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OCTOBER 6, 1904.

OUTWARD.

For Waianae, Waihua, Kahuku and Waiy Stations—9:15 a. m., 9:30 p. m. For Pearl City, Ewa Mill and Waiy Stations—17:30 a. m., 9:15 a. m., 11:05 a. m., 2:15 p. m., 3:20 p. m., 5:15 p. m., 19:30 p. m., 11:15 p. m.

INW RD.

Arrive Honolulu from Kahuku, Waihua and Waianae—8:36 a. m., 5:31 p. m.

Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:36 a. m., 10:38 a. m., 1:40 p. m., 4:31 p. m., 6:31 p. m., 7:30 p. m.

Daily. Sunday Excepted.

The Haleiwa Limited, a two hour train, leaves Honolulu every Sunday at 8:30 a. m. returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Waianae.

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HOW THE ALAMEDA GOT ON THE ROCKS

(Continued from page three.)

forward, and as the steamer groped her slow way along eyes and ears were strained for sight and sound, while the whistle sounded warning at regular intervals.

It was an anxious moment for Captain Dowdell. Nothing could be heard from the fog whistle on Lime Point, and it was thought possible that the suddenness with which the fog bank closed in had not given the keeper time to get up steam.

"Don't you think we are getting in close to Lime Point, pilot?" What do you think of keeping her off a little?" Captain Dowdell is said to have suggested to Johnson. The helm was shifted a point or two. The next moment a hail came from the lookout on the bow. The fog was so thick that he could scarcely be distinguished from the bridge, but his cry came startlingly clear:

"Breakers dead ahead, sir." The next instant came the "Clang, clang, clang!" of the big warning bell on the fort.

"Hard down!" yelled the pilot. Both weather and lee wheels put all their strength on the spokes and the steamer's bow swung for the open sea. But it was too late. The grind and the crunch followed, then the vessel came to a dead stop, but so gently that not even a child was thrown off its feet. The tide swung the stern around slightly; then all motion ceased. The crew was called to stations at the boats and quietly awaited the call to "lower away," but it did not come.

The fog lifted almost as quickly as it had shut down and showed their position. The vessel's nose was high on the Fort Point reef, and from the deck one might have tossed a biscuit on the wall of the fort. The pumps were at once sounded, and while they showed that the vessel was making a little water it was not sufficient to be an element of danger for hours. Then the lead was cast and as it showed only about thirty feet aft there was no danger of the steamer sinking beyond her deck line, and if she worked clear of the reef her anchors could be let go to hold her from drifting into the channel several hundred yards away. The word was instantly passed that there was not the slightest danger, and the nearness of the shore, to which a line could be thrown, aided greatly in keeping down excitement among the passengers.

Blame? That is hard to fix, and will not be known, if then, until after the company's officials, the inspectors and the underwriters have held their examinations. For 200 times and more the Alameda has come and gone without error or accident until it had almost become a belief that she could work her own way in and out the Golden Gate with never a man at her wheel or lookout. Probably it was this that caused pilot and captain to forget the trite old saying: "It is better to be safe than sorry." There are those among their seafaring friends who say wisdom and caution should have told them to anchor until the fog lifted and not trust to experience and confidence in such a place when land and sea and sky were wrapped in a wool pack of fog.

It was high-water slack when the steamer left the wharf, and shortly after she went under slow bell she was struck on the starboard side by the tide that rips through Biscorn straits with the force of a millrace. This may or may not have caused a drift to port and carried the steamer into the light of the bay inside of Fort Point and a quarter of a mile off her course. When those on board heard the warning bell on the fort the steamer is said to have been heading "dead on for land," and a moment later would have plowed into the beach and smashed her nose against the wall of the fort. A number of soldiers at the fort saw the steamer strike, and the consensus of their statements is as follows:

"We heard the steamer's whistle and thought it sounded close in shore. It was strange for our bell was going all the time. The moment after we heard the whistle we saw the big steamer loom up in the fog, then swing off toward the channel. The next moment she ran upon the rocks. Her stern was at right angles to the current and nearer to the wall than the bow, but the strong ebb carried her stern around until she stood up and down stream."

The soldiers hurried to give the alarm and in a few moments life-saving crews were racing for the scene. The Merchants' Exchange lookout sent in an alarm also and the revenue tug Golden Gate was the first to get under way for rescue or relief. Other tugs of the Spreckels line raced for the place of disaster and strong hawsers were passed aboard for the purpose of attempting to drag the vessel from the rocks. It was soon found that this was impossible. Lines were then passed under the bow and stern to locate her position on the rocks. Tugs stood by and with their hawsers pulled toward the shore in order to keep the steamer from swinging around. It was feared that if she was cradled only by the bow the strong ebb tide would quickly twist her in two. By the lines it was found that she was fast from well forward, about the forward hatch, to about amidships or abaft the funnel. When this was ascertained it was decided that she was held so fast and hard that the tide would have no effect and the hawsers were cast off and the tugs sent after lighters on to which to discharge some of the cargo in the forehold in the hope of lightening her.

The tug Reliance, with two barges in tow, was the first to arrive for that purpose and dropped with the tide a half-mile or more to seaward of the stranded steamer and then started to tow up alongside. In towing against the tide the cable parted and the barges went drifting out to sea with their loads of stevedores, but the tugs raced after them and, throwing lines as they passed, soon made fast again. Then the Reliance towed one barge-load of stevedores up to the stern of the steamer and allowed the tow to drift alongside. Hawsers were cast over and made fast and the barge was soon safely moored alongside. At that

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Blue Center.....	2.40	1.90
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3x 6 feet, Blue and White.....	4.50	3.40
Blue Center.....	5.40	4.05
4x 6 feet, Blue and White.....	6.00	4.50
Blue Center.....	7.20	5.40
4x 8 feet, Blue and White.....	8.00	6.00
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