



After the great rush of freight and sugar the island steamers are at present doing but little. The James Makee which for several months has been making an average two and a half trips a week is laid up. The Nihau is also laid up as is the Mikahala. Except on the island of Hawaii there is but little sugar and the vessels are all returning empty. The last big load of sugar brought here was by the Helene on Wednesday. The Hanalei which arrived yesterday had but half a load and several of the inter-island steamers have arrived lately from Kauai empty. This time last month there were forty deep water vessels in port while last evening there were but twenty-one. If the strike at San Francisco continues as is predicted from many quarters there is a possibility that vessels from that port will be few and far between. According to latest advices there are but five sailing vessels on their way here from San Francisco now. By the time the last of these arrives nearly all the vessels at present here will be ready to leave and most of them will be gone. Since the last day of July there have been but two arrivals of sailing vessels from abroad, the second of which arrived yesterday.

Captain Dalton in Charge. Captain Dalton of the quarantine launch Oahu is not out of a job as was stated in yesterday's Star. The genial skipper of the little launch was suspended pending an investigation and the trouble which he got himself into by speaking hastily has all been settled and forgotten. It seems that when the launch took the doctor to the Coptic Thursday she was rounding the main steamer's stern and the vessel's engines were started astern. The little launch which was trying to go alongside got into the wash of the propeller and was sent along at a merry rate away beyond the steamer. In passing Captain Dalton yelled at Captain Rinder of the Coptic and asked what in— he was trying to do. Captain Rinder belongs to the Royal Naval Reserve and his dignity was greatly hurt by being addressed by the captain of a two by four launch and so he inquired of Dalton, whom he was talking to, Dalton told him that he was talking to nobody else but him. Rinder could hardly wait to get off the bridge to complain to Dr. Cofer, of the heart to heart talk Dalton had given him in the presence of his officers, crew and passengers. Dr. Cofer was inclined to be severe with Dalton but after the latter had apologized to Rinder the latter gave him a letter to Dr. Cofer stating that his dignity had been satisfied and so Dalton was pardoned. Had the Oahu been swamped and its occupants drowned by the carelessness of the Captain of the Coptic in starting his propeller unnecessarily when the boat was in such close proximity there would have been no swearing and no injured dignity. There would have been no need then for Dr. Cofer to do anything but write to Washington for another assistant physician and launch and look for another captain and crew when the little vessel arrived. Dalton would have had no chance to assert himself in good American fashion for what he considered a foolish act on the part of Captain Rinder and which might have meant the losing of the lives of himself and the other occupants of the launch.

Salter and Ship. If Congress had been as earnest in protecting the American ship in the foreign-going trade as it has been wise in protecting the seamen who work on such ships, the bulk of our exports would not be going abroad in foreign vessels. Our national legislators have seen fit, and properly so, to fix by law the number of square feet the sailor shall be allowed in the forecastle for his comfort, as well as providing for him a bill of fare which makes the mouths of foreign sailors water, and is the great incentive they have for deserting their own flag. For instance, an American shipmaster must supply each one of his crew every day in the week four quarts of water, one-half pound of biscuits, a pound and a half of fresh bread, one pound of potatoes, coffee, tea, three ounces of sugar, an ounce of lard,

an ounce of butter, mustard, pepper and salt. Salt beef and salt pork are required on alternate days, and some kind of fish on Friday. Canned peas, tomatoes and beans serve alternate turns. Molasses, dried fruit, pickles and onions must be served three times a week. Cornmeal, rice and canned meats appear on the schedule semi-weekly. There is a long list of substitutes, such as desiccated vegetables in place of potatoes, and supplies for emergencies. This is very much in excess of what foreign shipowners provide, and especially Norwegians; hence the reason that the crews of American vessels are made up largely of Norwegians and Swedes. The forecastle of the present day is above deck in almost every foreign-going American vessel and is furnished with steam heat in winter and proper sanitary appliances and ventilation in summer, all of which adds to the cost of operation over that of the foreign ship to the same trade. To this we may add at least one-third more wages paid per man, and taking into account the difference in the cost of the ship, the necessity of government protection for the American merchant marine must be plain to every intelligent observer.—N. Y. Marine Journal.

Some of our won't-be-modernized readers have protested against our advocacy of the stockless anchor, perhaps more on account of its being a modern invention than any of the few light reasons argued against it. This device has come to stay, however, and there appears to be no further need of exploiting it in these columns at present. Another new feature connected with navigation has come to the front—and none too soon—as an aid in preventing disasters that occur through a misapprehension of the words "port" and "starboard." We refer to the words "port" and "starboard" used in giving orders for the movement of the helm, which in both instances causes the vessel's head to go the contrary way. The North German Lloyd and the Hamburg-American Lines for some time have been using the terms "port" and "starboard" in their literal sense, i. e., when it is desired that the vessel's head shall be turned to port the word "left" is given; when to the starboard the order to the wheelman is "right." A general meeting of the merchant vessel-owners in Germany was held recently, at which it was resolved at a date in the near future to adopt the use of the words right and left in place of port and starboard. We can see no reason why the change should not be popular with mariners of all nations. We take it for granted that every one—landsmen as well as seamen—knows what right or left means and for those who first start on a sea career it makes two exclusively sea terms, "port" and "starboard," easily understood when left and right are used in their stead. We are living in an age of advancement and improvement. There is no good reason for clinging to old-fashioned terms and conditions on shipboard when they can be simplified and better understood through a more apt application of language or invention.—N. Y. Marine Journal.

Judgment for Delay. LONDON, Aug. 2.—Justice Mathews, in the King's Bench division of the High Court of Justice, today rendered judgment in favor of the plaintiffs in the case of Mackie, Dunn & Co., who sued Donald Currie & Co., and Bucknall Brothers for delay in the delivery of a cargo of foodstuffs shipped on the British steamer Machona, from New York, October 18, 1899, consigned to Pretoria. The court found that the agents of the defendants knew that the goods were liable to confiscation on board the steamer, and that, therefore, delay in their delivery was probable. A stay of execution was granted, as six other actions are pending.

May Consolidate. For some time there has been talk of the consolidation of the two island steamer companies. As yet there has been no action except that the matter has been talked over by the stockholders of the two companies informally. Under present conditions the companies are being operated with

Diamond Head, 10 p. m.—Weather clear, wind light east. but little profit and for the purpose of making money it is considered that they could be operated more profitably as one concern. The directors of the companies have as yet taken no action but as many of the larger stockholders own in both companies it is possible that some action will be soon taken leading to the joining of issues.

Freight and Charters. The following freights and charters were noted at San Francisco prior to August 2nd: Achonah, Br sh, 2324 tons—wheat to U. K. H. A or D, £1 17s 6d; by De-war & Webb. Prior to arrival. Alden Besse, Am bk, 812 tons—pass and mdse to Honolulu, in Spreckels Line, by J. D. Spreckels & Bros. Co. Andrew Welch, Am bk, 862 tons—pass and mdse to Honolulu, in Planters Line, by Welch & Co. Balclutha, Am sh, 1613 tons (at Blakeley)—lumber thence to Melbourne (owner's account). Prior to arrival. Emilia Ciampa, Ital bk, 969 tons—wheat or barley to U. K. H. or D, £1 15s; by G. N. McNear. Prior to arrival. King Cyrus, Am sc, 630 tons (at Blakeley)—lumber thence to Melbourne or Adelaide, £2 13s 9d; by Renton, Holmes & Co. Prior to arrival. Mary E. Foster, Am sc, 839 tons—lumber from Blakeley to Honolulu; by Renton, Holmes & Co. Palmyra, Am bk, 1223 tons—lumber from Port Gamble to Valparaiso, f. o. £2 15s; option of Callao, £2 12s 6d. Prior to arrival. Paramita, Am sh, 1444 tons (on Puget Sound)—lumber thence to Sydney, £2; Melbourne or Adelaide, £2 7s 6d; by Chas. Nelson & Co. Pleiades, Am str, 2932 tons—coal from Seattle to this port, by Pacific Coast Co. Poltalloch, Br sh, 2139 tons (at Portland)—wheat thence to U. K. H. A or D; by Portland Flour Mills. Reeper, Am bk, 1558 tons (at Gamble)—lumber thence to Manila; by Pope & Talbot. S. D. Carleton, Am sh, 1788 tons (at Tacoma)—coal thence to Honolulu. Snow & Burgess, Am bk, 1528 tons—lumber from this port and Gamble to South Africa; by Pope & Talbot. Tanner, Am bk, 276 tons (at Blakeley)—lumber thence to Honolulu, by Renton, Holmes & Co.

Captains in Overalls. Letters received from the Coast in the steamer Coptic state that the captains and mates of the island vessels lately arriving in San Francisco have had to take off their good clothes and pitch in and discharge their own vessels. This is on account of the strike of the longshoremen. The St. Katherine from Hilo was discharged by Captain Drew of the Andrew Welch, Captain Gibbs of the Olympic and mates, Captain Calhoun and mates of the George Curtis and Captain Gove and mates of the Gerard C. Tobey. They all pitched in and discharged the vessel. Then they loaded the Tobey and then started on the other vessels. This mutual benefit society worked to a charm and the captains and mates had a good deal of fun out of it and got some exercise. Made Another Record. NEWPORT, (R. I.), Aug. 1.—It has just been learned that the ships of the North Atlantic squadron have established another world's record in the matter of coaling ships. Up to the time the squadron visited Pensacola the British armored cruiser Adriane, of the Channel fleet, held the record by taking on board 293 tons of coal within one hour. The Kearsarge, the Alabama and the Massachusetts each broke this record at Pensacola by the following figures: The Kearsarge 219 tons of coal in one hour; the Alabama, 222 tons and the Massachusetts the extraordinary amount of 248 tons in one hour.

Will Have Competition. From present indications it appears that the American-Hawaiian line of steamers will have a line of sailing vessels to compete with next season, in the around the Horn sugar carrying business. It is reported that the Fort George, Arthur Sewall, Nuwani, Helen Brewer, George Curtis, Poehng Sney, Hawaiian Isles and some other big vessels will be put in the business. The claim is made that with these vessels the sugar can be carried at a saving of two dollars a ton and almost as fast as by the steamers. Will Be Preserved. NEW YORK, Aug. 2.—It is stated at the Brooklyn Navy yard that the idea of destroying the old frigate Vermont, which for the past forty years has done duty there as a receiving and training ship has been abandoned. All that is of value on the vessel will be removed and the hull preserved as a relic. Just what disposition will be made of the ship will be decided by the authorities at Washington. At

present she is infested with water bugs and these are thought to contain microbes that are productive of disease. To Java Via Honolulu. A report has been received from Batavia that arrangements are on foot for a line of steamships between Java and the west coast of the United States, where San Francisco will be the port of entry. The line will be under the control of the Royal Packet Company of Batavia, whose representatives have been negotiating with the Batavian Government for some time to this end. Chinese and Japanese harbors will be made ports of call, as well as Honolulu.

Fell on the Mate. PORT TOWNSEND, July 22.—The ship C. F. Sargent arrived here today with Albert Norton dead and Second Mate McCarthy seriously injured. The vessel was off Port Angeles when Norton fell from the mizen topsail yard, striking Mate McCarthy on the shoulders and injuring him so severely that he was sent to the marine hospital.

Lost Brother Found. Captain Sorenson of the American schooner P. M. Slade now at anchor off port found a brother whom he had not seen or heard of for over thirty years. The men recognized each other on Queen street and were exceedingly glad to meet. The lost brother left Denmark in 1870 and was not seen or heard from by his relatives until Thursday when he met his brother. He is a sailor and will ship with Captain Sorenson on the Slade.

Crossing the Ocean. NEW YORK, Aug. 2.—Yachting experts think that Sir Thomas Lipton's cup challenger Shamrock II may reach New York harbor on Friday, August 9. She has covered the 1300 miles from the Clyde to St. Michael's island, Azores, in five days, or at the average speed of 260 miles a day, beating the record of the Shamrock I to the Azores by one day.

Albert Loads at Seattle. Orders were received on the Coptic to send the bark Albert to Seattle to load general cargo instead of to Blakeley for a load of lumber for Hilo. The vessel will get away for the Sound this morning.

SHIPPING NOTES.

has taken a crew here in the last two weeks and are now getting crews for three vessels. The Sailors' Union seem to have given up the fight here for the present. The shipping masters, Lewis & Turt, have supplied every vessel that people along the waterfront are wondering what is delaying the transport Kilpatrick. The vessel was expected here yesterday as she left San Francisco on the 1st of August. The bark St. James will not make repairs to her rigging here. She will depart for the Sound under the same rig that she carried here except for the repairs that have been made to the mizen mast.

ARRIVALS.

Friday, Aug. 9. Stmr. Hanalei, Pedersen, from Kauai ports. Am. schr. O. M. Kellogg, Iversen, 22 days from Eureka. Schr. Mille Morris, from Koolau.

DEPARTURES.

Friday, Aug. 9. O. & O. S. S. Coptic, Rinder, for the Orient. Stmr. J. A. Cummins, Searle, for Oahu ports.

PASSENGERS DEPARTED.

For the Orient, per O. & O. S. S. Coptic, Aug. 9.—C. A. Ames, James de Bernerville, R. Harper, L. Maynard, H. G. Eilers, A. Wendelen. For Maui ports, per stmr. Helene, Aug. 8.—Mrs. John Waterhouse, Miss N. M. White, J. W. Hall, W. N. Armstrong, J. K. Kahookole, Ah Wong, E. S. Capellas, Lieut. McLennan, Miss M. Vincent, Miss R. Shaw, Mrs. Tunl, Mrs. Wood, W. R. Patterson, M. J. Borba, J. Vincent, M. G. Arjo, F. Whittram, Mrs. I. Self and child, J. M. Sloper, James Patrick and A. Erias. Subscribers of The Honolulu Republican not receiving their papers will confer a favor by telephoning or making known their complaints to the business office, just over the Hawaiian News Co. Telephone Main 218. Prompt attention will be paid to such in every case. Book binding from us is always satisfactory.

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TIDES, SUN AND MOON.

Table with columns for Day, Moon, Sun, High Tide, Low Tide, etc. for the week of August 10-16, 1901.

OAHU RAILWAY AND LAND CO.

TIME TABLE From and After January 1, 1901

Table showing time tables for Oahu Railway and Land Co. with columns for Stations, Daily, and Outward/Inward directions.

Tramways Time Table.

KING STREET LINE. Cars leave Waikiki for Town at 6:45, 6:15, 6:45 a. m., and every 15 minutes thereafter till 10:45, 11:15 and 11:45 p. m. from Waikiki go to the Punahou Stables. Cars leave Rifle Range or Pawaia switch for Town at 5:58 a. m. and every 15 minutes thereafter till 11:08 p. m. Cars leave Fort and King streets corner for Palama at 6:10 a. m. and every 15 minutes after till 11:25 p. m. Cars leave for Palama only at 5 and 6:30 a. m. Cars leave Palama for Waikiki at 5:45 a. m. and every 15 minutes till 9:45 p. m. The 11:15 p. m. from Palama for Punahou only goes to Waikiki on Saturdays. Cars leave Fort and King streets corner for Rifle Range at 5:20 and 5:50 a. m. Cars leave Fort and King streets corner for Waikiki at 6:05 a. m. and every 15 minutes till 10:05 p. m. then at 10:35 and 11:05 p. m. The 11:35 p. m. goes to Waikiki on Saturdays only. BERETANIA STREET AND NUUANU VALLEY. Cars leave Punahou Stable for Town at 5:30 and for Town and Valley at 5:40, 5:50, 6:10, 6:20, 6:40, 7 and 7:20 a. m. Cars leave Oahu College for Town and Valley at 6:30, 6:50 and 7:10 a. m. and every 10 minutes till 10:10 p. m., except the even hour and half hour cars which run from the Stable. Cars leave Nuuanu Valley at 6:10, 6:30, 6:50 a. m. and every 10 minutes thereafter till 10:50 p. m. Cars leave Fort and Queen streets for Punahou College at 6:05, 6:25, 6:45 a. m. and every 10 minutes after till 9:45 p. m. After that the cars run to the Stable up to 11:05 p. m., which is the last car from Town, reaching the Stable at 11:30 p. m.

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Oceanic Steamship Co. TIME TABLE.

Table showing shipping schedules for Oceanic Steamship Co. with columns for ship names, dates, and destinations like San Francisco.

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

WM. G. IRWIN & CO. LIMITED GENERAL AGENTS OCEANIC S. S. CO.

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

Table showing shipping schedules for Pacific Mail S. S. Co. with columns for ship names, dates, and destinations like Japan, China, and San Francisco.

H. Hackfeld & Co., Ltd. Agents.

Canadian Australian 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

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American-Hawaiian S. S. Co. NEW YORK TO HONOLULU VIA PACIFIC COAST.

S. S. CALIFORNIAN, 5000 tons, sailed from New York June 16, will load on Puget Sound about August 20 for Hawaiian Ports. S. S. AMERICAN, 6000 tons, to sail about July 15. S. S. HAWAIIAN, 6000 tons, to sail

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