

By Authority



FOREIGN OFFICE NOTICE.

HONOULULU, April 8, 1891. This day had audience of the Queen: Her Excellency John L. Stevens, Envoy Extraordinary and Minister Plenipotentiary of the United States; Commander John J. Read, U. S. N., commanding U. S. S. Iroquois, and Lieut. Sumner C. Paine, U. S. N.

His Excellency Hon. Samuel Parker, Her Majesty's Minister of Foreign Affairs, introduced His Excellency Mr. Stevens to Her Majesty. Mr. Stevens delivered an autograph letter from the President of the United States to Her Majesty of which the following is a copy:

"BENJAMIN HARRISON, President of the United States of America, to Her Majesty

LILIUOKALANI, Queen of the Hawaiian Islands.

GREAT AND GOOD FRIEND: Having determined that Mr. John L. Stevens, who was accredited as the Envoy Extraordinary and Minister Plenipotentiary of the United States, to reside near the Government of Your illustrious predecessor, King Kalakoua, shall exercise the same functions near Your Majesty, I have instructed that gentleman to present to you this expression of my wishes, and to commend him to Your confidence as the trusted Agent of the Government of the United States in Hawaii.

In the full belief that he will deserve that confidence; and that his mission will serve to draw still closer, if possible, the friendly relations of the two countries, I pray God to have Your Majesty in His wise keeping.

Written at Washington the 9th day of March, 1891.

Your Good Friend, BENJAMIN HARRISON.

By the President: JAMES G. BLAINE, Secretary of State.

Mr. Stevens then presented to Her Majesty the Queen Commander Read, U. S. N., who introduced Lieutenant Sumner, U. S. N.

Her Majesty was attended on this occasion by His Royal Highness John Owen Dominis, Prince Consort and Governor of Oahu; His Excellency Hon. Samuel Parker, Her Majesty's Minister of Foreign Affairs; His Excellency Hon. Herman A. Widemann, Her Majesty's Minister of Finance; Hon. A. S. Cleghorn; Major James W. Robertson, Her Majesty's Chamberlain; Col. the Hon. Robert Hospital Baker and Major Samuel Nowien.

The following ladies of the Court were also in attendance upon Her Majesty: Mrs. J. O. Carter, Mrs. C. B. Wilson, Mrs. W. H. Aldrich and Mrs. C. H. Clark.

1370-2735-14

Mr. J. D. Paris, Jr., has been appointed by the Board of Education, School Agent for the Districts of North and South Kona, on the Island of Hawaii, in place of Mr. H. N. Greenwell, who has resigned.

By order of the Board of Education: W. JAS. SMITH, Secretary.

Education Office, April 7, 1891. 1370-2735-32

Board of Health.

At a meeting of the Board of Health held on Wednesday, April 9th, Charles Wilcox, Esq., was formally elected Secretary, vice Gen. A. Foster, resigned.

DAVID DAYTON, President Board of Health. 2735-34 1370-32

To Depositors in the Hawaiian Postal Savings Bank.

Notice is hereby given that on application at the Treasury, Coupon Bonds will be issued in denominations of \$1000, \$500 and \$100, bearing interest at the rate of Five Per Cent. (5 per cent.) per annum, payable semi-annually. These Bonds are issued under the authority of the Act, approved on the 8th day of August, 1890, and styled the "Postal Savings Bank Loan."

H. A. WIDEMANN, Minister of Finance. DEPARTMENT OF FINANCE, HONOULULU, H. I., April 9, 1891. 2735 1370-4

Homestead Lots, Kau, Hawaii.

- Notice is hereby given: 1.-That 55 Lots have been set apart at Nihoa and Waialea for the purpose of conveying to such persons as may wish to acquire homesteads upon to live. 2.-Maps of these Lots can be examined at the Land Office, Interior Department, Honolulu, or at the Office of J. H. S. Martin at Waialea, Kau. 3.-J. H. S. Martin will point out the lots to any person desiring to see them, for which service he will be entitled to a fee of \$1 from the person applying. 4.-Persons who may desire Lots shall apply in writing to the Minister of the Interior upon a blank form, copies of which may be obtained free of said J. H. S. Martin. 5.-No application will be considered from persons who already own land. 6.-Every applicant must be of full age. 7.-The applicant will be allowed ten years in which to pay for the land during which time it will be exempt from taxes. 8.-He must within one year build a dwelling house on the lot and begin to occupy the same and continue to occupy it for the remainder of the term of 10 years. 9.-He must within three years enclose the lot with a substantial fence. 10.-He must pay quarterly in advance interest upon the unpaid purchase price at the rate of 5 per cent. per annum. The purchaser may pay the whole or any part of the purchase price at any time which will stop interest. 11.-The preliminary agreement is non-

signable and the land cannot be sold until all conditions are fulfilled.

12.-Failure to comply with any of the conditions will work a forfeiture of the land. C. N. SPENCER, Minister of the Interior. Interior Office, April 10, 1891. 1370-31

In accordance with Section 1 of Chapter XXXV, of the Session Laws of 1888. I have this day changed the location of the Government Pound at Honokaa, to the land known as the Junker land, on the Government road leading from Honokaa to the Paanaha landing, 1/2 mile from Honokaa, District of Hamakua, Hawaii.

C. N. SPENCER, Minister of the Interior. Interior Office, April 9, 1891. 1370-31

In accordance with Section 2 of Chapter XXXV, of the Session Laws of 1888. I have this day appointed H. S. OVEREND, Poundmaster to the above pound, District of Hamakua, Hawaii.

C. N. SPENCER, Minister of the Interior. Interior Office, April 9, 1891. 1370-34

In accordance with Section 1 of Chapter XXXV, of the Session Laws of 1888. I have this day set apart an enclosure for the impounding of Estrays in Waikapu Maui, on a piece of land situate on the Waikapu side of Waikapu gulch and about 200 yards makai of the Government road to Waikapu, Island of Maui.

C. N. SPENCER, Minister of the Interior. Interior Office, April 9, 1891. 1370-24

In accordance with Section 2 of Chapter XXXV, of the Session Laws of 1888. I have this day appointed Mr. E. B. Friel, Poundmaster to the above Pound in Waikapu Maui.

C. N. SPENCER, Minister of the Interior. Interior Office, April 9, 1891. 1370-24

NOTICE TO CREDITORS.

IN THE MATTER OF THE APPLICATION OF THE STAR MILL COMPANY FOR DISINCORPORATION.

DEPARTMENT OF THE INTERIOR, Honolulu, January 29th, 1891.

Whereas the Star Mill Company has, pursuant to the laws in such case made and provided, duly filed with the undersigned a petition for the dissolution of the said Corporation, together with a certificate thereto annexed as required by law. Now, therefore,

Notice is hereby given to any and all persons who have been or are now interested in any manner whatsoever in the said Corporation, that objections to the granting of the said petition must be filed in the office of the undersigned on or before the 15th day of April, 1891; and that any person or persons desiring to be heard thereon must be in attendance at the office of the undersigned at Aliiolani Hale, Honolulu, at 11 o'clock A. M. of that day, and show cause why said petition should not be granted.

C. N. SPENCER, Minister of the Interior. 1360-104

TUESDAY, APRIL 14, 1891.

LOSS OF THE UTOPIA.

Full particulars have been received of the wreck with terrible loss of life of the Anchor Line S. S. Utopia from Naples for New York with 830 passengers mostly Italian emigrants, and a crew of fifty, which was sunk in Gibraltar Bay on the night of March 17th.

The vessel was seen early in the evening steaming towards the anchorage. When abreast of the British ironclad Anson, the flagship of the Admiral, second in command of the Channel Fleet then lying in Gibraltar, it was noticed that the Utopia appeared unable to make headway against the strong current running out against her. In a moment the current together with a fierce gale that was blowing at the time swept the ill-fated vessel across the bows of the Anson a first-class armoured battleship of 10,600 tons with a formidable ram which cut a gap thirty feet into the side of the steamer near the stern, and she at once began to fill, and drifted away before the wind and sea till she began to settle down which was only five minutes after the first shock. Boats were at once lowered from the Anson and all the English fleet, the Swedish warship Freya and the cable ship Amber, while the ironclads turned their electric search lights towards the wreck to assist the rescuers in their difficult task. The scene from the shore at this time is described as something awful, crowds of people intensely excited collected on the parade but little was visible to seaward but the dark forms of the ironclads and the white rays of the search lights flashing on the foam crests. The shrieks of the poor creatures in the Utopia were heartrending, and distinctly audible above the roar of the gale sharp orders shouted by the rescuers. The sea was running so heavily that the boats could not lie near the wreck, but had to keep to leeward, picking up people as they were swept off the decks. As the bows of the doomed ship began to sink, a terrible scene was indistinctly witnessed from the boats; those on board rushed frantically forward, and struggling for life with one another fought their way towards the fore rigging. Twenty minutes later the forecastle disappeared.

The wind and rain were so blinding that scarce anything could be seen but confused mass of living beings struggling among the

wreckage. The masts and top of her funnel remained above water. The last people were got out of the rigging till 11 o'clock, and many were so exhausted that the bluejackets had to clamber up the shrouds to pass the poor, benumbed creatures into the boats. Ten of the rescued died of exhaustion the same night. A seaman from the Rodney jumped overboard to what seemed certain death, and rescued a woman drowning in sight of the ship. H. M. S. Immortalite lost a steam launch through the screw fouling and two of her own men. The boats of the fleet were patrolling all night, picking up bodies and saving lives.

Altogether the boats rescued 24 of the crew and 292 emigrants; bodies recovered 50; total loss of life 576, including the Immortalite's men.

The captain of the Utopia, who was saved, says that he could not distinguish the whole length of the Anson's bow, and of course did not know anything about allowing for the ram under water.

Those of the rescued suffering from the shock or immersion are being cared for in the Naval or Garrison hospitals or in the Sailors' Home.

CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

MR. EDITOR: SIR—Although but a brief sojourner in your beautiful and exceptionally hospitable city of Honolulu, I have read with interest and sympathy the significant letter of Mr. P. C. Jones in your issue of the 8th.

The editor of the Bulletin, in the issue of the 9th, while in general terms agreeing with Mr. Jones, endeavors to shift a large part of the responsibility for the increased consumption of liquors to the men-of-war. Is this right, or fair, or true? I say no. The editor of the Bulletin was anxious to find a scape-goat, and nothing was within his reach but the officers and crews of the war vessels that have, for years, made your property secure and guaranteed the safety of your families. Aye, and have dropped many thousands of good American dollars into the pockets of your business men of all classes.

Your municipal laws authorize the selling of rum to sailors. Who is the greatest sinner, the tempter or he who submits to temptation? Who received the greatest punishment, the serpent or Eve?

I would like to ask the editor of the Bulletin two or three questions: Do merchant sailors ever drink spirituous liquors? For every man-of-war that has visited this harbor the past year, how many merchant vessels have entered this port? For every quart of beer, or drink of whiskey, purchased by a man-of-war's man, how many bottles of gin or alcohol have been sold by respectable merchants of Honolulu to whalers for purposes of illegal traffic among the Alaska Indians?

These vessels cannot get their cargoes of rum in San Francisco without great risk. Spirituous liquors are absolutely prohibited on board U. S. ships of war. Wines and malt liquors are, under certain restrictions, allowed in officers' messes for their own use (if in moderation) and for the entertainment of guests.

In respect to the excessive use of liquors on board U. S. ships, the improvement has been so great during the past twenty-five years that the people on board ship will compare favorably with any community on shore, even though that community be Honolulu.

I am told by an officer of the man-of-war now in this port that during the past two months but ten men have returned on board drunk. The men, on their return from liberty, are carefully inspected and their condition noted over the signature of an officer. Liberty has been given daily, and when a man commits himself he does not soon have another opportunity to help increase the consumption of Honolulu rum, and lessen the burdens of the permanent residents.

The number of liberty men has averaged twenty per day, or 1,200 in two months; the number of drunks having been ten, the proportion of inebriety has been considerably less than one per cent. Can you show a better record in any district on shore? I have shown that the men-of-war men are not the heavy consumers; neither are the permanent residents. Who then are? During the past year your harbor has been crowded with merchant vessels from all parts of the world. There are certain restraints, moral or physical, on the permanent residents and sailors, but none on the others.

Statistics prove conclusively that the amount of spirituous liquors consumed in any community bears a definite proportion to the prevalence of crime, disease, unhappy homes, misery, poverty and suffering, and he who can discover the remedy for this great evil will truly be a benefactor to the human race. C. ANSTL. Honolulu, April 10th.

OUR SAN FRANCISCO LETTER.

Per Steamer Mariposa, San Francisco, April 3, 1891.

(From our special correspondent.)

Sugar.

New York, April 3, 1891, Cuban centrifugals 96 degs. 3.53 1/2; granulated 4 1/2.

The most interesting event pertaining to the sugar market, that has occurred on this coast in many years occurred during the past week and proved a decided surprise not only to jobbers but to all classes of consumers. During the past month the jobbers have been very light buyers on account of the expected drop in sugar which was to take place when the McKinley tariff bill went into effect. It was known that the California and American refineries were loaded up with immense stocks, and it was naturally that when these rival companies began to unload there would be a great rivalry and a cut in prices all along the line; and in this connection is where the surprise came in. During the past week Secretary Searles of the Sugar Trust, and J. C. Havemeyer have been in the city and it is stated that these gentlemen had a conference with the Messrs. Spreckels. What the purpose of this meeting was is not known to outside parties, but the meeting resulted in some sort of an agreement between the two great concerns, the nature of which is also unknown. Mr. Adolph Spreckels when interviewed on the subject stated that there had been an agreement arrived at but that the terms were "personal and confidential." He however denied that his house had agreed to a division of territory with the Havemeyers. When asked if the agreement would affect prices, Mr. Spreckels is reported as having said: "While there is an understanding I am not at liberty to state what it is. As to the price of sugar it will of course be regulated by supply and demand. Everybody expects a reduction and prices may go down, say about a cent, but I cannot say what prices will be after April 1st."

This interview took place on March 30th. On the following day a dispatch came from New York in which the officers of the Trust denied that there had been an arrangement made with the Spreckels refiners' people dividing territory and ending competition. H. O. Havemeyer said: "There is not one word of truth in it. There has never been a war with Claus Spreckels. There has been no compact made and no division of territory. If anything has been done it is a private matter with Havemeyer and Elder, and has nothing to do with the American Company."

When the morning of April 1st arrived there was much excitement in commercial circles as to what course would be adopted by the refiners and the result was rather an All Fool's day disappointment to buyers who have been holding off so long against the expected two cent drop. Early on that morning the California people took the initiative by announcing a new schedule. All the grades except dry granulated were reduced 3/4 cents, and granulated went down 1/2 of a cent. Yellow sugars were advanced. Extra C and Golden C were each advanced 1/4 of a cent, the former from 4 3/4 cents to 5 cents, and the latter from 4 1/2 to 4 3/4.

The American Company have as yet shown no evidence of going under these prices and it is believed that the prices will be in the future established by the California Company and followed by their former rivals. In New York on April 1st raw sugar was reduced to 3 1/2 net for fair refining, 3 1/2 net for 96 test centrifugal, 2 13-16 @ 2 15-16 for molasses, while refined was down to 5 cents for cut loaf and crushed, 4 1/4 for powdered and 4 1/2 for granulated.

The reason for the agreement between the two companies is explained as follows by the Post of this city: In order to properly define the reasons which have led to this arrangement it is necessary to go back to the time when it was first definitely known that the two-cent duty on sugar was to be abolished on April 1. Knowing that this was to happen the Hawaiian sugar planters rushed their raw material into this country just as rapidly as possible, in order to take advantage of the extra price it would bring before the duty was dropped. Under the existing state of affairs the Hawaiian sugar has had the advantage of no duty, and could therefore very successfully compete with the Cuban article which was brought into New York and which was forced to pay a duty of two cents. After 12 o'clock to night that tariff drops, thus placing the Cuban planters on a par with those of Hawaii.

So as before stated, the Hawaiian sugar raisers have crowded every pound of raw material into this market that they could get transportation for. As both the trust and Spreckels were under contract to buy, they were forced to take it all, no matter how fast it arrived. Consequently every steamer that has arrived here from Honolulu for weeks past has been heavily laden with the saccharine substance, and every tramp ship or vessel that could be chartered has been drawn into the service. Within the past few days several "tramps" have sailed into this harbor with immense cargoes, and only yesterday the steamer Zealandia arrived with something like 2,500 tons. All of this fast accumulating stock is now in the hands of these two great firms, for which they have paid the price which can only exist until the tariff is removed.

It is therefore very easy to understand how very strong their common interests became. Holding this immense stock which cost them two cents more than it will after to-day, and then go into competition one with the other and throw off the two cents in price which consumers have been looking for as soon as the duty was removed it meant a very heavy loss. There was but one way to avert it, and that was to join together and keep the price up until this high-priced stock had been disposed of.

This had to be done or their great interests would be seriously imperiled. Take the loss on the Zealandia's cargo alone. Two cents a pound on the 2,500 tons would amount to \$100,000. So it is easy to figure losses way up into the millions if the refiners had dropped prices 2 cents, as had been anticipated by consumers. Wholesale and retail merchants of San Francisco have been holding off from making purchases, awaiting the 1st of April, when the duty would be abolished, in the hope and expectation that they would get the benefit of the 2 cents in the price.

It is rumored at Washington that on account of the arbitrary action of Germany in excluding American meat products, President Harrison is seriously contemplating the issuance of a proclamation under the act of August last, prohibiting the receipt of German beet sugar at any of the ports of this country. Such an act would shut out \$16,000,000 worth of sugar and not only give a great boom to beet sugar culture in the United States, but greatly benefit the Hawaiian planters.

The Hawaiian Treaty.

A despatch from Washington, under date of March 30, says Minister Carter of Hawaii expects to leave Washington on Thursday, April 2, for New York, whence he will go West and during the summer will visit Honolulu. The Minister called on Secretary Blaine to pay his respects and to say good-by. To-night Carter said that in communications to his Government he had called its attention to what the United States is doing with the South American republics on the subject of more intimate trade relations and had recommended fuller reciprocity between the United States and Hawaii. His suggestions, he said, have, so far as he knows, been looked upon favorably. No positive action, however, has been taken with respect to the recommendations. He will probably discuss the subject with the Government officials when he reaches home this summer. Minister Carter says that the old treaty between the United States and Hawaii has four or five years to run, and no new treaty has been drafted or negotiated.

A War Cloud Over the New Orleans Affair.

At the time of our last advices there was every indication that the trouble between the Italian and United States governments growing out of the lynching of eleven murderers members of the Mafia society at New Orleans had passed by; but it seems that King Humbert was only nursing his wrath and getting ready to make himself disagreeable. On March 31st the country was startled by a despatch from Washington saying that Baron Fava, the Italian Minister to this country, had presented his recall by the Italian Government and demanded his passport. The reason given for his recall was that King Humbert was dissatisfied with the slow progress of the adjustment of the New Orleans affair. The department was very much surprised, as the investigation into the matter had not been completed and the United States had not given the Italian government a final answer to its demands.

At the same time it was reported that eighteen Americans had been seized by orders of the King at Rome and held as hostages pending the settlement of the difficulty. This, however, proved to be false.

The demands of the Italian government through its Minister were that the United States should not only pay indemnity to the relatives of the New Orleans lynching, but that this government should guarantee that the perpetrators of the deed would be punished. This was naturally regarded as an unreasonable demand and instead of at once acceding to it, Secretary Blaine asked for time to fully investigate the matter. It was this request that brought about the crisis and for the past three days the air has been full of war talk and speculations as to what would be the result of a conflict between the two countries. It is of course believed that although Italy has a fine navy she would eventually get a thorough trashing, and this seems to be the view of the officers of the Italian government, as the last reports from Rome say that they scoff the idea of war with the United States.

The press of this country uphold our government in its position, and the foreign press are about evenly divided on the subject. The situation is regarded as a very serious one and while it is not thought that Italy will send her ironclads over here, it is regarded as very probable that all diplomatic relations between the two countries will be severed at the instance of Italy.

San Francisco News.

Congressman John G. Warwick of Ohio, who defeated McKinley of tariff bill fame, is a guest at the Occidental Hotel. The Democrats of this city will give him a public reception.

W. E. Grace, ex-Mayor of New York City, is visiting his daughter of San Rafael. Bruner, the thieving member of the recent legislature, was given a coat of whitewash at the last moment by the adoption of the minority report in which he was excupulated. There was no doubt of his guilt.

The Board of Supervisors have passed a law which is now in force, closing all the poolrooms and other gambling places. The gamblers are now fighting the validity of the law, but it is to be hoped that it is constitutional, for it is one of the most necessary and beneficial ordinances that could be passed, as it shuts up a lot of vile breeding-places of crime. Lawrence Parsons, third Earl of Rosse, and Baron of Oxmantown in the peerage of Ireland, is at the Palace hotel. His father was Earl Rosse, the noted astronomer, who built the great Rosse reflectory telescope. Mr. Parsons has already addressed the Academy of Sciences on matters scientific and reminiscences.

The iron molders of the Pacific Rolling Mills have at last gone out and joined the long strike. This was done under orders from their "Union," and their walk-out throws 175 other men out of employment. This is thought to be the last desperate effort of the molders to force the manufacturers to accede to their unreasonable demands.

Alexander Center, Jr., now agent for the Pacific Mail at Yokohama, has been appointed to the position of general agent at this port. Captain John Dow will return to Panama, resuming his post there as agent of the Mail Company. Zoe Gayton, the woman who started to walk from San Francisco to New York on the 9th of August last, reached her destination on March 27th. She covered the distance in 226 days, on a wager of \$2,000, and won the money.

Foreign News.

Earl Granville, one of England's most famous statesmen, died in London on March 31st. Latest advices from Iquique state that during the bombardment by the Chilean insurgents on February 19th the docks in which were the offices of the United States and British consulates were demolished. All the official documents, blanks and papers at both consulates were destroyed, and consular papers for clearing a vessel cannot be obtained.

tained. The ship Arthur Stone with 1,800 tons of nitrate for San Francisco is coming without these documents. Provisions are reported as being very scarce and the foreign residents are hoping to see some ships with food supplies.

The deadly gripe is paralyzing business in several of the large eastern cities. At one time during the past week Chicago has had a quarter of a million down with the disease, and its fury does not seem to be abating. The deaths for the week ending March 27th were 900 as against 400 for the same period last year. There were 200 deaths on March 21st.

Rear-Admiral Brown has hoisted his flag on the San Francisco and she is now the flagship of the Pacific Squadron. The following transfer of fleet officers has been made in consequence of the Admiral's change from the Charleston: Paymaster Arthur Burtis and Chief Engineer Philip Tuck go to the San Francisco, and Chief Engineer F. A. Wilson goes from the San Francisco to the Charleston; Passed Assistant Surgeon Stephen S. White is detached from the naval rendezvous at San Francisco and ordered to take passage on the San Francisco to Chile for duty on the Baltimore.

A despatch from Washington says that Postmaster-General Wannamaker has invited the diplomatic representatives of the various South American countries to confer with him regarding plans for facilitating the mail service under the new postal subsidy, etc. He has also had a number of conferences with the representatives of ocean steamship lines. It has been made clear to these gentlemen that while the purpose of the Postmaster-General is to be liberal to American shipping interests, he will insist upon making contracts that shall really be for the interest of the Government.

Eastern Trunk line railroad companies are excited over the fact that the Canadian Pacific Company has made a deal by which it gets into New York over the Vanderbilt lines.

NEWS AND NOTES.

There are no less than 800,000 deaf-mutes in the world. The ways of creation are mysterious.

Crude petroleum is being used with success under the boilers of the large mills at Lowell.

Some Boston railroad laborers only get \$1.35 a day, while other roads pay \$1.75 and \$2.

Sandusky, Ohio, passenger brakemen, who get \$45 a month, want the wages paid on the other roads.

It is not often you find a man so greedy as to desire to monopolize all the virtues.

A man never forgives until he has had a chance to get even and has improved the chance.

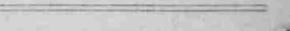
Never risk a joke with a person who is not well bred and possessed of sense to comprehend it.

If you desire anything done, go to a busy man. Men of leisure never have time for anything.

Allentown's, Penn., seventh shoe factory is projected, to employ fifty hands. Love's Travels — She: "Love goes where it is sent, I have heard." He: "More likely it goes where it is dollars!"

New Advertisements.

WILDER'S STEAMSHIP CO.'S



TIME TABLE: STMR. KINAU, CLARKE, Commander.

Will leave Honolulu at 2 o'clock P. M., touching at Lahaina, Maalaea Bay and Makenu the same day; Makua, Kawaihae and Laupahoehoe the following day, arriving at Hilo at midnight.

LEAVES HONOULULU: Friday, April 3; Tuesday, " 14; Friday, " 17; Tuesday, May 5; Friday, " 15; Tuesday, " 22; Friday, " 25; Tuesday, June 5; Friday, " 12; Tuesday, " 19; Friday, " 26; Tuesday, " 30.

ARRIVES AT HONOULULU.

Saturday, April 11; Tuesday, " 15; Saturday, May 2; Wednesday, " 9; Saturday, " 12; Tuesday, " 19; Saturday, " 26; Wednesday, " 30; Saturday, July 4; Tuesday, " 14.

"Arrives on Tuesday in order to connect with out-going mails for San Francisco. No Freight will be received after 12 noon of day of sailing.

STMR. CLAUDINE, DAVIES, Commander.

Will leave Honolulu every Tuesday at 5 o'clock P. M., touching at Kahului, Huelo, Hana, Hamoa and Kipahulu. Returning will arrive at Honolulu every Sunday morning.

No Freight will be received after 4 P. M. on day of sailing.

Consignments must be at the landings to receive their freight, as we will not hold ourselves responsible after such freight has been landed. While the Company will use due diligence in handling live stock, we decline to assume any responsibility in case of the loss of same, and will not be responsible for money or jewelry unless placed in the care of Purser.

W. C. WILDER, President. S. B. ROSE, Secretary. Capt. J. A. KING, Port Supt. 1363-9