

SHIPPING & WATERFRONT NEWS

MAKURA REPORTS A DULL VOYAGE; LIST LIGHT

Bringing only 23 passengers to Honolulu, the Canadian-Australasian liner Makura docked at 10:45 this morning at Pier 6, and steamed away again at 2 o'clock this afternoon for Suva, Auckland and Sydney, taking 15 passengers and 10 tons of freight from this port.

No one of any note was reported on board the steamer by her officers. The through passenger list is light, only 65 being on board in all classes.

CALLS SLIDES IN CANAL ONLY AN INCIDENT

Now that the Panama canal is doing business again at the old stand, a few remarks made last week by President William Sproule of the Southern Pacific are appropriate. The big railroad men said some sensible things about the recent tie-up.

The closing of the canal is but a temporary setback of the kind which may be expected for a long time to come, just as a railroad through mountain canyons is subject to landslides for a considerable period after construction.

The setback is only temporary and will not prevent the return of shipments to the waterway. The closing is a mere incident and the railroads, and especially the Southern Pacific, have never believed the canal is, or ever will be, put out of business by the railroads.

Looking broadly into the future the various kinds of traffic will take the course of carriage that suit the commodity best, every opinion considered. There may be a time when the canal will not be in such active use for coast to coast business as it would under normal conditions.

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Togo Teaching Politeness to T. K. K. Skippers

Former Commander of Tenyo Has Job as Supervisor of Japanese Captains

How to be polite to American passengers will be taught Japanese steamer captains by Capt. S. Togo, former commander of the Tenyo Kisen Kalaha liner Tenyo Maru, according to the San Francisco Examiner.

"Capt. Togo, who ran the Tenyo Maru ashore in Japanese waters, arrived here yesterday," says the Examiner of April 11.

"Capt. Togo will take a shore position here for the Tenyo Kisen Kalaha Company as general supervisor of Japanese."

"He will instruct Japanese captains in the ways of being polite to American passengers and do his best to promote the best feeling between Japan and America, by way of the Tenyo Kisen Kalaha."

PASSENGERS DEPARTED

Per Matson steamer Wilhelmina, this morning, for San Francisco—Miss E. W. Austin, Mrs. E. W. Austin, Mrs. C. B. Alcott, Mrs. M. Anderson, G. A. Brauer, Mrs. G. A. Brauer, D. S. Bowman, C. E. Bille, M. Busby, C. A. Bruns, Mr. Bartley, L. B. Brassy, Mrs. L. B. Brassy, Miss E. A. Bissel, Mrs. M. J. Bissel, J. H. Brown, Mrs. J. B. Brown, J. Bayer, C. H. Brown, Mrs. S. M. Collins, J. L. Cockburn, Mrs. J. L. Cockburn and child, Master Cockerton, W. H. Billinger, Mrs. W. H. Billinger, Mrs. C. S. Dunning, S. B. Drey, Mrs. B. Drey, M. B. Drey, Mrs. L. Deuel, C. A. Day, Mrs. E. Von Damm, E. Von Damm, C. F. Drake, Mrs. C. F. Drake and child, H. Evans, Mrs. H. Evans, Miss D. Francis, A. S. Grenett, Miss Eliza Gilman, H. Holtzman, I. A. Hutchinson, S. F. Haserot, Mrs. S. F. Haserot, Mrs. A. Herring, H. Halpern, Mrs. H. Halpern, Master Halpern, I. E. Hajek, Mrs. I. E. Hajek and child, Mrs. J. Hoffman, L. Hertz, Mrs. L. Hertz, Mrs. J. A. Hartford, H. M. Johnson, Mrs. J. A. Johnson and two children, Joe Jacobs, Mrs. S. M. Johnston, Mrs. M. M. Johnson, E. Kaal, C. F. Kimball, H. H. Kohler, Mrs. H. H. Kohler, Mrs. W. H. Looze, Mrs. H. W. Looze, Miss A. Lewis, Comdr. E. F. Lopez, R. H. Mallett, Mrs. R. H. Mallett, Miss E. McCallister, Mrs. E. J. Miller, J. A. Marshall, Mrs. E. A. Marshall, Miss A. McCallister, Mrs. L. P. Mason, J. A. McCandless, Mrs. J. A. McCandless, C. A. McWayne, J. H. Newfield, Mrs. J. H. Newfield, Mr. Nickel, A. Newman, Mrs. A. Newman, Miss C. Olsen, Miss M. Patterson, Miss J. Pettit, Miss R. Patterson, Miss H. Platt, H. Quid, F. Quinn, Miss M. Raber, Miss M. Schultz, Miss I. Stinnetto, Miss E. Seidel, Chas. Stinchfield, Mrs. Chas. Stinchfield, H. Turner, Mrs. E. Terry, W. W. Williamson, A. J. Spitzer, Mrs. A. J. Spitzer, Mrs. J. E. Schulte, O. Willinger, Mrs. G. B. Whitehead, Jas. A. Wilder, Miss M. Wolf, Mrs. Webster, Mrs. G. Wiekke, Miss R. Webster, Mrs. R. Webster, J. Watt, Mrs. J. Watt, J. Yates.

Steering travel from Honolulu to San Francisco is unusually heavy. All steaming space on Matson boats to May 31 has been sold. The Wilhelmina took out a capacity steering list today. Most of those booked steering are Spanish, taking their families to California.

Repairs to the broken rudder of the Japanese steamer Ide Maru are expected to be finished by two weeks from this coming Saturday.

The American ship Katherine finished loading ballast yesterday, and Capt. Zachary expects to sail for Puget Sound tomorrow. She is at Pier 16.

Three new spirals, for loading sugar, will be constructed by McCabe, Hamilton & Benny, the stevedoring firm, for use in loading American-Hawaiian ships with sugar.

BENT PROPELLER BLADES FIXED; MAUL LEAVES

At 8:30 this morning the inter-island steamer Maui, which ran aground while leaving port early last evening on the reef west of the channel, between buoys 3 and 5, resumed her voyage to Hilo, in command of Capt. Henry W. Lyon.

The Maui grounded as she was bound out, in command of Capt. Frank Berg. She was pulled from the reef at 8:50, an hour after the grounding, by the young tugs Makaanui, Louise, Huki Huki, and Helene, and the inter-island steamer Wallele.

At 11 o'clock last night she was put into the inter-island drydock, and it was found that her propeller blades were slightly bent as a result of the accident. They were straightened, under the direction of Superintendent Alec Lyle of the drydock, and at 8:15 this morning the steamer was floated out.

The accident to the Maui is the first mishap Capt. Berg has had in 28 years of service at sea. The Maui is bound for Hilo to load sugar.

An investigation of the accident will be made by the federal inspectors of hulls and boilers. The report of Chief Engineer J. H. Davis, filed with the inspectors today, says the steamer grounded while going full speed ahead and state that the machinery was in good running order. The first assistant engineer, John Hall, corroborates his chief's account in his report.

HARBOR NOTES

Yesterday the schooner Melrose sailed from Kahului for Astoria. The O. S. K. steamer Seattle Maru brought 30 bags of mail from Japan this morning.

Next mail from San Francisco will arrive in the Matson steamer Matson Tuesday morning. The lumber schooner Melrose arrived today from Port Ludlow with lumber for Allen & Robinson.

At 9:45 this morning the schooner Kitsap sailed for Port Townsend. She brought lumber to this port.

At 1:00 yesterday afternoon the Matson steamer Durline reached San Francisco. She left here April 11.

The Canadian-Australasian liner Makura brought 16 bags of mail from Canada and the eastern states today.

The Matson steamer Manoa left 14 carloads of freight behind at San Francisco because there was not time to load it.

The T. K. K. South American liner Anyo Maru steamed from Hilo for San Francisco at 2 o'clock Monday afternoon instead of Sunday.

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15-DAY CRUISE IS ASSURED FOR NAVAL MILITIA

Hawaii Included in Recommendation for Federal Appropriations

Federal funds to the extent of \$309,30 for the use of the naval militia of Hawaii, to be disbursed in a 15-day cruise some time this summer, is the news given out at the naval militia smoker last evening at the armory, where the room was full to overflowing with the members and their friends and prospective recruits.

Commander F. M. Bassett, U. S. N., in charge of Division of Naval Militia Affairs in the Navy Department, includes the newly formed Hawaii organization in estimates in the sum named above.

At intervals during a long and excellent program of musical and boxing numbers, short speeches were made by Senator Coke, Admiral C. J. Boush, U. S. N., Brig-gen. Samuel Johnson, N. G. H., and R. E. Lambert, acting commander of the organization until a successor is appointed to fill the vacancy caused by the resignation of Alonzo Gartley.

The organization is to get its rifles, steam and sailing launches and rowing cutters, its uniforms and its instruction manuals all within the next three weeks, so that a very busy summer is expected getting ready for the summer cruise, which may be made about the first of September.

Senator Coke announced that the cruiser West Virginia is slated for use of the local organization both for the summer cruise and for shorter cruises and instruction periods as a permanent "home."

Generous refreshments were served during the evening, and "smokes" were plentiful.

WILHELMINA CARRIES CAPACITY PASSENGER LIST OF 198 TO S. F.

Steaming at 10 o'clock this morning from Pier 15, the Matson liner Wilhelmina took out 122 cabin and 76 steerage passengers, totaling 198—all the had room for. It was more than a capacity crowd.

Every stateroom had at least two persons in it, and in several there were three, where it was possible to place that number. Outgoing freight was also capacity, and included 27,000 cases of canned pines, 500 tons of molasses, 5366 tons of sugar, 3000 bunches of bananas and miscellaneous cargo.

ALERT NOT ORDERED TO S. F., ONLY RUMOR

"The Alert has not been ordered to San Francisco and so far as we know will not be for some time, either," said Lieut. F. J. Lowry, captain of the U. S. S. Alert, tender of the third submarine division, this morning, over the telephone, concerning a story printed in a morning paper that the Alert is going to San Francisco and will be relieved by the cruiser St. Louis.

"We have had no official word of any such order. The whole thing is nothing but rumor, and no news has been printed even in navy papers concerning it," he added.

The K-4 is making target practice runs now, according to the Alert's officers, and will be through by the end of this week. Probably next week all four of the K submarines will go out on the annual competitive runs. The K-4 could not finish target practice at the time the others did owing to battery repairing delaying her.

Honolulu Stock Exchange

Table with columns: Bid, Asked, and various stock symbols like MERCANTILE, Alexander & Baldwin, Ltd., C. Brewer & Co., SUGAR, Ewa Plantation Co., etc.

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