

SHIPPING AND WATERFRONT NEWS

VANCOUVER MAY LOSE MAIL STEAMERS

Freight Steamers To That Port, Only Passenger Boats To Colon And Great Britain---Chiyo Maru An Arrival---Flourence Ward At Anchorage---Quiet On Waterfront

That the Canadian-Australian line may go out of existence as far as passenger and mail service is concerned is the news that reached here on the Makura this week. The rumor is that when the Panama canal is opened the New Zealand company will inaugurate a line between New Zealand and Great Britain via the canal which will be under subsidy from both governments. Vancouver will be dropped as a port of call and will only be served by vessels of the C. P. R. transshipping at Colon. Further color is given to the rumor by the fact that the New Zealand company is now building several freighters especially fitted for carrying frozen produce. These vessels are supposed to be for the inauguration of a freight service between New Zealand and Australian ports and Vancouver and Victoria. They will take the place of the present line and may of course carry a few passengers.

A fast line of steamers will run between New Zealand and Great Britain, carrying mails, passengers and freight for Vancouver and Victoria. The boats will call at Colon and connect with a service of the C. P. R. inaugurated specially for the new route.

The talk of the Union company entering the British mail and passenger service is of course by no means new, as the company ranks third largest in the British Empire.

CHIYO MARU FROM COAST.

Bringing a small list of passengers and about the usual amount of freight, the T. K. K. steamer Chiyo Maru, under command of the newly married Captain W. W. Greene, arrived off port early this morning and pulled into the Alakea dock.

Purser W. A. Chapman tells of a quiet passage on the way from the Coast city and of no excitement outside the ordinary sports and concerts.

Among the passengers is Baron T. Ozawa, consul general for Japan in Canada, who is returning to Japan. There are also a number of the Red Cross Society members on board who are returning to Japan again.

Only three passengers are booked for the layover at Honolulu. They are B. Knapp and Mr. and Mrs. M. B. Megie.

LOST AT SEA.

The number of vessels which have so mysteriously disappeared at sea that not a trace of them, or of their crew or passengers, has ever been found is larger than most people imagine. In the North Atlantic service alone, from the year 1841, when the President disappeared with one hundred and thirty-six souls, to 1899, when the Thanemore of the Johnston Line, with forty-three lives, never came to port, there have been—inclusive of those—no fewer than twenty-four big steamers absolutely and totally blotted out of human knowledge, together with their crews and passengers, numbering in all one thousand four hundred and fifty-three. At a very moderate estimate, the value of these vessels with their cargoes could not have been less than \$25,000,000. The sum of human agony involved is terrible to contemplate. And every year vessels are posted as missing.

The President, one of the earliest Atlantic liners, was the first steamer to be lost and never heard of again. She sailed from New York on March 11, 1841, with one hundred and thirty-six souls on board. She was a nearly new vessel, having left the Mersey on her first voyage on July 17, 1840. The commander was Lieut. Roberts, R. N., a man of iron will and resource. He had taken the Sirius on her first voyage from Queenstown to New York in 1838 in 18 1/2 days. The Sirius was the first steamer owned by an English company which crossed the Atlantic, and but for the determination of Lieut. Roberts, the crew would not have proceeded; they became mutinous, and said it was utter madness to go in so small a craft. He insisted, and had resort to firearms, and so brought the little vessel to her destination.

After the loss of the President in 1841, 13 years elapsed in which only one life was lost by the wreck of an Atlantic steamer. It is a curious coincidence that, after the President was lost and never heard of the next

great loss of life, which occurred in 1854, was also that of a vessel which disappeared without leaving a trace. This was the City of Glasgow, which sailed with 480 souls on board. The Pacific of the Collins line, left Liverpool on June 29, 1856, and with her living freight of 240 was never more heard of. In the year 1859 an Anchor liner, the Tempest, mysteriously disappeared with 150 souls. The City of Boston of the Inman line, with 177 persons, was never heard of after leaving port on January 28, 1870. A board stating that she was sinking was found in Cornwall on February 11, 1870. The Allan liner Huronian left Glasgow in February, 1902, for St. John's, and disappeared. The British gunboat Condor was lost in the Pacific in 1901. Besides these, the names of many lesser-known vessels swell the long list of tragic disappearances.

The White Star cattle-steamer, Narcenic, with a crew of 60 hands and 17 cattle, was lost in February or March, 1895, while on a voyage from Liverpool to New York. She was a month overdue before very much anxiety was felt, as it was known that heavy weather had been experienced in the Atlantic, and it was thought that she might have broken down and was making for the Azores. A boat with the name Narcenic on it was subsequently found half full of water and abandoned. In this case the vessel was a new one, launched in May of the previous year. She was built with bulkheads and all modern improvements, was 460 feet long, and had engines of 3000 horsepower. Yet she disappeared, perhaps 1500 miles from New York, that being the location of the abandoned boat.

In 1887 the Umbria was flooded by two great waves. In 1894 the Normania was struck by a solid wall of water reaching as high as the bridge, smashing the cabin on the promenade deck, and carrying away the music room and the officers' quarters. The height of tidal waves ranges from 40 to 80 feet. The Cunarder Etruria was struck by a tidal wave on October 19, 1903, when a Canadian gentleman was killed and several injured. The captain's port bridge and stanchions were carried away. Though such waves would not greatly endanger the huge modern liners, they might have swamped their predecessors by breaking through the decks or rushing down hatchways and skylights. Many vessels have been lost by being pounced by vast storm waves, which are not so high as are many tidal waves.

Damage to machinery may be sufficient to explain the loss of a vessel by causing her to sink at once. The City of Paris of the Inman line, had a big smash in one of her engine rooms on March 25, 1890. She was coming home in fine weather and when she was near the Irish Coast the starboard engines broke down in consequence of the fracture of the starboard propeller-shaft, and the sea filled the engine room. Then the massive fragments of the wrecked engine hammering against the bulkhead smashed that, and allowed the water to flow into the port engine room, completely filling that also. In about ten minutes both engine rooms were filled with water, adding 3000 tons to the vessel's weight. Yet she still floated securely and the outer skin was not damaged in the least. The watertight compartments kept the City of Paris afloat for three days until he came to tow her into Queens-town. In the case of the P. and O. steamer Delhi, which stranded on December 22, 1891, off Cape Sparte, on the Morocco coast, all the passengers were rescued, including the Duke of Pife and the Princess Royal and her daughters.

Driftwood

The Chiyo Maru has a new surgeon on board in the person of Dr. Gordon Potter. Dr. Potter comes from New York and this is his first trip on the T. K. K. boats.

Chief Steward Newton of the T. K. K. Chiyo Maru that arrived from San Francisco this morning passed away after the vessel's arrival at the Coast city on her last trip from the

Criant. His place has been taken by Steward Sldmore.

C. A. Ludwigen has been transferred to the T. K. K. liner Chiyo Maru that arrived from the Coast this morning en route to the Orient.

The inter-island steamer Claudine leaves for Maui and Hawaii ports at five o'clock this evening. She has a large passenger list and a big consignment of freight, most of which is for Kahului.

The schooner Flourence Ward which was to have left last evening only got as far as the anchorage. She was still waiting there this morning while Captain Piltz was up town attending to the last details.

THE MAILS.

From San Francisco, per Nile, June 28.

From Australia, per Marama, July 16.

From Yokohama, per Tenyo Maru, June 25.

OUT.

To Yokohama, per Chiyo Maru, June 21.

To San Francisco, per Tenyo Maru, June 25.

To Australia, per Sonoma, July 8.

To Vancouver, per Marama, July 16.

INTER-ISLAND SAILINGS.

For Hawaii Ports via Maui.

Mauna Kea, I. I. S. N. Co., every Wednesday and Saturday.

Claudine, Inter-island S. N. Co. every Friday.

For Maui, via Molokai.

Mikahala, every Tuesday.

For Kauai Ports.

W. G. Hall, I. I. S. N. Co., every Thursday.

Kinau, I. I. S. N. Co., every Tuesday.

For Kona and Kau Ports.

Kilauea, I. I. S. N. Co., alternate Tuesdays and Fridays.

PROJECTED ARRIVALS.

Tenyo Maru, from Yokohama, June 25.

Nile, from San Francisco, June 28.

Sierra, from San Francisco, June 28.

PROJECTED DEPARTURES.

Chiyo Maru, Yokohama, June 21.

Tenyo Maru for San Francisco, June 25.

Honolulu, for San Francisco, June 25.

Honolulu, for Yokohama, June 28.

TRANSPORT SERVICE.

The Buford is in San Francisco.

The Warren is on duty in the Philippine Islands.

The Crook is in San Francisco.

The Dix is on Puget Sound.

The Thomas from Honolulu for Manila, June 14.

The Sheridan is in San Francisco.

The Logan, from Honolulu at San Francisco, June 9.

The Sherman from San Francisco at Honolulu, May 18.

The Buffalo from Hon., at S. F. May 29.

Where Vessels Are

Alaskan, from Hilo at Salina Cruz June 7.

Arizona, from Island ports for coast.

Buyo Maru, from Hon. for Yokohama, Feb. 20.

China, from Hon., at Yokohama, June 6.

Chiyo Maru, from S. F. for Hon., June 15.

Columbian, from Hilo at Salina Cruz, May 24.

Crown of Arragon, from San Pedro for S. F., April 17.

Enterprise, for Hilo from S. F., June 15.

Glacier, from Hon. for Manila, April 19.

Guernsey from Newcastle, Australia, for Hon., June 8.

Harpalion, from Hon. at Newcastle, Aus., May 16.

Honolulu, from S. F., for Hon., June 12.

Honolulu, at S. F. from Hon., June 6.

Hongkong Maru, from Hon. for Yokohama, April 15.

Hyades, from S. F. at Seattle, June 19.

Kiyo Maru, from Hon. for S. America, March 19.

Indian Monarch from Moji for Hon., June 8.

Korea, from Honolulu at Yokohama, May 26.

Robert Lewers, schr. from Port Townsend at Hon., May 22.

Robert Searies, schr. from Hilo, for Port Townsend, May 11.

Lansing, from Port San Luis, at Hon., June 5.

Lurline, at S. F. from Hon., June 19.

Makura, for Hon. from Vancouver, June 12.

Manchuria, for Hon. from S. F., June 6.

Marama, from Hon. for Sydney,

May 23.

Maverick, from Hon. at S. F., May 14.

Mexican, from Tacoma for Hon., June 15.

Missourian, from Tacoma for Hon., June 6.

Mongolia, from Hon. at S. F., June 17.

Nile, from Hon. at S. F., June 11.

Nippon Maru, from Honolulu at Yokohama, May 4.

Persia, from Honolulu at Yokohama May 24.

Prometheus, from Makateo at Hon., May 21.

Santa Maria, at Gaviota from Hon., March 29.

Santa Rita, from Honolulu at Gaviota, May 18.

Shinyo Maru, from Hon. at Yokohama, June 3.

Shintzu Maru from Eureka for Melbourne, May 11.

Siberia, from S. F. at Hon., May 31.

Siberia, from Honolulu, for Yokohama, June 11.

St. Klida, from Honolulu, at Eureka Sonoma, at S. F., from Hon., June 12.

Tenyo Maru from Honolulu at Yokohama, May 10.

Virginian, from Hilo for Salina Cruz, June 13.

Wilhelmina for Hon. from S. F., June 5.

W. F. Herrin from Kaanapali at S. F., May 20.

Zealandia, from Suva for Hon., June 11.

Sailing Vessels.

Alert, schr. from Hon. at Grays Harbor, June 11.

A. B. Johnson, from Hon. at Grays Harbor, May 6.

A. F. Coates, schr. from Umkilleo for Hon., June 5.

Albert, bk. at Port Townsend, from Napoona, April 18.

Allice Cooke, at Hon. from Port Gamble, June 13.

Andrew Welch, bk. at S. F., from Hon., June 14.

Annie Johnson, bk. from S. F. at Mahukona, June 11.

Arago, bktn. from Grays Harbor at Honolulu, May 25.

Ariel, schr. for Hon., from Everett, June 19.

Blakey, schr. from Iquique, a Hon., May 22.

Camano, schr. at Port Ludlow, from Carrier Dove, schr. from Mukilleo, at Kahului, June 15.

Cecelia Sudden, schr. at Grays Harbor, from Kahului, June 10.

Cumberland from Hon. at Newcastle, Aus., May 22.

Defender, schr. at S. F., from Hana, March 30.

Edward Sewall, ship, from Kahului for Delaware Breakwater, May 18.

Eldorado, schr. from Hon. at Port Townsend, May 22.

Eric, schr. from Tocopilla for Hon., June 1.

Erskine M. Phelps, ship, from Hon. for Philadelphia, Feb. 16.

Elfreida, ship, at Newcastle, from Hon., April 14.

E. M. Phelps, ship, at Delaware Breakwater from Hon., June 5.

E. K. Wood, schr. from Grays Harbor at Hon., May 25.

Falls of Clyde, ship, from Gaviota for Hon., June 5.

Flourence Ward, schr. at Hon. from Midway, Jan. 15.

F. M. Slade, schr. at Grays Harbor, from Hon., Jan. 6.

Footing Suey, bk. from Mahukona, for Delaware Breakwater, May 15.

H. Hackfeld, ship, from Hamburg for Hon., March 24.

Hawaii, bktn. from Mahukona at S. F., June 15.

Herzegn Cecile, ship at Newcastle, from Hon., Feb. 27.

Helene, schr. from Tacoma for Hon., May 24.

Honolpu, schr. at S. F. from Hana, June 16.

Irmgard, bktn. from Mahukona, at S. F., May 15.

Inca, schr. from Mahukona, for Astoria, June 15.

John Ena, ship from Hilo, for Delaware Breakwater, May 19.

Jane L. Stanford, bktn. at Grays Harbor, from Hon., March 24.

James Johnson, bk. at Hon., from port Townsend, May 6.

Klikiat, bktn. from Port Gamble at Hilo, May 9.

M. Turner, schr. at Grays Harbor from Hon., April 11.

Marion Chilcott, ship, from Hon., from Gaviota, May 13.

Mary E. Foster, schr. from Port Ludlow at Honolulu, June 13.

Mary Winkelman, bktn. from Eureka, at Hilo, June 13.

Melrose, schr. at Port Townsend from Mahukona, April 22.

Minnie A. Caine, schr. from Port Allen for Grays Harbor, June 4.

Muriel, schr. from Honolpu at San Francisco, June 14.

Nuanuu, bk. in distress at Falkland Islands, Nov. 18.

Prosper, schr. from Hilo at Colum-

bla River, June 11.

Repeat, schr. from Tacoma, at Hon., May 29.

R. P. Rithet, bk. from S. F. for S. C. Allen, bktn. for Honolulu from Fort Gragg, May 7.

S. N. Castle, bktn. from Hon. at S. F., June 13.

S. T. Alexander, schr. from Eureka for Hilo, June 6.

Spokane, schr. from Hilo, at Port from Hon., April 19.

Transit, schr. at Redondo, from Ft. Gamble, May 16.

T. P. Enigh, bktn. at Port Townsend, from Hilo, May 2.

W. J. Patterson, schr. from Hilo at Grays Harbor, May 15.

Wm. P. Frye, ship, from Hon., at Kahului, June 8.

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ALASKA TO HAVE ONLY A SINGLE CHAMBER

WASHINGTON, June 11.—The House bill to create a legislative Assembly in Alaska, which has been ordered favorably reported from the Senate Committee on Territories, has been amended so as to eliminate any provision for an Alaskan Senate, and so as to create a Railroad Commission to consist of an engineer officer of the Army and Navy and a geologist in charge of Alaska surveys. The bill will be reported to the Senate again this week. The creation of the Alaskan House of Representatives, to consist of sixteen members, four from each judicial district, is provided for in the measure.

HOLDS UP DENVER BANK. BUT IS SOON CAPTURED

DENVER (Col.), June 11.—J. Caldwell, 39 years old, who came to Denver ten days ago from Spokane, Wash., today attempted to hold up and rob Earl B. Funk, paying teller of the State Mercantile Bank, shortly before 3 o'clock today. The bank was filled with customers at the time, and Caldwell escaped with \$100. Several shots were fired as he police chased Caldwell through a busy downtown street. He was captured within a block of the robbery.

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S. S. MONGOLIA.....JULY 4 S. S. KOREA.....JULY 29

S. S. KOREA.....AUG. 1 S. S. SIBERIA.....JULY 28

S. S. SIBERIA.....AUG. 16 S. S. CHINA.....JULY 30

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S. S. MANCHURIA.....AUG. 7

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S. S. TENYO MARU.....JULY 18 S. S. CHIYO MARU.....JULY 14

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