

Shipping

PROMISE COMES FROM ISLANDS WHERE MILLIONS LIE BURIED

The guano deposits on Ocean Island are rated as still worth millions in golden coin to the little company of prospectors who are said to have secured this valuable asset for a yearly rental of approximately \$250 a year with an added royalty of about twelve cents per ton for product mined and shipped.

Such is declared as the condition of affairs at Ocean Island with the arrival of the Norwegian steamship Promise which vessel however comes from Makatea on this voyage.

For some years past, Ocean Island has supplied a large quantity of phosphate rock for local fertilizer companies. Within the past few months this product has been rathered from Makatea.

Sailing from the phosphate islands on November 26th, the Promise is said to have met with fine weather practically from the start. With 1300 tons phosphate rock the vessel reached port early this morning and was moored at the railway wharf, there to discharge. Vessel and cargo are consigned to T. H. Davies and Company.

Whether the present license held by the Pacific Phosphate Company in the south seas will be revoked is declared as still a matter of discussion. The profits of the concern are now said to total at least five hundred thousand dollars each year.

The Promise will be given a prompt dispatch and it is expected that the vessel will be chartered to make at least one more trip with phosphates.

Logan Drydocked in Philippines.
The United States army transport Logan was drydocked during the stay in the Philippines, the vessel having been placed in the great floating drydock Dewey at Olongapo.

Arriving at the port late yesterday afternoon, less than seven hundred passengers were given a brief respite from what might have proved a tedious voyage.

Escaping the playful antics of one of several typhoons that loiter about the south China seas, the Logan steamed from Manila for Nagasaki, Japan and Honolulu through winds and seas that were extremely favorable.

In the troop quarters the Logan is carrying eighty-two enlisted men of the navy, sixty of the marine corps, 128 enlisted men on the sick list and thirty-seven general prisoners of war.

There were five indigent passengers one of them being an eight-year-old lad.

There were four stowaways aboard. The recent Federal regulation pertaining to life boat equipment has resulted in a material reduction in the number of passengers to be carried in all the trans-Pacific transports. The Logan has crossed the ocean nearly two thousand passengers. This voyage of the vessel is marked by a small number of travelers.

The Logan was dispatched for San Francisco shortly after noon hour today. Several well known army officers and their families were supplied with transportation to the mainland including: First Lieut. Frank Andrews, Second Cavalry, aide to General Macomb, to the Mounted School at Fort Riley, Kansas. Lieutenants Vaughan and Williams, who have been on duty at Fort Ruger, for their new stations at the Presidio, San Francisco. Lieutenant Millikin, Fifth Cavalry, of Colonel Wilder's active aides during the war between the Blues and Reds. Captain Kumpke, Second Infantry, wife and child, and Captain Sturges, adjutant of the Fifth Cavalry.

Many to Arrive by Mongolia.
One hundred and twenty-four cabin passengers, and about one hundred tons general cargo from the mainland are to arrive here early tomorrow morning in the Pacific Mail liner Mongolia. This vessel is sailing from San Francisco carrying 213 cabin, 51 second class and 471 Asiatic steerage passengers.

At the office of H. Blackfield & Co., at least one hundred Asiatic passengers have been booked for Oriental ports. The vessel will berth at Alakea wharf and it is presumed from the late wireless messages that the liner will reach the dock on or about 10 o'clock.

Persia's Skipper Fumed While

His British Majesty's Acting Consul Harrington apparently declined yesterday afternoon to submit to the indignity of clambering down a "Jacob's ladder" placed at his disposal by officers in the Pacific Mail liner Persia, and for that reason the trans-Pacific steamer was detained for some minutes after the hour of departure, while a body of stevedores struggled with a heavy gangway, upon which the local representative of the British government finally stroled from the ship to terra firma. Mr. Harrington had visited the Persia yesterday afternoon and presumably engaged in affairs of importance, heeded not the clanging of the warn-

ing gong. The Persia was made ready for sea, the gangway removed and lines cast off when one rather perturbed member of the local consular corps hastened to the side of the then moving steamer. Disdaining the admonitions to jump or take to the ladder, the official induced sympathetic staff attendants to again raise the gangway. Captain Hill on the bridge impatiently chewed the tips of his moustache, but refrained from audible comment.

Sparks From the Wireless
Wireless messages were received last night from several trans-Pacific liners either proceeding to or from Honolulu as follows:

At eight o'clock last night the M. N. S. S. Wilhelmina, bound from Honolulu to San Francisco, was 133 miles off port, and reported light east winds and fine weather with all well aboard.

P. M. S. S. Mongolia, bound from Suva, Auckland and Sydney—Makura, C. A. S. S., 9:30 p. m.

San Francisco—Persia, P. M. S. S., 9 p. m.

Thursday, December 5, San Francisco—Logan, U. S. A. T. steamer.

The Mongolia was then 540 miles off port. Will arrive at quarantine at eight o'clock tomorrow morning. There are 195 bags of mail for Honolulu.

Kahuku was also in touch, via S. S. Mongolia, with the M. N. S. S. Lurline, en route for San Francisco, and with the S. S. W. F. Herrin, via S. S. Mongolia, which reported the Herrin would arrive at six o'clock Saturday morning.

Hundreds Pass Through on Makura
But sixty out of four hundred and fifty passengers in the Canadian-Australian liner Makura remained over at Honolulu. The British steamer was taxed to the limit with cabin, second class and steerage passengers. Arriving from Victoria and yesterday afternoon, a steady stream of visitors passed over the gangway and out through Alakea wharf, the crowd scattering to all parts of the city.

By nine o'clock last night the large contingent of passengers returned to the vessel and the Makura was away for Suva, Auckland and Sydney before ten o'clock.

The officers have nothing but fine weather to report from the time of leaving Victoria until the vessel came in sight of the Hawaiian Islands. At one time a westerly gale and sea prevailed but most of the passengers continued to follow the program of sports and entertainments planned upon departing from the Coast.

Captain Piltz Seeks Crew
Captain John Piltz, master of the American schooner Sehomo, is seeking men to fill out his crew, in order that he may sail away for Puget Sound without further delay.

The Sehomo has completed the discharge of a shipment of lumber to the order of Allen & Robinson. The vessel was shifted to the quarantine wharf today there to receive a fumigation.

The vessel will be remembered as having arrived here short handed through heavy seas which washed two men overboard.

With the signing on of a crew, which may be completed by tomorrow morning, the Sehomo will then be away.

Florence Ward Delayed in Sailing
Awaiting for a favorable wind, Captain Piltz, the well known skipper of the cable supply schooner Florence Ward, did not set sail for Midway Island this morning as originally planned. The schooner has been supplied with a full assortment of merchandise and provisions for the colony of cable operators stationed at Midway. Santa Claus has booked passage in the trim little vessel and has hopes of reaching the island some days before that set for his arrival on the calendar.

Korea Next Liner for the Coast.
Sailing from Honolulu on or about Monday evening, the Pacific Mail liner Korea is the next vessel to depart for the coast. The Korea is bringing 1700 tons Oriental freight for discharge at Honolulu. It is possible that the vessel may be held over, until Tuesday morning, owing to the unusually large consignment of freight for the islands.

Hall Sails One Day Late.
Annual inspection by federal officials is assigned as the cause of that vessel departing for regular ports of call along Kauai on Friday instead of Thursday evening. The Hall will be ready for sea tomorrow and is taking a fair-sized list of passengers and a big cargo of merchandise and supplies.

Mrs. Louis Harcourt, niece of J. Pierpont Morgan, is the first hostess to receive the Prince of Wales in an independent country house visit.

TIDES--SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Dec. 2	4.11	1.14	4.39	1.19	4.67	1.24
3	4.32	1.13	4.66	1.24	4.94	1.29
4	4.46	1.12	4.91	1.30	5.18	1.34
5	4.56	1.10	5.13	1.36	5.39	1.39
6	4.62	1.07	5.32	1.42	5.57	1.44
7	4.65	1.04	5.48	1.48	5.72	1.49
8	4.65	1.01	5.61	1.54	5.84	1.54
9	4.62	0.97	5.71	1.59	5.93	1.59
10	4.56	0.93	5.78	1.64	6.00	1.64
11	4.47	0.88	5.82	1.68	6.04	1.68
12	4.35	0.83	5.83	1.71	6.05	1.71

New Moon Dec. 8th at 6:36 a. m.

Nihau in and Out Again.
The Inter-Island steamer Nihau is not to make a very long stay at this port. Returning from Kahului with a number of empty gasoline drums and packages of sundries, the vessel has been placed on the berth to sail for Anahola at 5 o'clock this evening, taking general cargo.

ARRIVED

Wednesday, December 4.
Vancouver and Victoria—Makura, C. A. S. S. p. m.
Manila, via Nagasaki—Logan, U. S. A. T. p. m.

Thursday, December 5.
Makatea—Promise, Nor. str., a. m.

DEPARTED

Wednesday, December 4.
Suva, Auckland and Sydney—Makura, C. A. S. S., 9:30 p. m.
San Francisco—Persia, P. M. S. S., 9 p. m.

Thursday, December 5.
San Francisco—Logan, U. S. A. T. steamer.

PASSENGERS ARRIVED

Per U. S. A. T. Logan from Manila via Nagasaki, Japan—Maj. C. W. Farber, Eighth Cavalry, wife and son; Maj. C. B. Sweeney, Capt. C. M. Lyon, Second Lieut. H. Dagley and Second Lieut. B. E. Brewer, Capt. H. S. Miller and wife, Capt. H. H. Moore, wife and son; F. B. Sellers and wife, T. G. Foster, J. M. Minter, Lieut. E. D. McWhorter, Lieut. J. McMurray, J. C. Van de Carr, M. L. Hersey, F. J. Wilson and wife, D. A. Canty, Gerald Farmer, M. D. Morrow, Frank Morgan, E. F. McCarron, W. C. Hinton, M. W. Cardwell, wife and niece; F. J. Anger, G. W. McIver, Mrs. W. H. Evans and two sons, Mrs. C. Blumeel, Misses Pearl and Myra Carellon, Mrs. D. M. McLean and son, Mrs. G. F. Lyon, Meq. S. Wightman, W. G. Pottinger, G. W. Rutledge, F. B. Mahoney, W. Wright, C. A. Steen, Mrs. H. B. Beecher, Mrs. E. G. Turner and two children, Mrs. T. J. Nihill, Mrs. E. G. Brown and two children, Miss A. M. Pendleton, Miss Florence Milburn, Miss Bessie Kelley, Mrs. M. Dowson, Geo. A. McEldowny, Mrs. T. C. Belters, H. Hayes, Mrs. C. A. Hayes, Mr. D. P. Lawrence, Jno. Muliken, Second Lieut. T. C. Spencer, J. G. Bye, Mrs. Bye, Mrs. May Morell, F. Werner, C. L. Gilmore.

PASSENGERS DEPARTED

Per U. S. A. T. Logan for San Francisco—Brig. Gen. M. M. Macomb, Capt. E. A. Sturges, Mrs. Sturges, Capt. Geo. E. Kumpke, Mrs. Kumpke, First Lieut. Jno. S. Williams, Mrs. Williams, First Lieut. H. R. Vaughan, First Lieut. F. M. Andrews, Second Lieut. J. A. Rodgers, Mrs. Rodgers, N. R. Smith, B. J. Kavanaugh, S. B. Kingsbury.

PASSENGERS BOOKED

Per str. W. G. Hall, for Kauai ports, Dec. 5.—J. R. Meyer and wife, Miss A. Sterner.
Per str. Claudine, for Hilo via way ports, Dec. 5.—Jas. Soon, Mr. and Mrs. R. E. Bond, C. G. Livingston, F. E. Harvey, Mr. and Mrs. Geo. Gibb, Mrs. T. H. Thomas and two children, Mrs. T. T. Meyers, Cecil Brown, Rev. H. Mason.

STOCK LANDED FROM THE DIX

Several hundred head horses and mules, en route to the Philippines as well as sixty-four mounts for cavalry companies stationed in Hawaii will be unloaded during the stay of the Dix at this port.

The transport, from Seattle, with over six thousand tons general quartermaster cargo, including vast quantities of feed, forage, and general merchandise, reached port at noon today and was berthed at Oceanic wharf.

In order to give the several hundred animals a much needed rest all will be removed from the ship to the United States government corral.

The Dix is to remain here until Sunday, before proceeding to Guam and Manila, Philippine islands.

The transport is in line for a long period of inactivity following the return to the Sound. This vessel is to be given a general overhauling during which time nearly two hundred thousand dollars will be spent in making the Dix a comparatively new vessel.

The Dix met with fairly good weather for a portion of the way down. The blow which the Canadian-Australian liner Makura encountered proved a somewhat disagreeable factor, though no serious damage is reported.

Four thousand sportsmen of California and Nevada partook of Sacramento's first "Big Goose Stee" which promises to become an annual event. The Rincon road which is to follow the coast from one end of California to the other was opened with a great celebration at Santa Barbara. Over 30,000 people were present at the festivities and barbecue.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Thursday, December 5, 1912.
SAN FRANCISCO—Arrived, December 5, 1 p. m., S. S. Sonoma, hence November 29.
Sailed, December 5, 1 p. m., U. S. A. T. Thomas for Honolulu.
Sailed, December 4, S. S. Alaskan for Honolulu.
HILO—Sailed, December 4, 11:30 a. m., S. S. Hilonian for San Francisco.

Aerogram.
S. S. MONGOLIA will arrive from San Francisco Friday at 8 a. m. with 124 passengers and 195 bags mail; will probably sail for Yokohama at 5 p. m.
S. S. W. F. HERRIN will arrive from Port San Luis Saturday morning.

BUILDING PROGRESS

(Continued from Page 1)

H. Machida, builder; \$620.
T. Mukai, dwelling, Desha Lane; S. Amaha, builder; \$750.
Chin Pin, dwelling, King street; Wong Wong, builder; \$900.
A. Santos, dwelling, Junchow; K. Nakatani, builder; \$1,100.
J. H. Schneck, dwelling, Kalhi; J. H. S. builder; \$1,500.
R. Nelson, dwelling, Punchbowl; Acetylene Light Co., builder; \$750.
Muriel C. Shingle, dwelling, Wai-kiki; Y. Fukuda and George M. Yamada, builders; \$1800.
H. Kishi, to move dwelling from Maheo road toward Kapiolani Park; Y. Fukuya, builder; \$1400.
Honolulu Construction & Draying Co., stable, corner South and Kawai-hao streets; H. C. & D. Co., builder; \$2500.

Board of Agriculture, laboratory, King street; Public Works, architect; Kreitas & Fernandez, builders; \$1582.
Hoffschlaeger & Co., office and store, King street; T. Gill, architect, John Walker, builder; \$8900.
Hawaiian Chinese Society, stores and meeting house, Vineyard street; Chau Chan, architect; Poon Kai, builder; \$2400.
Honolulu Iron Works, galvanizing plant, Kakaako; H. I. W., architect and builder; \$800.
Mrs. Nahaolehua, dwelling, Lemon road; J. Holmberg, architect; City Mill Co., builder; \$1500.
H. Suzuki, store, Emma street; S. Miyamoto, builder; \$950.
M. Fukuoka, store, Fort street; Y. Takehana, builder; \$700.

Union Feed Co., dry house, Ala Moana and South street; Geo. A. Moana, architect and builder, \$3000.
H. G. Davis, dwelling, Kaimuki; Sun Lee Tai & Co., builders; \$950.
T. Honia, dwelling, Palama; T. H., builder; \$700.

December Permits.
Daniel Hongstalling, dwelling, Morris lane; S. K. Fukumura, architect; City Mill Co., builder; \$1500.
M. G. Moranha, dwelling, School street; Quon Lee, builder; \$950.
M. K. Cook, dwelling, Artesian Street; Quon Lee, builder; \$500.
J. C. Griho, dwelling, Kaihi road; R. Miyata & Co., architects and builders; \$870.

Wong Tai, two dwellings, Achi lane; Chun Kim Sut, builder; \$1600.
Wong Lu, two dwellings, Achi lane; Chun Kim Sut, builder; \$220.
H. G. Davis, dwelling, Kaimuki; Sun Lee Tai & Co., builders; \$950.
Wm. Heeb, dwelling, Young street; M. K. Goto, architect; Aloha Building Co., builder; \$1150.

URGES NEW CHARTER

(Continued from Page 1)

ple—to keep his ear to the ground so as properly to serve the interests of the people. The analogy of a board of directors was not correct. Directors of a corporation were usually the largest shareholders, while the greater number of shareholders had little or nothing to say in the management of the business, whereas in the case of a municipality it was the body of taxpayers—corresponding to shareholders—which controlled affairs.

As to the present municipal act, he continued, all agreed that it was inadequate. There were a mayor and a secretary costing \$400 a month who had but little to do, and seven supervisors at \$50 a month each who had perhaps more to do than should be expected for the compensation. The municipality was without the usual powers of city government, it had very little property, could not levy taxes and had nothing to do with some of the more important of public services. Between the municipality and the territory there was a divided responsibility relative to the streets, the public health and other matters. It was surprising if the administration had not been altogether satisfactory.

It was possible to make a change without going to the trouble of framing an entirely new system. Still one could draw a plan better on a clean sheet of paper than on paper already covered with marks. County government at the outset had been received by many with apathy, if not opposition—some of those present were probably among the number that had thought it unnecessary. Within the past five years, however, Honolulu had advanced by leaps and bounds and public opinion today would not allow a recurrence to the system where four or five men handled all the multifarious affairs of the territory from Hawaii to Nihau. County government was a necessity brought about by a commission government from outside—a contingency that the speaker regarded as rather remote.

Everything in the printing line at Star-Bulletin, Alakea street; branch, Merchant street.

CAPTURE WOMEN & MAN TRYING TO SMUGGLE THEM

SAN FRANCISCO—With the capture late Monday night of Leong Moon, interpreter on the Japanese liner Nippon Maru, and four Chinese girls, the immigration authorities are confronted with one of the most brazen attempts at smuggling and bribery they have ever had to deal with.

From admissions made by the girls the Federal investigators believe they will be able to expose ring for the smuggling of Chinese women and coolies into this country as extensive as the opium conspiracies with which the customs authorities have been confronted recently.

When questioned by the officials the girls said that they had been drugged at Hongkong and lured aboard the ship. They were placed in a compartment in the coal bunker, and during the long voyage across the Pacific food was lowered to them. They suffered greatly, having only a small quantity of rice to eat and the exposure also told on them.

It is apparent that the girls are still withholding information which may involve those in the plot, but the investigators believe that they will speak more freely when they find that they are not to be harmed. Promises of rich husbands and an easy life here are still sealing the lips of the girls, in the opinion of those in charge of the investigation.

Plans Went Wrong.
The very assurance with which Leong Moon walked ashore from the Nippon accompanied by the Chinese girls, who were disguised as men, leads the officials to believe that "the way had been greased," and that the only reason why the "Celestial slaves" are not now occupying dens in Chinatown is because the arrangements of the smugglers miscarried.

Cornered in his attempt to take the girls away from pier 34, where the Nippon Maru is lying, Leong Moon, who is an American born Chinese, attempted, it is alleged, to bribe Customs Guard W. H. Deasy with a sum more than equal to that which the official derives from the Government annually.

Deasy was doing duty at the gangway of the Nippon when about 10 o'clock he was surprised to see five Chinese come down under the arc lights. One he recognized as Moon, the other four were clad in long over coats and wore soft hats pulled down over their faces.

"What's this," demanded the customs guard.
"That's all right, you know," said Moon confidently.
Evidently Deasy was the wrong man, the authorities think, as Moon seemed nonplussed for the moment. "Take \$250 and let my friends go," the interpreter is alleged to have said.

According to Deasy, Moon raised the sum until he offered \$1000 for the customs man to keep his eyes and mouth closed.
Deasy reported his surprising discovery to Deputy Surveyor of the Port Charles A. Stephens, who ordered him to place the Chinese in custody on the Nippon over night.

To the surprise of Deasy and the officers of the ship who were summoned, they found that the four supposed Chinese youths were of the opposite sex.
Girls Become Hysterical.
Yesterday morning Moon and the girls were taken to the office of Deputy Surveyor Stephens. The girls, who are but 18 and 19 years of age, became hysterical, believing that they were to be executed or meet some dire fate in their strange surroundings. It was also evident that they were exhausted from lack of sleep and want of food. Confronted by Deasy, Moon sullenly refuted all the guard's charges, denying that he had ever seen him, that he had offered a bribe, or that he knew anything about the girls.

Moon and the girls, who gave the names of Tai Moy, Ah Moy, Tai Yow and Ah Yen, were taken to the immigration station at Angel Island. Moon will be charged in the United States Court this morning with violations of the immigration laws.

Deasy, whose integrity was responsible for the nipping of the plot, was highly commended by Surveyor of the Port Duncan McKinlay.

W. H. Avery, assistant general manager of the Toyo Kisen Kaisha, is also conducting an investigation into the smuggling conspiracy to ascertain who among the crew of the vessel were responsible for the girls being aboard and their maintenance.

GREAT NAVAL

(Continued from Page 1)

"Hawaii," to the satisfaction of the committee ordering the plans.
I will further, if it is so desired, deposit with your committee my \$200 on the receipt of your order for the plans.
If my proposition is accepted and the boat is successful I shall want as commission 7 per cent of the first cost of the boat and her equipment, and should want to be allowed to visit Honolulu or wherever the yacht was built about the same time she was completed to superintend her completion and to tune her up under sail.

Under the conditions that prevailed last June it is very evident that "Hawaii" was remarkably well sailed and navigated and I am willing to stake my reputation on the same set of men or their successors.
Hoping to hear from you in due course, believe me,

Honolulu Star-Bulletin

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For Men and Women

K. UYEDA,

1020 Nuuanu Street

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