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INDURINE, Water-proof cold-water Paint, inside and outside; in white and colors.

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Office Hours—10 to 12 A. M.

A. F. COOKE, MANAGER

Offers for Sale or Lease

- 1. TRACTS of 25 to 100 ACRES of land in Palolo Valley for building, farming or stock raising. 2. BLOCKS of 16 BUILDING LOTS each 1500 square feet with streets all laid and lots cleared. 3. SINGLE BUILDING LOTS in the valley or on the hill sides, 75x200 and 100x150. 4. 5 AND 10 ACRE Lots of CLAY SOILS suitable for making bricks, sewer pipe, flower pots, fire clay, etc. 5. 500,000 TONS SHIP BALLAST ROCKS in quantities to suit, for sale in the quarry or delivered in town. 6. ROCK QUARRIES of building stone for sale or lease. A good opportunity for contractors and new building firms to work or own their own quarry. 7. Land suitable for SMALL FARMING, CHICKEN RANCHES, MOUNTAIN HOMES, etc., for sale or lease. 8. ROAD METAL, CRUSHED ROCK for concrete work for sale in quantities to suit, by the yard or 100,000 yards. Special rates for large quantities. 9. OPPORTUNITIES for contractors to put up 30 to 40 cottages for rental and for a bus line to run as soon as buildings are rented. 10. BEAUTIFUL SUBURBAN PROPERTY and sites for hotel purposes, three to four miles of the Post-office, for sale or lease on favorable terms.

ALONG THE WHARVES.

The Comings and Goings of the Ships Yesterday.

CAPTAIN WEIR OF CLAUDINE HURT.

FIERCE FIGHT WITH BIG TIGER SHARK AT WAIPIO GULCH.

The Wrecked Mille Morris Again in Commission—About Phelps' Earnings—Captain Thompson's Canary—Notes.

The Mauna Loa, Noeau and Nihau arrived yesterday and the Claudine, Kinahu, W. G. Hall and several other smaller steamers and the ship Caruedd Llewellyn departed. All along the front it was busy. The big transport Logan was the center of activity at the Pacific Mail wharf and the schooners also loading there made a very lively scene during the day.

There were rumors all day that a transport had been sighted, but up to a late hour last night she failed to materialize. The Caruedd Llewellyn, after her trials with a discontented crew, got away for the sound with some freight that she had brought from Germany with her for the North. She was towed out by the Fearless and as the wind outside was very light, late in the afternoon she was in the neighborhood of Diamond Head, her sails snapping against her masts.

There was a big crowd to see the Kinahu off for Hilo. There had been rumors made by the soldiers that they would lay for the negro ministers when they went to board the Hilo liner, but there was not the slightest sign of trouble and the police sent to the wharf in case anything turned up had their trip for nothing. The Kinahu had Captain Clark in command, as Captain Freeman is still unable to take his ship on account of the trouble he is having with his eyes.

Captain Billy Weir of the Claudine met with a serious accident yesterday afternoon as he was superintending the loading of a big railroad car onto his vessel. The day before he had been put on and it was a foolish job handling the piece, as it was very bulky and heavy. Yesterday he was directing the handling of the second car, which is to be used on the Hilo railway, and he was jammed by the heavy car against the side of the Claudine. His arm was broken and it is thought that he is injured internally.

Captain Parker of the Maui, which is laid up for repairs just now, was sent out in command of the Claudine. He will have her until Weir recovers. The Wilder people are handicapped a good deal just at present. Captain Clark, the superintendent, is away in the Kinahu taking the piece of Freeman, who is sick; Captain McDonald is away on a vacation; now Weir is laid up and the president of the company, C. L. Wigat, is also away. There is nobody left to look out for things but Chief Engineer Billy Johnson and Captain Lane, the right hand man of Captain Clark, and they have to keep hustling to keep things moving. And they are doing it.

A TIGER SHARK.

The men on the Noeau, while at Waipio gulch on the 8th inst had an exciting time for about two hours with a fierce tiger shark that they caught on a line set for tuna. Purser Adams and the chief engineer, George Porter, had been fishing for tuna and had grown tired, as they had not had a bite or even a nibble. While they were at supper the line was left in the water and after they met the men were on deck smoking when Adams found that there was something on it. He gave a tug and the something on the other end gave a tug that almost pulled the purser overboard. Porter came up and took a hand at the line and the combined strength of the two men was necessary to take in the slack of the line. They finally got the fish near the surface of the water and saw that they had a big shark. A rifle was procured and four shots were put into the body and head of the monster. This did not seem to take any light out of it, for it broke away from the men and dashed the whole length of the line. Further attempts to pull the shark in by hand proved futile, so a turn of the line was taken on the winch and the fish was hauled to the side of the vessel. It was legally landed on deck and then the fun began. The shark's tail was in the way at all times until it was finally lashed, and then the men proceeded to cut the shark open. His heart was removed and continued to contract and expand for over an hour after it was removed. Even after the big fish was open it struggled and hopped around. Before being cut to pieces it was measured and found to be ten and a half feet long, six feet around the middle, twenty-two inches across the eyes and fifteen inches across the jaws. The jaws when fully open give plenty of room for a man to pass them over his body as with a barrel hoop.

It was a young shark, as some of its teeth are seen still under the membrane of the jaw. The teeth that are out are very large and sharp. Several strips of the shark's skin have been saved by Adams and will be tanned and made into belts. The fins and jaws are on exhibition on the steamer.

THE MILLE MORRIS.

The little schooner Mille Morris, which was wrecked at Kooloa several weeks ago, is on an even keel again and probably in better condition than she has been for a long time. She was repaired on the other side and is now on her regular run. She will sail for the other side with a load of lumber today.

JOYFUL NEWS PAU.

Evangelist J. Leslie McCombe has closed the Joyful News mission and is no longer the lighthouse of the sailors on the beach. When he started in he stated that with the grace of the Spirit he would elevate the sailor men and drive Lewis & Turk, the shipping masters, from the beach. Something must have gone wrong, for the home of the sailors is closed, the furniture all moved away and nothing remains of the evangelist's boat but the sign over the door. The shipping masters

are still doing business at the old stand and the erstwhile evangelist does not get around any more these days. Lewis & Turk were asked if it was true that they had slaughtered the evangelist on board some of the deep water vessels leaving this port and they denied that they had. They said that they would not inflict the evangelist on any ship, as his presence there for long would mean the incarceration in an insane asylum of the captain and crew as soon as the vessel arrived in port, if she ever got there.

THOMPSON'S CANARY.

Captain Thompson of the W. G. Hall, who, with his family, has been spending a vacation on Hawaii for several weeks, returned in the Mauna Loa yesterday after an enjoyable trip. He brought back with him a Kona canary, which has been adopted into the family and will hereafter be kept in a cage as a watch dog at the captain's place on Young street. These little animals are very common on the Kona side of Hawaii and make affectionate pets. The canary was at the wharf almost all day getting acquainted with the captain's friends. He is so attached to it that he is contemplating taking it on trips with him to keep him company when he is lonesome.

WITHOUT WIRES.

Further experiments with wireless telegraphy were made between the trans-Atlantic liner Kaiser Wilhelm der Grosse (on her last voyage to New York) and the signal station erected on the island of Borkum. On former occasions it had only been possible to secure a sure communication at a distance of 20 to 25 sea miles, but this time distinct messages were dispatched and received on both sides a distance of 40 sea miles, and legible signals were received at the Borkum station at a distance of 50 sea miles.—New York Marine Journal.

FIFTY THOUSAND FOR A TOW.

Awards have been made by the admiralty court, London, in the case of the towing into Bermuda last March of the Neptune steamer Deiano, Captain Gray, by the steamer Lord Londonderry, Captain Davis. Ten thousand pounds sterling was the award, and the Deiano was very damaged and received on both sides a distance of 40 sea miles, and legible signals were received at the Borkum station at a distance of 50 sea miles.—New York Marine Journal.

FACTS, NOT FICTION.

FACTS are stubborn things. Last week the American steel four-masted ship Etienne M. Phelps arrived in San Francisco, Cal., 26 days out from Honolulu, with the greatest cargo of sugar ever carried into that port by any single vessel. She carried 5,500 tons of sugar, or about 27,000 bags, more than any other vessel had carried heretofore into San Francisco. In coming up from Honolulu the Phelps carried a crew of 22 men all told including the master and officers. Of the above but 14 were able seamen before the mast, the other eight being officers. The Phelps was very deeply laden and had but a small freeboard. Her draft seems superfluous. Here is a ship of 2,710 net tons carrying no less than 5,500 tons dead weight of cargo, or about 105 per cent more than her net registered tonnage, with 22 men all told, or carrying nearly 25 tons cargo per man. Her crew numbers 22, the usual freight rate from Honolulu, and deducting all expenses, the Phelps must have made nearly \$4,000 or more, counting in her time of loading, sailing and unloading, a time certainly not exceeding 75 days. As the capital invested in the vessel does not exceed \$100,000, and based on the foregoing, the annual earnings of the ship would be equal to nearly \$12,000 per annum or over 26 per cent on the capital invested. And yet American ship owners are clamoring for subsidies and complaining about paying high wages to seamen.

PASSENGERS DEPARTED.

For Hilo and way ports, per stmr Kinahu, Sept. 11—Harry Hapai, W. H. Lambert, H. T. Brattelle, A. S. Cantun, Miss Julia Mahoe, Jane B. Massey, J. R. Woods, A. H. Wagner, J. C. Connel, Judge Estee, Mrs. E. J. Silva and two children, Miss Kate Horner, Mrs. Roger Leung, S. L. Shaw, J. K. Shaw, J. Machado, F. Gardner, J. Layton, J. Avery, C. Arnold, L. P. Rookes, E. Roope, Jerry Mills, H. Wise and wife, C. Alexander and wife, W. A. Petter, Father Mathias, D. A. Ray and Miss Ray, Mrs. Aho and child, C. T. An Manda, An Kana, C. An Wing, Rev. J. Okamura, Rev. G. G. Quack, Mrs. C. F. Maywood, Miss Van Deering, Mrs. W. A. Smith and daughter, John Kauhainoa, Rev. O. P. Emerson and wife, W. E. Sharp, Guy Livingston, H. L. Colburn, G. E. Ithru, H. S. Pratt and wife, E. K. Wood and wife, Rev. N. K. Kamae, Rev. J. H. Robinson, H. Cooper, Mrs. Aldrich, Mrs. Izelen Ross, W. B. Maline, J. C. Baird, Wm. MacDonald and wife, Miss McCormiston, Mrs. M. Heine and child, David Douglas and Mrs. Conrad.

PASSENGERS ARRIVED.

From Anahola, per stmr Nihau, Sept. 11—F. Scott, Miss Ekekeke, Mrs. H. M. Stillman and children and Mrs. S. C. Bertlemann and children and 9 on deck. From Maui and Hawaii ports, per stmr Mauna Loa, Sept. 11—Mrs. G. J. Campbell and children, Mrs. Kahaliwai, Miss Kualoa, H. W. Freck, Sam Kaal, Lizzie Wassaman, Fred Wassaman, Y. Aona, C. McWayne, A. C. Robinson, J. Morgan, Jr., J. Cooper, Dr. C. B. Wood, W. Muller, J. T. Taylor, G. K. Wells, E. Ah Sin, W. E. Rowell, Italian Yates, J. Greenwell, Mary Ahman, Dora Todd, H. Mills, Mrs. Lemson, R. McWayne, J. A. McCandless, Capt. Thompson, wife and child, F. Gouviea, L. Vasconville, P. John and wife, Mrs. Kasepe, J. Cornwell and wife, W. H. Cornwell, Miss E. Holt, Mabel Robertson, C. B. Wells, W. D. Baldwin, Capt. Lorenzen, D. Kanaokalani, Master Kona, Mrs. Keonina, Miss Keonina, A. A. Fairley, Geo. Dunn, S. H. Makapu, Rev. J. J. Makalo, Rev. J. Kepipi, Mrs. Kauhainoa, D. H. Kauhainoa and 68 on deck. Per stmr Noeau, from Hamakua, Sept. 11—Mrs. Kanakawahine and daughter. The Mariposa should be in this morning and the China tonight, both from San Francisco.

TIDES, SUN AND MOON.

Table with columns for High Tide, Low Tide, Sunrise, Sunset, Moonrise, Moonset. Includes data for Sept 11 and 12, 1900.

Full moon on the 8th at 6:36 p. m.

Purser Tuft reports as follows: "We left 1,254 bags of sugar at Punaluu and 1,620 at Honouapo; also 524 at Honouapo mill. Fine weather all the trip. No rain at Kau. Rain every afternoon at Kona. The Noeau expected to leave Hamakua at 4 p. m. Monday, September 10. She leaves 5,000 bags at H. S. Co. and 2,500 at F. S. M. Good weather all the way. The ship left Kailua Sunday morning for Kawaihae with republican electioneers. The engine was at Kailua loading lumber for one of the other Kona ports. The schooner Jessie Minor has discharged her cargo of lumber at Kailua and will leave for the Sound Tuesday morning, September 11. The Mauna Loa left Honolulu on her last trip a full day late and she took a very large cargo for various ports on Maui and Hawaii. Notwithstanding these facts she discharged every bit of her cargo, took on 3,000 bags of sugar and arrived back in port on time.

ARRIVALS.

Tuesday, September 11. Stmr Mauna Loa, Simerson, from Maui and Hawaii ports, 9,525 bags sugar, 23 bags coffee, 31 kegs butter, 55 bush bananas, 11 bis tobacco, 1 horse, 1 donkey, 3,470 ft koa and 241 page sundries. Stmr Nihau, Thompson, from Anahola. Stmr Noeau, Wyman, from Hamakua ports.

DEPARTURES.

Tuesday, September 11. Stmr Kinahu, Clarke, for Hilo and way ports. Stmr Maui, Nelson, Kailiawai and Anahola. Stmr St. Katherine, Saunders, San Francisco. Stmr Nihau, Thompson, for Honolulu and Punaluu at 10 a. m.

TO SAIL TODAY.

Stmr Keahou, Mosser, for Kilauea at 4 p. m. Stmr Nihau, Thompson, for Honolulu and Punaluu at 10 a. m.

VESSELS DEPARTED.

For Hilo and way ports, per stmr Kinahu, Sept. 11—Harry Hapai, W. H. Lambert, H. T. Brattelle, A. S. Cantun, Miss Julia Mahoe, Jane B. Massey, J. R. Woods, A. H. Wagner, J. C. Connel, Judge Estee, Mrs. E. J. Silva and two children, Miss Kate Horner, Mrs. Roger Leung, S. L. Shaw, J. K. Shaw, J. Machado, F. Gardner, J. Layton, J. Avery, C. Arnold, L. P. Rookes, E. Roope, Jerry Mills, H. Wise and wife, C. Alexander and wife, W. A. Petter, Father Mathias, D. A. Ray and Miss Ray, Mrs. Aho and child, C. T. An Manda, An Kana, C. An Wing, Rev. J. Okamura, Rev. G. G. Quack, Mrs. C. F. Maywood, Miss Van Deering, Mrs. W. A. Smith and daughter, John Kauhainoa, Rev. O. P. Emerson and wife, W. E. Sharp, Guy Livingston, H. L. Colburn, G. E. Ithru, H. S. Pratt and wife, E. K. Wood and wife, Rev. N. K. Kamae, Rev. J. H. Robinson, H. Cooper, Mrs. Aldrich, Mrs. Izelen Ross, W. B. Maline, J. C. Baird, Wm. MacDonald and wife, Miss McCormiston, Mrs. M. Heine and child, David Douglas and Mrs. Conrad.

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Fine Chocolates and Confections. Ice Cream and Water Ices.

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ALWAYS ON HAND. TRUNKS, FURNITURE AND SAFES CAREFULLY HANDLED.

Telephone Main 65

DIAMOND HEAD SIGNAL STATION, Sept. 11th.—Weather clear; wind light, west.

MOVEMENTS OF STEAMERS.

Steamers due and to sail today and for the month of September are as follows:

Table with columns for ARRIVE, DEPART, STEAMERS, FROM, DUE. Lists arrivals and departures for various ships like Mariposa, China, Doric, etc.

ARRIVE.

Table with columns for STEAMERS, FROM, DUE. Lists arrivals for Mariposa, China, Doric, etc.

DEPART.

Table with columns for STEAMERS, FROM, DUE. Lists departures for Mariposa, China, Doric, etc.

ARRIVALS.

Tuesday, September 11. Stmr Kinahu, Clarke, for Hilo and way ports.

DEPARTURES.

Tuesday, September 11. Stmr Kinahu, Clarke, for Hilo and way ports.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. S. Inoquoia, Pond, Midway Island, Aug. 5.

U. S. A. T. Logan, Stinson, San Francisco, Sept. 9.

MERCHANTMEN.

[Coasters not included.]

Archer, Am bk, Calhoun, San Francisco, Aug. 28.

Allice Cooke, Penhollow, Blakley, Aug. 24. Lumber to L & C.

Albert, Am bk Griffiths, San Francisco, Aug. 10. H. Hackfeld & Co.

Andrew Welch, Am bk, Drew, San Francisco, Aug. 14. C. Brewer & Co.

Challenger, Am sb, Gould, New York, Sept. 1.

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

Dunreggan, Br bk, Dixon, London, Aug. 9. Haw, Fert. Co.

Enterprise, Am sb, San Francisco, Aug. 26.

Florence, Am sb, Ryder, Tacoma, Aug. 29.

F. S. Redfield, Am sb, Jorgensen, Port Gamble, Aug. 18. Allen & Robinson.

Invincible, Am sb, McKenzie, Newcastle, Aug. 24. Coal to order.

John Currier, Am sb, Murchison, Tacoma, Aug. 28.

J. B. Brown, Am sb, Knight, Newcastle, Aug. 14. Coal to order.

Kilmory, Br sb, Corrance, Liverpool, Aug. 7. H. Hackfeld & Co., Ltd.

Philadelphia, Ger sb, Wachter, Giesstermunde, Germany, Aug. 4. H. Hackfeld & Co., Ltd.

Sebastian Bach, Br bk, Nagasaki, February 11.

S. C. Allen, Jot-son, San Francisco, September 8.

Standard, Am sb, Getchell, Tacoma, Aug. 18. O. R. & L. Co.

VESSELS EXPECTED.

Vessel. From.

Mary Winkelman, Am bk, ... Gray's Harbor

Henry Faling, Am sb, ... New York

A. J. Fuller, Am sb, ... Nagasaki

Hayden Brown, Am bk, ... Newcastle

John C. Potter, Am sb, ... Newcastle

Enterprise, Haw, sb, ... Newcastle

Star of Russia, Haw, sb, ... Newcastle

Wachusett, Am sb, ... Newcastle

Perseverance, Br sb, ... Newcastle

Abby Palmer, Am bk, ... Newcastle

King Cyrus, Am sb, ... Newcastle

Yosemite, Am sb, ... Newcastle

Columbia, Am sb, ... Newcastle

Prince Albert, Nor, sb, ... Newcastle

Prince Victor, Nor, sb, ... Newcastle

Cian Macpherson, Br sb, ... Newcastle

Annexis, Br sb, ... Newcastle

Marion Lightbody, Br sb, ... Newcastle

Quickstep, Am bk, ... Tacoma

Ventura, Br sb, ... Antwerp

Yola, Br sb, ... London

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1. House and lot on Young st.; 60x140; house contains 3 rooms. Price \$3,500.

2. Two-story residence on Young st.; 10 rooms. Price \$7,500. Only part cash.

3. House and lot on Alexander st.; 100x190; house contains 7 rooms. Price \$6,000.

4. House and lot at Kaili; 77x150; 8 rooms. Price \$2,800. A bargain.

5. House and lot on slopes of Punch-bowl. Price \$7,750.

6. House and lot on Alinau st.; 50x100. A bargain for \$2,800.

7. Lot at Kaili; 77x150. Price \$1,000.

8. Lot at Kaili; 50x100. Price \$500.

9. House and lot at Kaili; 155x150; house contains 3 rooms. Price \$3,900.

10. House and lot on College st.; 75x125. A bargain for \$5,000.

11. Business property on Fort st.; 47x 98. Price \$5,000.

12. Lot on Kekaulike st.; 46 ft front. Price \$5,000.

13. Lots at Kewalo; all bargains; 50x 100 each.

14. House and lot on Liliha st.; \$3,500.

15. House and lot on Vineyard st.; \$3,500.

16. Lot on Young st.; 55x155. Price \$5,000.

17. Lodging house on Fort st.; monthly gross income \$425. Price \$6,000.

18. Leasehold on Queen st.; 2 1/2 years to run; splendid warehouse property