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OF THE

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RIVER STREET,  
Between Beretania and Pauahi Sts.

MANUFACTURERS OF  
Fine Carriages, Wagons and Trucks

Repairing Work a Specialty

All orders promptly attended to.  
Only competent help employed.

## NOTICE!

THE OCEANIC S. S. Co.'s S. S. ZEALANDIA will be DUE AT HONOLULU on the 21st March and will take FREIGHT and CABIN PASSENGERS as customary, LEAVING FOR SAN FRANCISCO on or about the 27th inst.

WM. G. IRWIN & CO., LTD.  
General Agents Oceanic S. S. Co.  
Honolulu, March 15, 1901. 5808

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Wing Hing Lung Co.

No. 46 HOTEL STREET.  
IMPORTERS OF GENERAL MERCHANDISE.

Lam In Chew, Manager, holds power of attorney to act for this firm in all matters. 5807



EARLY yesterday afternoon the steamer America Maru, Captain Golang, arrived from San Francisco, bringing seven days' later mail and news of the outside world. She brought Mr. and Mrs. T. M. Freeman, Miss E. D. Irvine and Miss L. M. Stewart to stop over at this port and carries the following passengers through to the Orient: A. L. Bagnall, Rev. A. J. Brown, Mrs. A. J. Brown, C. Bohlen, Mrs. A. J. Bulkeley, B. Duncan, Miss A. H. Dyer, Miss E. L. Edwards, Dr. T. W. Ayers, Mrs. E. W. Ayres and four children, M. D. Garratt, Rev. W. A. Goodell, Mrs. M. Jorgenson, Miss Eustis, F. W. Frankland, Mrs. F. W. Frankland and child, J. Guggenheim, Mrs. J. Guggenheim, W. E. Hartness, Miss E. Leonard, Miss A. A. Lewis, I. Hashimoto, W. Drosemeier, Mrs. W. Drosemeier, Miss A. Keyes, Comdr. A. Marx, Lt. H. G. Macfarlane, Mrs. M. Mansfield, B. J. McGinnis, K. Misakawa, L. H. Morgan, Mrs. L. H. Morgan, S. Nakasano, Miss S. E. Neilson, S. Nishiyama, W. J. Thompson, Mrs. J. L. Latimer, two children and servant, Mrs. J. R. McKenzie, Surg. Franklin Rogers, Miss L. Sandman, M. Oshima, Miss E. A. Preston, G. B. Pettengill, R. E. Schirmer, Mrs. R. E. Schirmer, T. Sukimoto, R. B. Taft, Mr. Travers, P. V. Ligda, R. H. Parker, Rev. H. C. Stuntz, A. Van Vlissingen, Mrs. A. Van Vlissingen.

### Make Themselves Conspicuous.

As the steamer America Maru came alongside the Pacific Mail wharf yesterday afternoon there were a couple on the boat who were evidently very much afraid that Honolulu might fail to recognize their approach. The man wore a soft hat, which was continually tempting the wind, also creased trousers, a cigarette and a cane. His companion wore top boots beneath her skirts and wasn't going to let anybody lose sight of the fact.

While the gangway was still in a horizontal position, on a level with the deck, held in position by its tackle, the gay pair waltzed out to the end of it and held on to the ropes, evidently intending to be the first to get ashore when the gangway was lowered.

The man amused himself by jumping up and down and rocking the gangway, while the woman giggled and exhibited the top boots.

Just as the couple were expressing their ideas of Honolulu's charms, in a loud voice, as viewed from a swaying gangway above the heads of a great crowd on the wharf, the man's hat was lifted from his head by the wind. The crowd on the wharf roared with delight. "Come off the perch!" cried somebody in the crowd, and immediately the crowd caught the inspiration and made fun of the people who were doing a stunt on the gangway.

About this time the customs inspector on the vessel ordered the pair off the gangway and, although the lady sassed back, they finally decided to be good. The hat which started the fun was finally rescued from the water by a little native boy who received a coin for his trouble.

### First Cadet From Hawaii.

Contrary to the hopes of the native Hawaiian party, which has been looking forward to the honor of having native boys placed in the army and navy of the United States, the first boy to be recommended to Annapolis from the Island Territories is a lad of American birth and parentage. Delegate Wilson has named as his first choice for the United States naval school John Enoch Pond, a student in the Berkeley High school.

Young Pond is the son of Lieutenant Charles F. Pond, who is in command of the gunboat Iroquois and the Government naval station at Honolulu. The boy was sent to Berkeley two years ago to be educated in the High school. Young Pond is 16 years of age and a member of the middle class of the High school. He is a good football player and played tackle last season on the crack Berkeley eleven.

### Will Take Soundings.

Captain Pond will take soundings of a portion of the harbor today or tomorrow. It is thought that there is some shoal water a little makai of the new Naval slip and that the water is but twenty-four feet in depth. This would be likely to interfere with the coming into the slip of transports and navy vessels.

### Zealandia Brings Porto Ricans.

Two trains bearing 545 Porto Ricans went through Los Angeles county, on the Southern Pacific Railroad, on the night of the 14th, under cover of darkness, and by daylight the voyagers were all aboard the steamer Zealandia at Port Los Angeles. A little later the ship sailed for Honolulu. The railroad officials maintained the greatest secrecy as to the movements of the special trains bearing the Islanders. The work of getting the passengers aboard the steamer was executed with dispatch. Energetic agents flew about the wharf and spurred on the laggards.

Some of the Islanders, who stopped to view the scenery from the pier as they smoked their cigarettes and big black cigars, were urgently caught by their arms or coat collars and made to step lively over the gangplank. Coffee, with bread and butter, was served to the travelers on the main deck after they went aboard. Butter was a luxury with which they were apparently unacquainted, and they ate it in great lumps, instead of spreading it.

Many of the men smoked cigarettes, but a large number of women were indulging in a heavier form of rolled weed. One woman, with a nursing child, sat in the crowd, and as her infant contentedly drew its nourishment, the mother puffed away at a big black cigar with an air of deep satisfaction. The travelers were comfortably clothed, many of them having had their lack of raiment made up by the planters to whose places they are now going.

Generally the voyagers, it is said, are ill-conditioned. Their faces, both those of the old and young, are thin and pinched as if by long hunger. They do not look strong, but it was said that a few days more of good food and plenty of it will work great improvement in their appearance.

### Reward for Finding Rio.

As a final effort to locate the lost

wreck of the steamer Rio, the Pacific Mail Steamship Company has offered a reward of \$1,000 to the person or persons definitely locating the wreck to the satisfaction of the company. This is done because it is practically certain that, if she lies in shallow water enough for diving operations, much of the valuable cargo can be saved. The raw silk would not be spoiled for manufacturing operations, provided it were kept wet until handed over to the manufacturer. The matting, if carefully dried, would deteriorate little in value. The tea, or at least such part as is packed in lead, would probably be uninjured, and the water would not spoil some of the general merchandise. This offer throws open the search to the general public.

### Memorial for Capt. Ward.

In memory of the late William Ward, who lost his life in the wreck of the steamer Rio de Janeiro, of which he was the captain, services were held on March 10 at the Trinity Episcopal Church, in San Francisco. While being simple and brief, not occupying more than ten minutes time, the ceremonies were impressive. Several musical selections were rendered by the church choir, and the pastor, Rev. Dr. Clappett, read passages from the Bible, including the fifteenth chapter of Corinthians.

The services were attended by about fifty persons, and among those present in mourning for the dead captain were his brother, John Ward, and Miss Leona Jackson, Captain Ward's intended bride. The altar was decorated with lilies.

### Rio Wreck in Court.

The story of the wreck of the Rio de Janeiro will be told in court. On March 12th, in San Francisco, the first suit growing out of the disaster, was filed in the United States District Court. The plaintiff, Mrs. Sarah Guyon, who is the widow of Guyon, one of the victims, has brought two actions, one to recover \$25,000 damages, and the other for the cost of transportation and the personal effects lost in the wreck.

The plaintiff makes sweeping charges of neglect. The officers of the vessel are arraigned for not making proper soundings when coming into the harbor, and the Pacific Mail Steamship Company is held responsible for not providing a crew of intelligent men who understood the English language, and a sufficient number of licensed officers.

### Old Australia Overdue.

Lack of any means of communication with Tahiti other than by steamer from Auckland or San Francisco renders it difficult to obtain any news of the steamer Australia after she sails from the Coast until the return of the vessel. According to the schedule made out when the Australia left San Francisco early in February, the steamer was due on the return trip on the 10th, but she had not been reported when the America Maru left San Francisco. On the last trip from Tahiti, made in ten and a half days, the Australia stopped several times on account of disabled boilers, and after slight repairs was sent out again on the long voyage of 3,700 miles to Tahiti. The steamer carried a supply of boiler tubes, and the delay of the vessel may have been occasioned by repairs made while in the port at Tahiti.

### The Hancock Arrives.

The transport Hancock, bearing the Thirtieth Infantry, made up almost wholly of men from Illinois and Michigan, reached San Francisco on the 13th instant, twenty-three days from Manila, and sixteen days and ten hours from Nagasaki. This time, while above the average of the transports, was slow for the Hancock, which, while known in Arizona, was one of the speed wonders of the Atlantic. It was an unusually fortunate trip, and for the first time since she has been in the government service the Hancock had no demerits on the long voyage from the Philippines.

### Troops for Manila.

On March 15th the transport Indiana sailed from San Francisco for Manila with one battalion of the Twenty-eighth, and one company of the Tenth Infantry regiments. The Meade sailed on the 16th for Manila with the headquarters and two battalions of the Fifth, and two troops of the Fifteenth Cavalry, and the Pennsylvania was scheduled to sail on the 18th with seven companies of the Tenth Infantry. Part of the troops took part in the inauguration day parade in Washington.

### Hawaiian at Coronel.

The steamer Hawaiian, on the way from New York to San Francisco, with freight, is reported to have sailed from Coronel, Chile, on March 10th, forty days out from New York. The Hawaiian is a sister ship of the Californian, which was launched last year at the Union Iron Works, and of the American, which is on the coast of the Atlantic Coast. All are of 6,000 tons gross register. Captain Banfield commands the Hawaiian.

### Battleship Wisconsin Sails.

The battleship Wisconsin, under command of Captain Reiter, and fully manned, sailed from San Francisco on the 12th, on her first regular cruise, with Magdalena bay as her destination. On the deep and broad waters of that land-locked harbor the big guns of the new battleship will be given their first trial since being put in position, and officers and crew alike are looking forward with pleasure to the test of the heavy ordnance.

### The Overdue Vessels.

The overdue vessels upon which re-insurance is quoted include the British ship Ardnamurchan, out eighty-seven days from Fraser river for Liverpool, 69 per cent; the H. Hackfeld, out 209 days from Philadelphia for Nagasaki, 20 per cent; the Khorasan, out 219 days from Tampa for Yokohama, 45 per cent; the Elizabeth, out 194 days from Westminister for Shanghai, 40 per cent.

### Transport Logan En Route.

Word was recently received at San Francisco that the transport Logan left Nagasaki on March 9th, instead of the 7th, as erroneously reported. On board are General Young, 26 officers, and 769 men of the Thirty-third and Thirty-fourth regiments, 21 officers and 785 men of the Thirty-fourth Regiment, and the bodies of 250 deceased soldiers.

### Brigantine W. G. Irwin Sailed.

The brigantine W. G. Irwin has been sold by the Kimball Steamship Company to the Tacoma and Roche Harbor Lime Company, and will be employed in carrying lime to San Francisco. The Irwin sailed from San Francisco on the 9th for Roche Harbor.

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Water-proof Cold Water Paint, inside and outside, in white and colors.

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