

NEWS OF THE WATERFRONT



Where the Harbor is the Busiest—Railway Wharves.

THE departure of a Frisco-Honolulu steamship for the Coast is one of the oft-recurring events which never seem to get commonplace in this land of leis and aloha.

Yesterday afternoon the Mariposa sailed from the Oceanic wharf for the Golden Gate, laden with a goodly number of Honoluluans and home-returning tourists. She moved away to the music of the Territorial band and of a thousand good-byes, and was hurried by the tooting of whistles which split the atmosphere in honor of the departure of Geo. P. Dennison, the popular superintendent of the Oahu Railway.

Dennison's Send-off.

Everybody in town were more or less startled by the sudden noise of the whistles. Five locomotives on the railroad wharves, a dredger, donkey engines aboard a half-dozen vessels and the whistle of the quarantine launch were all going at once. They gave tongue for about five minutes and then took a rest of two or three minutes, starting in again for another spell. People did not know what the matter was for a while. They imagined that a great fire had broken out and that the whistles were signals of danger or distress. Many persons up-town who had not been on the wharf to see the Mariposa off, came tearing down to the waterfront as fast as their legs and backs and autos and wheels would let them, to see what the trouble could be. Telephones were busy. Everybody wanted to know what the noise was about and whether anything of a serious nature was happening on the front.

They did not think of all the whistling being in honor of the departure of Superintendent Dennison of the Oahu Railway.

Dennison's send-off was perhaps the most noisy and enthusiastic of any farewell manifestation which has taken place in the harbor for many years. So much noise was hardly made when the new century was ushered in.

Dennison, the man who has had charge of the construction of the railway wharves at the Ewa end of the harbor and who has built the great sheds and erected the electric sugar loading apparatus on these wharves, and who has transformed the Ewa end of the harbor from an ugly swamp to the busiest part of the port, appreciated these tokens of esteem to the utmost. He stood upon the deck of the Mariposa and gazed over at his handiwork and waved aloha to the whistling locomotives and flag-bedecked ships. He was covered with every kind of lei obtainable in this land of flowers and his right hand ached after the many and repeated shakings to which it had been subjected by his friends. Dennison goes to the Mainland to enjoy a three months' vacation.

Bad Management Makes Trouble.

Things came very near being not only exciting but almost serious on board the Mariposa yesterday a little while before she left the wharf on her voyage to San Francisco.

As is the usual custom, all those who wanted to go on board the vessel to bid good-bye to departing friends were permitted to do so. This, in itself, would have caused no inconvenience to anybody, if those who should have been on the lookout for the interests of passengers and the friends of passengers had used a little common sense. Two gangways had been allowing the people to go aboard, but as soon as the decks were crowded and it was time to blow the first warning whistle, one of the gangways was taken ashore. The result was that the great crowd was forced to seek an avenue of egress by the single remaining gangway.

At this time the whistle was blowing and an attendant was banging upon a huge Chinese gong to notify all those who were not passengers to get ashore. There was a rush and a crush for the remaining gangway; men on their best to protect the women from injury, but many women and children were very

unmercifully handled. One lady, in widow's weeds, had her bonnet torn from her head and several others sustained damage to their skirts. One woman was sitting on the rail of the vessel, waving aloha to friends on the wharf, while her husband stood opposite, holding on to three little children. As the crowd surged toward the gangway this family was in anything but a safe position. The woman was naturally anxious concerning her little ones and the man was doing his best to protect her and refrain from swearing. Several young men saw how things were going and undertook to hold a position by the gangway and see that the women were given a chance to get off the boat first. One man, with a large valise in either hand, attempted to force his way through the crowd by banging his valises against the legs of those who stood between him and the gangway. He did not seem to care particularly who he treated in this way, but kept steadily on until one of the young men seized him by the slack of his coat and yanked him back and put him aside in the scuppers.

Meanwhile officers of the vessel were shouting orders in a general sort of a way to the crowd. Some one shouted an inquiry as to what had been done with the other gangway, but got no answer. One could not help thinking that the condition on the Mariposa was a fair though mild example of what it might be in the event of danger to the ship at sea. That no one was really hurt in the crush was due more to the good nature of the crowd than anything in the way of management on the part of certain of the vessel's officers.

When the first gangway was taken ashore there came very near being an accident. When the gangway was cast loose from the vessel there were still people on the plank and some of them were forced to their knees by the sudden shift. Those who were letting go the gangway saw their mistake in time to prevent the plank from falling; otherwise there might have been some one hurt.

Those Who Departed.

The following is a complete list of those who departed for San Francisco on the Mariposa yesterday: Miss Alexander, A. S. Armuth, Walter Adams, E. H. Austin and children, Mrs. E. Bailey, John Bright, E. J. B. Benjamin, Mrs. C. S. Barney, Mr. Buneman, J. A. Buck, C. H. Bigelow and wife, Dr. Carmichael, Mrs. C. Craddock and daughter, Miss A. Campbell, Miss A. Campbell, Mrs. A. A. Campbell and children, Mrs. Carnes, Miss C. Cummins, Miss E. Cummins, Miss Christol, Mrs. H. E. Cooke, W. R. Douglas and wife, Miss B. J. Dennison, Dennison children, George P. Dennison, H. Darling, wife and children; Miss L. Eager, J. F. Fennell and son, Mrs. Faye, Miss Faye and children; G. P. Fanning, Mrs. C. J. Finsel and daughter, Miss E. Gunn, Mrs. C. A. Graham and children, Miss Graydon, Dr. C. A. Glover, T. J. Hart and wife, Mrs. Hyde and daughter, T. Hughes and wife, G. U. Hind, N. Haskell, J. F. Humburg, C. Hedemann, Miss Havilano, N. D. Hodge, Otto Isenberg, wife and two children; Mr. Johnson, W. A. Johnson, Mrs. Kincaid, Miss Lindsay, Mrs. T. Long and daughter, J. Moore and wife, Mr. S. Monsarrat, Miss Mersberg, E. E. McKenzie, Colonel Maus and wife, William Morris, F. H. Niessen, L. G. Neville, A. McNally, P. J. Owens, Miss Preston, Mrs. Reichard, C. H. Ramsay, Mrs. Richards, Miss Smith, Cris. Sutton, H. H. Stromberger, W. Schenk, D. W. Stevens, H. B. Sawyer, H. H. Strimburger, Mrs. Tripp, E. S. Van Slyke, Miss Vittette, J. R. Wilson and wife, John Waterhouse, H. D. Wishard, W. H. Warfield, W. R. Whitley, A. L. Young.

The Mokolii to be Used Again.

The little steamer Mokolii is to again go into commission. For many months she has been idle, lying in the harbor in the neighborhood of the boat houses, an object of interest and handy for little native boys in their diving operations. Yesterday she was brought alongside Wilder's wharf to be prepared for business. It is not yet known what run she will take.

The schooner Alice Kimball, which has also been idle for several weeks, will be placed again on one of the Island runs and is now being made ready to receive freight.

More Measles on Kilpatrick.

There were two new cases of measles on the transport Kilpatrick yesterday. Both patients were removed to the quarantine station.

The thousand troops aboard the Kilpatrick, lying at anchor outside of the harbor, in sight of land and of all the many delights which land means to men cooped up on a ship, are anything but happy.

It is said that a couple of days after the transport had left San Francisco and smallpox was discovered on board, the physicians on the vessel advised the commanding officer to turn back to San Francisco and report the matter. This the officer refused to do, however, and the result is that all aboard are compelled to lie outside of this harbor and spend most of their time wishing they were ashore.

Waterfronters are feeling considerable anxiety as to the whereabouts of the transport Arab. According to reports brought by the Aztec, the Arab sailed from San Francisco on the 1st instant bound for Honolulu. Her orders were to call at this port. The transport has either, for some mysterious reason, disobeyed orders and gone on to Manila direct, or she has met with some accident.

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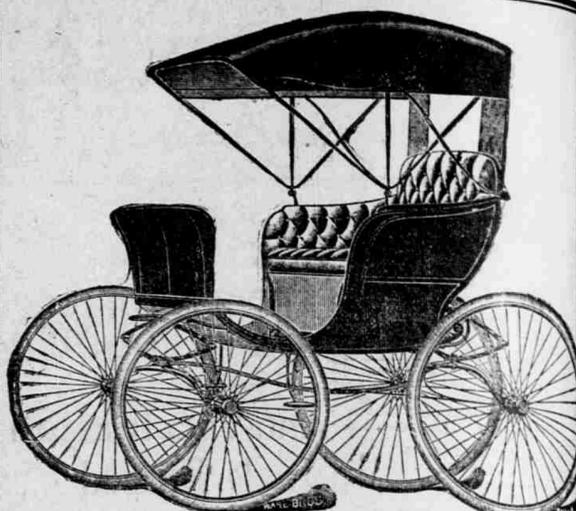
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