Shipping

VANGUARD OF TOURISTS ARE HERE WITH ARRIVAL OF S. S. SIERRA

Of eighty cabin passengers to arrive at Honolulu this morning in the Oceanic liner Sierra, a large per cent are reported by officers as entitled to the distinction and consideration as tourists. The tide from the mainland to the islands has set, according to the predictions freely made aboard the popular trans-Pacific "ferryboat."

Neptune favored the vessel in her transit from San Francisco to the [illegible]. While seas were [illegible] favorable winds prevailed and the Sierra kept up the [illegible].

[illegible] mails to arrive [illegible] was received from this vessel. A portion will, however, be transhipped to the transport Sherman, as later correspondence was [illegible] to the Philippines in the Oceanic vessel, which sailed some hours after the transport Sherman.

A bevy of forty young ladies are numbered among the passengers who arrived this morning. Many are drafted from the middle and western states.

Among the passengers are many whose ultimate destination is Australia. The Oceanic Steamship company has made a new arrangement, whereby passengers booked over the Sydney short line may proceed to Honolulu on the Sierra, have two weeks in the island territory, and then proceed to Sydney on the next through steamer. The Australian passengers who arrived here today on the Sierra have cabins reserved on the Ventura, which will pick them up and take them to Sydney.

With the exception of Chief Engineer [illegible] and Dr. Conrad Richter, a clean sweep has been made in the officials [illegible] on the Pacific Mail liner [illegible], according to the story of the shakeup at San Francisco brought to Honolulu by officers in the Oceanic steamer Sierra.

[illegible]

The Mongolia sailed from Yokohama with a small list of cabin passengers. The vessel can accommodate one hundred and fifty additional travelers from San Francisco to the Coast.

It is believed that the large amount of freight can be discharged in time to permit the vessel to sail for San Francisco at ten o'clock Wednesday morning.

Salvator Chartered for [illegible].

A charter has been made whereby the American schooner Salvator will load lumber at Grays Harbor destined for Honolulu, the rate being fixed at $7.50. This vessel is reported as one of the late fixtures on the coast.

PASSENGERS ARRIVED

Per O. S. S. Sierra from San Francisco. For Honolulu.—John Acheson, Miss Josephine Anujo, E. R. Bauer, Mrs. Bauer, Mrs. N. Beer, E. Bishop, Theo. B. Buck, Mrs. Buck, Miss M. Buckley, Miss Nan Buckley, J. A. Carew, Mrs. Agnes Carne, Miss Carne, R. Cayce, Mrs. Cayce and child, Hermann Cavis, W. J. Cherry, Mrs. P. O. W. Cooper, Mrs. Wm. Danford, Miss Margaret Douglas, Mrs. A. Gardiny, Miss C. Gilbert, G. A. Gonsalves, G. F. Greenfield, Rev. W. H. Gulick, Miss Jennie Helbing, Miss Pearl Helbing, [illegible] Hodges, Mrs. Hodges, [illegible], Fred L. Jransen, Miss Ella Johnston, J. C. Jones, Mrs. Emily C. Judd, A. M. Kashiwa, Mrs. T. E. King, Mrs. R. [illegible] Lee, Leroy Lombardi, D. H. Lewis, Mrs. Lewis, John Lewis, Miss Vivian Little, Miss L. M. Ludwig, Henry May, Miss Clara F. McEwen, S. McKenzie, Mrs. J. L. McLean, Miss Carrie McLean, [illegible], Miss Elsie T. Patterson, Geo. Marie Phillips, Mrs. Phillips and child, Mrs. A. Ricks and child, Miss M. Robinson, H. W. Robinson, [illegible], Mrs. [illegible] and child, Miss [illegible] Scott, W. I. Seymour, Geo. Sheridan, Mrs. Sheridan, S. T. Short, E. Spaulding, J. W. Thompson, Mrs. Thompson, J. Trelchaven, Miss Jessica Waterhouse, C. P. Waterhouse, Mark Weil, Miss Clara Wild, Mrs. M. Winton, Kandahar.

Per str. Kinau, from Kauai ports, Nov. 10.—A. Kruse, Lee Kwai, [illegible], J. A. [illegible], John Hendey, J. [illegible], Charles Brake, [illegible], A. B. Whitehead, Mrs. Whitehead, Chia Yuen Shin, Mrs. Bruns, [illegible], Mrs. Gardner, [illegible], Miss Peters, Mrs. Peters, [illegible], Mrs. Finney, H. A. Anson, [illegible], C. B. [illegible], Mrs. [illegible], J. J. [illegible], [illegible] McDonald, Julius [illegible], Mr. Andrews, [illegible], [illegible], [illegible] Green, H. Hansberg, St. Clair de [illegible], James [illegible], [illegible].

Per str. Mikahala, from Maui and Molokai ports, Nov. 10.—M. Hanora, [illegible], W. J. Coelho, [illegible], T. Johnson, [illegible], Miss Lewis, Mrs. [illegible], Dr. Hayes, [illegible], F. E. Richardson, [illegible], F. Juno and 31 deck.

ARRIVED

Sunday, Nov. 10.

Kahului—Honolulu [illegible] a. m.

Maui, Molokai and Lanai ports—Mikahala str., a. m.

Kauai ports—W. G. Hall str., a. m.

Kauai ports—Kinau str., a. m.

Monday, Nov. 11.

San Francisco—Sierra, O. S. S., a. m.

DEPARTED

Sunday, Nov. 10.

Kahului and Maui ports—Iwalani, str., p. m.

Monday, Nov. 11.

Puget Sound—A. F. Coats, Am. sch., [illegible].

HARBOR NOTES

Oil from the California coast is due to arrive daily in the ship Marion [illegible] Chilcott.

According to cables received at the local branch of the Merchants' Exchange, the bark S. P. Hitbet sailed from San Francisco for Honolulu on Sunday.

The little schooner Florence Ward from Midway island to Honolulu is believed to be meeting with heavy weather to the westward. This vessel is due to arrive here daily.

Officers in interisland steamers returning from Kauai ports report heavy weather with strong gales and boisterous seas at many landings along the Garden island. In one or two instances, vessels are storm bound.

The Japanese freighter Unkai Maru for Milli, Japan with five thousand tons coal for the Interisland is making a slow passage from Japan to the islands. The vessel is now sixteen days out and is expected will arrive at destination by the last of the week.

Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.

[illegible]

Interisland Vessels meet Rough Weather.

All interisland steamers returning from Kauai ports bring reports of a succession of strong gales followed by a heavy swell. The Kinau officers state that for two days that vessel was unable to work cargo [illegible]. [illegible]

The [illegible] from Kauai ports returned [illegible] with no cargo. [illegible] moderate winds and [illegible] prevailed throughout the entire trip.

The steamer Noeau is reported as weather bound at Hanalei and was therefore delayed in the working of cargo destined for this portion of the coast of Kauai.

[illegible] Late Tuesday Afternoon.

With one of the largest shipments of Oriental merchandise and supplies for discharge at Honolulu in many months, the Pacific Mail liner Mongolia from China and Japan ports should arrive off the port on or about five o'clock tomorrow afternoon, according to a late wireless message received at the agency of H. Hackfeld and Company.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

WEATHER TODAY

Monday, Nov. 11.

Temperature—6 a. m., 75; 8 a. m., 77; 10 a. m., 78; 12 noon, 80. Minimum last night, [illegible].

Wind—6 a. m., velocity 8, N. E.; 8 a. m., velocity 7, E.; 10 a. m., velocity 8, N.; 12 noon, velocity 8, N. E. Movement past 24 hours, 184 miles.

Barometer at 8 a. m., [illegible]. Relative humidity, 8 a. m., [illegible]. Dew-point at 8 a. m., 62. Absolute humidity, 8 a. m., [illegible]. Rainfall, 0.

EDUCATIONAL NOTES

A few years ago the idea of school or college all the year round would have been hotly decried. Today it is an established fact in a number of educational institutions, public and private. It is not merely that the summer session has been widely introduced, but the summer work, from being a purely voluntary and separate affair has come in some instances to be an integral part of the year's work, according to reports received at the United States Bureau of Education.

The Harvard Engineering School is a [illegible] higher institution. [illegible] of Harvard now [illegible] and there is no [illegible]. The course is divided [illegible] year, second [illegible]. The student [illegible] hours a day, and the total vacations in a year amount to [illegible], the time being chiefly at Christmas and in the spring. [illegible]

[illegible]

It is claimed by the advocates of the all-year plan for public schools in the large cities that the children are healthier and happier in school than on the streets. It is further urged that by taking advantage of an optional summer term children who are compelled to leave school at an early age will be able to advance farther in the grades than at present. Backward pupils will also have an opportunity to make up back work, but this has always been more or less a feature of summer sessions.

In the case of the higher institutions, particularly the technical schools, the new movement for all-year work is undoubtedly part of the nation-wide demand for scientific efficiency that is making itself felt in every phase of American life. The feeling is that education, especially of an advanced character, is not child's play alone, but serious business, and should approximate the conditions of efficient business.

PERSONALITIES

MISS AGNES CARNE and Miss Carne, from Victoria, British Columbia arrived in the Sierra this morning and propose making an extended visit in the islands before returning to the mainland.

REVEREND W. H. GULICK, born in the Hawaiian islands and for nearly thirty years a resident in Europe the greater part of the time having been spent in Spain, is a passenger in the Sierra.

D. H. LEWIS of Lovejoy and Company is back from a business trip to the mainland. He returned in the Sierra this morning.

MISS PEARL HELBING, a successful contestant conducted by a Rose Valley California newspaper, is a visitor to Honolulu as a passenger in the Oceanic liner Sierra. Miss Helbing won the second prize which included a round trip to the Hawaiian islands.

LOCAL AND GENERAL

Mrs. Coombs alleged that in attempting to collect rents due her she was assaulted yesterday, and requested that a warrant be issued for the arrest of Mrs. Hamecker. A fight is alleged to have followed the demand for rent, with the result that Mrs. Coombs suffered a number of bruises.

A woman believed to be a member of a prominent family in San Jose was taken in a raid made by the police on a resort in that city. She is said to have been the leader of an opium smuggling ring.

NEW SKIPPER ON SHERMAN

The United States Army transport Sherman from San Francisco to the Philippines and due to arrive here tomorrow, carries a new United States quartermaster captain who is the person of Captain E. J. Hall of the artillery will relieve Captain Frank D. 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 is said to have 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 are to leave the Sherman on arrival here.

Nearly five hundred recruits are aboard the vessel for the Philippines. Among the prominent military passengers are:

Colonel H. P. McCain, adjutant general; Colonel J. S. Rogers; Major A. B. Shattuck, Twenty-ninth infantry; Major H. D. Crukin, Twenty-fourth infantry; Major F. E. Harris, coast artillery corps; Major P. G. Harris, Thirteenth infantry; Major C. H. McNeil, coast artillery corps; Major Charles C. Clark, Fifteenth infantry; Major Arthur B. Conklin, general staff; Captain O. B. Rosenbaum, Twenty-fourth infantry; Captain Girard Sturtevant, Twenty-fourth infantry; Captain H. G. Berry, Thirteenth infantry; Captain Edward Carpenter, coast artillery corps; Captain Campbell King, First infantry; Captain B. B. Parrott, Twenty-fourth infantry; Captain W. H. Davis, medical corps; Captain H. Rogers, Philippine scouts; Chaplain E. M. Lutz, Eighth infantry; First Lieutenant William G. Ball, Second infantry; First Lieutenant K. L. Pepper, Fifteenth infantry; First Lieutenant P. D. Glassford, First field artillery; James A. Randall, passed assistant surgeon, U. S. N.; First Lieutenant L. Lindenstruth, Philippine scouts; First Lieutenant Wilbur, [illegible] field artillery; W. E. [illegible], paymaster, U. S. N.; A. H. [illegible], paymaster, U. S. N.; Second Lieutenant T. J. Camp, Second infantry; Second Lieutenant C. D. Lane, Seventh cavalry; Second Lieutenant R. M. Lillingham, Eighth cavalry; Second Lieutenant J. H. Hinemon, Jr., First infantry; Lieutenant Carlo A. Pivirotto, Philippine scouts, and Lieutenant C. A. Gardiner, Philippine scouts.

KLIKITAT IS TOTAL LOSS

The barkentine Klikitat, an arrival at Hilo on October 21, with a full cargo of lumber from Puget Sound, is a total loss, the vessel having gone ashore on the reef near Honolii Gulch a few miles north of Hilo, on Saturday afternoon.

Advices received here today state that the vessel soon went to pieces following her grounding.

Completing the loading of ballast on last Friday, Captain Nelson decided to proceed to the Sound early Saturday morning. The barkentine left the railway wharf, taking a course in the direction of Papaikou. Within a few hours the vessel was a hopeless wreck and all officers and men deserted her save the skipper, who stood by the vessel.

The interisland steamers Waialeale and Kauhiani were in Hilo at the time of the disaster, and these vessels were hastened to the scene. Before the coasting steamers could reach the scene, abandonment all attempts to pull the Klikitat from her position were found to be useless.

A wireless message received at the local office of the Inter-Island announces that the Klikitat will represent a total loss, a rough sea prevailing throughout Saturday and Sunday grinding the vessel to splinters.

It was only through force that Captain Nelson was persuaded to leave the doomed barkentine. The boats proved next to useless in the heavy swell running toward the shore.

MISS ELLA JOHNSON who joins the staff of nurses at Queen's Hospital was an arrival in the Oceanic liner Sierra this morning.

BY AUTHORITY

Resolution No. 733.

Be it Resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that the sum of Six Hundred and Ninety Dollars and Ninety-four cents ($690.94) be and the same is hereby appropriated out of all moneys in the General Fund for an account known as "Maintenance and Construction of Electric Light System, Current."

Presented by Supervisor

CHAS. N. ARNOLD.

Honolulu, November 9, 1912.

At an Extra Meeting called by the Mayor in accordance with Section 82 of the Municipal Act, on November 9, 1912, the foregoing Resolution was passed on First Reading and ordered to print on the following vote of the Board of Supervisors:

Ayes: Amana, Arnold, Kruger, Low, Murray; total 5.

Noes: None.

Absent and not voting: Dwight, McClellan; total 2.

E. BUFFANDEAU,
Deputy City and County Clerk.

5390—Nov. 11, 12, 13.

QUARANTINED PEOPLE MAKE SERIOUS CHARGES

(Continued from Page 1)

same precaution would have done for us.

"The suspected case of plague was that of a seaman. The man was convalescing when he was taken off the vessel. He went down the rope ladder easily. The ship's doctor knowing how long he had been ill, that the danger period was past, certainly should have known that this case was not bubonic plague at all as was afterwards proved. The ship's doctor throughout seemed incapable.

"Before we were allowed to leave the ship we had to pay to the ship's purser $4.50 a day apiece, in the case of the first class passengers, for the keep [illegible] in quarantine—$22.50 a head for five days. Second class passengers paid $1.25 and third class [illegible] a day. And yet, when we reached the quarantine station every [illegible] of what class was [illegible] [illegible] served up by a Japanese contractor. We who had paid $4.50 a day were handed the same [illegible] treatment that the [illegible] passengers were. We do not blame those passengers—we congratulate them. But the ship's company [illegible] us unfairly and took our money unfairly.

Long March in Sun.

"After landing, we were marched in the broiling hot afternoon sun over the long bridge from the wharf to the quarantine station. No provision whatever was made to look after the aged and weaker members of the unfortunate party. One poor old lady, Mrs. Walker, of Pasadena, Cal., close to eighty probably was prostrated upon her arrival. Several of the others suffered severely.

"Nothing had been prepared for our arrival at the station. Some of the buildings had been unoccupied for the years. They were filthy with the filth and dust of ages, and all around was a debris of dead insects, while they were infested with [illegible] rats. We saw no rats, but we saw their signs and heard them.

"We must be fair—the government was taken by surprise when the passengers of the vessel had to be put in quarantine but that does not excuse the later neglect. There was not a large enough force to make proper preparations for the some twenty-five or twenty-six of us that were driven into those buildings with little more attention than a drove of cattle would have received.

Japanese Contractor Blamed.

"Even after our arrival, there was no disposition manifested on part of the [illegible] the comfort of the women and children, to pay [illegible] of the people. We were turned over to the tender mercies of a Japanese contractor who was supposed to feed us. No further attention to our welfare was paid until after repeated complaints. The Japanese naturally was out to make all the money he could off his contract, and he performed that part of his work to perfection.

"The government officials paid no attention until yesterday [illegible] [illegible] Dr. Trotter over. He saw the kind of food that was being served us and then he [illegible].

"[illegible] most of the [illegible] was unfit for human consumption. Canned [illegible] was served [illegible], while the ice was [illegible] from [illegible] night and was [illegible]. The [illegible] was such that [illegible] the [illegible]. On [illegible] [illegible] passengers [illegible] physical distress, the only way we could get fruit, which we knew was being hoarded in the kitchen, was to take the law in our hands and go out into the kitchen and get it.

"There were thirteen first-class passengers kept there and about the same number of second and third-class passengers, and all were treated alike. We protest that we, the first-class passengers, were not entitled to the treatment we got, either by the ships company or the government.

"We made repeated complaints to Dr. Jones and got no improvement. We called up the company and were told we could have gone on to Vancouver. However, a number of passengers were compelled for business reasons to go direct to San Francisco.

Conditions at Station.

"To add to our hardships, the station is dangerously insanitary. We wish to lodge complaint that what seems to be sewer drains are located in such a position with regard to the buildings that all day and all night a terrible stench blows into the sleeping apartments, and at times the foul air is almost unbearable.

"As to the length of our detention, [illegible] quarantine [illegible] we know that, the prescribed time for detention in such cases as ours is five days. If that man had plague, we should have remained for five days—the full time. Instead of that we were turned loose a day too soon. The tests we are informed, proved long before this that the man was not afflicted with plague. We were told that a guinea pig was inoculated with a negative result, but that, evidently unsatisfied, the physicians used an incubator, again with negative result."

Mr. Webster, speaking for himself, here says:

"I was in Capetown in 1901 when the bubonic plague was raging. It was quick recovery or death. This man had had his illness nine days and was convalescing. I know something, as a layman of experience, of the plague, and I protest that the ship's doctor didn't know his business, and that the tests by the government officials were unnecessarily prolonged after it was known that the case was not that of plague."

Continuing, the statement says:

"We were released at 1 o'clock today, Saturday. For four days we have been kept in confinement, and instead of seeing that we were treated with some consideration, those in charge exhibited the grossest neglect.

Will Carry Protest Up.

"We do not charge the people of Honolulu with any blame for the state of affairs, for we do not believe the people of Honolulu know what the state is. The truth is that those in charge of the quarantine station seem to be accustomed to dealing with Orientals who expect no [illegible] but American citizens and British [illegible] will not stand for that kind of treatment; we will not submit to it without a protest, and we propose to carry this protest before the Bureau of public health and marine hospital service at Washington. [illegible] treatment [illegible] [illegible] [illegible].

"Certainly, if the government [illegible] reserves the right to detain American citizens, [illegible] [illegible] of their business and their course of travel, it is [illegible] with the [illegible] [illegible] [illegible] [illegible]. It would have cost little money and but little time to have remedied the worst [illegible] of the [illegible] that were heaped upon us the last [illegible], and we [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to the [illegible] of your beautiful city and island."

(Signed)

[illegible] WEBSTER,
General Manager [illegible] & Co.,
Australia.
[illegible],
Los Angeles, Cal.

Trotter Tells of [illegible].

Dr. Trotter, in charge of the federal quarantine service of the port of Honolulu, [illegible] [illegible]

[illegible]

In replying to the charges concerning the condition of the milk served at the station, the government officers stated that it came from one of the local milk distributing concerns, and was sealed according to Territorial health regulations.

Dr. Trotter scouted the idea that the Japanese contractor, who has charge of the feeding of persons detained at quarantine, was clearing a handsome profit by his venture.

SOUTH AFRICA TEN YEARS AFTER THE WAR

Decade Ago Country Wasted and Minds of People Full of Prejudice—Today Spirit of Friendliness Supreme

LONDON, Oct. 19.—Mr. L. E. Neame has a remarkable story to tell of South Africa in the last ten years in the "Daily Mail," of which he is the Johannesburg correspondent.

"On May 31, 1902, was signed the Peace of Vereeniging, which closed the great Boer War," he writes.

"Ten years ago. Only ten years. Little indeed in the life of a nation, but crowded years. Then there was desolation and despair, a ruined land, and an embittered race. Today the Parliament of the Union of South Africa sits at Capetown, and the leader of the enemy is at the head of the Government in the election of which Englishmen played a deciding part.

[illegible]

"[illegible] the Boer [illegible] [illegible] Leave it alone for [illegible] years and it will [illegible].

"On the tenth anniversary of the peace there is reason to be very hopeful of the future of South Africa."

Michael Green, [illegible] near F. Schofield Barracks, was placed under arrest last night charged with taking possession of a hack, the property of a Chinese. It is alleged that the soldier was under the influence of liquor at the time. He is charged with having driven the vehicle for a block or more before being apprehended by the officers and brought to central station.

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Honolulu Star-Bulletin

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