

WATERFRONT NEWS

TRANSPORT DIX A LOVERS' SHIP

Strange Fate Hangs Over U. S. Vessel—Everybody Gets Married.

Books, novels and short stories, epics, verses and treatises have been written on the psychology of the sea, and how it is that those who go down to the sea in ships are more or less superstitious, but there is no superstition about the United States transport Dix which arrived here yesterday morning from Manila, in the Philippines, and from Miike, in Japan. The fact is that everybody on the Dix is either married, or going to get married, or wants to be married. From all official accounts it would appear that cupid is the helmsman.

Love sort of rules the fate of the model animal transport of the universe. Relative to the last assertion it is generally made that the Dix is the model animal transport of the universe. Some vessel has to be the model and why should it not be the Dix? There is talk about other vessels of the transport service of various countries being the model in this line, but the Dix in many years of service has proved herself to be the very best in her line. She has the reputation of losing less animals in transit than any other vessel of her class in the world, and a reference to the newspaper files will prove the claim that is made. Incidentally, though it has not been as well noticed as the animal end of the game, the Dix also enjoys the enviable reputation of being the nearest coal carrier of any vessel in the United States service. She takes horses and mules from the United States to the Philippines and then, on the way back, she brings coal for the transport service to Honolulu and fills her own bunkers, and yet she invariably manages to keep clean. She never comes into port with a speck of dirt on her decks or a smudge of soot on her funnels. How she manages to do it can be found out only by reference to the officers of the vessel who take a great pride in making her the cleanest coal and animal carrier in the Pacific Ocean, or in the world, for that matter. The Dix arrived yesterday morning, docking at naval wharf number 1 at 8:45 o'clock and she will be here anywhere between a week and ten or eleven days, according to the amount of coal she has to discharge here. She took aboard about eight thousand tons

of coal at Miike, but whether she discharges 4800 of it here, or more, remains to be determined by orders which she has not yet received. If she discharges only the 4800 tons she will get out for Seattle in six or seven days. If she has to discharge everything in the way of coal except what is necessary to her own operation from here to Seattle and return to Manila, then she will be in port ten or eleven days. She will begin to discharge her freight the first thing this morning.

Master Is a Grandfather.

Captain Ankers is master of the transport Dix. Ankers is a man of sixty-two years of age, although he looks to be about ten years younger. It is interesting to note that he has recently become a grandfather, the first time he has ever been a grandfather. His son in California, who is a member of the firm of Haas Brothers, wholesale grocers, has within two months last past become the proud father of a bouncing girl. Captain Ankers is just as proud of the baby as is the father.

To return to the fact that the transport Dix is a lovers' boat, it must be said that there are several halves of honeymoon couples aboard the Dix this trip. That is, the ladies they expect to marry are up in Seattle, while the prospective bridegrooms are aboard the Dix. Hence the situation of there being so many halves of honeymoon couples aboard the ship.

Third Assistant Engineer Jones and Chief Steward Patterson both have sweethearts awaiting them in Seattle. Refrigerating Engineer Smith is still with the ship. Chief Engineer Harrover, whose family is in Virginia, has recently paid a visit home. He is a married man and a farmer as well as a follower of the sea. Away back in Virginia he has a splendid farm and is quite a pig fancier, possessing the finest lot of pigs in the southern States.

First Officer LaSack, who is referred to as the old-time pirate, in affectionate terms by the rest of the crew, is an old timer in these waters. They say that he is the man that gave up his state-room, on one occasion, to King Kalakaua of these islands when they were ruled by monarchy.

Captain Ankers himself knows these waters like a spellingbook. He was aboard the U. S. S. City of New York of the Pacific Mail company which ran between Australia and the United States in 1877.

Doctor Ferguson is still the ship's physician, having been with the Dix for seven years, although he has recently taken a leave of absence.

Third Assistant Engineer Foshee is contemplating holy wedlock, being lonely and almost melancholy for want of a soul mate.

Second Officer Crangle, when he gets to Seattle, will likely enter the state of wedded bliss.

First Assistant Engineer Smith, who is married, contemplates adopting a boy. So it may be clearly seen that the Dix is much inclined to be steered by Dan Cupid.

It may be remarked that the officers of the Dix are sentimentally and somewhat religiously inclined, for last night, being the evening of Sunday, they held a sacred concert on the starboard side of the deck with a phonograph, the assembled officers listening to sacred selections.

A-H. and P. M. Clash.

SAN FRANCISCO, September 24.—A sharp fight for the export trade of San Francisco to European ports has broken out between the Pacific Mail and American-Hawaiian steamship companies. New rate sheets sent out by the Pacific Mail reveal a substantial cut below the schedule of the American-Hawaiian. For the last two years the American-Hawaiian has been enjoying the bulk of the business. The Pacific Mail's slash in rates has brought it the lion's share of the business and its boats are sailing with heavy cargoes for European points.

The move on the part of the Schwering company is regarded as part of its plan to get ahead of the service which Bates & Chesebrough will establish on October 1. Not only have the rates been cut, but a sixty-day service is promised between here and Hamburg in connection with the line sailing from Colon.

The low billing includes all important shipping centers of Europe, such as London, Hamburg, Constantinople, Copenhagen, Liverpool, Bremen, Antwerp and Paris.

Under these new rate quantities of California fruit products have begun to move. Canned goods, dried fruits and other articles of California production are finding an easier market than for many years past.

The London rate offers an instance of the size of the Pacific Mail cut. Heretofore the business has been moving by the American-Hawaiian boats via Tehnantepec on the quoted tariff of 55 shillings 4 pence per long ton of 2240 pounds. The Pacific Mail has cut a rate of 45 shillings flat. For less than one-half the American-Hawaiian has maintained a rate of 60 shillings 4 pence. The Pacific Mail offers to carry a minimum of 25 cases at the 45-shilling rate.

The London rate inaugurated by the Pacific Mail, figured in American money, amounts to \$10.80 per long ton. The tariff to New York per long ton amounts to \$8.90. The size of the cut in the London schedule may thus be realized.

To Hamburg the same slash has been made. To Copenhagen the Pacific Mail has put in a rate of 52 shillings 8 pence, as against 60 shillings 10 pence of the American-Hawaiian. To Constantinople the schedule has been lowered by the Pacific Mail to 62 shillings 8 pence, as against the 72 shillings 10 pence figure of the American-Hawaiian.

To Alexandria the Pacific Mail has cut its tariff to 64 shillings 8 pence, against the 75-shilling 7-pence figure of the American-Hawaiian.

The Kosmos line has kept its rates on a level with the American-Hawaiian. It is believed that these two lines will prepare in some way to meet the situation. In a few days Bates & Chesebrough will inaugurate their dispatch service to the Isthmus of Panama and will in all probability become an important factor in the rate war.

Survey Cutter Coming Here.

According to advices from the Coast,

NEXT MAILS.

Coast, Orient and Colonial.

Mails are due from the following points as follows:
 San Francisco—Per Chiyo Maru, tomorrow.
 Yokohama—Per Tenyo Maru, Oct. 15.
 Australia—Per Makura, tomorrow.
 Victoria—Per Marama, Oct. 14.

Mails will depart for the following points as follows:
 San Francisco—Per Tenyo Maru, October 15.
 Yokohama—Per Chiyo Maru, tomorrow.
 Vancouver—Per Makura, tomorrow.
 Sydney—Per Marama, Oct. 14.

PORT OF HONOLULU.

ARRIVED.

Sunday, October 9.

M. N. S. S. Wilhelmina, from Hilo, a. m.
 U. S. A. T. Dix, Ankers, from Manila via Miike, Japan.
 Str. Likelike, from Napoopa, 8:50 a. m.
 Str. Waiilele, from Makana, 9:35 a. m.
 Str. Mikakula, from Maui and Molokai ports, a. m.
 Str. Kinai, from Kaula ports, a. m.

DEPARTED.

P. M. S. S. Mongolia, for San Francisco, 10 a. m.

DUE TOMORROW.

T. K. K. S. S. Chiyo Maru, from San Francisco (two days late).
 C. A. S. S. Makura, from Sydney via Suva.

SAIL WEDNESDAY.

O. S. S. Sierra, for San Francisco, 10 a. m.
 M. N. S. S. Wilhelmina, for San Francisco, 10 a. m.

PASSENGERS.

Departed.

Per F. M. S. S. Mongolia, for San Francisco, October 9—Alice Macfarlane, Mr. and Mrs. Macfarlane, W. H. Friedly, Emil Berndt, W. Waterhouse, Mrs. A. H. Waterhouse, Tsok Kai Tse, Mrs. and Miss Angus, Paul Withington, A. W. Pereltrous, W. P. Stevens, L. Stevens, Mrs. L. Henriques, Miss Henriques, Samuel King, E. Kopke, Midshipman S. W. King, U. S. N.

Booked to Depart.

Per O. S. S. Sierra for San Francisco October 12—Mr. and Mrs. N. E. Gedge, H. A. Lee, Miss L. G. Johnson, Mr. and Mrs. J. J. Kirkpatrick, Mrs. C. L. Zehring, N. Scharin, Miss N. B. Winston, W. L. Waldo, Geo. B. McClellan, C. W. Miller, Mr. Hodson, L. R. Wallace, Miss Miller, W. H. Findley, Mrs. C. H. Waterman, S. Scully, H. T. Moore, Miss P. Kelly, Miss V. Kelly, Miss I. Kelly, Mr. and Mrs. Lysle, Mrs. P. B. Haight and daughter, H. H. Scovel, W. W. Mackey, Mrs. H. L. Hilton, Mrs. W. A. Samuel, Paul Withington, Miss Jones.

VESSELS IN PORT.

(Army and Navy.)

Dix, U. S. A. T., from Manila, Oct. 9.
 Kukui, U. S. L. H. T., Keriger.
 Thetis, U. S. R. C., Cochran, from cruise, Sept. 8.

(Merchant Vessels.)

Herzogin Cecillie, Ger. sp., Leith, Oct. 7.
 Kilehattan, Br. s.s., Norfolk, Oct. 3.
 M. Turner, Am. schr., Port Hadlock, Sept. 26 (Pearl Harbor).
 Philippine, Am. schr., from Fort Bragg, Oct. 7.
 S. C. Allen, Am. bk., Port Ludlow, Oct. 3.
 Sierra, O. S. S., San Francisco, Oct. 7.
 Wilhelmina, Am. s.s., Hilo, Oct. 9.

TRANSPORT SERVICE.

Reford at San Francisco.
 Dix, in port.
 Logan, from Hilo, for Manila, Sept. 16.
 Sheridan, from Hilo, for S. F., Oct. 6.
 Sherman, from S. F. for Hilo, Oct. 5.

The U. S. Geodetic Survey cutter Explorer, Captain Dibrill, has finished her work in Bristol Bay and will proceed to Honolulu. The revised map of Alaska, in which the work of the Explorer figures, is to be issued this winter and will be a big improvement on previous publications of the kind.

Puts Volcano Nearer.

Says the San Francisco Call of September 30:
 "The Oceanic Steamship Company, by arrangements just completed in Honolulu, has made it possible for the man with just two weeks' vacation to include in his holiday two ocean trips and a five-day stay in the Territory of Hawaii with a visit to the famous volcano of Kilanea thrown in for good measure. The volcano is one of the wonders of the world and was never in a greater state of activity than it is now. Before its terrible grandeur orators have found themselves dumb and famous writers of a vocabulary."

"For the convenience of those whose outing is limited to two weeks, a steamer will leave Honolulu for Hilo at five o'clock of the evening that the Sierra arrives in Honolulu."

"In the transportation world the new arrangement is regarded as a triumph, for in spite of the great distances covered the trip can be made in leisurely comfort. Until this arrangement was made, three weeks was the shortest possible time in which the ground could be covered—then only occasionally."

The Late Captain Mackenzie.

A recent Scotch newspaper contains the following concerning Captain Mackenzie who will be remembered here as master of the bark Edinburgh:
 "The painful intelligence has just reached Dysart of the death at sea, as the result of an accident, of Captain Donald Mackenzie, of the bark Kinabie, which at the time was on a voyage from Santos, Brazil, to Newcastle, New South Wales. It appears that on September 2, seven days before arrival at the latter port, Captain Mackenzie sustained fatal injuries through falling from the poop of the vessel, presumably during rough weather. The telegram, which reached his relatives in Dysart yesterday, states that his body was buried at sea. Captain Mackenzie, who

BOY SCOUTS OF RUSSIA NUMBER TEN THOUSAND

ST. PETERSBURG—Reference was made some time ago, in the columns of the Christian Science Monitor, to the effect that the boy scout movement had spread to Russia. The Russian organization, while modeled on the lines of the movement inaugurated by General Baden-Powell, appears to differ in one important detail. The British boy scouts are prepared with a view to their becoming good and useful citizens, and not with a view to their being specially trained as soldiers.

In Russia, however, the movement appears to be connected with the army, since the minister of war lends considerable support to the movement as being of great assistance as a necessary auxiliary of short service with the colors. It is said that there are already ten thousand boys enrolled in the Russian boy scout movement.

NO CAUSE FOR WORRY.

Painter (to his servant)—"Now carry this picture to the exhibition gallery. But be careful, for the paint is not quite dry yet."
 Servant—"Oh, that's all right. I'll put on an old coat."—Fliegende Blaetter.

Palama Lots For Sale

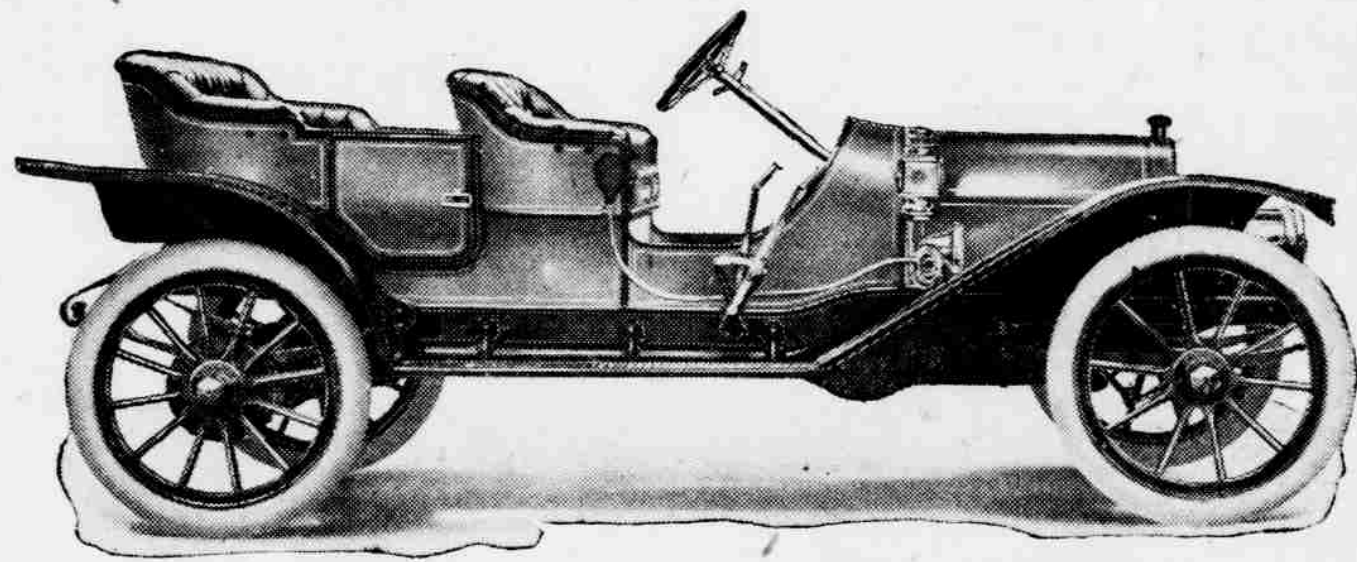
New Tract Just Opened

The opportunity to purchase a lot near to the city is offered. You can get a splendid lot for as low a sum as \$200; others for sale at \$250, \$375, \$575, etc.

Trent Trust Co., Ltd.

The "Everitt 30"

Touring Car or Demi-Tonneau \$1350 f. o. b. Detroit



Demi-Tonneau (Detachable Tonneau)

Standard Equipment: Oil and Gas Lamps, Generator, Splittorf Magneto, Horn and Full Set of Tools.

Color.....Royal Blue with mahogany and solid brass trim. Seats.....Four or five passenger. Rear seat 52 inches wide. Wheel Base...110 inches. Gauge.....56 inches. Tires.....34 x 3 1/2 inches. Brakes.....Two sets, contracting and expanding on rear wheels. Horse Power...Thirty. Cylinders....Four—en Bloc. Bore.....4 inches. Stroke.....4 3/4 inches. Cooling.....Water—gear driven pump on same shaft as magneto.	Radiator....Vertical tube enameled pressed steel shell. Ignition.....Jump spark, dry battery and magneto. Clutch.....Improved cone with coil springs. Drive.....Shaft. Transmission Selective sliding gear on rear axle. Ball lock makes it impossible to cross and strip gears. Speed.....Three forward one reverse. Lock.....Gear shifting lever can be secured with an ordinary padlock, protecting owner against unauthorized use of car.
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Ask for a demonstration
 Metzger Motor Car Co., Detroit, Mich.

The von Hamm-Young Co., Ltd.,

DISTRIBUTORS

LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Sunday, October 9, 1910.

THERMO			WIND			
Barometer			Direction			
Time	Mer. Red.	Mer. White.	Force	Dir.	Speed.	Dir.
5:00 a. m.	30.0	30.0	7	SE	5	SE
8:00 " "	30.0	30.0	7	SE	5	SE
11:00 " "	30.0	30.0	7	SE	5	SE
2:00 p. m.	30.0	30.0	7	SE	5	SE
5:00 " "	30.0	30.0	7	SE	5	SE
8:00 " "	30.0	30.0	7	SE	5	SE
11:00 " "	30.0	30.0	7	SE	5	SE
1:00 a. m.	30.0	30.0	7	SE	5	SE
4:00 " "	30.0	30.0	7	SE	5	SE
7:00 " "	30.0	30.0	7	SE	5	SE
10:00 " "	30.0	30.0	7	SE	5	SE
Avg. 30.00	30.00	30.00	7.00	SE	5.00	SE

W. M. B. STOCKMAN, Section Director.

TIDES, SUN AND MOON.

Day	High Tide		Low Tide		Moon	
	Time	Height	Time	Height	Phase	Age
Oct. 9	5:40	10.1	12:20	4.2	New	0
" 10	6:15	10.0	12:55	4.1	Crescent	1
" 11	6:45	9.9	1:30	4.0	1/2	2
" 12	7:15	9.8	2:05	3.9	3/4	3
" 13	7:45	9.7	2:40	3.8	Full	4
" 14	8:15	9.6	3:15	3.7	Crescent	5
" 15	8:45	9.5	3:50	3.6	1/2	6
" 16	9:15	9.4	4:25	3.5	3/4	7
" 17	9:45	9.3	5:00	3.4	Full	8
" 18	10:15	9.2	5:35	3.3	Crescent	9
" 19	10:45	9.1	6:10	3.2	1/2	10
" 20	11:15	9.0	6:45	3.1	3/4	11

METEOROLOGICAL RECORD.

Issued Every Sunday Morning by the Local Office, U. S. Weather Bureau.

Day	Therm.				Wind	
	Max.	Min.	Avg.	Dir.	Force	Vel.
10	28.0	68.1	71	SE	5	5
" 11	28.0	68.1	71	SE	5	5
" 12	28.0	68.1	71	SE	5	5
" 13	28.0	68.1	71	SE	5	5
" 14	28.0	68.1	71	SE	5	5
" 15	28.0	68.1	71	SE	5	5
" 16	28.0	68.1	71	SE	5	5
" 17	28.0	68.1	71	SE	5	5
" 18	28.0	68.1	71	SE	5	5
" 19	28.0	68.1	71	SE	5	5
" 20	28.0	68.1	71	SE	5	5

Note.—Barometer readings are corrected for temperature, instrumental errors, and local gravity, and reduced to sea level. Average cloudiness stated in scale from 0 to 10. Direction of wind is average velocity in miles per hour ending at 8 p. m. Velocity of wind is prevailing direction during 24

BOARD IS STILL INTACT AS EVER

(Continued from Page One.)
 The last day of registration was entitled to registration. This practically means that a person can not vote unless he is twenty-one years and one month old at the day of election, a ruling that some of the politicians claim flies in the face of Providence, not to mention the Constitution and several other minor authorities.

IWILEI BLOSSOMS WITH MANY JAGS

(Continued from Page One.)
 Of how that quarter appeared on the floor at the time it did, but they availed her not.
 On the way down to the station with his prize Fennell stumbled on another Russian who had several bottles of "dago" inside, one bottle outside and thirty dollars in coin in his pocket. Several other similar ornaments to the landscape are also awaiting the usual "three and costs" before Judge Andrade this morning.

OBEDIENT CHILD.

The early-haired little sprite of the house came running to her father in the study and, throwing her arms about his neck, whispered confidentially in his ear:
 "Oh, papa, it's raining!"
 Papa was writing on a subject that occupied his mind to the exclusion of matters aside, so he said, rather sharply, "Well, let it rain."
 "Yes, papa; I was going to," was her quick response.—Harper's.

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