

# NEWS OF THE WATERFRONT.

## Many Ships Enter.

### From Golden Gate and Southern Shore.

**S**PEAK no ill of a ship to her master. Lest ye court his bittermost hate. Tell him not she is doomed to disaster— O prophesy not of her fate.

For know ye not, man, that he loves her— Of the plan of his life she's a part; And every wind that moves her Gives a throb of joy to his heart?

If you want to make friends with a skipper, Speak well of the bark he commands; Swear there's nothing afloat that can whip her And he'll greet you whenever he lands.

Do you know that a ship's almost human? Old sailors will tell you so. Why! a ship has the ways of a woman— You must follow the sea to know.

Speak well of a ship to her master, As you'd speak of a man of his wife— If she's doomed—let him share her disaster. For she's part of the plan of his life.  
WILLIAM F. SABIN.

### Many Ships Come In.

Yesterday saw the arrival in this port of four deep-water vessels. Two of them came from Newcastle, coal laden; two came from San Francisco loaded with everything which goes to make up a general cargo.

Three were barks and one was a schooner. They were the American bark Edward May, Captain Hanson, eighteen days from the Golden Gate, with general merchandise consigned to Alexander & Baldwin; the American schooner Aloha, Captain Fry, eighteen days from San Francisco, with general merchandise consigned to H. Hackfeld & Co.; the British bark Woolahra, Captain Thompson, fifty-three days from Newcastle, with 850 tons of coal consigned to Alexander & Baldwin, and 537 tons of coal in transit to Eureka, and the American bark Palmyra, Captain Kellar, sixty-eight days from Newcastle, with coal.

The Edward May and the Aloha sailed from San Francisco on the same day, and had something of a race to port. It was practically a tie, although the Edward May arrived inside of the harbor the first.

There are enough ships in this harbor at the present time to keep things bustling. The railway wharves are accommodating the majority of them, although things are lively all along the shore.

The illustration appearing above gives an excellent idea of the business that goes on at the navy wharves at times. A day or so ago this photograph was taken. The picture is perhaps the best which has ever been taken of the shipping at the navy wharves.

At the extreme left of the picture can be seen the United States tug Iroquois. She was then, and is still, lying at the wharf known as navy wharf No. 2.

The four-masted schooner is the Manila, which was discharging coal at navy wharf No. 2. The Manila sailed the other day for the Sound.

The big bark, whose stern looms up so prominently in the photograph, is the Big Bonanza. She was also discharging coal on navy wharf No. 2, for the army.

The great transport Logan shows up well at navy wharf No. 1.

Between the transport and the bark Big Bonanza can be seen the light-house and other buildings on the little island at the outlet of the harbor.

To the right of the transport are shown the sheds on the Pacific Mail wharf.

### Arrived From Hamburg.

At noon on Tuesday the German bark Tellus arrived from Hamburg, after a voyage of 155 days. She met with adverse winds during the greater part of the trip, otherwise she would have made better time.

### Arrived From Newcastle.

The schooner Robert Searles has arrived from Newcastle with a cargo of coal. Captain J. Piltz is her commander.

Piltz has two brothers in Honolulu. One of them is the master of the Inter-Island steamer Waiakale, while the other is the second mate on the steamer Mauna Loa. The father of these three is the commander of the new barkentine John Tufts, whose brother was the master of the William Carson. They are a sea-faring family.

### Cruise of the Iroquois.

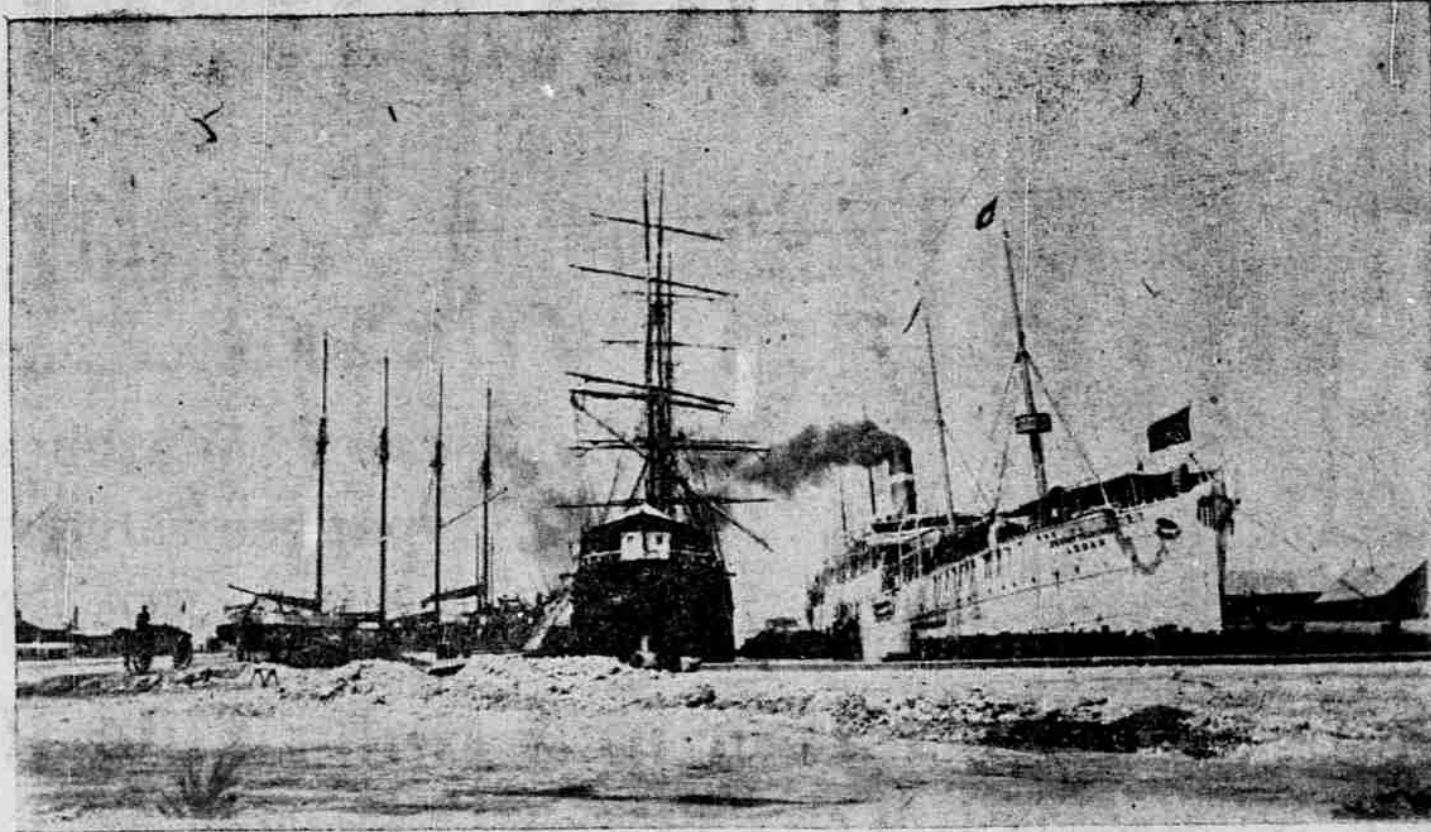
It is understood that the United States tug Iroquois will not start on her cruise among the islands of the Pacific until the return to Honolulu of Captain Merry. Should Captain Merry not return to this port before the first of July the Iroquois will probably not make the cruise at all, as from July to October the weather to the northwest of these islands is very severe.

### Garonne Arrives at Frisco.

The transport Garonne, from Manila, Nagasaki and Honolulu arrived at San Francisco just as the navy transport Solace sailed out of that port for Honolulu. A great deal of anxiety had been felt on the coast concerning the Garonne, and it was thought that something serious had happened to her machinery. Her arrival was not reported in the last papers received from the coast, for the reason that the Garonne only got there as the Solace was leaving port.

### For Warrant Machinists.

A special order of the navy depart-



**BUSY SCENE AT NAVY WHARVES IN HONOLULU'S GROWING HARBOR.**  
(Photo by Arthur L. Merry.)

ment was issued for candidates who wished to take the examination for warrant machinists in the navy to appear before a board convened by their respective senior officers yesterday, May 1st.

The examination took place on the same day throughout the United States and its foreign possessions. Captain Winslow, commander of the Solace, being the senior officer present in Honolulu at the present time, convened a board of officers consisting of line and engineer officers, and the examination took place yesterday.

Chief Machinist Clift and "Jack" Bryce of the tug Iroquois appeared before the board and, needless to say, fulfilled their friends' expectations.

### The Bark R. P. Rithet.

The bark R. P. Rithet, Captain McPhail, is discharged, and already has about 20,000 bags of sugar aboard. She has now to wait for the rest of her cargo, and will probably not leave for the coast until Sunday or Monday.

The Rithet arrived here on the 19th of April, and is receiving quick dispatch.

### Important Naval Changes.

Several important naval changes were announced at the navy department on the 18th instant. Commander P. R. Ingersoll has been ordered to the command of the Bennington, relieving Commander C. H. Arnold. Commander William Smith has assumed command of the Concord as the relief of Commander Colby. Commander E. H. Green has been detached from command of the Marietta and ordered to the command of the Brutus. Commander J. K. Cogswell has been detached from the Cavite station and ordered to the command of the Marietta. All the vessels named are on the Asiatic station.

### Ship-Building Venture.

A contract has been closed by J. A. Sloan of Cleveland Ohio, for a tract of land with a frontage of 900 feet on the Puyallup River, in front of Tacoma, for the plant of the Tacoma Ship-building Company. Title to property is conditioned on an investment of \$300,000 in plant and material, or the expenditure of \$25,000 in wages in five years.

### Big Steamer Line for Tacoma.

The Northern Pacific Steamship Company has made some important announcements regarding a new line of steamships which the company will operate three-quarters of the way around the globe, or, in other words, from Tacoma to Liverpool by way of the Western ocean, Suez canal and Mediterranean sea.

There has been in process of formation for several months a line of ships to run between Puget Sound ports and the far East, and in fact one boat was dispatched on the new route as was stated at the time, but the negotiations for the eight ships which will be put on the route were only just closed, and the announcement that they will be assigned to regular sailings is confirmed by Northern Pacific officials.

The ships are what is known as the "Glen ships" in marine and transportation circles. They are as follows: The Glenloch, 8,000 tons; Glenroy, 10,000; Glenlogan (a new ship); Glenturret, 8,000; Glenartney, 4,200 tons; Glengyle, 4,000 tons, and Glenshiel of 4,000 tons. Most of these steamers possess accommodations for forty or fifty passengers. The first sailing will be by the steamship Glensiek, which has been secured in addition to those above named. The Glensiek will sail from Tacoma about the end of May, and will be followed in June by the Glenartney, which makes the eighth ship to be placed on the route by the Northern Pacific Steamship Company. Regular sailings from Tacoma will be made at intervals of about six weeks. The ports at which the Glen ships will call will be Yokohama, Kobe, Nagasaki, Shanghai, Hongkong, Manila, Singapore, Colombo and Aden passing thence through the Suez canal en route for England. The line will give manufacturers and producers of all classes in the West, Central West, the Middle and Eastern States a splendid new route to land their articles of manufacture in the Orient quickly and cheaply.

From overland points, that is to say from cities in the interior and eastern portions of the United States, there will be delivered on the docks at Tacoma machinery, beer, cotton, factory products, raw cotton, bicycles, iron articles, etc., destined to the ports named. There will be shipped from the Pacific coast quantities of grain, lumber and other Western products, while from Minnesota will come quantities of flour. It is expected that millions of bushels of grain will go to England by this route.

The barks S. C. Allen and W. B. Flint and the barkentine S. G. Wilder will load merchandise at San Francisco for Honolulu; the Carondelet, lumber at Port Ludlow for West Coast, prior to arrival; the Stillwater, lumber on Puget Sound for Cape Town, Delagoa Bay or East London, 66s, prior to arrival.

The Eric will load poles at Cowichan for Santa Rosalia; the George Curtis and the Gerad C. Tobey, merchandise for Honolulu; the Iroquois, merchandise for New York. The German bark Edmund is chartered for wheat to Europe, usual options, 32s 6d.

### Freights and Charters.

Antonietta, Chil sh, 995 tons (at Blakeley)—Lumber thence to Valparaiso (owner's account.) Prior to arrival.  
C. F. Sargent, Am sh, 1,565 tons (at Tacoma)—Coal thence to Honolulu.  
Chas. E. Moody, Am sh, 1,915 tons (at Tacoma)—Coal thence to Honolulu. W. McNear.

Churchill, Am. sc., 600 tons (at Portland)—Lumber thence to Fremantle, £3 5s; by C. A. Hooper & Co. Prior to arrival.  
Cricietti Castle, Br. sh., 1,877 tons—Wheat to U. K., H. A. or D., £1 15s.  
Katie Flickinger, Am. bkt., 425 tons—Redwood from Eureka to Mollendo, £3 10s; by Eddie, Falk & Co. Prior to arrival.

Fantasi, Nor. bk., 1,270 tons (at Hastings Mills)—Lumber thence to Cork U. K.  
J. A. Campbell, Am. sc., 462 tons (at Blakeley)—Lumber thence to Honolulu, by Renton, Holmes & Co.  
Serena Thayer, Am. sc., 195 tons (at Eureka)—Redwood thence to Hilo, H. I., by Chas. Nelson.

### Broke the Sailing Record.

The Philadelphia Press says: In a race across the Atlantic from Liverpool to Philadelphia to load a cargo of water pipes for Sourabaya, Java, the four-masted American ship Kenilworth, Captain Taylor, eclipsed all previous sailing records when she passed in the Delaware Capes yesterday forenoon, eighteen and one-half days from the time of her departure from the River Mersey.

From a sailing standpoint this passage has never been equaled by a vessel of the Kenilworth's class, the nearest approach to it being the trip made between Liverpool and New York, in March, 1898, by the American clipper ship A. J. Ropes, which completed the passage in nineteen days. The difference in time is somewhat over twelve hours, and besides the Kenilworth covered 120 more miles in actual distance. When the arrival of the ship at the Delaware Breakwater appeared on the maritime exchange blackboard yesterday there was wild cheering, as it showed that Americans with grit still follow the sea.

The Kenilworth, which is owned in Bath by the estate of Arthur Sewall, is a vessel with an enviable record as a sailer, and there is no more sturdy seaman afloat today than her sturdy skipper, Captain Taylor. Among some of the great records held by the famous craft is one of sixty-five days from Valparaiso to New York and another of 103 days from New York to San Francisco. The Kenilworth, laden with grain, left San Francisco November 7th for Liverpool, arrived there March 11th, sailed March 23rd for Philadelphia, and has therefore covered upward of 15,000 miles within about five months.

She is one of the finest vessels afloat and originally flew the British flag, but strange to say, was never successful while under it. In 1837 she was launched at Port Glasgow Scotland. She is 300 feet long, 34 feet beam, 24 feet depth of hold and 2,178 net tons register. While loading in San Francisco she caught fire and was so extensively damaged that the insurance company paid a total loss on her. Arthur Sewall, who was there at the time, purchased her and repaired her, securing an American register.

The Kenilworth is being towed to Philadelphia by the tug Rescue, and will reach port today. Her captain has awaiting him, from his vessel's owners and his numerous friends in Bath, telegrams of congratulations by the score.

### Going to the Coast.

On Saturday the Oceanic steamship Mariposa is due to arrive from San Francisco. On the 8th instant, Wednesday next, she will sail for the Coast. The following is a list of those who have already engaged passage on the local boat: Mrs. R. K. Haskill and child; Mrs. Borghrvinck; D. T. Davies, T. C. Lindsley, J. P. McCay, J. J. Dunne, Mrs. W. L. Howard, H. M. Mott-Smith, wife and children; S. Parkers, Mrs. A. Robinson, Mrs. M. Shaughnessy, Mrs. J. W. Bailey, Mr. and Mrs. John Ena, J. F. C. Abel, wife and child; H. W. Lombard, A. H. Wagner, E. H. Boyan, H. Trull, J. E. Lindsay, Sheldon Mantle, W. J. Hayes, J. M. Fleming, William Douglas, J. A. Mand, Mrs. Hammen, Mrs. McKay, R. A. McCord, T. P. McLaughlin, A. E. Bailey, Mrs. A. Smithies, child and servant; Mrs. F. J. Kruger, three children and nurse; E. A. Keithley and wife, C. B. Henderson and wife, J. E. Austin and wife, F. S. Washburn, F. Haviland, Mr. and Mrs. T. B. Richards, Miss

Clara M. Muller, Miss E. Mison, W. M. Giffard.

### Shipping Notes

The Doric, from San Francisco this morning, will bring five days' later news and mail.

The Coptic, due from the Orient on Saturday, sails for the Coast with mail on the same day.

On Saturday the Mariposa will arrive from San Francisco, bringing two days' later news and mail than will be brought by the Doric today.

The Mariposa sails for San Francisco on Wednesday, the 8th instant.

The Solace sails today or tomorrow for Manila, via Guam.

As previously announced, there are not likely to be any transports arriving here from the Coast during the present month. All mail will, therefore, be brought by the regular mail steamers of which there are seven for this month.

W. A. Robinson and L. Kaul were the only passengers from Kaul on the steamer Mikahala yesterday.

President John Ena of the Inter-Island Steam Navigation Company, goes to the Coast on the Mariposa next week. Mr. Ena will be accompanied by his wife.

The steamer Mauna Loa sails for Maui and Hawaii ports tomorrow morning at 10 o'clock.

Steamers Mikahala and Kaul, arriving from the Island of Kaul yesterday morning, had full loads of sugar. The Mikahala discharges into the Tillie E. Starbuck, while the Kaul unloads into the barkentine Planter.

Steamer Maui, from Hawaii, yesterday morning brought 13,872 bags of sugar. Some of it is destined for the barkentine Benicia.

## Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.  
Spreckelsville, Maui, March 27, 1901.  
WILDER'S STEAMSHIP COMPANY.  
Agents John A. Roebling & Sons Co. Honolulu.  
Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received.  
We have used a number of the John A. Roebling's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables and we put a new Roebling and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied here that the American cables are the best.  
We shall certainly bear in mind your stock of goods whenever we need anything in your line.  
Very truly,  
(Signed) W. J. LOWRIE, Manager.

## TO THOSE ON THE OTHER ISLANDS.

### "ARABIC"

Will cool Iron Roofs 15 degrees, prevent rust, preserve the iron, and where the water is used from the roof it is improved, as there is no taste of the iron. "Arabic" can be put on the inside and outside of Iron Water Tanks, making the water cool and pure. "Arabic" cannot be used on Wood or Paint.

## California Feed Co., LIMITED.

SOLE AGENTS for the United States and its Possessions.

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A full line of HAWAIIAN VIEWS.

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# Pacific Vehicle & Supply COMPANY, LIMITED.

## Special Sale

**Reducing Stock, Reducing Prices. . . .**

To make room for new things in vehicles our buyers on the Coast shipped to us. We have made startling reductions on many of our styles. Many jobs have been cut to manufacturers' cost.

Several Phaetons at 30 per cent Reduction.  
A Few Runabouts at 25 per cent Reduction.  
Surreys and Buggies at 20 per cent Reduction.  
Farm Wagons at 40 per cent Reduction.

HARNESS, WHIPS, ROBES, ETC., at greatly reduced prices.  
THIS SALE WILL CONTINUE FOR A FEW DAYS ONLY.

# Pacific Vehicle & Supply COMPANY, LIMITED.

E. L. CUTTING MANAGER. FORT AND BERTH.  
HONOLULU.

## IMPORTANT TO HORSEMEN



## Wilbur's White Rock Hoof Paste

A natural rock that will absorb four times its weight of water, soft, yellow paste. It is cold and moist to the sole and frog and replaces the natural moisture and penetrates into the foot, making it tough and healthy.

## Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that need help. One pound lasts a horse sixteen days if fed according to directions.

## Wilbur's Horse Remedies

## Manufacturing Harness

Importers and Manufacturers of Fine High Grade Harness.

Large assortment on hand and made to order. CORNER FORT AND KING STREETS. P. O. Box No. 322.

## Metropolitan Meat CO. LIMITED.

Fresh Meats and Fish by Every Ship. From the Coast That Has Cold Storage.

## Choice Beef, Veal, Mutton, Lamb and Pork.

ALWAYS ON HAND. ALSO POULTRY, SALMON AND HALIBUT FOR SALE AT

THE METROPOLITAN MAR KEET, King Street, Telephone 373.  
THE BOOTH, FISHMARKET, Telephone 178.  
CENTRAL MARKET, Nuuanu Street, Telephone 194.

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Better Than Ever. ON SALE AT Hawaiian Tobacco Co.'s