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WE HAVE A NEW LINE OF UP-TO-DATE

- BUGGIES**—Ball-bearing, with pneumatic tire, or Long Distance, with cushion tire.
- SURREYS**—Canopy extension top, rubber of steel tire; cut-under or straight sill.
- PHANTOMS**—Three or two spring; rubber or steel tire, canopy or falling top.
- TRAPS**—Single or adjustable; two or four passenger; open or canopy top.

## For Business

WE CARRY A LARGE ASSORTMENT

- BUGGIES**—Rubber or steel tire; canopy or falling top; side bar or elliptic spring.
- RUNABOUTS**—Canopy or falling top; patent spring; Happy Thought gear.
- BRAKES**—With or without tops; anti-horse motion; steel or rubber tires.
- CARTS**—Single and two passenger, speeding carts.

## Also a Full Line of

Single and double HARNESS, buggy and hack LAMPS, WHIPS, ROBES, RUGS, SUNSHADES, DUSTERS, etc.

RUBBER TIRES—We are prepared to put on new channels and rubbers, or to re-rubber old channels.

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TO FACILITATE TRADE with the Hawaiian Islands, will deliver all goods purchased or ordered of them, FREE OF ALL CHARGES FOR TRANSPORTATION to Honolulu, or returning same to San Francisco. Goods will be sent on selection to those known to the firm, or who will furnish satisfactory references in San Francisco.

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There is to be a new king of Laysan Island. Max Schlemmer will go there and become monarch of all he surveys. Captain Joseph Spencer, the former ruler of that interesting little spot, will not return to Laysan.

Schlemmer has been to Laysan before; he will return to manage affairs for the Pacific Guano and Fertilizer Company. The new "boss" will take along with him a new party of Japanese laborers to work the guano. He expects to set sail in a few days in the bark Ceylon, which will also carry a large quantity of stores and supplies for the island.

Before Captain Spencer took charge of Laysan, Max Schlemmer was superintendent there for five or six years. For the past few years he has been conducting a saloon at Waimea, on Kauai. He returned to Honolulu last week, and was re-engaged by the fertilizer company to look after the firm's interests on the little island.

Inasmuch as Captain Spencer is at present engaged in a legal matter that may last some time, and if the case goes against the Japanese, there might be further trouble with the Japanese on the island if Spencer went back, it is thought best to have a new manager there.

There is still a large quantity of guano left on Laysan Island, enough to last for several years to come. It is expected that the schooner Aloha, Captain Frey, which left for Laysan several weeks ago, will return to Honolulu any day, unless Frey decides to stay there until more laborers are sent from here.

### IMPERFECT CHARTS.

At present none but imperfect charts of these Hawaiian Islands are in existence. Captain Saxe of the Euterpe, which went aground near Kahului last Sunday and was saved by the Fearless and brought to Honolulu, said yesterday: "I was supplied with the latest charts obtainable, but they are absolutely no good. To be sure, Lahaina was marked, Kahului was indicated, and I could make out the coast line, but there was absolutely no sign of reefs, shoals, rocks, or anything else dangerous to shipping. I think the pilots were much to blame for the Euterpe going on the reef, they failed to come out to me when they should have. I don't see any sense in a pilot waiting until a vessel is almost in the harbor before coming aboard."

Not long ago the cable ship Pathfinder was doing a great deal of surveying in the harbors of Hawaii and Maui. When her reports are ready in the form of charts navigators will not experience the present difficulties when approaching the coast of these islands. The Euterpe is leaking slightly and her rudder is considerably damaged. Yesterday afternoon Captain Brokaw of the Fearless, two members of the firm of Hackfeld & Co., and Captain Saxe talked over matters aboard the Euterpe.

The Fearless' log has the following to say: "Left harbor at 9:15 a. m., Monday, September 17, for Kahului. Got alongside Euterpe and had hawser aboard at 5:29 p. m. Started to pull at 5:45. Haul speeded till 6:20, then slowed to half speed. Ran at full speed and half speed alternately about one-half hour each until midnight.

Tuesday, September 18, from 12 to 1:35 a. m., pulled at half speed and then full speed till 2:05. Slowed to half speed again. Full speed again at 2:45. Ship has thrown over about 100 tons of coal. At 3:05 she came off the reef. Changed hawser and started for Honolulu at 4 a. m. Set sails on ship at 5:30. At 10:30 Molokai settlement abeam. Stopped off Waikiki at 5:45 p. m. to shorten hawser. Let go of ship in stream at 6:45."

### TRANSPORTS MUST PAY.

Hereafter all United States transports coming to these islands will have to pay pilot and water charges, as do all other vessels. Harbor Master Fuller brought the matter up yesterday. The Territorial Government decided to assess Government vessels for pilot fees and water. The law providing for this was passed some time ago, and no exceptions are made. It is felt that the only thing to do is to carry out the letter of the law. Formerly the matter of charges was given no attention.

### NEW YORK TO FRISCO.

Somewhere in the lonely wastes of the South Atlantic ocean there is today a little speck on the surface of the waters, a mere dot that rises and falls on the broad surges sweeping around Cape Horn and up the coast.

The United States flag is floating proudly from the little vessel's gaff, for she is in the service of the Government, and a Yankee crew is at the station. This little steamer, a mere tugboat, is bound for New York to San Francisco, via the Straits of Magellan. It is a daring journey, but unless unusual misfortune should attend the enterprising Americans aboard of her will bring her safely through and anchor her inside the Golden Gate in due time. This is the tugboat Slocum, the property of the quartermaster's department of the United States army. It was found necessary to have a tugboat in San Francisco harbor, and the only thing the department could do was to send one around from New York. The Slocum, which was bought by the Government in 1898, was selected and was put into drydock for repairs for the long and perilous journey. She is the largest tugboat ever built on the Delaware, and was launched in 1898 at Hillman's shipyard.

After her purchase by the Government she was in duty in the waters of Porto Rico for nearly two years and encountered some rough weather from time to time. As she was built to stand pretty severe handling she has come through thus far without disaster. The present journey, however, will test the utmost, and her log will be read with interest by seafaring men when she makes port.

The hardest part of the trip will probably come when the tug reaches the vicinity of the entrance to the straits and after she passes through and emerges in the Pacific on the other side of the continent of South America. Heavy seas are the rule in this part of the world, and sometimes steamers of the largest size find difficulty in making headway. Even the great ship Oregon had to run to shelter on her trip east-

ward when she struck the entrance to Magellan.

The Slocum left New York July 12 last. Six days later she was reported at St. Thomas, West Indies, and August 12 was at Buenos Ayres. She will make stops at Callao and Acapulco, on the west coast. Her average rate of speed is ten miles an hour.

The total distance of the voyage is 14,294 miles, and the sailing time is 57 days and 14 hours. She will coal several times on her trip, as her capacity admits of steaming about 3,000 miles without replenishing her bunkers. She is in command of Capt. K. J. Hampton, United States army, quartermaster's department, and has a sailing master and navigator. Captain Hampton was recently appointed from Kentucky, and is well known in Washington, where he has resided several winters. He will direct the movements of the Slocum, but, of course, will have nothing to say about the details of navigation, which will be left to the proper officers selected for that purpose.

The Slocum is constructed of steel throughout. Her length is 162 feet, beam 29 feet and depth of hold 19 feet, and her draught is from 14 to 16 feet. She has two steel boilers and triple expansion engines, with 1,200 estimated horse power. She is electric lighted and has steering gear and steam windlass. Her gross tonnage is 581.

### SHIPPING NOTES.

The S. C. Allen sails for San Francisco in a day or two.

The training ship Adams is expected here in the near future.

The Great Admiral is discharging coal at the Railway wharf.

The bark Albert, Captain Griffith, leaves for the Coast tomorrow. She will carry a number of passengers.

The fire in the Allen & Robinson coal pile, discovered Monday morning, was extinguished early yesterday. It did much hard work on the part of the firemen.

### VESSELS IN PORT.

#### ARMY AND NAVY.

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

U. S. A. T. Frederica, Vanches, San Francisco, September 14. En route to Manila.

#### MERCHANTMEN.

(This list does not include coasters.)

Albert, Am. bk., Griffiths, San Francisco, August 10.

Andrew Welch, Am. bk., Drew, San Francisco, August 14.

Archer, Am. bk., Calhoun, San Francisco, August 21.

Abbey Palmer, Am. bk., Uhlberg, Newcastle, September 18.

C. D. Bryant, Am. bk., Colley, San Francisco, August 30.

Challenger, Am. sp., Gould, New York, September 1.

Ceylon, Am. bk., Willer, Laysan Island, September 7.

Dunreggan, Br. bk., Dixon, London, August 15.

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

Ether Buhne, Am. schr., Salvesen, Eureka, August 26.

Enterprise, Am. schr., San Francisco, August 26.

Euterpe, Am. sp., Sachs, Newcastle, September 18.

F. S. Redfield, Am. schr., Jorgensen, Port Gamble, August 18.

Florence, Am. sp., Ryder, Tacoma, August 22.

Great Admiral, Am. sp., Sterling, Newcastle, September 16.

John Currier, Am. sp., Lawrence, Tacoma, August 28.

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

R. P. Rithet, Am. bk., McPhail, San Francisco, September 12.

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

S. C. Allen, Am. bk., Johnson, San Francisco, September 4.

Wm. Olsen, Am. schr., Hurtman, South Bend, September 12.

### VESSELS EXPECTED.

Vessel, Br. strmr. .... Hongkong.

Helen Brewer, Haw. sp. .... New York.

Henry Falling, Am. sp. .... New York.

A. J. Fuller, Am. sp. .... Nagasaki.

Hayden Brown, Am. sp. .... Newcastle.

Lyman D. Foster, Am. schr. .... Newcastle.

John C. Potter, Am. sp. .... Newcastle.

Robert Seavies, Am. sp. .... Newcastle.

Star of Russia, Haw. ship. .... Newcastle.

Wachusett, Am. sp. .... Newcastle.

Perserverance, Br. sp. .... Newcastle.

Abby Palmer, Am. bk. .... Newcastle.

King Cyrus, Am. schr. .... Newcastle.

Benicia, Am. bkt. .... Newcastle.

Prince Albert, Nor. sp. .... Newcastle.

Prince Victor, Nor. sp. .... Newcastle.

Cian Macpherson, Br. sh. .... Newcastle.

Arceus, Br. sh. .... Newcastle.

Fantail, Nor. bk. .... Newcastle.

Invincible, Am. sh. .... Newcastle.

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The Alliance Assurance Co. of London.

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