokyo with high officials in the T. K. K., the present intention is to secure a large steamer for cargo and the transportation of third class passengers, this vessel to be placed on the run between China and Japan ports and Central and South American coast.

A fifteen thousand ton steamer is in contemplation, the argument being given that such vessels as the Buvo and Kyo Maru are too small to accommodate the rapidly and constantly increasing business offered by the line. Mr. Avery was joined here by Director Isaka who has been in the city for some days past conferring with local business men and others ament the establishment of a large coaling station at Honolulu.

### Chiyo Maru Passed Shanghai

Shanghai was omitted as a port of call by the Toyo Kisen Kaisha liner Chiyo Maru that continued the voyage to San Francisco this morning. Shanghai will be stricken from the list of ports along the coast of Asia by T. K. K. and Pacific Mail liners until the quarantine against the North China port is raised by Japan. Since the reports of cholera at Shanghai have gone abroad the Japanese government has required that all ships coming from Shanghai shall anchor before entering Nagasaki for a period of 120 hours from the time of leaving Wosung.

This means a delay of over three days at Nagasaki, which entails considerable expense to cut out Shanghai as a port of call for the boats returning to San Francisco until the quarantine is lifted.

### Kona Sugar by Mauna Loa

The last of sugar awaiting shipment at Kona and Maui ports was brought to Honolulu with the arrival of the inter-island steamer Mauna Loa. The vessel's cargo included dogs, ducks, turkeys, pigs, horses, 21 hogs, 22 crates chickens, 24 bales hides, 25 head cattle, 104 bunches bananas, 217 pieces koa lumber, 1933 sacks coffee, 754 sacks sugar and 240 packages sundries.

According to Purser Sheldon, the following sugar is awaiting shipment: H. A. Co., 4344 sacks, and H. H. Co., 4000 sacks.

The vessel met with strong head winds and choppy seas in crossing the channel.

### Hyades To Bring Heavy Freight

It is understood through small advices that the Matson Navigation Company freighter Hyades now on route from the Sound to Honolulu is bringing down a heavy shipment of general cargo, including four feed stuffs, lumber, machinery and sundries.

The Hyades collected freight at San Francisco as well as at Seattle and Tacoma. According to a cable received at the agency of Castle and Cooke the Hyades sailed from Seattle yesterday and should arrive here on or about November 6th.

The American schooner H. D. Bendixon having been discharged of a shipment of lumber at Kailua brought from Port Gamble to the order of H. H. Hachfeld and Company was dispatched for the Sound on last Saturday according to advices brought to this port by officers in the inter-island steamer Mauna Loa.

The Bendixon arrived at the Hawaii port on October 8th.

Little damage was done the Japanese liner Chiyo Maru through rough weather experienced off the coast of Japan.

A twenty four day passage is credited the American schooner Defender that sailed from Honolulu for San Francisco on October 4th.

Having encountered heavy weather, the schooner Spokane that sailed out of Hilo harbor on last Friday returned to port on Sunday and was taken in tow by the steamer Kauai, and again started for sea on Monday evening. The Spokane has been discharged of a large shipment of lumber.

## Photographs of Dacre Castle Wreck Brought to Honolulu

### Remarkable Pictures Show How Vessel Broke in Two Pieces

With the massive hull cracked from rail to keel, the British freighter Dacre Castle lies at the entrance of Keelung harbor, island of Formosa, a sad and hopeless wreck, according to reports and photographs received at Honolulu with the arrival of the Japanese liner Chiyo Maru, which vessel was in the Far Eastern waters at the time a disastrous typhoon of unusual violence visited the coast of Formosa and Japan.

According to the story of the disaster brought by the Chiyo officers, the Dacre Castle was a victim of a storm that swept the harbor on the night of September 16th. The Dacre Castle was moored at a buoy in Keelung harbor near a spot where trans-Pacific liners anchor to take on extensive cargoes of tea.

It is claimed that all attempts to hold the freighter to her anchorage failed, and, the lines parting, the vessel was sent to sea, the master believing that he could negotiate the narrow entrance to the harbor and make for the open sea. This attempt proved unsuccessful.

A huge sea then lifted the Dacre Castle on to a submerged rock in a cove immediately inside and west of the harbor entrance. She struck the rock amidships, and with such force that the hull was cracked from rail to keel. The flood of sea water which rushed into the ship burst all the steam pipes and destroyed the valves. The broken-backed Dacre Castle is still in the same position, lying on the rock with her mizzenmast about six feet higher than the bow and stern. There are about six fathoms of water under her bow and the forepart of the ship is articulating like a joint with the sternpart.

At the time the Chiyo Maru called there, the Dacre Castle officers were standing by the vessel while the crew of Lancars were housed ashore. It was expected that the vessel then resting on a pinnacle of rock would slip off and go to the bottom before the next storm. This statement was also made at that time that the cargo in two hatches remains undamaged, but this story was seriously questioned by those who had visited the wrecked vessel.

At the time of disaster a Japanese vessel was riding at anchor at Keelung harbor. It is said that this steamer failed to render any assistance when the Dacre Castle was in searchlight upon the distressed freighter.

Keelung supplies a large amount of tea for export to the United States in Pacific Mail liners, and vessels in the trans-Pacific service have of late been making frequent calls at the only port of importance on the island of Formosa.

## WEATHER TODAY

Oct. 29, 1912.  
Temperature—6 a. m., 72; 8 a. m., 77; 10 a. m., 78; 12 noon, 79. Minimum last night, 53.  
Wind—6 a. m., velocity 9, direction N. E.; 8 a. m., velocity 8, direction E.; 10 a. m., velocity 9, direction E.; 12 noon, velocity 12, direction E.; Movement past 24 hours, 241 miles.  
Barometer at 8 a. m., 30.11. Relative humidity, 8 a. m., 60. Dew-point at 8 a. m., 62. Absolute humidity, 8 a. m., 5.977. Rainfall, Trace.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Tuesday, Oct. 29.  
SUVA — Sailed, Oct. 29. S. S. Mauna Kea for Honolulu.  
KAILUA — Sailed, Oct. 26. Schr. H. D. Bendixon, for Port Townsend.  
SEATTLE — Sailed, Oct. 27. S. S. Mexican, for Honolulu.  
Sailed, Oct. 28. S. S. Hyades, for Honolulu.  
PORT TOWNSEND — Arrived, Oct. 29. Schr. Mary E. Mosler, hence October 9.  
SAN FRANCISCO — Arrived, Oct. 29. 9 a. m., S. S. Manchuria, hence Oct. 23.  
Aerograms.  
S. S. WILHELMINA — Will arrive from San Francisco at 7 p. m. today.  
U. S. S. SUPPLY — Will arrive from San Francisco at 5 o'clock tonight.

## GIVES INVENTORY OF JOHN WRIGHT PROPERTY

Cecil Brown, executor of the estate of John Wright, deceased, has filed in circuit court an inventory of the property held by Wright at the time of his death. It shows that he possessed in addition to two lots on Kapiolani street, the following bonds: fifty-eight shares of the capital stock of the Waianae company, having a par value of \$100; seventy-five shares of Hawaiian Electric stock, at a par value of \$100 per share and 447 shares of Qabu Sugar company stock, at a par value of \$20 per share. He also has \$2902.77 in cash, a quantity of household furniture, a gold watch and a diamond ring.

Cargo for the island of Hawaii, has left San Francisco in the Matson Navigation steamer Enterprise, the liner departing from San Francisco at five o'clock Saturday afternoon.

Wichman's sale of odds and ends of sterling silver tableware continues only a few days longer. Now is your opportunity to buy handsome pieces at bullion-silver prices.—advertisement.



The wreck of the British freighter Dacre Castle, which went ashore at Keelung harbor, island of Formosa, one of the sea ports visited by the Pacific Mail liner Manchuria, the photograph being taken by an officer in that steamship. The Dacre Castle is declared a total loss, having been broken in two as a result of a typhoon of unusual violence on the night of September 16th.

## CORNELL ITEMS SAY HARRIS IS OF INTEREST LOCALLY SORE BECAUSE HE MISSED JOB

Says the Ithaca Journal: "The Ithaca Club of Cornell" is the name given to a new club recently organized. The purpose of the organization is to aid men coming from the Hawaiian Islands and to secure publicity for these too little known possessions of the United States. It will work in conjunction with the Cornell Club of Hawaii, which has headquarters at Honolulu in interesting prospective students in Cornell.

Walter G. Smith, '82, official lecturer of the Chamber of Commerce of the Hawaiian Islands, has been secured by the club to deliver an address here in the near future. At the organization meeting the following temporary officers were elected: David Townsend, '14, president; R. W. Hendry, '14, secretary.

Mr. George H. Rockwell, who spent the past summer in Honolulu, as the guest of his sister, Mrs. Lieutenant Pratt, has recently been elected Life Secretary of the class of 1912, Cornell University. At the same election Mr. Albert Horner, Jr., of Hawaii, was elected memorial orator of the class. These are not the only college honors that have been won by these men, Mr. Rockwell being the manager of the basketball team, and Mr. Turner the leader of the glee club.

Holds Track Championship. Cornell now holds the Chinese track championship of America, if not of the world. It was won at the eighth annual conference of the Chinese Students Alliance, held at Williamstown, Mass., in the week of August 26. In the track and field meet Cornell men captured eight first places and tied for another. Ten Chow, '15, of Shanghai, made the largest number of points, and won a silver cup. The Cornell men earned their victory, for they had trained faithfully for several weeks at Ferry Field.

Their most spectacular victory, was on the cinder path, where they took first place in every event from the hundred yards to the two miles, winning a silver cup, breaking three of their records, and scoring fifty points against twenty-five for Yale, their nearest competitors. K. Y. Chan, '12, won the tennis championship and another silver cup. And it was not only in athletics that they shone. K. S. Lee, '18, won the first prize in English oratory and S. Hu, '14, won the second prize in Chinese oratory. The interesting thing in these contests is that these students from the other side of the world ally themselves so enthusiastically with the university of their selection. Cornell is their alma mater, and in their loyalty they afford a pattern for some Americans. There were 161 students at the conference, and the delegation from Ithaca, numbering twenty-one, was the largest.—The Cornell Alumni News.

No fewer than 145 freshmen have registered for the crew at Cornell. Some sixty freshmen are trying for the class football team.

The senior class at Cornell has elected as its president John Paul Jones, holder of the world's amateur mile record of 4:15.25.

The armored cruiser Maryland, just arrived at Seattle from the Orient, is to sail immediately for Nicaragua.

The Australian rugby team defeated Stanford 6-0.

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1882, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by

HONOLULU STAR-BULLETIN, LTD.

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLAOE R. FARRINGTON... General Business Manager

MEMBER ASSOCIATED PRESS.

PLAT RATE FOR DISPLAY ADVERTISING OVER 3000 INCHES... UNTIL JAN. 1, 1913 (Preferred Position 20%)... 15c PER INCH 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 AUGUST AND SEPT. 4007

MAIN OFFICES... 1959 ALABAMA STREET... Telephone—Editorial Rooms 2155; Business Office 2240

BRANCH OFFICE... MERCHANT STREET... Telephone 2945

SUBSCRIPTION RATES: DAILY STAR-BULLETIN

Per Month, anywhere in United States... \$ .75  
Per Quarter, anywhere in United States... 2.00  
Per Year, anywhere in United States... 8.00  
Per Year, postpaid, foreign... 12.00

SEMI-WEEKLY STAR-BULLETIN

Per Six Months... \$ 1.00  
Per Year, anywhere in United States... 2.00  
Per Year, anywhere in Canada... 3.00  
Per Year, postpaid, foreign... 4.00

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

## MANUOAU TOLD OF DOBBY ILLS

In a number of letters penned but a few hours before stricken by death on board the Toyo Kisen Kaisha liner Chiyo Maru, Joseph A. Hamauku makes abundant reference to bodily ills from which he believed were of sufficient seriousness to warrant his taking his life.

Frank Archer, of Pearl City, was steamer to Manuoa, who took carbolic acid with suicidal intent just as the Japanese steamer bearing him home after a five months' tour of Japan swung at anchor at quarantine, awaiting pratique from the medical officers.

Letters received by W. O. Smith, Frank Archer, Captain Woodus Green, master of the vessel and a missive directed to the brother all contained veiled references to sickness and disease which apparently had made considerable progress during the time Hamauku was absent from the Territory.

The young man was far from being penniless upon his arrival here, according to statements made at the inquest conducted by Coroner Charles Rose yesterday afternoon.

Hamauku possessed investments in charge of the Guardian Trust Company, and he had cabled to W. O. Smith for funds before leaving Japan. On arrival here the young man would not have suffered through want of funds to carry him through.

In his letters left as a last reminder to his friends and relatives, the suicide declared that he had become tired of living under the shadow of continued illness.

His tour of Japan would indicate that having suicide in mind more or less constantly, he spent his money in lavish and reckless manner, with the result that upon his arrival here he was practically without funds.

The ever-present fear of facing the quarantine medical officers at inspection is believed to have been the direct cause of Hamauku taking his life at the very last moment.

Frank Archer took charge of the remains today.

Everything in the printing line at Star-Bulletin, Alaska street branch, Honolulu.

# Pure Dillinger Rye

Distilled from Selected Grain and Aged in Wood  
Not a Blend—Just Straight Whiskey aged in the wood

Dillinger Distilling Co., (P) (DR)  
Ruff's Dale, Pa.

# FAMILY TRADE

Phone 1704

## W. C. PEACOCK & CO., Ltd.

Wine and Liquor Merchants.  
Merchant St., near Fort St.

# City Transfer

(JAS. H. LOVE)  
King Street and Union Grill  
Phone 1281