

CITY EXTENDS HEARTY ALOHA ON ARRIVAL OF BIG HILL SHIP

Mayor Lane and Delegation of Local Chamber of Commerce Present Monster Koa Key With Freedom of Honolulu To Party

WELCOME OF TROPICAL WARMTH CHARMS VISITORS

President of Los Angeles Chamber Admits That He Is Swept Off His Feet By Greeting of Islanders On Great Northern

(From Wednesday Advertiser.)

WE will guard this key, it will hold a sacred place in our hearts and it shall forever be the symbol of a closer bond between Honolulu and Los Angeles.

With these expressive words, John S. Mitchell, president of the Los Angeles Chamber of Commerce, accepted the huge key made of koa wood that was presented to the Los Angeles delegation by Mayor John C. Lane, of the crowded decks of the Great Northern as that great ship of joy and luxury lay resting in the peaceful waters of the harbor yesterday after her trip from California.

Probably no stranger scene was ever enacted on an ocean going steamer in Pacific waters. It was unexpected, spontaneous, and altogether appropriate despite the fact that it came as a surprising surprise to a trip that was filled with interest from the moment the great ship slipped from her moorings at San Pedro with the Godspeed of thousands of cheering spectators several bands of music and the shriek of hundreds of whistles from the harbor's craft.

Hardly had the great crowd of passengers, many of them of national distinction, ceased rubbing their eyes after the wild whirl round of pleasure at Hilo and the dance and reception on the boat of the night before, when the outlines of Diamond Head lifted from the turquoise sea and glittered in the sun.

"There's Diamond Head," was the shout that went up.

Her Voyage Is Ended

Then the screws of the big liner slowed down and in a short time the vast ship came to a stop. Shooting up from the shore came a small boat heading for the larger vessel with all possible speed. Mayor Lane stood on the prow of the smaller craft and close by him Supervisor Ben Hollinger carrying in a yellow plush bag the great key of Honolulu. There was a rust for the harbor (apologies to Secretary Daniels). The little boat came closer. The gangway was let down and in a few minutes Honolulu's reception committee composed of Mayor Lane, Senator A. I. Castle, Supervisor Ben Hollinger, W. E. Wall, P. Taylor, E. K. Fernandez, Kaniua Evans and several members of the local chamber of commerce came aboard and prepared for the simple but impressive ceremonies that marked the welcome accorded by Honolulu to the distinguished visitors.

Visitors Are Assembled

President John S. Mitchell, Martin F. Bethouski, president of the city council of Los Angeles, and a score of members of the Los Angeles Chamber of Commerce were brought to the deck from their rooms and various parts of the ship for the surprise party.

Senator Daniel K. Inoué stepped forth and delivered a stirring speech of welcome.

"Honolulu welcomes the distinguished visitors from Los Angeles," said the mayor. "This key, which is a token of the hospitality, is bound with the lei of welcome. It is given to you, with the aloha of Hawaii, the sacred word of our ancestors. With this key you can find welcome in our homes. It is the passport to our hearts, and carries with it the love that the Americans of Hawaii hold for the Americans of the mainland. We are one in the household of the United States, and it is our hope that the bonds of common interest between this city and Los Angeles shall grow stronger."

Supervisor Hollinger then stepped forth and took the beautiful key from its plush covering and handed it to the distinguished president of the Los Angeles Chamber of Commerce amid prolonged cheers.

Key Much Admired

Never had such a key been seen before. With the Great Northern it came, and it was the pride of the city. It was gazed on with admiration. Everybody wanted to hold it and feel its highly polished wood.

SOLDIERS ENJOYED VOLCANO DESPITE PLENTY OF RAIN

(Mail Special to The Advertiser.)

HILO, November 15.—After a strenuous week at the volcano, the members of Company A, Second Infantry, U. S. A., Capt. Kneeland F. Snow, returned to Hilo yesterday and thanked their stars for the comfort of Hilo's big armory, for while at the volcano they had to camp where they could get shelter, as the new barracks there were not completed and the contractor would not let the buildings be used.

The men all returned in fine shape and delighted with the country, but, unfortunately, it rained a great part of the time they were in camp. However, this did not prevent them from exploring the country, taking part in practice marches and going on goat hunting, quite a number of which were shot, so that not only did the men get their exercise but they also got a taste of the local menu. They all say the volcano is the greatest sight in the world.

Van A Bell Game

Soon after their return to Hilo yesterday the picked nine of the company and the management of Sergeant Tompkins, played a match game with a 110 nine and won by a score of five to nothing. The game was a fine one and a great crowd enjoyed the sport. The lineup by the soldiers was as follows: Nickolls, p.; Bowles, c.; Harney, 1b.; Mutch, 2b.; Braden, 3b.; Bell, c.; Farmer, lf.; Dolan, cf.; Meeks, rf.; Wright, substitute.

In the armory the soldiers played a match game of basketball with members of the national guard and won, although no official score was kept. The majority of the soldiers went down to meet the steamship Great Northern this morning when she arrived and the welcome given the visitors.

Company G, Second Infantry, Capt. Robert H. Peck, arrived on the Mauna Kea on Sunday morning and proceeded to one of the volcano. They will return to Honolulu next Monday.

We thought that the people of Hilo did us wrong for us. But this is an expression of good will and good fellowship that passes all bounds. Cities Drawn Together

"We have come here as fellow citizens of one great country. We want to know you better. We want to learn of your resources. The organization of which I have the honor to be president, feels that Honolulu and Los Angeles should be drawn closer together. I believe that this magnificent ship will help to bring this about. This key will always remain with us as a reminder that Honolulu is our next door neighbor.

Some of us with stars on their shoulders of shorter time. But I am sure that many of us will come again. This excursion of the chamber of commerce, I feel certain, is only the first of a number of others. Our people understand that the two cities have much in common. I thank you Mr. Mayor and I have the honor of Honolulu for this splendid token of your welcome and hospitality."

Such were the simple ceremonies that characterized the strangest reception ever held in Honolulu harbor. The welcome, as explained by the mayor, was given at the Palace of the Pacific.

From the time that the great ship was sighted from the breakwater at Hilo until the more than 300 passengers descended from the gangway at Honolulu, there was not a minute moment for the passengers who had watched early for four days for a sight of the island of Hawaii. Owing to the crowded condition of the Kuhio wharf at Hilo the passengers had to be taken ashore in barges.

Leis Given to Everyone

Immediately on landing they were met by a committee of the Hawaii Promotion committee and every visitor was given a lei. After a trip on the railroad the party was taken out to the volcano where they remained until dark in order to see to better advantage the glowing glories of Halemau mau. From eight o'clock until midnight the passengers kept returning to the ship, the officers of which in the meantime tendered to the citizens of Hilo a reception and dance.

The list of the visitors from Los Angeles follows: Mrs. M. A. Adams, J. C. F. Atsatt, Mrs. J. C. F. Atsatt, A. B. Barrett, Mrs. J. A. Barrett, J. A. Bauer, Martin Beckowski, Mrs. M. Bethouski, E. P. Bostyshell, Mrs. E. P. Bostyshell, Fred A. Brown, Dr. Eugene Campbell, Mrs. L. Cochran, Miss G. Cochran, G. A. Confield, C. C. Conroy, W. D. Custard, Fitzmeyer, W. T. Gould, Mrs. W. A. Gould, Mrs. Mary B. Harrison, Mrs. L. S. Harker, Mrs. Hugh Harrison, W. H. Helge, J. W. Knecht, Mrs. J. W. Knecht, J. B. Lankester, Mrs. M. H. Liddle, Mrs. M. B. Lockwood, Miss Nell Lockwood, Mrs. P. B. McCurdy, Maynard McPie, William Mend, Mrs. William Mend, Mrs. S. Mitchell, Mrs. Jno. S. Mitchell, E. W. Murphy, Mrs. E. W. Murphy, Paul H. Muskat, Mrs. Paul H. Muskat, Miss Kobler Perry, Mrs. S. M. Phillips, Miss M. Randleman, E. B. Rivers, Mrs. L. Schrade, Miss A. M. Schrade, Andrew M. Stahl, Mrs. Andrew M. Stahl, Mrs. L. H. Weber, Mrs. W. H. Welpe, Mrs. E. H. Rivers and Mrs. D. H. Warner.

Great Northern May Be Permanently Placed On This Run

More than 350 passengers on the Great Northern stepped ashore yesterday feeling that they had never before enjoyed such a comfortable, hospitable and luxurious sea voyage. There was not a word but of satisfaction.

Most of this satisfaction was due to the elaborate arrangements made by L. C. Gilman, president of the steamship company, who prepared long months ago for the comfort of the passengers. Mrs. Gilman, who has been a prominent figure in Honolulu society on former occasions, was also a traveler on the great ship and upon her arrival in Honolulu was the recipient of many heartfelt alohas.

President Gilman would not commit himself regarding the plans of the Great Northern Pacific Steamship Company for the future of the Coast-Island service by his line, but he intimated that if arrangements of a thoroughly satisfactory nature can be made a permanent year round service will be maintained. He pointed out what the company has done for the Islands in the way of advertising, and illustrated by instancing the number of passengers the liner carried when she arrived here yesterday, more than a third more than she carried on her first trip in 1915.

"We brought 223 passengers and 629 tons of freight last year," said Mr. Gilman. "This time there are 307 passengers and 3000 tons of freight. This is essentially a tourist run for a steamer and the Great Northern is a tourist steamer," is the way the president of the line summed up the situation.

MITCHELL PLEASSED BY ISLAND ALOHA

John S. Mitchell, president of the Los Angeles Chamber of Commerce, with a flying squadron of high powered boosters is in our midst. He's just looking over the Islands and taking in all the high lights of Hawaiian life. He's going back to California as filled with impressions as the fate of a Hawaiian boy diving for nickels and dimes.

President Mitchell is familiar with most of the possibilities of publicity but says he's free to confess that he does not know anything about the game. He thinks that Honolulu is the greatest place in the outskirt of the United States where a tourist bloom. He was astonished yesterday when the great key was placed in his hands and freely admitted that nothing of the kind had ever happened to him during all his years of placing "L. A." on the map of the world.

Nevertheless, he was willing to talk of his mission to the Islands where all things grow. To a representative of The Advertiser he confessed that the voyage half across the Pacific was largely for pleasure with just a small portion of the time devoted to the business of boosting. He said:

"We have come to Honolulu and the Hawaiian Islands to learn just how Los Angeles and Honolulu can best cooperate. The people of Los Angeles and Honolulu should have closer interests. Their interests are common and the sooner that it is understood the sooner will the two places be able to help each other.

"We are not here with any purpose to try to exploit the Islands. We do not need to boost Los Angeles. The great southern city has gained for itself a place in the world that cannot be assailed. But we felt that the two semi-tropic cities have much in common and we are here to develop a closer sentiment of fellowship. The Islands are wonderfully attractive and we want our people to know about them. The traffic of the Great Northern, the real palace of the Pacific, is the present means of bringing the two cities closer together.

"We have a market for all your products. We can sell your sugar, your pineapples, your hardwood and all the various products of your Islands from our markets which serve the great southwest of the United States. Others Are Coming Here

"Many of our people on this voyage will remain for weeks, and it is our intention to send other parties from Los Angeles to your shores.

The Great Northern will ply between our harbor, which has been prepared to take care of the greatest vessels of the world, and Honolulu, during the winter. This ship, more than anything else will be the means of bringing us closer together. The people of Southern California will by this means have an opportunity of learning just what the Hawaiian Islands have to offer to the traveler from the Coast in the line of entertainment and instruction.

"We have not before had an opportunity to be brought in direct touch with the Islands. The people of Southern California, people who represent all elements of the United States, will feel that they are neighbors of the great Islands of the Pacific. Our climate is similar, our crops, outside of sugar, are not unlike the varied and all-year round crops Hawaiian, we have similar interests, and altogether there is a bond of sympathy between the Hawaiian Islands and southern lands not to be found in any other place in the world.

"Honolulu and the Hawaiian Islands are the key to the Pacific Ocean. Uncle Sam will guard them with jealous care. They are the outposts of the Stars and Stripes and we feel that on them develops the patriotic sentiment of the early fathers who have made the union the greatest republic of history.

"We want to feel that this, too, is America, the land which welcomes the best sentiment of the world, and California believes that if it can grasp the heart of Hawaii in the fellowship of the United States, can realize that the westernmost Territory is wedded to the ideals of the republic, this trip will only confirm the sentiments that the people of the golden State hold for the hospitable people of the hospitable Islands that have welcomed with generous arms the people of the world."

FIELD REPORT TO UTILITIES BOARD GIVEN TO THE CITY

Commissioners After Many Verbal Spats and Minor Battles Agree That the Subject Matter Rightly Belongs To the Public

CONTAINS CRITICISM OF INTER-ISLAND COMPANY

Forbes Denies That Star Chamber Session Held Monday Afternoon Was "Secret" Or That the General Public Was Barred

UNDELETED and uncorrected, the complete report on the financial affairs of the Inter-Island Steam Navigation Company, compiled by H. Gooding Field, special auditor of the public utilities commission, which contains criticism of certain of the company's methods and transactions, was formally accepted and made public by the commission at a meeting yesterday after heated discussion punctuated by vigorous and repeated objections to the procedure from L. J. Warren, attorney for the company.

The report, from which pages had been expunged Monday at a star-chamber session of the commission and which had been withheld from the public Monday, continued yesterday, as it was Monday, to be the subject of evidence and testimony for two hours before it was formally admitted as a public document.

Charles R. Forbes, chairman of the commission, opened the hearing yesterday with the statement that Monday's secret meeting had been "open to all who cared to attend" but still insisted that as an "informal" conference, it was not a commission meeting. Twice after, during yesterday's hearing, he inadvertently referred to action taken in the star-chamber gathering as "of the commission."

Not Afraid of Report

During the unexpurgated and almost acrimonious debate, that centered on the acceptance of the report Attorney Warren promptly and competently stated the position of the Inter-Island company in clear-cut terms of protest. He said:

"We are not afraid of what is contained in this report. The Inter-Island company has nothing to hide from the commission. But we do object to an ex parte compilation of figures and a report which is a matter of public record, when this man, by the courtesy extended him in the use of the company's books, has been able to analyze the accounts of the present of this commission matters which are not within the scope of his authority.

"We object to the making public the contents of his report, that deal solely with matters of a private commercial nature. The document contains, in addition, many statements which are incorrect and conclusions that can be proven wrong. The fact that the commission might later reject his statements in the report is of small consequence. Placing the report on public file does not, in the mind of Mr. Field, constitute a judgment as to whether the report is going to be the criterion that will spread out private matters to the public. If the report is placed on public file it will constitute publication of property with out due process of law."

Withdrawn From Fund

There are two principal points in the system of financing and accounting, which Auditor Field alleges the company uses, that are assailed in the report. The first is that the company has withdrawn largely from its depreciation or "safety" funds transferring the amounts to surplus for utilization in the payment of stock dividends. Under cross-examination Field admitted that he "didn't know absolutely that this had been done."

Attorney Warren tried throughout his discussion yesterday and yesterday in pointing out holes in the report and Field's conclusions. The other criticism was directed at the alleged practice of the company in connection with the distribution of operating expenses of the steamers in which Field declared that "operating expenses have been burdened with excessive costs."

Field's report opens with a review of the purchase by the Inter-Island of the Wilder Steamship Company and the capitalization and dividends declared there by the company. In a recapitulation of dividend payments, the report shows that since July 1, 1905, \$1,998,000 has been paid out in this manner from surplus on a capitalization that has grown during the same period from \$1,500,000 to \$2,000,000. Two stock dividends have been declared by the company since 1905, according to the report one in 1909 of \$750,000, which the report shows was made up of \$125,000 from the repairs fund, \$470,193.15 from the insurance fund and \$148,806.85 from surplus; and one on March 1, 1916, which the report shows was made up of \$97,078.71 from the insurance fund, \$42,941.47 from the construction and repairs fund and \$629,979.82 from surplus.

Verbal Battle Rages

It was in connection with the 1916 stock dividend and the alleged relation of non-surplus and a sum of \$432,020.70 closed out of the steamer's depreciation fund two months previously, that

the verbal battle raged at yesterday's meeting over the conclusions drawn in Field's report.

Despite the fact that Field's report on the handling of the depreciation funds and other safety funds, his allegations concerning their relation to stock dividends, and his comments on operating expense charges follow:

"If depreciation is not included among the costs of operation, then it is a misnomer. No profit can be properly said to have been earned until full provision has been made both for accrued renewals and for depreciation due to obsolescence and other causes, and, if such provision is not made, it should be clearly understood that eventually, except for possible appreciation of property due to entirely extraneous causes, part of the capital will be lost and will have been distributed in dividends.

Provides For Depreciation

"The depreciation account is intended to provide for current depreciation on fixed assets, and there should be monthly charges to operating expenses, with a credit to the corresponding reserve account which will represent at all times the expired value of the fixed assets in service.

"Up to July 31, 1916, the amount to the credit of the company's steamer's depreciation fund was \$37,989.96. By closing out this fund December 31, 1915, with a balance of \$432,020.70 and a corresponding reduction in the floating property account, the capital assets of the company suffered a loss in that amount.

"If the same financial policy be continued it is only a question of time when the total amount of the floating property account of the company will become wiped out with no provision, out of profits previously earned, for a reserve for accrued depreciation.

"There is also danger of paying out a surplus on account of dividends, but portion of the capital which should rightfully be set aside for such accrued renewals and depreciation. Where the assets have depreciated in value and the depreciation is not provided for out of earnings, the capital is impaired and it is not permissible to pay dividends unless the capital is unimpaired.

Paying For Dividends

"It is true that the balance in the insurance fund on March 1, 1916, was \$599,272.50 and the surplus account was \$201,563.52. The practice, however, of appropriating sums out of the insurance fund for objects other than insurance—notably the payment of stock dividends—should be discontinued. On this same theory, this fund might also be further utilized to take care of renewals and depreciation.

"If the insurance fund grows too large, the company should reduce the amounts set aside to this account. This reduction will result in reducing the operating cost of the steamers.

"The principal point to be considered in providing for depreciation is whether or not there has been charged to income a sufficient sum to cover the wear and tear and obsolescence and a corresponding amount left in the business in the form of cash or an undivided asset. This has not been done by the Inter-Island Steam Navigation Company, Ltd.

"The practice of the company in setting aside out of surplus certain funds such as steamers depreciation fund, insurance fund, construction and repairs fund and repairs fund is sound business policy but the amounts so set aside should be applied to the purposes originally intended. If, however, a large part of or the whole account in the reserves or safety funds are utilized for the payment of stock dividends, as has been the case, then the continual building up of such reserves defeats its own purpose.

Operations Over Burdened

"There can be only one construction placed on such an arrangement and that is that operating expenses have been burdened with excessive costs."

Field goes on to say that the books and accounts of the company are well kept and that the only criticism to be made regarding the accounting methods is in connection with the distribution of operating expenses of the steamers.

UNDERWOOD TARIFF HIT SMALL FARMERS

Free Trade Kills Honolulu Soy Factories—No Market For Daizu Now

Free trade has again knocked out the "small farmer," the blow coming from an unexpected quarter. The Japanese coffee planters in Kona have, during the past few years, built up a very neat little industry in the cultivation of daizu. Daizu is the legume elsewhere known as the soy bean. By growing it as an intercrop in the young plantings the coffee men have been able to get some slight returns during an otherwise unproductive period, at the same time cutting down their bills for nitrogenous fertilizers.

The market for the Kona daizu has been a number of thriving soy factories in Honolulu. But daizu happens to be the cash crop of Japan, Korea and Manchuria as well, and was one of the products exported in enormous volume to Europe before the war. Europe extracted the oil from the soy beans for soapmaking and used the remaining cake as cattle feed.

Underwood vs. Small Farmer

The war came on; freights went up, and the European import trade in soy beans disappeared. Also, coincident with the war, a Democratic congress passed the Underwood tariff law under one of the provisions of which soy bean products were placed on the free list.

This is a long, roundabout and complicated explanation of how free trade has hit the Kona small farmer. All northern Asia has daizu for which there is no market. Hence the soy manufacturers over there have seized the opportunity to turn cheap soy beans into shoyu, and shoyu is one of the leading Japanese commodities imported into Hawaii.

Local Manufacture Pau

With the raw materials from which shoyu is made dirt-cheap in Japan, the Japanese manufacturers are now able to land shoyu in Honolulu at a price fifty cents per tub below what it costs Honolulu manufacturers to produce it. There have been five soy factories in Honolulu and one at Haleiwa. All were making money before the war and previous to the Underwood "free beans and free shoyu" law went into effect. Also, some hundreds of coffee planters in Kona were planting daizu and selling it to the Honolulu soy makers at a fair profit.

The soy factories have had to close down because the imported soy is too cheap, and that, in turn, has brought "pilikia loa" home to the small farmer.

Must Find Other Uses

On the mainland daizu is grown for hay and silage, while the beans are used for fattening cattle and hogs. The beans are also used for making a bread and various meals and breakfast foods. Because the soy bean contains a starch it is esteemed as human food in diabetic dietaries.

However, here in Hawaii the only use for daizu grown by the small farmers has been the soy factories, none of these other uses having developed. Hence it has come about the war and free trade have driven the soy makers out of business and the daizu farmers do not know what to do with their beans.

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CAPITOL BARRED BY FORBES PLAN FOR MAINLAND JOURNEY

News Explodes in Political Circles Around Territorial Offices Like Submarine Mine, and Objects Immediately Voice Reasons Why Superintendent of Public Works Must Stay At Home

The projected mainland trip of Charles R. Forbes, superintendent of public works, chairman of the public utilities commission and chairman of the various loan fund commissions, as announced in The Advertiser yesterday morning, is causing a mighty commotion in governmental circles. The news exploded in the Capitol like a submarine mine, and for the rest of the day government officials were unable to concentrate their minds upon the affairs of state.

"What's he going to Washington for? What's the man thinking of?" was the general exclamation. "It's impossible. Why, he can't get away. He can't leave his work."

Forbes might feel greatly flattered if he knew how important he suddenly became. Government officials who were known to be decidedly hostile to the superintendent of public works—for the territorial government is not all one happy family, common opinion to the contrary—expressed the greatest anxiety as to what would become of the Territory with Forbes away.

Would Delay Local Jobs

One government official pointed out that what would be the serious results if Forbes were to go away just at the present juncture.

"The Territory has several big water-front contracts outstanding," he said, "that need constant watching. For instance, there are the sheds to be built on Piers 8, 9 and 10 on the Honolulu waterfront. Nobody but the superintendent of public works has the authority properly to supervise this work. The other members of the harbor board lack the necessary technical experience. Furthermore, the territorial inspectors are not in harmony with the contractor and it is necessary that the superintendent be at hand to settle the difficulties of that kind.

"But that is not all. The legislature meets in February and it is necessary for the board of harbor commissioners, headed by its chairman, who is Mr. Forbes, to make a tour of the Islands with a view to getting data for the harbor board's recommendations to the legislature and for preparing its estimates for the appropriation bill.

"This work cannot be done without Mr. Forbes. And for Mr. Forbes to undertake at this time to go on a joyride to Washington is not only ridiculous but it is a serious injury to the Territory from which he draws his wages.

"Another thing: the public utilities commission, of which Forbes is chairman, has before it a lot of serious work which would be greatly delayed by Mr. Forbes' absence from the Territory."

Another official laughingly suggested that it was unthinkable that Mr. Forbes should not take a trip to Washington, in view of the fact that there is enough money left in the loan fund to pay for at least one more visit of that kind, including even a \$96 dinner.

However, in view of that fact, Mr. Forbes' trip to Washington is not only a joyride but it will be a waste of money, and he will now be unable to get away without its being known in advance, the betting around the capital is that he will, for the present at least, forego his extra vacation and remain at home to attend to the large amount of work that demands his continued presence.

MARCONI WIRELESS SERVICE WITH JAPAN IS OPENED

After a delay of some two years, resulting from the entry of Japan into the European conflict, the Marconi company announced last night that a wireless service would be opened between Honolulu and Japan at four thirty this morning, this hour corresponding to Wednesday midnight, Japanese time.

Two classes of service will be provided—a full rate rapid service at fifty-four cents per word and a deferred service at thirty-two cents per word. Code addresses registered prior to July 1, 1914, may be used, those of later date being excluded by the United States censor in the interests of neutrality. For the same reason no messages in code are permitted at present and messages in plain Japanese language will be accepted, provided a full translation accompanies each message. The censorship for this Territory is vested in the local naval officials.

PURCHASING AGENT IS BEING IGNORED

The von Hamm-Young Company's Protests To Supervisors Bring Matter To a Crisis

The fact that municipal department heads have been buying supplies and ordering repair work done over the heads of the purchasing agent was brought out last night at the meeting of the board of supervisors through a report of the committee on finance and public expenditures.

The report was based on a complaint of the von Hamm-Young company to the effect that it was not receiving the orders from the city to which it was entitled under its contracts.

The report brought out vigorous denials from such Supervisors Logan, Larson, Horner and Arnold took part, some accusing and others defending the action of the officials charged with having purchased without consulting the purchasing agent. In the end the report was laid over to the next meeting for action.

Commissioner Carden and Forbes disagreed on the advisability of a ruling on this phase of the question at that time, and finally Carden moved to admit the entire report as a public document. Forbes referred then "to the requests made of the commission yesterday to strike out pages," and at first opposed Carden's motion. Then he rose, saying, "I want to see Mr. Coke," and brought forward a ruling on this phase of the question, that the report should be accepted and placed on file. Commissioner Gignoux then stood up, unconvinced that such was proper procedure; and Forbes, who wanted a unanimous vote, finally convinced Gignoux "that they should always be guided by their legal advice," and the report was accepted, with Attorney Warren intervening in the record his usual objections.