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LIMITED.

WILDER'S STEAMSHIP COMPANY.

NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT a new freight schedule will go into effect on and after December 1, 1901.

Information in regard to changes in rates can be obtained at the office of the company, corner Fort and Queen streets, Honolulu.

C. L. WIGHT,

6012 President

WILDER'S STEAMSHIP CO.

NOTICE.

CHANGE IN PASSENGER RATES.

On and after December 1st, 1901, the following change in passenger fares will go into effect, viz:

Deck rates between Honolulu and the Island of Hawaii will be increased from \$2.00 to \$2.50.

Deck rates from Honolulu to Maui ports will be increased from \$2.00 to \$2.50.

Cabin rates between Honolulu and Hana, Hamoa and Kipahulu, on the Island of Maui, will be increased from \$4.00 to \$7.00.

All special rates, excepting to clerks, etc., will be abolished on the above date.

C. L. WIGHT,

5999 President

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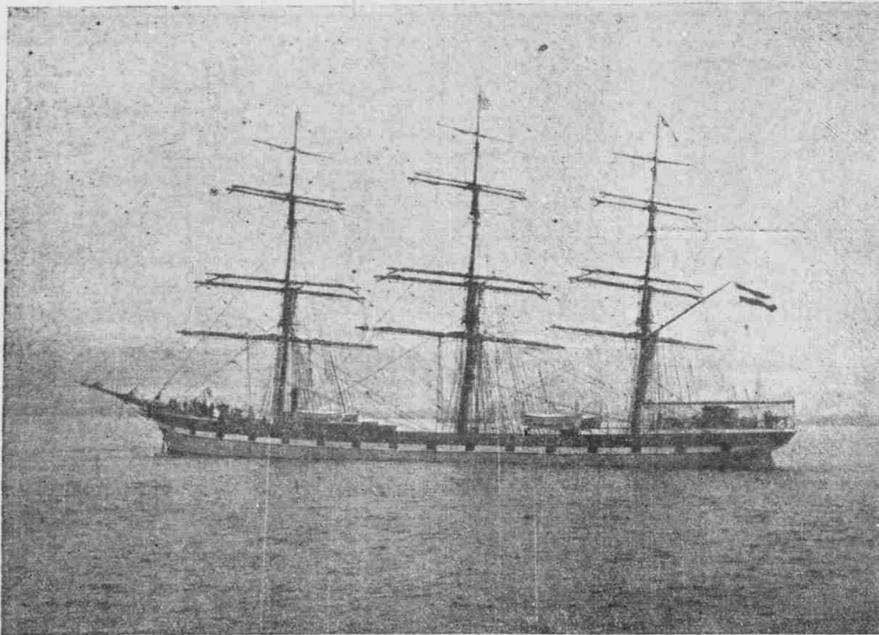
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NEWS OF THE WATERFRONT



GERMAN SHIP LITA NOW IN PORT FROM HAMBURG.

THE United States battleship Wisconsin arrived off port yesterday morning after an absence of about five weeks, during which she has been to Samoa. The officers of the battleship state that the stay in Samoa was a very dull one. The Wisconsin was at Pago Pago for two weeks during which period almost incessant rains kept the people on the Wisconsin from venturing out of doors. The heat is also said to have been excessive and upon the whole the officers, as well as the blue-jackets were glad when the bow of the battleship was pointed homeward. While the Wisconsin was at Pago Pago the men were not allowed to go ashore on account of a self-imposed quarantine which was started on account of three cases of measles which had developed on board. One of these cases developed while the Wisconsin was in this port and the two others while she was at Pago Pago. While there really was not much danger of infection, still it was thought that the greatest precautions ought to be taken in order to prevent the chance of the disease from spreading among the natives. The officers went ashore but did not enjoy their stay very much on account of the inclement weather.

The officers report that the large new naval coal sheds have been finished and that they are at present sheltering about 10,000 tons of coal. The work on the wharf was progressing nicely but was not as yet finished at the time when the Wisconsin left Pago Pago. Outside of the naval reservation the town of Pago Pago is said to be of very little importance. There are only about two or three white residents besides the naval officers and only about two or three hundred natives. While the harbor is an excellent one which will make Pago Pago a valuable coaling station, still the officers did not seem to think that the town would ever develop to much importance outside of its use as a naval station.

The Wisconsin left Pago Pago on November 13 and proceeded to Apia, where she remained for about two days. The quarantine was continued in this port for the same reasons as it had been done in Pago Pago. The Wisconsin left Apia on November 21st and proceeded to Honolulu direct. The trip was entirely without any important events.

The Wisconsin will probably not come up to the naval wharf as had been intended on account of her deep draught. The officers stated that the three cases of measles which had developed on board had been cured with the exception of one patient who is at present convalescing in a temporary hospital on deck and will probably be discharged in two or three days, and that there was no other sign of the disease in the Wisconsin now. It was supposed by some that the battleship remained outside for the purpose of quarantining the men. The reason for the change of plans is probably rather the fact that the transport Meade gave a very forcible demonstration of the depth and condition of the harbor at and in the vicinity of the naval wharf, when she left that place on Saturday and stirred up the mud to a great extent.

China Comes and Goes.

The Pacific Mail steamship China was sighted Saturday afternoon at 3:45 and arrived in port, where she was moored at the Pacific Mail wharf a few hours later. The China left San Francisco about one hour later than the Alameda, which arrived here on Friday. Shortly after leaving the dock the China experienced trouble with her boiler pumps, and had to heave to near Goat Island. She lay there while the necessary repairs were made, and did not get away until 10 p. m. of the 23d. The first three days out rough weather also kept the ship from making good progress, and as the boats of this line are limited in their use of coal, the time lost could not be made up. There have been several changes in the list of officers of the China since she was here last. First of all, Captain Seabury has been placed in command of the large new liner, Korea. Captain Seabury is going east to take his new vessel from Newport News, where she was built, around the Horn to San Francisco. She will probably start on her first trip to the Orient in the beginning of next year. Captain

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond. U. S. battleship Wisconsin, Reiter, Pago Pago, December 1. U. S. A. T. Rosecrans, Dobson, Portland, November 27.

MERCHANTMEN.

(This list does not include coasters.) Alice Cooke, Am. schr., Penhalow, Port Gamble, November 24. Archer, Am. bk., Hardwicke, San Francisco, November 17. Charmer, Am. sp., Slater, Tacoma, November 12. C. D. Bryant, Am. bk., Colly, San Francisco, November 6. H. C. Wright, Am. schr., Nielsen, Eureka, November 5. Henry Wilson, Am. schr., from Tacoma, October 2. Kalulani, Am. bk., Dabel, San Francisco, November 23. Lita, Ger. sp., Harms, Hamburg, November 17. Mauna Ala, Am. bk., Smith, San Francisco, November 6. Mohican, Am. bk., Kelly, Ladysmith, November 6. Roanoke, Am. sp., Amesbury, Norfolk, November 25. R. P. Riley, Am. bk., McPhail, San Francisco, November 13. Rosamond, Am. schr., Johnson, San Francisco, November 8. R. W. Bartlett, Am. schr., Olsen, San Francisco, November 7. Santiago, Am. bk., Engalls, San Francisco, November 14. Benjamin F. Packard, Am. sp., Allen, Norfolk, October 30. W. H. Marston, Am. schr., Curtis, San Francisco, November 6.

Steamer Movements.

ARRIVE.

Table with columns: Name, From, Date. Includes Sonoma, Coptic, American Maru, Alameda, Aorangi-Victoria, etc.

DEPART.

Table with columns: Name, For, Date. Includes Peru, Alameda, Coptic, Aorangi-Victoria, etc.

Friele, who has been in command of the Peru, has taken Captain Seabury's place on the China. Charles H. White has been succeeded as storekeeper of the China by Frank Howland. Mr. White has entered the employ of a shipping firm in San Francisco. There was quite a large number of cabin passengers on the China, and about 350 Chinese and Japanese in the steerage. Among the passengers were Capt. C. C. Todd, U. S. N., who is going on duty at Yokohama. Among the other passengers were a number of missionaries and globe trotters. The China took about 200 tons of coal on board while in this port. She sailed for the Orient a little after 10 a. m. yesterday.

Rosecrans to Sail Tuesday.

Yesterday was a happy day for the officers and men of the transport Rosecrans. The first of the month is the pay day of the transports, and about \$5,000 were distributed by Quartermaster Captain Babcock. The work on the

boilers of the Rosecrans is being rushed to get it done as soon as possible, and shifts are laboring both day and night. The work is going ahead in good shape, and Quartermaster Captain Babcock expects that the transport will be able to sail for Manila on Tuesday, instead of Wednesday, as had been previously decided. It is a very important thing to get the transport to her destination as quickly as possible, partly on account of the soldiers on board, as they are all longing to reach Manila, and a prolonged stay in any port on the way is thought by their officers to have a detrimental effect on the men's spirits, and also on account of the cost of maintaining the transport. An idea of this cost can be formed from the fact that it costs the government about \$699 for each day the vessel is in port.

The boys in blue have all enjoyed their stay in Honolulu and, notwithstanding the fact that they are anxious to reach the Philippines, still, many of them express their satisfaction at having had an opportunity of seeing this city. The men have behaved exceptionally well while in this port with the exception of the tendency which they have to dispose of their overcoats which, as the coats are government property, subjects the seller to punishment. When it was found that there were only from six to sixteen overcoats to each company of 100 men, instead of each man having one, the wrath of the officers descended upon the offenders' heads, and last night strict precautions were taken to prevent the men from taking coats, etc., ashore and disposing of them. Eight sentries were posted on the wharf and on the vessel, and strict orders were given not to let any man, civilian or soldier, leave the ship with any packages or bundles, however small, which was not accounted for. No soldier could go ashore without obtaining a written permission from the officer in command, and only about fifty of these were issued.

The officers and men all speak well of Honolulu. They find the place an enjoyable one, and speak in high terms of praise of the hospitality which has been extended to them from the residents of this city.

Transport Meade Sails.

The United States army transport Meade left Honolulu Saturday a little before noon. Previous to her sailing some trouble was caused by a number of Bremen who decided to quit the vessel, instead of going with her to Manila. The officers of the transport had a lively time in securing eight men to take the places of the deserters.

This was the first time the Meade ever left the harbor of Honolulu loaded as she should be, so that she drew more aft than at her bow. When she went out on Saturday she drew 28 feet 4 inches at the bow, and 28 feet 8 inches aft. The big transport stirred up a great deal of mud when she left the slip.

Shipping Notes.

Purser Sharratt, of the steamer Iwalani, reports fine weather on the Hamakua, Kona and Kauai coasts.

The steamer W. G. Hall brought the following freight from Kauai ports: 41 bags pia, 1 horse, 96 packages sundries and 3 bags coin.

The steamer James Makee brought the following freight from Kauai ports: 159 sacks bottles, 29 bags of rice, 1 piece of machinery from Hanamaulu, and 27 packages sundries.

The steamer Iwalani brought the following freight from Hawaii ports: H. A. C. sugar, 4,500 bags; 25 head of cattle for Metropolitan Meat Company, and 1 package sundries.

Purser Sharratt, of the Iwalani, reports the following sugar left at Hawaii ports ready for shipment: H. A. C., 5,000 bags; H., 3,446 bags; H. S. Co. and P. S. M. cleaned out.

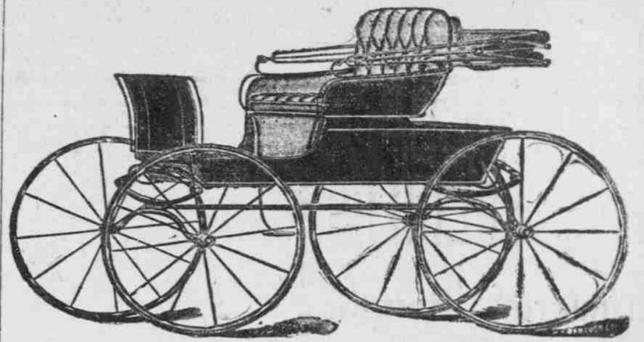
The steamer Claudine, which arrived from Maui yesterday morning, brought the following freight: 3,965 bags sugar, 114 bags corn, 54 bags rice, 28 hogs, 3 horses and 188 packages sundries.

The following sugar is reported by Purser Ferguson, of the W. G. Hall, to be left in Kauai ports ready for shipment: K. S. M., 2,200 bags; V. K., 500; W. G. M., 1,365; making a total of 4,065 bags.

Purser Ferguson, of the steamer W. G. Hall, reports as follows: Mikahala at Elelee discharging. Nihau will probably be in Honolulu Monday. Lihue plantation started grinding Thursday. Good weather on Kauai. Smooth sea and light northeasterly winds were experienced while crossing the channel.

Purser Lyons, of the steamer James Makee, gives the following report of the last trip to Kauai: Nihau had already discharged one boiler in good shape, and was working on the other at Koloa on the 29th. The W. G. Hall was at Elelee. Smooth trip crossing the channel. On the 29th we overhailed and painted all the moorings at Kapaa. We also found two anchors, which we buoyed.

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