



THE Doric and the Aorangi respectively from San Francisco and Vancouver arrived yesterday forenoon. The former came in with eight days mail. She carries a large passenger list for Oriental ports. Both vessels had uneventful voyages. The Doric arrived at nine in the morning and sailed at four. The Aorangi came in just at noon, and left at midnight on her way to the Colonias.

Rodgers to Succeed Remey.

NEW YORK, Feb. 9.—A special to the Herald from Washington says: Rear Admiral Frederick Rodgers will probably be the next commander in chief of the Asiatic station. He was sail the latter part of the month on the New York to assume duty as senior squadron commander. Rear Admiral Remey will remain in Asiatic waters for another year, when he will be directed to return to the United States. Rear Admiral Rodgers is senior to Rear Admiral Kempff and will consequently succeed Rear Admiral Remey in command of the station. It is not believed Rear Admiral Kempff will remain in Asiatic waters after the detachment of Rear Admiral Remey, as both were ordered to the east at the same time.

Samoa on the Way.

The Samoa, the largest of the freight transports, and lately purchased by the Government, sailed from Hongkong on Wednesday week for San Francisco. The steamer was to have been refitted at Hongkong, but the price asked was considered excessive and the work is to be done at San Francisco upon the arrival of the big vessel. The Samoa is a sister ship of the Algea, which is owned by the Pacific Mail Company and which has lately arrived at San Francisco with a cargo of 10,000 tons of coal from Puget Sound.

Zealandia Coming Again.

The steamer Zealandia, which has been succeeded on the Honolulu route by the Mariposa, is to make at least one more trip to Honolulu before engaging in other business or being up. As soon as she can be made ready for the trip, according to reports, she will sail for San Pedro to take on a party of 300 or 400 Porto Ricans who have been brought across the continent under contract to work on the Hawaiian plantations.

Wrong Again.

The man who looks after the incoming steamers made a little mistake Friday night in reporting the Doric as being in sight, when in reality it was the Maui. The Aorangi was reported to be over the horizon the same day when the Santa Ana was the vessel really in sight. It is rumored that there will be a change at the lookout station before many weeks.

Loading for Honolulu.

The new steamer Hanalei, built on the Coast recently for the Inter-Island Navigation Company, is loading at Mission-street wharf, San Francisco, for Honolulu, and upon arrival at the inter-island wharf, the Hanalei is of 502 tons register, and is one of the best small steamers ever built on San Francisco bay.

More Portuguese Laborers.

Another foreign importation arrived in the Aorangi yesterday afternoon, the New England states, who came to Honolulu by way of Vancouver. At first it was thought that they left the Waialeale, but later it was found that they were billeted for the Oahu plantation and went to that place immediately upon their arrival.

Goodbye Archie.

Among the passenger who have been saying over in this port, waiting for the Doric, is Archie Kilgus, of the Crown Distillery Company. Yesterday he left for Yokohama, Hongkong and Manila. His many friends were at the wharf to bid him goodbye. Numerous large cold bottles were opened by the popular salesman in honor of the event.

Forward by the Alameda.

Persons having mails to send to the Mainland will do well to send by the Alameda, which leaves on Monday morning. The Salce leaves today at three o'clock, but it is the intention of Commander Winslow to take at least seven days for the voyage. The Alameda averages five and one-half days on this portion of her run.

Five Men Scalded to Death.

On the evening of January 23rd, five men met a horrible death on the steamer Ventura during her voyage from Philadelphia to San Francisco. While the steamer was about 700 miles north of Valparaiso, in latitude 20 deg. 58 min. south, longitude 87 deg. 42 min. west, a terrific roar startled everybody on board, and immediately afterward steam issued in dense volumes from the engine-room. As quickly as was possible Chief Engineer Haynes and others made their way below, where they found the bodies of five men who had been killed by the burst of steam from the main steam pipe of the port boiler. The victims were: George W. Robb, junior engineer, aged 26, a resident of Charleston, S. C.; William Farnen, fireman, aged 39, a native of Ireland; J. Desmond, fireman, aged 36; Paul Beiler, coal passer, aged 26, a native of Germany; and Felix Glass, aged 19, a stowaway from Philadelphia, who was employed as a coal passer. No cries were heard immediately following the explosion, and judging from the appearance of the five unfortunate, all of them were almost instantly killed by the heat and force of steam. The bodies presented a horrible sight. On the day following the bodies were buried at sea with fitting ceremonies. Four other men were badly

scalded, but they have since recovered. Up to the time of the accident the Ventura was making excellent time. As it was she came into San Francisco, under three boilers, only fourteen hours behind the Sonoma's time. She made the run in 25 days, 23 hours and 20 minutes.

Some rough weather was experienced, particularly at the beginning of the voyage. When two days out from Philadelphia a gale swept the seas entirely over the steamer, carrying away part of the starboard railing, breaking the gangway, and staving in one of the boats. Captain Hayward reports the Ventura to be a fine sea vessel, the violent weather having afforded a very fair test of her qualities. The steamer went direct to an anchorage in Mission bay upon arrival. According to present plans, the steamer will sail for Sydney, via Honolulu, Pago Pago and Auckland, on February 12th. The Ventura is in appearance exactly like the steamers Sierra and Sonoma, and is the third and last of the Oceanic Company's new steamers.

Licenses Granted.

Licenses have been granted to the following seamen: Edwin Hughes to be chief engineer of ocean steamers.

James W. Wilkinson, first assistant ocean steamer.

William H. McGregor, to be chief engineer of ocean steamers.

Robert Andrews, to be joint pilot and engineer of the steamer Mohea.

William McArthur, to be third assistant on ocean steamers and first assistant of steamer of three hundred tons.

Jacob Wagner, third assistant on ocean steamers and first assistant on inter-island steamer of seven hundred tons.

A. J. Gillis to be third assistant on ocean steamers, first assistant on inter-island steamers of three hundred tons.

J. O. Wilder, to be third assistant on ocean steamers and first assistant on inter-island vessels of seven hundred and fifty tons.

Charles Peterson, to be master and pilot on Hawaiian steamers of five hundred tons, and pilot from Honolulu to sea and return.

The following men have petitioned to be recognized as qualified to act as mates: Hiram Kaul, Enoka Pal, Lui Self, D. Kawalo, Kawakolu, Kukahiko and Le Kaphonui.

PASSENGERS ARRIVED.

From San Francisco for China and Japan, staying over at Honolulu.—J. E. Foutz, John Harvey, B. Honig, Frank Ise, E. Kaufman, J. J. Nihloek, A. Simon, A. Sneve. About 50 saloon passengers go through.

From Vancouver, per O. & S. S. Aorangi, Feb. 16.—V. Croslley, C. Macrae, Minnie Davidson, Kathryn Davidson, G. C. Coulson, Mary J. Coulson, J. McPerry, E. A. Calbert, C. A. Jones, Geo. Keese, Miss M. Churchill, Miss Clara Churchill and 39 Portuguese laborers.

From Kaula ports, per stmr. W. G. Hall, Feb. 16.—S. W. Wilcox, Miss L. E. Wilcox, Mrs. J. H. Soper, J. S. Gandall, J. Goldstein, Robt. Lovell, H. Hachbeet, H. A. Howard, J. H. Kaula.

From Maui and Hawaii ports, per stmr. Maui, Feb. 16.—Mr. Reynolds and children, C. P. Moore, F. Swanzy, W. H. Cornwell.

PASSENGERS DEPARTED.

For China and Japan, per S. S. Doric, Feb. 16.—Mr. Chisholm, A. W. McKillop and Geo. Wesley.

For Hawaii ports, per stmr. Helene, Feb. 16.—J. M. Lygate, Paul Isenberg, Sr., W. P. Piontenhauser and 16 negro laborers.

ARRIVALS.

Saturday, Feb. 16. Stmr. Maui, Sack, from Maui and Hawaii ports. Stmr. W. G. Hall, Thompson, from Kaula. O. & S. S. Doric, Smith, from San Francisco. C. A. S. S. Aorangi, Hay, from Vancouver. Am. bk. Planter, Chase, from San Francisco. Am. ship Chas. E. Moody, 39 days from Tacoma. Stmr. J. A. Cummins, Searle, from Koolau ports.

DEPARTURES.

Saturday, Feb. 16. Am. bk. Mohican, Kelley, for San Francisco. Stmr. Waialeale, Piltz, for Kaula ports. O. & S. S. Doric, Smith, for the Orient.

SHIPPING NOTES.

The Salce has finished taking on coal. Captain McNeill, late of the Planter, has been made captain of the Mary L. Cushing.

The Iwaleai and Lehua have been examined and accepted by the inspectors of hulls and boilers.

The Government band played at the Pacific Mail dock as the Doric sailed away yesterday afternoon.

A large number of yachtsmen took advantage of the fine wind yesterday afternoon and went sailing.

The W. G. Hall arrived from Kaula yesterday. She carried a number of passengers, also a full load of sugar for H. Hackfeld & Co.

The merchants of San Francisco are endeavoring to subsidize a steamship line that will place them in direct communication with Manila. Overtures were made to the Pacific Mail, but that line failed to respond and an offer will be made to some other line.

TIDES, SUN AND MOON.

Table with columns for Day, High Tide, Low Tide, Sunrise, Sunset, Moonrise, Moonset, and Daylight. Rows for Mon, Tue, Wed, Thur, Fri, Sat, Sun, Mon.

OAHU RAILWAY AND LAND CO.

TIME TABLE

From and After January 1, 1901

OUTWARD

Table for Outward schedule with columns for Stations, Daily, and times.

INWARD

Table for Inward schedule with columns for Stations, Daily, and times.

G. F. DENISON, Superintendent. F. C. SMITH, P. & A.

MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next two months are as follows:

DEPART.

Table of departures with columns for Steamer, For, and Depart.

ARRIVE.

Table of arrivals with columns for Steamer, From, and Due.

A government transport from San Francisco, carrying mail, is due about the 8th and 23d of each month.

Camarines' Refrigerator.

Arrived by the steamer and contained a fine lot of the season's delicacies. Game of all kinds, fruits and oysters. To get the best the market affords leave orders at his King street depot.

ELECTION OF OFFICERS.

At the adjourned annual meeting of the Bergstrom Music Company, Limited, held this day, the following officers were elected for the ensuing year: J. W. Bergstrom, President. C. S. Deaky, Vice-President. C. J. Hutchins, Treasurer. W. O. Atwater, Secretary. A. F. Cooke, Auditor.

W. O. ATWATER, Secretary.

Honolulu, Feb. 16, 1901. 215-3t

NOTICE.

At the adjourned special meeting of the Woodlawn Fruit Co., Ltd., held this 14th day of February, A. D. 1901, the following stockholders were elected to serve as officers during the ensuing year: W. G. Irwin, President. W. M. Giffard, Vice-President. H. M. Whitney, Jr., Treasurer. Richard Ivers, Secretary. Geo. J. Ross, Auditor.

The above officers also comprise the Board of Directors. RICHARD IVERS, Secretary. 213-3t

Their Claims Set at Rest.

The claim of other cough medicines to be as good as Chamberlain's are effectually set at rest in the following testimonial of Mr. C. D. Glass, an employe of Bartlett & Dennis Co., Gardiner, Me. He says: "I had kept adding to a cold and cough in the winter of 1897, trying every cough medicine I heard of without permanent help, until one day I was in the drug store of Mr. Houlahan and he advised me to try Chamberlain's Cough Remedy and offered to pay back my money if I was not cured. My lungs and bronchial tubes were very sore at the time, but I was completely cured by this remedy, and have since always turned to it when I get a cold, and soon find relief. I also recommend it to my friends and am glad to say it is the best of all cough medicines." For sale by Benson, Smith & Co., General Agents for the Territory of Hawaii.

We make new blank books for the year 1901.

Oceanic Steamship Co. TIME TABLE.

The steamers of this line will arrive at this port as hereon set: FROM SAN FRANCISCO. 1901.

Table of ship arrivals from San Francisco for 1901, listing ship names and dates.

FOR FURTHER PARTICULARS APPLY TO WM. G. IRWIN & CO. LIMITED GENERAL AGENTS OCEANIC S. S. CO.

Canadian Australasian Royal Mail Line.

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are DUE AT HONOLULU

On or about the dates below stated, viz: From Vancouver and Victoria, B. C., or Brisbane, Q., and Sydney.

Table of ship arrivals from Vancouver and Victoria for 1901.

From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.

Table of ship arrivals from Sydney, Brisbane, Q., for 1901.

THROUGH TICKETS issued from Honolulu to Canada, United States and Europe.

For Freight and Passage, and all general information, apply to THEO. H. DAVIES & CO., Limited. GENERAL AGENTS.

Pacific Mail S. S. Co.

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

Table of ship arrivals for Pacific Mail S. S. Co. for 1901.

FOR GENERAL INFORMATION APPLY TO H. Hackfeld & Co., Ltd. Agents.

American-Hawaiian S. S. Co.

S. S. HAWAIIAN will be dispatched from New York on or before Jan. 15th for San Francisco, en route to Honolulu. To be followed by S. S. OREGONIAN, April loading.

Freight received at the Company's wharf, Forty-second street, South Brooklyn, at all times.

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For Further Particulars Apply to H. Hackfeld & Co., Ltd. C. P. MORSE, General Freight Agent. AGENTS, HONOLULU.

Nerves of Weak Men

I have demonstrated the fact that weaknesses of men, the result of early or later indiscretions, such as Drains, Impotency, Lame Back, Varicocele, etc., will not yield to a stimulating treatment. This accounts for the fact that drugs never cure. The medicines given for these troubles, essentially poisonous, are intended only to stimulate. Continuous stimulation must result in harm. Thousands of patients have said to me: "Doctor, when I took this or that medicine I felt better in an hour, but after a month my weakness returned, and I was worse off than ever." "Better in an hour" means a powerful stimulant—means a wrecked constitution.

That's what you want, strength, not stimulation. Electricity will never cure in a day; it does not cure in a week. It takes two months, it may take three, but the results are there to stay. I am the inventor and introducer of the famous Dr. Sanden Electric Belt, with attachment for men. It embodies the best efforts of my 30 years as a specialist. Work at night, it strengthens you when you sleep. Currents act upon the Liver, Kidneys, Stomach, Bladder, Prostate Gland and all weakened parts. It weighs but five ounces. Currents instantly felt.

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