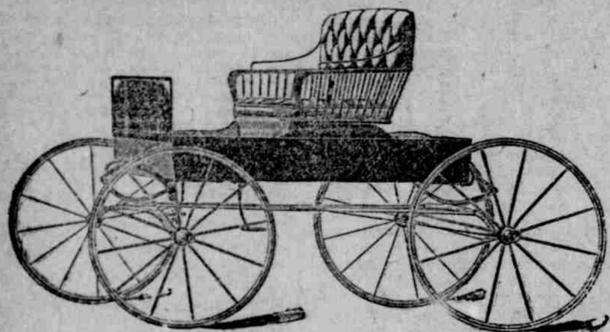


A Few Facts About Vehicles

It is not the wheels or the axles or the springs or the painting or the trimming that makes a high-grade vehicle. It is a perfect combination of these various parts. A vehicle to withstand the effects of our tropical climate must be provided with ALL these important essentials.

OUR VEHICLES HAVE THEM.



We are the sole agents for the just celebrated O'BRIEN VEHICLES. These are the Buggies and Runabouts that have won medals and diplomas wherever exhibited, and are the only Vehicles which are equipped with the O'Brien Patent Spring, the strongest and easiest riding spring made.

We have also in stock at all times a full line of Surreys, Phaetons, Puggies, Runabouts, etc., direct from the factory of the H. H. Babcock Co., N. Y. These Vehicles are built by skilled mechanics, from carefully selected stock, and are the perfection of the carriage-builder's art; are fitted with Babcock Patent Self-Oiling and Dust-Excluding Axles, Bradley Quick Shift Shaft Couplings, Bailey Fifth Wheel, and Happy Thought-Gear. We have been appointed SOLE AGENTS for these Vehicles in the Territory of Hawaii, and are prepared to guarantee them in every respect.

Don't get one just as good. Get THE BEST for business or pleasure. It costs as much to import cheap Vehicles as it does good ones.

New stock has been received ex "Australia," "Irmgard," "Helene" and "Mary E. Foster."

Come and see the latest in up-to-date Vehicles, and get our prices before you make a purchase.

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In the Highest State of Perfection at

THE COOLEST CORNER FOUNTAIN

Benson, Smith & Co., LIMITED

FORT AND HOTEL STS. HONOLULU

Keep Out the Sun

—AND—

KEEP COOL

By having an AWNING put up. Samples and estimates given.

Cashman & Nelson.

FOOT OF NUUANU STREET.

Over and above the California Feed Co.



Owensboro, Ky., July 13, 1900.

MESSRS. W. C. PEACOCK & CO., LTD.

Honolulu, H. T.

DEAR SIR:

Am pleased to inform you that we have just received notice from the Government that GREEN RIVER WHISKY has again been selected for the exclusive use for another year in all of the U. S. Navy Hospitals, being the third in succession.

Yours Truly,
(Signed) J. W. McCulloch.

A carload of this celebrated Whisky will arrive per Emeline F. Whitney, and will be offered for sale by

W. C. Peacock & Co., Ltd.
SOLE AGENTS.

We Show the Goods, They do the Rest

WHY OUR NEW TIES, SHIRTS, TRAWLS, UNDERWEAR HAS GAINED SO MUCH FAVOR? That we have just opened. Call now and get the best.



K. Isoshima,

KING STREET ABOVE BETHEL.



Uniforms for Custom's Force. Hard Times Off the Horn. American Tonnage.

The custom house force will appear in new United States uniforms in a few days, with the brass buttons, badges, hats with gilt bands and everything else necessary to the full dignity and authority of the department. The uniforms have been ordered and it will be against the rules to appear on duty out of uniform after they have arrived. It is thought that the suits are not likely to be very cool; they are of blue. The Treasury Department at Washington has received a complete census of all the customs employees here. They have had to answer many questions and Uncle Sam now knows enough about them, almost, to write their biographies.

ROUGH VOYAGES.

The British ship Kilmory, just arrived from Liverpool, was over forty days struggling against bad weather and head winds off Cape Horn. She was 153 days in making Honolulu from England. Her last trip was a record passage, occupying only 98 days. Captain Milne was then her commander. Captain Corrance is now her master. From May 10, when Staten Island was sighted, until June 9, when she got fair winds up this side, the Kilmory was losing time on account of heavy seas and alternate gales and squalls.

The German ship Philadelphia, which arrived on Saturday from Germany, had an almost similar experience, battling with the elements for thirty days off the Horn.

AMERICAN TONNAGE.

The Bureau of Navigation states that during the fiscal year ended June 30, 1900, the total tonnage officially numbered amounted to 417,034 gross tons. Full returns from Honolulu will not be received for a fortnight, but about 38,000 tons of Hawaiian vessels were entitled to American documents under the act of Congress creating the Territory of Hawaii. Porto Rican vessels were also by the act of Congress entitled to American documents, but they aggregate less than 1,000 tons. Complete figures will probably show that the actual additions to the merchant fleet during the year have surpassed the 437,846 gross tons documented during the fiscal year 1874, when the law required all canal boats in domestic trade to be documented. In that event the additions to our merchant fleet during the past fiscal year will have been greater than during any year since 1856.

The figures will be slightly reduced by the fact that the issue of official numbers and of marine documents are not simultaneous.

THE VESSELS BUILT.

The vessels built in the United States and officially numbered during the year aggregate 381,863 gross tons. This record was surpassed in 1874, when 432,725 gross tons were built in the United States and documented. Of the new vessels built during the year, 483 of 213,052 gross tons are steam vessels, 575 of 92,625 gross tons are sailing vessels, including barges with sail power, and 76,186 tons are barges and a few canal boats for Canadian trade without power of self-propulsion. The large proportion of steam vessels, 56 per cent of the total, makes this year's addition to the fleet in value and in carrying power superior to the additions of 1874 or of any other year in our history.

The most important additions of the year have been the large steel vessels built for the trade of the Great Lakes. They include the James J. Hill, of 6,025 tons, the largest merchant vessel built in the United States during 1900, nine other lake steamships, and two steel schooner barges each of over 5,000 gross tons, and five lake steamships of over 4,000 gross tons. On the seaboard the largest vessel built is the steamship California, 5,879 gross tons, launched at San Francisco, which will be the pioneer vessel in opening regular steam communication between Hawaii and the Atlantic ports of the United States. No other vessel of 5,000 tons or over on the seaboard has been numbered during the year, but six steamships of over 4,000 tons each for the Atlantic coasting trade have been built.

ONLY FOREIGN SHIP.

The only vessel built during the year exclusively for the foreign trade has been the steamship Maracibo of 1,771 gross tons for the Red D Line in the Venezuelan mail trade.

The sister steamships San Juan and Ponce, each of 3,503 gross tons, and the Porto Rico, 1,257 gross tons, giving the Island the best means of steam communication with the United States it ever had, are the first maritime results of the annexation of Porto Rico. The steel ship, Edward Sewall, 3,026 gross tons, and the steel bark, Kalulani, 1,570 gross tons, for the Hawaiian trade, are the square rigged vessels built, but eleven schooners each of over 1,000 gross tons, were constructed for the Atlantic coast trade.

Additions from sources other than construction during the year have been repaired wrecks, 9,843 tons; Hawaiian vessels numbered at San Francisco since June 14, 5,631 tons; vessels sold to citizens by the Government, 7,326 tons; admitted by special acts of Congress, 5,764 tons; American vessels returned from foreign flags, 3,007 tons.

DOCUMENTED TONNAGE.

Full returns will probably show that the total documented tonnage of the United States on June 30, 1900, for the first time since 1865 has again reached 5,000,000 gross tons. The tonnage registered for foreign trade, however, will probably be slightly below 848,000 gross tons, the figure for June 30, 1899. The increase of the Alaskan trade, carried on mainly by registered vessels, has checked somewhat during the year the steady decline in American tonnage registered for foreign trade.

Of steel construction is thus much the greatest in our history. The result is attributable also to the Great Lakes construction, where a total of 99,776 gross tons, 85,015 tons, 25 vessels, were steel vessels. The numbers of construction on the Atlantic seaboard comprised 715 vessels of 160,576 tons, of which 76,344 tons were wood. Numbered construction of the Pacific comprised 37,386 gross tons, and on the Mississippi, Ohio and western rivers 131 vessels of 7,939 tons.

For purposes of comparison, vessels under construction in Great Britain on March 31, the latest figures available, were 554 of 1,260,422 gross tons, of which 115 were ocean steel steamships of 4,000 gross tons or over, 17 being of over 10,000 gross tons. During the three months ended March 31, Great Britain launched 129 steamships of 264,208 gross tons. On that date British vessels under construction were 125,000 tons less than for the corresponding date in 1899.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.) Alden Besse, Am. bk., Potter, San Francisco, July 6.

Big Bonanza, Am. bk., Bergman, Newcastle, June 1.

City of Hankow, Br. sp., Thompson, Newcastle, July 27.

Dingo, Am. sp., Goodwin, Hongkong, June 15.

Dunreagan, Br. bk., Honeyman, London, August 8.

E. B. Sutton, Am. sp., Carver, San Francisco, July 28.

Elwood, Nor. stmr. Schlyden, Yokohama, July 30.

Empire, bk., Knacke, Newcastle, August 3.

Emily F. Whitney, Pendleton, San Francisco, August 7.

Fannie Adele, Am. schr., Monson, San Diego, July 26.

Geo. Curtis, Am. sp., Geo. S. Calhoun, San Francisco, June 5.

General Fairchild, Am. bk., Gove, Newcastle, August 4.

Halcyon, Am. schr., Chas. Mellin, Eureka, May 21.

Halewood, Br. sp., Jackson, Newcastle, August 1.

Helene, Am. schr., Christiansen, San Francisco, July 11; W. G. Irwin & Co. Holliswood, Am. bk., Knight, Newcastle, August 4.

Ivy, Am. sh., Halstett, Newcastle, July 5.

Iroquois, Am. sp., Thompson, Seattle, July 30.

James H. Bruce, Am. schr., Peterson, Aberdeen, May 24.

Kikikat, Am. bk., Cutler, Eureka, July 8.

Kilmory, Br. sp., Corrance, Liverpool, Eng., August 7.

Louisiana, Am. bk., Halcyon, Newcastle, June 22.

Mohican, Am. bk., Kelley, San Francisco, July 6.

Meteor, Am. schr., Lass, Port Gamble, July 14.

Mowena, Am. schr., Smith, New Whatcom, August 1.

Newsboy, Am. bktn., Mallestad, Tacoma, July 25.

Planter, Am. bk., McNeill, San Francisco, August 1.

Philadelphia, Ger. sp., Wachter, Gestamünde, August 4.

Ranbuck, Br. sp., Davies, Newcastle, August 4.

Robert Lewers, Goodman, Am. schr., San Francisco, July 23.

Sebastian Bach, Br. bk., Nagasaki, February 17.

S. N. Castle, Am. bktn., Hubbard, San Francisco, July 17.

St. Katherine, Am. bk., Saunders, San Francisco, July 12.

S. G. Wilder, Am. bktn., Jackson, San Francisco, August 6.

Sea King, Am. bk., Wallace, Newcastle, August 2.

W. H. Talbot, Am. schr., Benneche, Newcastle, July 31.

Woollahara, Br. bk., Williamson, Newcastle, August 2.

William Bowden, Am. schr., Fjerem, Newcastle, August 4.

VESSELS EXPECTED.

Vessel. From. Mary Winkelman, Am. bkt. Gray's Harbor

Helen Brewer, Haw. sp. Hongkong

Challenger, Ala. sp. New York

Henry Failing, Am. sp. New York

A. J. Fuller, Am. sp. Nagasaki

Princess Albert, Nor. sp. Newcastle

Lyman D. Foster, Am. schr. Newcastle

John C. Potter, Am. sp. Newcastle

Robert Searles, Am. schr. Newcastle

Euterpe, Haw. ship. Newcastle

Star of Russia, Haw. ship. Newcastle

Wachusett, Am. sp. Newcastle

Dechment, Br. sp. Newcastle

Perseverance, Am. sp. Newcastle

Abby Palmer, Am. bk. Newcastle

King Cyrus, Am. schr. Newcastle

J. B. Brown, Am. sp. Newcastle

Yosemite, Am. sp. Newcastle

Columbia, Am. schr. Newcastle

Benicia, Am. bkt. Newcastle

Princess Albert, Nor. sp. Newcastle

Princess Victor, Nor. sp. Newcastle

Cian Macpherson, Br. sh. Newcastle

Ancenis, Br. sh. Newcastle

Princess Albert, Nor. sp. Newcastle

Invincible, Am. sh. Newcastle

Stjorn, Nor. bk. Newcastle

Wrestler, Am. bkt. Newcastle

Ormburton, Br. sh. Newcastle

Fresno, Am. bk. Newcastle

Alex. McNeil, Am. bk. Newcastle

Golden Shore, Am. sh. Newcastle

Domillon, Br. bk. Newcastle

James NeSmith, Am. sh. Newcastle

Balkamah, Br. sh. Newcastle

Adgerly, Br. sh. Newcastle

Chehalis, Am. bk. Newcastle

Roland, Ger. sh. Newcastle

Irby, Br. sh. Newcastle

Mary A. Troop, Br. bk. Newcastle

Snow and Burgess, Am. bk. Newcastle

Benmore, Nor. bk. Newcastle

Lady Palmerston, Nor. bk. Newcastle

Marion Lightbody, Br. sh. Newcastle, Eng

Carned Llewellyn, Br. sp. Hamburg

Ventura, Br. bk. Antwerp

Yola, Br. sp. London

GOOD MEDICINE FOR CHILDREN.

"Through the months of June and July our baby was teething and took a running off of the bowels and sickness of the stomach," says O. P. M. Holliday, of Deming, Ind. "His bowels would move from five to eight times a day. I had a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house and gave him four drops in a teaspoonful of water, and he got better at once." Sold by Benson, Smith & Co., Ltd., wholesale agents.

Never Look Old

There is no need of it. You can look at thirty as if you are sixteen. Then why look as if you are sixty? Thick and glossy hair belongs to youth. Thin and faded hair to old age.



Ayer's Hair Vigor

It Never Fails to Restore the Natural Color to the Hair

It gives to the hair that soft, glossy appearance so natural to early life. For men, this means the look of strength and power. For women, it is the one ornament of youthful beauty.

Remember that pimples, rashes, and like disfigurements of the face may be thoroughly removed by taking a course of treatment with Ayer's Sarsaparilla. It will make the skin smooth and the blood rich.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.

HOLLISTER DRUG CO., Agents.

With the Change in Tariff

Comes a sweeping reduction in the price of all goods of American manufacture.

We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to \$3.00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while our present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

H. F. WICHMAN,

FORT STREET.

Removal Sale!

OUR ENTIRE STOCK OF JEWELRY, silver and silver plated ware, clocks, watches and spectacles, will be offered for the next thirty days at GREATLY REDUCED PRICES.

The Store we now occupy is to be rebuilt, so the stock must go.

Positively no goods charged during the sale.

All accounts must be closed up by the 10th of September.

MANUFACTURING and REPAIR departments going in full blast as usual.

M. R. COUNER.

RUBBER STAMPS

At the Gazette Office.

The semi-weekly HAWAIIAN GAZETTE is issued on Tuesdays and Fridays.

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Under the Old Tariff, among which comprises an elegant line of

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E. P. DOLE, Auditor.

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We buy and sell realty, act as agents, appraisers, trustees, receivers and underwriters.

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Have everything in readiness and prepared to serve their customers with ICE manufactured from pure condensed water from artesian wells.

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New Rigs, Fair Prices.

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Are Thoroughly Disinfected Before Using.

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ARLINGTON HOTEL, HOTEL ST.

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Agents Honolulu Soap Works Company, Honolulu, and Tannery.

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