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J. ALFRED MAGOON. Attorney and Counselor-at-Law. OFFICE—42 Merchant Street, Honolulu, H. I.

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Arrive Honolulu S. S. "WARRIMOO".....Aug. 31, 1893 S. S. "MIOWERA".....Oct. 2, 1893 S. S. "WARRIMOO".....Nov. 1, 1893 S. S. "MIOWERA".....Dec. 2, 1893 S. S. "WARRIMOO".....Jan. 1, 1894

And Monthly Thereafter. For Sydney & Brisbane From Vancouver, B.C.

Arrive Honolulu S. S. "MIOWERA".....Oct. 21, 1893 S. S. "WARRIMOO".....Nov. 21, 1893 S. S. "MIOWERA".....Dec. 21, 1893 S. S. "WARRIMOO".....Jan. 21, 1894

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NAVAL NOTES.

The Mohican to Relieve the Philadelphia—Paymaster Stanton Gets Left. The United States steamship Mohican, Nicol Ludlow commander, anchored in San Francisco bay Friday morning, October 26th, at 6:30 o'clock and five hours later left for Mare Island, where she arrived during the afternoon.

The Mohican did not have an adventurous time during her summer cruise in the Bering Sea, the reports of the northwest correspondents to the contrary notwithstanding. It may be remembered that at one time the telegraph had the Mohican disabled by a shot from a sealer, at another time she was aground, and again she was laid up in the northwest straits, officers and crew being unable to work her on account of an epidemic of the grip.

"I don't see why we should have been the subject for this mass of fairy tales," said Commander Ludlow yesterday. "We have had a remarkably quiet trip. We never even sighted a sealer within the closed sea and we haven't grazed the bottom. As to the epidemic of grip ask the surgeon about it."

"There's not been a case of grip on board," said Surgeon Manly H. Simons, when asked about the stories. "The night before we left Sitka there was a heavy fall of snow and a raw wind came down the mountains that seemed to penetrate every part of the ship. The next day several men were affected with a bronchial trouble and a number of cases developed."

"During the trip from Unalaska to San Francisco forty four men out of the crew of 180 were on the sick list and sixteen more were treated, but the latter did not go off duty. The cases were all diagnosed as bronchitis, nobody died from the effects and all have now recovered save a few who still have inflamed eyes and constant use for pocket-handkerchiefs. No aid was asked of any passing steamer, and the only reason the Mohican was at anchor in the straits was that Commander Ludlow was waiting for high tide."

It was in January last, just after the news of the overthrow of the Hawaiian monarchy was received, that the Mohican was ordered to Honolulu. She remained there as Admiral Skerrett's flagship until May, when she sailed north, ordered to the Bering Sea. She arrived at Port Townsend on May 16, and her log shows her summer's cruise to have been as follows:

Left Port Townsend May 30th, arrived at Sitka June 23rd, arrived at Kodiak June 25th, arrived at Popoff Island June 30th. Arrived at Unalaska July 1st and sailed July 12th. From July 12th until July 30th she steamed in and out among the islands, and on the latter date put to sea in the face of a gale. On August 4th she returned to Unalaska, remained until the 15th, then cruised until August 23rd. On that date she sailed for Sitka, arriving September 29th. The departure from Sitka was on October 4th, and on October 13th she arrived at Port Townsend, departing for San Francisco three days later.

Since the Mohican left San Francisco there have been several changes in the wardrobe. Samuel W. Very, who was executive officer, was transferred to the Boston at Honolulu, and Edwin K. Moore of the white cruiser took his place. At Port Townsend Ensign Houston Eldredge was detached on sick leave, and William C. Strong, navigating officer, was transferred to another ship, John B. Collins taking his place. At Sitka Ensign Benjamin F. Hutchinson was transferred to the Petrel, Frank Marble taking his place.

The officers-to-day are: Commander, Nicol Ludlow; lieutenants, E. K. Moore, J. B. Collins, B. O. Scott, J. H. Hetherington; ensigns, Frank Marble, S. S. R. Binson, N. K. Harrison; surgeon M. H. Simons; assistant surgeon, C. P. Bagg; paymaster, J. R. Stanton; chief engineer, A. C. Engard; assistant engineer, S. Arnold; lieutenant of marines, S. C. Lucas; naval cadets, J. R. Pringle, J. S. Meyers.

In addition to the officers the Mohican has 167 men on board. Her complement is about 200, but a number of her long-term sailors were transferred at Sitka to the Petrel for a Chinese cruise. The man-of-war is in perfect condition, and sailed into the navy yard as seaworthily as when she left ten months ago.

VALLEJO, October 20.—The United States cruiser Boston docked this morning at the Mare Island drydock for the purpose of the surveying of the exterior of her hull. Strange to say, after the dock had been pumped out, the cruiser's bottom was found remarkably clean and well preserved, although there were a few patches here and there where the anti-fouling paint had been removed by divers who had been sent down to scrap the barnacles and marine growth off. These patches, on close inspection, showed the plates to be slightly corroded and in some instances pitted from prolonged exposure in the water at Honolulu. To-morrow a gang of scrapers will be put to work scraping the cruiser's bottom, so as to expose all the plates to view for the board of survey.

The rigging and canvas outfit for the Oyumiya is nearing completion. One of the employees on the Monadnock accidentally fell a distance of some thirty feet, striking on the iron deck and crushing in all the ribs on one side of his body.