

Partners of the Tide

By JOE LINCOLN

Author of "CAP'N ERI," "CAPE COD BALLADS," Etc.

If you read "Cap'n Eri" you will want to read "Partners of the Tide"; if you did not read "Cap'n Eri" you ought to read "Partners of the Tide." But whether you begin to read from motives of duty or pleasure, you cannot escape the pleasure in store for you.

Mr. Lincoln seems to have an inexhaustible fund of quaint Yankee humor with the twang of the salt sea in it. His new story not only sparkles with this indigenous fun but throbs with an undertone of tenderness, so that you are in doubt whether tears or smiles are the proper tribute to pay and you pay both.—Nashville American.

WE ARE GOING TO PRINT "PARTNERS OF THE TIDE" in THIS PAPER. LOOK FOR IT!

"Partners of the Tide" appears so real, "reads so natural" that you feel the mantle of Defoe must have fallen on the author, or else he has sketched his quaint characters from life. Perhaps both are partly true. A brilliant New York woman, who has summered on the Maine coast for years, has a notebook full of sketches of these people whom she intends to put in a book after they are dead. It need hardly be said that she is not a professional writer or she would be less Quixotic. Joe Lincoln has put them in his story and lives to tell the tale, though he has doubtless made composite characters from many individual types.

How real "that Nickerson-boy" appears from the time the reader first meets him buying a "turnover" in the dingy little station! And the meeting between Captain Titcomb and Bradley Nickerson, who become "Partners of the Tide." Hear the Captain:

"Nickerson, hey! That settles it; you're a Cape Codder. Minute I meet anybody named Nickerson I know they've got the same kind of sand in their boots that I have."

Again, those two delightful old maids, "Prissy" and "Tenny", and the "dog girl," as the old maids called her, whom Bradley met at school and who afterward became his sweetheart, the attachment developing into a love romance, in which Bradley finds a dangerous and unscrupulous rival.

Another Los Angeles Excursion To Hawaii Is Planned For Next Month

In all probability there will be another excursion of Los Angeles people to leave San Pedro next month for these islands on one of the Oceanic steamships, probably the Ventura. The excursion will start from San Francisco with a few passengers, proceed to San Pedro, where a large number of Los Angeles people will be picked up, and then the trip will be made to these islands following, in all probability, the itinerary of the S. S. Ohio. Lloyd Childs, the representative of the Promotion Committee, with headquarters in Los Angeles, is working the matter up and is almost certain of success. Such is the report brought back from Los Angeles by Harry H. Tomlins, who returned this morning on the Alameda, after a trip up on the Ohio with the Los Angeles excursionists. "Mr. Childs told me last week," said Mr. Tomlins this morning, "that he was almost sure of success. He had just then returned from a trip to San Francisco, where he had got into communication with the Oceanic people and also with a number of tourist bureaus. There will in all probability be about 250 passengers on the steamer, the largest part to come from the Southern part of the State. It is thought at present that the date of sailing will be about May 30, possibly a little earlier. "During the summer, if a steamer can be secured, there will also be an

excursion from San Pedro with school teachers on board. The National Educational Association is to meet this summer in Los Angeles and there will be over 30,000 teachers in the city. Mr. Childs is confident that he will be able to get one shipload of teachers interested in the islands and he may possibly secure two. His facilities for reaching them are of the best, as his headquarters are in the Chamber of Commerce building in Los Angeles and next to him the headquarters of the N. E. A. are situated. He will not be troubled by having to look them up, but they come, one might say, directly to him. "The last excursion did not do the good for the islands in an advertising way as was hoped for on account of the 'knocking' done by the excursionists about the trip. When asked regarding the islands they would reply, 'Oh, we had a delightful time on the islands, but, oh, the trip getting there,' and the party talked to would leave with an impression regarding the trip that it was not the pleasantest thing in the world. "Upon the return of the steamer the Chamber of Commerce appointed a committee to carry on the work of getting the new steamship line under way and for a few days the work was carried on progressively, if the newspaper accounts of what was being done were to be relied upon.

Then Secretary Wiggins left for the Jamestown Exposition and the matter seemed to die out, and when left nothing whatever was heard of the matter. The big interests, Harriman, Spreckels and Gould, are said to be interested in the deal and nothing can definitely be determined. The Los Angeles people would like to see the line put through but whether they will ever see it done is a mystery. San Pedro is nearly 20 minutes further east than San Francisco and furnishes a more direct route through New York, and the Los Angeles people use that fact as an argument for the establishing of a new line direct. "The purser of the S. S. Ohio turned out to be the secretary of the Northern Pacific Steamship Company, to which the Ohio belonged. He made the trip to see what was to be done in the way of freight, and what he determined he would not tell. The Northern Steamship Company at present has a line down the coast from Seattle to San Pedro and R. H. Herron is the authority for the statement that that company would like to put on a line of steamers from San Pedro to the islands. What was reported to his company by Purser Coont could not be learned by the Los Angeles people interested in the matter. "In San Diego there is a feeling that Spreckels will put a line from

that port through to the islands as soon as his line east from that city is completed. They are at work on that line at present and there is no doubt but that it will go through. For years Gould has been trying to get a line of through steamers on the Pacific, but has been balked so far by Harriman. The San Diego people claim now that Spreckels is working in conjunction with Gould and that a line to the Orient will be established. Another report says that Harriman has again shut Gould out by getting in with Spreckels. The Los Angeles papers claimed a short time ago that the Salt Lake road was bonded to secure the Eastern line from San Diego. If this is true it looks as if Harriman was getting control of the line out of San Diego, for it is a known fact that he controls the Salt Lake road. "Another fact that causes one to doubt if the line of steamers out of San Pedro will be put on by the Los Angeles capitalists, as is now talked of, is that one of the men most interested is J. Ross Clark, the vice president of the Salt Lake road. In that position he is but a tool of Harriman and it is indeed doubtful if Harriman wants such a line established. "In Los Angeles one hears all kinds of rumors, but when these rumors are run down little truth is to be found. The Los Angeles people, though, are good gamblers, and if they think there is a chance of a line making good they will try it. That is what is taught by their efforts in the past along other lines. "H. E. Huntington, the street railway magnate of Los Angeles, and a man who has done as much for the development of Southern California as any other, said to me: 'I would like to see that line go through. It would be a great thing for Southern California and I will do everything in my power to help it along.' When a man like Huntington talks like that there is pretty certain to be something done with the line before they are through with it. "The capitalists who are represented by R. H. Herron are sending a man east at the end of this month to look at certain steamers with a view of either chartering or purchasing them. Herron, however, would not commit himself regarding the matter. "The tourist season this year in Southern California has fallen off about one-third and that has probably hurt Hawaii. An open winter in the East, the earthquake of last year and the low rates which are to be given next month for the Shriners are a few of the reasons given for the shrinkage. "For Rent" cards on sale at the Bulletin office.



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ELLEFORDS MADE GOOD LAST NIGHT

The opening performance of the Ellefords at the Orpheum last night received the hearty approval of the "first nighters," which places the stamp of success on all the productions to come during their several weeks' stay here. This city has been treated to shows of all kinds, drama, farces, minstrels, comedies and in fact everything that lives behind the footlights, but the Ellefords' extravaganza last night tops them all. It is in a class by itself. It has been many a long day since the Honolulu public has enjoyed themselves as they did last night. The house was packed to the doors and even beyond.

There was not a dry moment during the entire three acts, and better still, there was no waste between acts. After the first drop of the curtain it was immediately rolled up again and a male soloist entertained while the setting for the next scene was going on. Between the second and third acts the Osborn children did stunts from the German and the Irish. They were repeatedly called back. Their net alone

in worth walking a long way to see. If the show last night is a criterion of others, it will be too bad for anyone who enjoys a good laugh, to miss one of the series. The boys in the gallery certainly enjoyed themselves and incidentally furnished amusement for the rest of the audience during the filling-up of the house. If any gentleman came in at the main entrance and so far forgot himself as to keep his hat on his head (and there were quite a number) they were quickly reminded of the delinquency by a concerted yell from the gallery gods of "Take off your hat!" When the object of their solicitude obeyed the demand he was given a

rousing applause. The Elleford Company present "A Royal Reception" for the last time tonight. Next week will witness three popular bills, Monday and Tuesday is an American comedy-drama that created a furore in the East last season, the pretty heart story, "The American Girl." It gives the Osborn children a chance to show what they can do in clever child actors. They have two prominent parts and will delight young and old. The bill for Wednesday and Thursday is Mark Swan's breezy Western comedy, "That Girl from Texas," a play bub-

bling over with fun and laughter, and a clever heart story that will interest and please. The bill for Friday and Saturday is the story of New York and its environs, "New York by Day." The play is a most interesting melodrama and is too well known to our theatre goers to need extended praise. Seats are now on sale for the entire week at the box office. Blank books of all sorts, ledgers, etc. manufactured by the Bulletin Publishing Company. Fine Job Printing at the Bulletin.

A Talk with the Consumer

Competition among brewers is keen. Perhaps you've noticed it. You may not know what's back of it. You have a right to know the facts. We have decided to print them. Some of the large brewers to reduce the cost of brewing use cheap materials. In place of Barley, the very soul and essence of perfect beer, they use Corn, because it is cheap. They further reduce the cost of production by not having ample storage facilities to properly age their beer. The result is beer that has little else but "Purity" and "Sterilization" to recommend it. As a matter of fact, nearly all beer is pure and properly sterilized.

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