

IN SOUTH SEAS

Harry Swinton Concludes the Marshall Group.

NEXT PAPER ON THE GILBERT

Morning Star Has Many Experiences.

Teachers and Their Work Among Natives—Chiefs and Their Sterling Qualities.

So far there have been two papers on the subject of the Marshall Islands from the pen of Mr. Harry Swinton who was first officer on the missionary packet Morning Star during her last cruise in the South Seas.

Arriving at the passage, on the way out, we found, as already stated, sea's breaking clean across. Concluded to luff up and come to anchor, thinking of course it would moderate sometime during the day.

Found after getting out into the open sea, bad weather, heavy seas running and strong wind dead ahead. Under the circumstances Dr. Rife who had some authority as to the Star's movements in this group with the Captain of course concerning, concluded to keep off for Ujae, leaving Wario out until the next year.

Found the work here as at Ebon, progressing. We left a few passengers on board to see their relations, she will have to pass Namineh and Ebon to go to Jaluit; whereas, if she could call at these two places on her way there, it would shorten her voyage considerably.

Two hours and fifteen minutes after we sighted the north end of Ujae, some 12 miles away, bearing SW by S by the compass.

Entered the lagoon 2:15 p. m. with a strong head wind to contend with in the passage. Fifteen minutes before that we had cleared up all our sails. It was as much as we could do to steam into the lagoon.

The wind now being favorable, we set all fore and aft sails, and steaming at the same time, came to an anchor off the Mission station 1:25 p. m., or two hours and fifteen minutes after entering the passage.

That night it commenced to blow and rain with heavy squalls at intervals; 4:15 that morning (Nov. 5th), let go the anchor. Found out 50 fathoms of chain on the port anchor and 20 on the other.

After breakfast, Dr. Rife, Miss Palmer, the school girls and boys, went in to see the teacher and have their social gathering with the people, the bad weather notwithstanding. Found here the chief of Wario, the island we were to visit, but had left for the next trip, as previously stated.

It seems that he brought back his own canoe some of the natives of this island who had drifted away, which shows conclusively that he had some Christian feeling. To his delight, the Morning Star sailed in while he was still there waiting for an opportunity to get home.

We left with him the teacher which we ourselves had intended to land on his own island, some 25 or 30 miles to the northward and eastward from here. He was very much pleased at this. He might have had to wait sometime before getting a chance to go back. The wind must needs be favorable or else he might have drifted away as did the ones he brought back.

After being delayed there a day or two longer than we had calculated, on account of the weather, we weighed anchor Saturday, November 7th, for our next port—Namuke—some 25 miles to the southward and eastward of us.

Four days sailing found us lying too, I believe that night—November 11th, having run the distance as per observation. When daylight came, no land was in sight; 8:30 that morning, took an observation, found we were 27 miles to the eastward, having been carried there by a strong current.

As we did not care to beat up to it, concluded to keep off for Ebon, 9 o'clock that same morning.

By observation at noon found ourselves 41 miles from Ebon and the wind being light, did not sight land until 6:15 that evening.

We luffed up to the wind, furling all light sails, and waited for daylight. Bright and early, got up steam and came up to the east end of Ebon, 7 a. m., November 12th; entered passage two hours later and came to an anchor off the lagoon, 9:40 a. m.

I remember some 21 and 22 years ago when I was in the old Morning Star, piloting her to the anchorage. It was here that Mr. Snow and Mr. Whitney were stationed. The place looked the same, but I missed the genial face of Mr. Snow who has since gone to his reward. I remember how upon our arrival he was wont to come on board with a smiling face and shake heartily by the hand of all who happened to be aboard.

I remember also how he used to sit up with me during my watch on deck

at night, and speak to me about my spiritual welfare. Although I was not a Christian, I felt very much interested. The pleasant way he had of expounding the Scriptures to me, quoting several passages of Holy writ, to show me the error of my ways, made me feel very much like Agrippa before the Apostle Paul. I could say as he did, "Almost thou persuadest me to be a Christian." I did not tell him so, however, no matter how much I may have felt like doing so.

There we had pleasant weather, the teacher of the island came on board and a number of canoes alongside.

One of our visitors was a half-caste of the Sandwich Islands. He has lived in that group for a number of years. He is married and has a family. His oldest boy was on board with us. He had been a year at the training school on Kusale and had just returned to his family. His little daughter goes to the girls training school. We took her on board when we left the next day.

The Hawaiian referred to had the misfortune of losing his right hand while fishing with giant powder. This has prevented him from doing much work. He is a fine blacksmith. Owing to the misfortune, he wants to get back home once more and to bring his family with him. I told him I would see what could be done for him when I got back again in Honolulu.

After dinner on the day of our arrival, Dr. Rife, Miss Palmer, the school girls and boys went ashore to see the people. Found everything satisfactory there and the good work going triumphantly onward.

Next day, 4:15 p. m., November 12th, got under weigh for Namuke; passed out of the lagoon, 4:40, into the open sea. As we wanted to get to the next place bright and early the next morning, we sailed and steamed; 11 o'clock that night stopped engines; 5:30 a. m., raised land 8 miles away; started engines again; soon we were running along the coast for the Mission station.

This was one of the islands where we had to lay off and on, as there is no entrance into the lagoon. When abreast of the station, lowered boat. Dr. Rife, Miss Palmer, with their crowd, went ashore as usual to see the people. This is the only island in the group from which no canoes came alongside.

We were in luck on account of having such fine weather. The people ashore told us that it was the first fine day they had seen for two or three weeks. If we had arrived there the day before, we could not have landed.

Found the work here as at Ebon, progressing. We left a few passengers on board to see their relations, she will have to pass Namineh and Ebon to go to Jaluit; whereas, if she could call at these two places on her way there, it would shorten her voyage considerably.

Her beating-to-windward qualities puts one in mind of a hog going to war, "to-wit, broadside to leeward."

Well, we were quite fortunate this trip in making the run from Namineh to Jaluit in three days, over a distance of 75 or 80 miles. Came to an anchor off Imroig, Jeremiah's station. Jeremiah, it will be remembered, is one of the oldest teachers in the group. We stopped there that night. Next morning, the 18th, started down for Jaluit station with the intention of getting our clearance and of getting away that same day for Kusale. Judge, then, our surprise when we were told by the Commissioner that, as it was a day appointed by the German Emperor for thanksgiving, no business could be transacted until the next day.

We found at anchor there one German man-of-war, two merchant barks, one brig and one schooner. One of the barks left that day with a full load of copra.

Next day, 19th, we weighed anchor for Kusale, notwithstanding it looked as though we were to encounter boisterous weather. It did certainly look gloomy. Just as the anchor was weighed, one of those squalls, which the Marshall Islands are noted for, overtook us. It did not disconcert the captain one iota. We kept on, steaming towards the south passage, although one could not see further than the end of the jib-boom.

When we consider that these lagoons are full of shoals, it was risky to a certain extent, but the captain knew what he was about. He had been there so often that he knew his bearings. He had that confidence in his own ability that he could, if necessary, go out of the lagoon in the night, and I, myself, believe he could.

I would like to say right here that when Captain Garland leaves the Morning Star, the American Board and all those connected with mission work in Micronesia, will miss a man whose position will be hard to fill. In the first place, he is a good navigator, a most careful man, correct in his reckoning, obliging to a fault, to all the missionaries who have business with the Star, mindful always of the comforts of those under his care and possessed of an eye like a hawk, a very necessary quality to have in the groups through which the Morning Star has to go. His knowledge of the route, the tides and those treacherous currents and shoals which Micronesia is noted for, makes him a man whose

position—excepting none—would be, as I have already stated, hard to fill.

When the passage was reached the chief, who went through the group with us, met us. He had left us when we anchored off Jeremiah's station (Imroig) for his home on the other side of the lagoon. He went to get his daughter, whom he has sent to the Kusale Training School. He came on board with his daughter—a girl of 11 or 12 summers—and her baggage. He brought coconuts, bananas and other eatables as presents for the Star.

After getting out of the lagoon, we steamed along for six or seven hours, as the wind was very light. After that we made sail, as it breezed up from the northeast. Stopped steaming and made Kusale on November 25, 1896. Came to an anchor about noon that day. When we sighted Kusale, saw a sail on our lee bow, some eight or nine miles off. We signaled to her, and she to us, but being too far off, could not make her out. She was, however, a large, four-masted ship, square rigged four and aft. Thus there ends our Marshall Islands' trip.

To sum up the cruise in this group, I must say, the American Board ought to be satisfied with the progress thus far made throughout the group. To one, such as myself, who was there some 22 years ago, I must say a wonderful change has taken place, spiritually, showing conclusively to my mind that the labors of the band of Godly men and women who left the comforts of their homes and went out to preach the Gospel to the heathens are not lost. Mighty, through God, have they been in the pulling down of strongholds, the casting down of imaginations and every high thing that has ever existed against the knowledge of God, withal, the bringing into captivity of every thought to the obedience of Christ.

HARRY SWINTON.

Fastest Boat in the World.

The steam turbine-driven boat Turbina is reported to have made the speed of 32 1/2 knots an hour in an official trial in England, on April 19th. This is about 37 1/2 statute miles an hour. The engine of the Turbina is the invention of William Parsons. The vessel which was built for the purpose of these trials is constructed of steel plate, varying in thickness from 3-15 inch at the bottom to 1-16 inch at the sides near the stern; 100 feet long over all, 3 feet beam and weighing complete, without machinery or stores, 25 tons. As originally fitted up the Turbina had one engine and screw which were calculated to develop and use upward of 1,500 horse power, with a speed of 2,500 revolutions a minute. Steam was supplied by a water tube boiler, built to supply steam at 225 pounds working pressure, and with 1,100 square feet of grate surface. The draught was forced by a fan, and there was a condenser with a surface of 4,200 square feet. With the outfit complete the approximate were:—Main engines, 3 tons 13 cwt.

Table with 2 columns: Item, Tons. Total weight of machinery and boiler, crews and shafting tanks, 22. Weight of hull complete, 15. Coal and water, 74. Total displacement, 111.

WHALE AND WAVE.

The next steamer from the Coast is the Australia, due May 25.

Spoken—April 20th, lat. 29-01, lon. 95-56, ship S. P. Hitchcock, Honolulu for New York.

Captain Fitzgerald left for Hilo on the Kinau yesterday to enter in upon his duties as pilot at that place.

The Iwalani will remain in port this week for the purpose of having slight repairs made on certain parts of her machinery.

The American bark Fresno, Underwood master, arrived in port late Monday, 25 days from Port Townsend with a cargo of lumber.

The Mauna Loa will bring 30 head of cattle from Kau. This will crowd the pen at Iwilei to its utmost capacity, as there are about 125 head there already.

The British bark Mauna Loa, 1,071 tons, was on Tjerjen & Lang Dry Dock Company's dock at Hoboken, N. J., May 3d, being stripped, calked and metalled.

By virtue of her marine novelty—compound steam turbine—the new British torpedo boat Turbina has achieved the world's record of 32 1/2 knots. This swiftness is unparalleled by that of any warlike craft afloat. The Forban, fastest of the French torpedo boats, has a record of only about 31 knots, while the Desperate, the star torpedo boat destroyer of the British navy, achieved only a little over the same rate. The American torpedo boat Porter (originally christened Farragut) built by the Herreshoffs, has a record of only 28 1/2 knots.

The old-time steamer Sirius has taken a new lease of life and a new captain is in command of her. Several years ago she came to this port with a general cargo, and later on was placed in the South American trade, says the San Francisco Call. The venture was not a success, and when the vessel changed hands she was rechristened the Scandinavia. Her next venture was in the sugar trade and her name was changed to the Kahului. The new owners found that there was no money in the island trade, and for nearly a year the steamer has been tied up in Oakland Creek. Last week she received a thorough overhauling, Captain Hall, late of the Corona, was placed in command of her, and in a few days she will start on the Puget Sound route. She is now under the American flag, and will be known in future as the Cleveland.

"IT IS THE BEST ON EARTH."

That is what Edwards & Parker, merchants of Plains, Ga., say of Chamberlain's Pain Balm, for rheumatism, lame back, deep seated and muscular pains. Sold by all druggists and dealers. Benson, Smith & Co., agents for H. I.

SHIPPING INTELLIGENCE.

VESSELS IN PORT.

NAVAL. U. S. S. Philadelphia, Beardslee, San Diego. U. S. S. Marion, Greene, San Francisco. H. I. J. M. S. Nalwa-kan, Kurooka, Japan. U. S. S. Adams, Gibson, Magdalena Bay. H. B. M. S. Wild Swan, Macey Napier, Fanning's Island.

MERCHANTMEN.

This List Does Not Include Coasters. Am bktn Newsboy, Mollstad, Newcastle. Ger bark Paul Isenberg, Wuhlman, Liverpool. Am ship W. H. Macy, Amesbury, San Francisco. Am ship Susquehanna, Sewell, Japan. Haw bark R. P. Rithet, Thompson, San Francisco. Am schr Robert Lewers, Goodman, San Francisco. Am ship Reeper, Young, Newcastle. Br bktn Ensenada, Toyne, Newcastle. Br S S Amarapura, Cameron, Port Townsend. Am bark Ceylon, Calhoun, Puget Sound. Am bark Fresno, Underwood, Port Townsend.

ARRIVALS.

Wednesday, May 19. Schr. Ka Moi, from Paauilo. U. S. S. Adams, Gibson, from Hilo. H. B. M. S. Wild Swan, Napier, from South Seas. Smr Iwalani, Parker, from Hawaii. Smr Kaala, Mosher, from Oahu ports. Smr James Makee, Tullet, from Ka-paa. Smr Kauai, Bruhn, from Kauai. Smr Kaena, Wilson, from ports on Oahu.

Thursday, May 20. Smr J. A. Cummins, Searle, from Oahu ports.

DEPARTURES.

Tuesday, May 18. Smr Kinau, Clarke, for Maui and Hawaii ports. Smr Lehua, Nye, for Laupahoehoe, Hakalau, Honoumuli and Pahukamani. Smr Claudine, Cameron, for Maui ports. Smr Mikahala, Thompson, for Kauai ports. Smr. Kilauea Hou, Weir, for Olo-walu, Kukalau and Laupahoehoe. Smr. W. G. Hall, Haglund, for Eleele, Hanapepe, Makaweli, Waimea and Kekaha. Am. bktn. Imgard, Schmidt, for San Francisco.

Wednesday, May 19. Smr Kaala, Mosher, for Oahu ports. Am. schr. W. H. Talbot, Blumh, for Port Townsend.

Thursday, May 20. Smr James Makee, Tullet, for Ka-paa. Smr Kaena, Wilson, for Wailana ports. Smr J. A. Cummins, Searle, for Oahu ports. Smr Neeau, Pederson, for Lahaina, Horokua and Kukulaha.

VESSELS LEAVING TODAY.

Am. schr. Robert Lewers, Goodman, for San Francisco. Am. bktn. Newsboy, Mollstad, for San Francisco. Smr. Kauai, Bruhn, for Makaweli, at 4 p. m.

PASSENGERS.

Arrivals. From Kauai, per smr. James Makee, May 19—Bishop of Panapolis and 3 deck passengers. From Kauai, per smr. Kauai, May 19—Chas. Gay, Miss E. Gay, Mrs. A. Robinson, J. N. Wright, Mrs. E. E. Corant, T. Nott, Mrs. Nott, A. Nott, E. Akina and 19 deck passengers.

Departures. For Maui and Hawaii ports, May 18—Emilea Kekulu, Anne Umiamaka, Mrs. Friemann, E. D. Tenney, F. Macpherson, C. S. Desky, J. T. Moir, Capt. Fitzgerald, W. E. Rowell, C. S. Bradford, Rev. Kanda, Wm. Greene, C. Kaiser, John Hind, E. Olding, Dr. Derby, Rev. L. Byrde, P. A. Dias, G. W. Kinkle, Capt. James A. King, and 60 on deck.

For Maui ports, per smr. Claudine, May 18—Mrs. A. N. Kepoikai, J. M. Dowsett, H. C. Mossman, C. E. Haynes and wife, D. C. Lindsay, T. F. Sanborn, Mrs. Telles and four children, Adam and wife, Mrs. Cahill and Miss Robertson.

For Kauai ports, per smr W. G. Hall, May 8—Miss Heslop, W. H. Rice, C. Wolters and wife, Miss Lamb, Miss Trask, H. P. Baldwin, M. B. Fernandes, A. Cropp and 56 on deck.

NOTICE TO MARINERS.

United States Branch Hydrographic Office, Merchants' Exchange, San Francisco, Cal. Captains of vessels touching at any of the ports of the Hawaiian Islands, by communicating with the Branch Hydrographic Office in San Francisco, will be furnished with the Monthly Pilot Charts of the North Pacific, and with the latest information regarding the dangers of navigation in the regions which they frequent.

Nautical inquiries will be investigated and answered. Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publications of the Pilot Charts of the North Pacific.

W. S. HUGHES, Lieutenant, U. S. Navy, in Charge.

Read the Hawaiian Gazette (Semi-Weekly).

BY AUTHORITY.

D. H. KAHAULEILO, ESQ., has this day been appointed a Notary Public for the Second Judicial Circuit of the Hawaiian Islands.

J. A. KING, Minister of the Interior. Interior Office, May 11, 1897. 1863-31

IN THE CIRCUIT COURT, FIRST CIRCUIT OF THE HAWAIIAN ISLANDS, IN PROBATE.

In the Matter of the Estate of Mary Elizabeth Luce, late of Honolulu, deceased. The last will and testament of said deceased, having been presented to said Court, together with a petition for the Probate thereof, and for the issuance of Letters Testamentary to William Seaborn Luce having been filed.

Notice is hereby given that FRIDAY, June 25, A. D. 1897, at 10 o'clock A. M. in the Judiciary Building, Honolulu, is appointed the time and place for proving said will and hearing said application, when and where any person interested may appear and show cause, if any they have, why the prayer of said petition should not be granted. Honolulu, May 20th, 1897.

By the Court: GEORGE LUCAS, Clerk. 1865-31F

IN THE CIRCUIT COURT, FIRST CIRCUIT OF THE HAWAIIAN ISLANDS, IN PROBATE.

In the matter of the Estate of Lois S. Johnson, late of Honolulu, Oahu, deceased intestate. Petition having been filed by A. Frances Johnson, daughter of said intestate, praying that letters of administration upon said estate be issued to William O. Smith, notice is hereby given that Monday, the 14th day of June, A. D. 1897, at 10 o'clock a. m. he and hereby is appointed for hearing said petition in the court room of this Court at Honolulu, at which time and place all persons concerned may appear and show cause, if any they have, why said petition should not be granted. Honolulu, May 11, 1897.

By the Court: GEORGE LUCAS, Clerk. 1863-31F

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, HAWAIIAN ISLANDS.

Martha Duckett Donnelly vs. Robert Henry Donnelly. The Republic of Hawaii: To the Marshal of the Hawaiian Islands, or his Deputy, Greeting: You are commanded to summon Robert Henry Donnelly, defendant in case he shall file written answer within twenty days after service hereof, to be and appear before the said Circuit Court at the May Term thereof, to be Monday, the 24 day of May next, at ten o'clock A. M., to show cause why the claim of Martha Duckett Donnelly Plaintiff should not be awarded to her pursuant to the tenor of her annexed petition. And have you then and there this writ with full return of your proceedings thereon.

Witness HON. A. W. CARTER, First Judge of the Circuit (L. S.) Court of the First Circuit at Honolulu, Oahu, this 10th day of March, 1897. (Signed) GEORGE LUCAS, Clerk.

I certify the foregoing to be a true copy of the original summons in said cause, and that said Court ordered publication of the same and continuance of said cause until the next August term of this Court.

P. D. KELLETT, Jr., Clerk. Honolulu, May 4, 1897. 1861-15t

NOTICE TO CREDITORS.

The undersigned having been appointed executor of the will of M. McInerney, deceased, notice is hereby given to all creditors of the deceased to present their claims, whether secured by mortgage or otherwise, duly authenticated, and with the proper vouchers, if any exist, to the undersigned, within six months from the date hereof, or they shall be forever barred. And all persons indebted to the said deceased are requested to make immediate payment to the undersigned, at their office, corner of Fort and Merchant streets, Honolulu. Honolulu, April 29, 1897.

E. A. McINERNEY, J. D. McINERNEY, W. H. McINERNEY, Executors of the Will of M. McInerney, Deceased. 4590-1f 1867-5w

NOTICE OF INTENTION TO TAKE LAND.

To All Whom It May Concern: TAKE NOTICE THAT THE OAHU RAILWAY AND LAND COMPANY, by virtue of the powers and authorities given to and vested in it by its Charter and by Act approved on the eleventh day of September, A. D. 1888, entitled "An Act to Authorize and Promote the Construction of Steam Railroads on the Island of Oahu," and of every other power in anywise enabling it in this behalf, intends to take and use for the purposes of the Railway which it is authorized to construct and works connected therewith the pieces of land described as follows: Beginning at a point on the main track of the Oahu Railway 100 feet west from Waikale Creek; thence along the located center line of a branch track to the Oahu Plantation as marked on the ground by stakes as follows: westerly through the right of way of the Oahu Railway, thence north-westerly through L. C. A. 6545, owned by the estate of Leo Newark, and leased to the Tong Sung Wai Co.; thence northwesterly through Lots 5, 4, 3 and 2 of the Government land of Pothala, and through L. C. A. 5663, owned by Kalkalahaole and leased to Kauhane; thence westerly through Grant 150,

owned by the Catholic Mission and leased to Sam Wo Wai; thence north-westerly through L. C. A. 1613 B, owned by S. K. Kane, and leased to Ah Kuli; thence northerly through L. C. A. 8597 owned by Kalkalahaole, and leased to Ah Kuli; thence northerly through L. C. A. 1022, owned by Mrs. Martha Liwai, and leased to Ah Kuli; thence northerly through L. C. A. 891 owned by S. K. Kane, and leased to Ah Kuli; thence northerly through L. C. A. 1576 owned by Kauhane, and leased to Ah Kuli; thence northerly through L. C. A. 880 owned by Kahikina, and leased to Ah Kuli; thence northerly through Grant 126 owned by S. K. Kane, and leased to Ah Kuli; thence northerly through Grant 122 owned by M. P. Robinson, et al; thence north-easterly through L. C. A. 888 owned by Naloloa and leased to Ah Kuli; and through L. C. A. 1029 to Akakaha and through L. C. A. 858 Ap, 1 owned by Napeawalu, and leased to Ah Kuli; thence easterly through L. C. A. 6930 and into Grant 512; including a width of 40 feet, 20 feet on each side of said center line.

OAHU RAILWAY AND LAND COMPANY. By its 1st Vice-President: J. B. BATHERTON. By its Secretary: W. G. ASHLEY. 1863-4F

TIME TABLE

Wilders Steamship Company - 1897 - S. S. KINAU, CAPTAIN. Will leave Honolulu at 10 o'clock a. m., touching at Lahaina, Maui, Oahu, Makana, the same day; Makukona, Kauhane and Laupahoehoe the following day, arriving in Hilo the same afternoon.

LEAVE HONOLULU. Friday ... May 28 Tuesday ... Sep. 21 Tuesday ... June 8 Friday ... Oct. 1 Friday ... June 18 Tuesday ... Oct. 12 Tuesday ... June 29 Friday ... Oct. 22 Friday ... July 9 Friday ... Nov. 2 Tuesday ... July 20 Friday ... Nov. 12 Friday ... July 20 Tuesday ... Nov. 23 Tuesday ... Aug. 10 Friday ... Dec. 3 Friday ... Aug. 26 Tuesday ... Dec. 14 Tuesday ... Aug. 23 Thursday ... Dec. 23 Friday ... Sep. 16

Will call at Pohoiki, Puna, on trips marked * Returning, will leave Hilo at 8 o'clock a. m., touching at Laupahoehoe, Makukona and Kauhane the same day; Makana, Maui, Oahu and Lahaina the following day, arriving at Honolulu the afternoon of Tuesdays and Fridays.

ARRIVE HONOLULU.

Tuesday ... May 25 Friday ... Sep. 17 Friday ... June 4 Tuesday ... Sep. 28 Tuesday ... June 15 Friday ... Oct. 8 Friday ... June 25 Tuesday ... Oct. 19 Tuesday ... July 6 Friday ... Oct. 29 Friday ... July 15 Friday ... Nov. 9 Tuesday ... July 27 Friday ... Nov. 19 Friday ... Aug. 6 Tuesday ... Nov. 30 Tuesday ... Aug. 17 Friday ... Dec. 10 Friday ... Aug. 27 Tuesday ... Dec. 21 Tuesday ... Sep. 7 Friday ... Dec. 31

Will call at Pohoiki, Puna, on the second trip of each month, arriving there on the morning of the day of sailing from Hilo to Honolulu. The popular route to the volcano is via Hilo. A good carriage road the entire distance. Round-trip tickets, covering all expenses, \$50.

S. S. CLAUDINE, CAPTAIN.

Will leave Honolulu Tuesdays at 5 o'clock p. m., touching at Kahului, Hana, Hamoa and Kipahulu, Maui. Returning, arrives at Honolulu Sunday mornings. Will call at Nuu, Kaoua, once each month. No freight will be received after 4 p. m. on day of sailing. This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom. Consignees must be at the landings to receive their freight. This company will not hold itself responsible for freight after it has been landed. Live stock received only at owner's risk. This company will not be responsible for money or valuables of passengers unless placed in the care of purser. Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent. C. L. WIGHT, President. S. B. ROSE, Secretary. CAPT. J. A. KING, Port Superintendent.

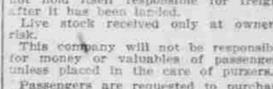
FOREIGN MAIL SERVICE.

Steamships will leave for and arrive from San Francisco or Vancouver on or about the following dates in 1897: ARRIVE LEAVE From San Francisco For San Francisco or Vancouver— or Vancouver— Australia ... May 25 Peru ... May 23 Alameda ... June 3 Aorangi ... May 24 Belgic ... June 5 Mariposa ... May 27 Peru ... June 15 Coptic ... June 1 Aorangi ... June 16 Australia ... June 2 Australia ... June 22 Gaelic ... June 29 Mariposa ... July 13 Moana ... June 24 Australia ... July 29 Warrimoo ... June 24 Moana ... Aug. 17 Peking ... June 29 Australia ... Aug. 17 Australia ... June 30 Alameda ... Aug. 26 Alameda ... July 22 Australia ... July 23 Mariposa ... Aug. 19 Australia ... Aug. 25

CHAS. BREWER & CO.'S New York Line.

The Bark "EDWARD MAY," will sail from New York for Honolulu, ON OR ABOUT JULY 15TH

For further particulars address Messrs. CHAS. BREWER & CO., 27 Kilby Street, Boston, Mass., or C. BREWER & CO., (Ltd.), Honolulu Agents.



AT THE GAZETTE OFFICE.