

# SHIPPING & WATERFRONT NEWS

## TAIKOSAN MARU CAUSE OF TWO BOATS LOST

Copies of the China Press of September 6 contain the following Tokio despatch, telling how the Japanese steamer Taikosan Maru, in collision with two other steamers, sank them both in one day:  
TOKIO, Japan, Aug. 30.—The Taikosan Maru sank the Chokyu Maru II off Nabeshima lighthouse in Kagawa prefecture early yesterday, less than 24 hours after it had sunk the Kansai Maru I near Shimomoseki.  
Of the Chokyu's crew, 27 in all, including the captain and chief engineer, were injured. Eight are missing. The Chokyu Maru in the collision suffered big damage to her hull which caused her to sink immediately, according to a report from Marugame.

This steamer, a 1200-ton boat, came into collision with the Taikosan Maru, 3121 tons, of the Inui Steamship Company, Kobe, at a point southeasterly from the Nabeshima lighthouse, Nakatado district, in Kagawa prefecture, in the darkness of the hour following midnight.  
The Taikosan and the Kansai Maru I had collided off Deshima islet, near Shimomoseki, on Monday morning. The latter boat, 600 tons, had no cargo aboard and all its crew were saved.

A letter to H. Hackfeld & Company says the Grace steamer Columbia, from Valparaiso for Honolulu September 3, may be looked for next Thursday morning. She has 2200 tons of nitrate for this port, and will load canned pines here for Seattle.

Taking 60 passengers, the Matson liner Wilhelmina steamed for Hilo at 5 o'clock Thursday afternoon and is due to return here Sunday morning.

The Oceanic steamer Sierra, from Honolulu at 3:45 o'clock Wednesday morning, 12 hours late, will not reach San Francisco until Tuesday morning. No effort is being made to get her in Monday afternoon.

## SORENSEN & LYLE REIMBURSED ON OLD BILL

One of the last acts of the recent session of Congress—the appropriation of \$1,019.69 for the "relief of Karen S. Sorenson and James Lyle" in copartnership under the firm name of Sorenson & Lyle—brings up an interesting story of the Honolulu waterfront.

The money is appropriated to reimburse the local boat-building firm for materials furnished and work done on the schooner Charles Levid Woodbury which was damaged as the result of a collision with the United States ship Iroquois off the coast of Kauai in May, 1905.

On May 4, 1905, the Iroquois left Honolulu for Midway island, having

in tow the American schooner Charles Levid Woodbury. The Woodbury was partially laden with stores for the marine garrison then stationed at the island, and in consideration for transporting these it was agreed by the commanding officer of the Iroquois, who was temporarily in command of the navy station at Honolulu, that his boat would tow the schooner to its destination.

On the night after leaving this port a heavy sea began to run and after a time the towline parted. In the attempt to get a new towline to the schooner—against the warning of the schooner's captain—the boats collided with considerable damage to the Woodbury.

According to the report made in Congress "there is no question of the responsibility of the collision resting with the commanding officer of the U. S. S. Iroquois, Lieut.-Cmdr. A. P. Nislack, U. S. N., in attempting to get a towline to the schooner."

Sorenson & Lyle did the repair work on the marine railway, but when their bill was forwarded to Washington it was refused by the navy department. In March, 1907, suit was instituted against the United States in the local district court, a decision being made in favor of the claimants. Then a technical defense was brought up, and when pressed had sufficient strength to cause the federal judge at that time to withdraw his decision, and deciding against the claimants. Says the report in concluding:

There is no question, from the evidence, that the work was done and materials furnished in good faith by Sorenson & Lyle, a reputable firm who have been engaged for many years in the same business at Honolulu, in absolute reliance upon the instructions received by them from the naval officers, wholly upon the credit of the United States, and that they, the said claimants, have never looked to anyone other than the United States government for payment. They have been out the amount of their bill, and have no legal redress of any kind against the owners of the schooner Woodbury, as the work was done wholly upon the orders of the naval officers.

"The facts in the case were thoroughly investigated and determined in the judicial proceedings referred to, and the question on its merits having been then decided in favor of these claimants, there is no question in the minds of the committee but what, equitably and in good conscience, claimants should be settled with by the United States."

## STEEL FOR NEW T. K. K. LINER ON SHINYO

Turbines Has 2500 Tons; Is Rushing It to Japan; Her Treasure \$2,415,000

Deep down in her hold the Toyo Kisen Kaisha turbine Shinyo Maru today has 2000 tons of steel, which will in the next half-year form the frame of the San Francisco Maru, the big steamer which will be built in Japan by the T. K. K. to replace the lost Chiyu Maru.

Leaving here at 4:30 this afternoon Captain William C. T. S. Filmer will increase the Shinyo's speed to 16 knots all the way to Yokohama, to get the steel to that port by October 9, a day ahead of schedule, so it can be unloaded with the least possible delay.

The steel plates and girders came from Pittsburg mills, and was brought overland to San Francisco by rail. Captain Filmer said this morning his speed from the Bay City to this port was 15 1/2 knots. Steaming time for the voyage here was 5 days, 19 hours and 23 minutes. She docked at 8 o'clock at Pier 7.

Many bars of precious gold and silver are in the Shinyo's strong boxes. The total amount of treasure on board is \$2,415,000. There is \$1,750,000 in gold bars and 832 bars of silver, valued at \$665,000. The silver is going to Tientsin and the gold, \$1,500,000 of it to the Yokohama Specie Bank and the balance, \$250,000, to the International Banking Corporation, Yokohama, controlled by the J. P. Morgan interests. Purser Jack Bourne and Captain Filmer reported the passengers to be "a live bunch."

Captain Filmer expected to be taking a vacation this voyage but he was on the bridge this morning smoking his favorite corn-cob pipe and exhibiting his usual good-natured smile. Captain Togo, who was to have taken command for this voyage, is ill, having been stricken while in New York looking over the Siberia and Korea in company with General Manager Avery of the T. K. K. So Captain Filmer will not get a vacation until he brings the Shinyo back to San Francisco November 27.

A capacity passenger list is aboard the big turbine today. She has 189 first-cabin for the Orient, all she can carry; 79 second, and 557 steerage. About 21 first-cabin, four second and 200 steerage are leaving this afternoon from Honolulu.

Mail brought here by the Shinyo was 378 bags. Her through cargo is large, 5640 tons, and includes canned goods, cotton, dried fruits, roofing, turpentine and other general merchandise. The turbine was piloted in by Capt. M. A. Haden, who, according to Captain Filmer, did a very neat piece of work berthing her.

**PASSENGERS BOOKED**  
Per I. I. str. Mauna Loa, for Maui, Sept. 29.—R. Drummond, Miss Fam Sing, Mrs. F. Hay, J. MacLaren, Mrs. MacLaren, J. C. Blair, M. Ferreira, A. Robertson, Geo. Thayer, F. Deiner, A. Fernandez, A. Robertson.

The Edison Electric Illuminating Company of Boston reports for August gross earnings of \$565,233.

## New System Is Used to Handle Crowd at Pier

Previous Confusion Avoided Today When Shinyo Docked; Crowd "Toes the Line"

There was an extremely visible "line of demarcation" at Pier 7 this morning when the T. K. K. liner Shinyo Maru docked. The east balcony was divided into two portions by means of a two-inch strip painted its entire length. People waiting for friends from the steamer had to stand inside the Waikiki portion, while passengers from the steamer had the other side as a lane down which they walked to Allen street. The high fence recently built also kept the crowd from blocking the gangway.

The new system worked very well. The makai gangway was ready to be used but as some changes have to be made aboard the steamer before a second gangway can be laid from the dining saloon entrance to the new opening on the balcony the additional gangway will not be made use of until the changes are made on the liner when she reaches Yokohama this voyage.

Harbor officers steered the waiting crowd around and keep it "toeing the line" in an orderly manner so that the confusion existing at previous dockings was avoided and passengers were able to make their way quickly to the street.

## SEIYO TO LEAVE HERE TOMORROW AFTERNOON

Some time tomorrow afternoon, probably at 5 o'clock, the T. K. K. South American steamer Seiyo Maru, which docked Thursday afternoon at Pier 16 from South America and San Francisco and began this morning discharging the 800 tons of nitrate she brought for Honolulu, will steam for Yokohama.

Officers of the Seiyo said her nitrate cargo was brought here at a rate of 55 shillings a ton. China and Japan rates are now 64 and 60 shillings a ton. The Japanese department of communications recently gave the Toyo Kisen Kaisha permission to raise the nitrate rate from 24 to 60 shillings for less than 100 tons and 55 shillings for above 100 tons. The cargo is expected to be discharged by Saturday noon.

Only three passengers came to this port in the Seiyo, three Koreans in the steerage. Among the through passengers Purser C. Kobayashi reported, are Francisco Lagreze and family, going to Yokohama. Sr. Lagreze is a Chilean army officer who is going to Tokyo to become an attaché of the Chilean legation in that city. His family includes Mrs. Carlota Perez de Lagreze, Miss Margarita Lagreze Perez, and Sr. Enrique Lagreze Perez.

Lester G. Thomas, editor of the Japan Gazette, is returning after a six months' vacation passed in travel through South America. Chu Wu Ling, who has been Chinese consul in Peru, is also a through passenger, returning to China to accept a prominent position with the Chinese government.

The Seiyo left Valparaiso August 7, called August 23, Balboa a week later, and San Francisco September 18. Her commander is Captain G. Kamehaka. First-cabin through passengers are 12; second-cabin, 27 and steerage 264.

The Seiyo also brought 34 pieces of freight over-carried from the Shinyo Maru, which arrived today from San Francisco and is leaving at 4:30 this afternoon for Yokohama.

## HARBOR NOTES

Thursday the Associated Oil ship Falls of Clyde sailed from San Francisco for Honolulu with a full cargo.

Next mail from San Francisco will arrive Monday morning in the Oceanic steamer Sonoma, which has 356 bags.

Next mail from San Francisco will be despatched in the Wilhelmina at 10 a. m. Wednesday, mails closing at 8:30 a. m.

Due Wednesday morning from Victoria and Vancouver and to steam that afternoon for Suva, Auckland and Sydney is the Canadian-Australian steamer Makura.

At 1 p. m. Wednesday the Commercial Pacific cable schooner Florence Ward sailed from Midway for Honolulu, but did not get a good start until Thursday morning at 6 o'clock, when a moderate westerly wind sprang up.

Bacteriological tests of the China Mail steamer China's second cabin and steerage passengers having shown no traces of Asiatic cholera, the 24 persons have been released from quarantine. No cholera carriers were found.

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NOTE—Every statement above is true and in accordance with Act 124 of 1915 Legislature, entitled "An Act to punish the misrepresentation of Merchandise, Shares of Stock, Bonds, Mortgages, Notes, Co-partnership units and Service."