SHORTLY before 6 o'clock yesterday evening the Pacific Mail Steamship City of Peking was sighted from the Orient. The Liner succeeded in docking at the quarantine wharf at about 9 o'clock. The Peking experienced a most pleasant journey over from the Orient. The trip was made in a little over 11 days, the vessel leaving Yokohama Oct. 5th. The Peking has a quantity of Oriental freight for Honolulu. Several lay-over passengers will remain in the Islands. Quite a quantity of Asiatic mail was brought to this port.

While the Peking had a moderate list of passengers aboard nevertheless were enthusiastic over the treatment they had been given on the voyage. Delightful calms were encountered throughout the entire trip. The Peking will get away for San Francisco at noon today.

There is a goodly number of persons booked to take passage to San Francisco on the steamship City of Peking; this is not strange when one considers the fact that Chief Steward J. Herbert D. Johnson is the man aboard that vessel who has charge of the department which provides for the inner man.

"Is Johnson still chief steward aboard the City of Peking?" was the question asked by no small number of the prospective passengers for the Coast, as they booked at the offices of the company.

When they were assured that Johnson was the man behind the cooks, they were happy and booked with all possible speed.

The Peking will take on a quantity of coal at this port before leaving for the Coast. Aboard the vessel is the body of A. H. Ward, a young mining engineer of San Francisco who died a year ago in Mongolia. Ward was killed in a disastrous cave in of a mine owned and controlled by a large Russian corporation. The young man was well connected in California. The remains are being taken to San Francisco where they will be interred in the family plot. Ward was the son of A. H. Ward, the well known manager of one of California's big smelters.

Wilder Wharf Fortifications.

The attempt to economize in the valuable space on the Wilder wharf yesterday caused old time waterfronters to indulge in large-sized exclamations of astonishment. During the morning hours those whose business brings them daily to the wharf were treated to a startling innovation.

When Captain Clarke, Superintendent of the Wilder wharves arrived, he soon grasped the situation at a glance, and made the discovery that a new method was being initiated in stowing away cargo on the docks destined for island ports. Over near the end of the wharf, a squad of men were struggling with a pile of heavy steel rails. There was seventeen different kinds of clamorous uproar going on at one and the same time. The general din was greatly heightened by the clanging of tumbling railroad iron, and the shouts of struggling workmen.

Through a local consignor 500 steel rails were to be sent to one of the plantations on an adjacent island. The parties shipping the iron notified the officials on the wharf of their intentions, and requested information as to where the material should be taken. The consignor was told to bring the rails to the Wilder dock, and "pile them on the end of the wharf."

The shipper caught the first part of the reply all right, to the effect that the iron should be piled on end. The consignor assisted by about a half dozen men were engaged in the laborious pastime of literally stacking the long 38-foot rails on end, much to the surprise of a mixed crowd of wondering spectators including steamship employes and stevedores. Each rail weighed something over 350 pounds, and to get it in an upright position with a small force naturally produced a great amount of perspiration and profanity.

Upon the arrival of Captain Clarke, the lower end of the Wilder wharf looked like a place which had been subjected to an impromptu barricade against an enemy armed with 12-pound rapid fire guns. A rumor became circulated among the bystanders that the work of stacking the upright rails was a part of the proposed plans for the Pearl Harbor fortifications. At an early stage of proceedings, a plea for assistance was sent to the office of the steamship company. A demand was made for more men, if the company insisted in having their railroad iron stacked end for end. It was this call that produced an investigation into affairs. After about a quarter of the rails on the dock had been coaxed into a perpendicular position, peremtory orders were telephoned to stop such strenuous proceedings. Explanations were in order. The consignee was asked where he received authority to load the iron in such peculiar position.

The matter soon dawned upon all parties concerned. The consignor was shown wherein his hearing was decidedly at fault. Had he caught the entire order, several hours wrestling with unwieldly steel would had been averted. Orders were then given to remove the iron to a reclining position. This was done amid much perturbation and mutterings of dissatisfaction.

The spirit of quietude finally settled down over the wharf. The material which caused all the trouble was taken to the place where it rightfully belonged. Several very irritated men were seen leaving the dock, having learned the severe lesson by a swearing, and sweating course of instruction, that the only practical way of loading steel rails on a wharf is to let them remain in a longitudinal position.

Wooden Buoy Adrift.

A wandering wooden buoy, covered with an accumulation of barnacles, was sighted on the afternoon of October 6th, in latitude 25.44 north and longitude 34.25 west, by Captain Nielson, of the barkentine S. N. Castle, which arrived in port yesterday afternoon from the Coast.

The buoy was evidently following the regular path of midocean currents. It extended about six feet out of the water. No distinguishing marks appeared on the floating object which would aid in identifying it. The location of the buoy was noted on the ship's chart. Captain Nielson reports a delightful trip down to the Islands. The voyage was made in a trifle over sixteen days. The vessel brings a large and miscellaneous cargo of merchandise from San Francisco, the greater part of which is consigned to Irwin & Co. The Castle was extremely fortunate in getting her crew, as the men brought down were experienced sailors and proved the best working force that Mate Anderson has had under him for many trips. Captain Nielson greatly felicitated himself upon his good fortune in getting a first-class crew when it is taken into consideration that sailing vessels were having all kinds of trouble in getting out of San Francisco with acceptable crews while the strike was on, and it, too, the time the Castle left the coast.

The barkentine brought one passenger for this port. The Castle docked at Sorenson's wharf, where work in discharging her cargo was commenced without delay.

Haven for Distressed Seamen.

An American sailor, who, finding himself in need of assistance from causes of shipwreck while in the port of Pago Pago may call upon any vessel of the United States Navy which happens to be in that port, and be taken aboard.

Lieutenant Commander E. J. Dorn, commanding the naval station at Tutuila, under a recent date sent the following letter to the Navy Department:

"I have the honor to request a decision of the department as to whether the U. S. Naval Station, Tutuila, is to be considered as a port of the United States, within the meaning of the U. S. Navy Regulations of 1900, Articles 499 and 893, whether within that meaning be considered a foreign station.

"Several other articles of the regulations derive their force from or are limited by, the condition of being or not being, within the waters of the United States. The question arises with reference to the disposition of shipwrecked sailors. The Department of State has already informed Captain Dorn that, 'In the opinion of this department, Pago Pago is not a foreign port or place within the meaning of the act mentioned.'"

The Secretary of the Navy now decides that the port of Pago Pago is to be considered as a foreign port, and that the captain of any vessel of the United States Navy may, while there, receive on board distressed American seamen of the United States.

Champagne Thirty Meters Under Sea.

There is no exaggeration in saying that some of the most extraordinary prophecies of Jules Verne regarding travel and scientific achievements have already been realized or are on the eve of realization, says Emile Gautier in Paris Figaro. Indeed, at times the reality seems to have surpassed his most fantastic flights.

It is enough almost to make one suspect that he has found in the depths of the mysterious grottos where Captain Nemo used to hide his treasures the magic amulet which gives the key to the secrets of the future.

Shall we speak of the "*Vingt Mille Lieues sous les Mers*" Why, everybody knows that, if the idea is not yet public property, the Ministry of the Navy at least has realized it. That Ministry now runs about under water in the forms of I know not how many submarine torpedo boats, always ready to burst the paunch of the war ship that comes within their reach. It is some time ago by the way, since the writer of these lines earned the right to affirm from personal experience (the oldest readers of the Figaro may perhaps remember it) that one can with impunity breathe, live, write dispatches, and even drink champagne, thirty meters under the sea!

Scramble For Fat Jobs.

There seems to be quite a concerted scramble among captains of local island vessels, as well as the skippers of sailing ships who make this port, to connect with the soft side of several fat positions soon to be ready in the American Hawaiian Steamship Company. Two new freighters the Nevadan and the Nebraskan are expected to be ready for service before many months. The steamers will be splendid vessels and capable of making the trip between the Coast and this port in about seven days. They will be modern in every appointment and have large capacity for the carriage of cold storage goods.

It is reported that several applications are now on file in the office of the company for the position of captains in the new vessels.

Three Incipient Strikes.

Differences existing between stevedores on the city wharves and mates of vessels in port were the cause of three incipient strikes on the waterfront yesterday. However there was but little delay occasioned by the troubles. While at work discharging the bark Alden Besse several of the men employed took offense at some remarks made by the mate and left the docks. Their places were soon filled. Some trouble also ensued between the mate of the barkentine Planter and the men engaged in unloading that vessel. A complaint came from the workmen on shore that too heavy loads were being put in the slings. The difficulty was soon satisfactorily settled, and the men resumed their work. Some trouble was also reported over at Railway wharf, said to have been occasioned by two Hawaiian quartermasters of the freighter Californian persuading some native stevedores to leave the vessel. Through a misunderstanding the quartermasters had been informed that they were to be dropped from their positions. This caused them to enlist the sympathies of several of their countrymen to go out on a sympathetic strike. Peace was restored and all hands again resumed their labors.

Curtis Ploughed the Sandbank.

The position occupied by the ship George Curtis over at the slip near Railway wharf No. 1 caused the clearing of that vessel for San Francisco yesterday to be accomplished under great difficulties. The Curtis had a large consignment of sugar in her hold. The tug Fearless was secured to tow the vessel to sea. After considerable whipsawing about, the tug was able to get the ship away from the wharf. The Curtis struck an amply proportioned sandbar before leaving the slip, and was deliberately pulled through the sand to the deeper water of the harbor proper. The Fearless churned up a large amount of mud and water before she succeeded in getting her tow over the bar.

More Overdue Vessels Listed.

SAN FRANCISCO, Oct. 4.—Reinsurance on the ship Craignair, out 183 days from New Caledonia for Philadelphia, has advanced to 80 per cent. An advance to 50 per cent is also noted on the Glenbreck, out 139 days from the Tyne for Valparaiso. On the German ship Sirene, 159 days from Bremen for Honolulu, the rate is still 8 per cent, and upon the French bark Anjou, 162 days out from the Tyne for San Francisco, the rate is 15 per cent. A new addition to the overdue list is the Windesbrant 125 days out from Shields for Valparaiso, quoted at 15 per cent.

Some Greyhound Heavyweights.

Some idea of the big anchors and chains used on the new ocean liners can be had from those on the White Star line steamer Celtic. This vessel has three patent stockless anchors weighing 7 3-4 tons each; one steam anchor of 2,000 pounds; one kedge anchor of 1,000 pounds; 390 fathoms of 3 2-3 inch stud link chain cable, links 20 1-2 inches long; cable shackles 2 inches long and made for two pins 5 inches by 3 inches; anchor shackles 2 feet by 2 inches, pins 6 inches by 4 inches. These are the largest cables ever made in Great Britain for other than lightships.—*Army and Navy Journal.*

The Marion Chilcott's Trouble.

Owing to the fact that the fine levied against the ship Marion Chilcott by Deputy Collector Ridgeway of Hilo has been sustained by an opinion of the United States District Attorney, that vessel's agents wil either have to pay the fine of $100 or allow the Chilcott to leave the port of Hilo without a clearance. This being the case, on arrival in San Francisco she will again be fined for not clearing at Hilo and on returning to that port from San Francisco the government will be at liverty to seize her under a libel and offer her for sale to the highest bidder.

Probably Drank "Swipes."

Some of the marines at the Navy Yard, New York, not to be outdone by the marines at Boston, declare that for several nights in succession they have seen the ghost of one Billy Hunt, a laborer who was recently drowned from a tug in the East River and that the spectre of "Billy" has appeared at the "Jock Club" on the dock. The marines went on a hunt for a big snake said to have been seen on one of the war ships, but his snakeship was never caught or heard of since.—Army and Navy Journal.

ARRIVALS.

Tuesday October 15.

Str. Mauna Loa, Simerson, from Kona and Kau.

Schr. Waialua from Hanamaulu.

Am. bkt. S. N. Castle, Neilson, 16 and a half days from San Francisco.

Str Lehua, Napala, from Molokai ports, due p. m.

DEPARTURES.

Tuesday, October 15.

Str. J. A. Cummins, Searle, for Oahu ports.

Str. Kinau, Freeman, for Hilo and way ports.

Am. schr. Robert Lewers, Underwood, for Tacoma.

Am. sp. George Curtis, Calhoun, for San Francisco.

Schr. Kaiulani for Pearl River.

Str. W. G. Hall, S. Thompson, for auai ports: 5 p. m.

Str. Claudine, Parker, for Maui ports: 5 p. m.

Schr. Kawailani, for Koolau ports: 5 p. m.

Str. Waialeale, Piltz, for Hanamaulu and Ahukini: 4 p. m.

Str. Ke Au Hou, Mosher, for Honokaa and Kukuihaele, at 5 p. m.

PASSENGERS ARRIVED.

From Kona and Maui ports, per str. Mauna Loa, October 15—Jas. Robertson, Miss B. Bertlemann, A. Wiell, John Lino, Mrs. F. Leslie and child, Mrs. N. Kane and child; S. M. Kanakanui, M. Gonveia, Rev. W. Kalaiwaa, Mr. Maikawa, J. Kuaiwoku, Mr. Maynard, Mrs. S. Kane, Rev. W. N. Lono, Mrs. W. N. Lono and child, Miss A. Hoopale Wo Tuck, Wong au, Wong Lip, eorge Hons, Mr. Testa, L. Barkhausen, J. F. Silva, R. H. Makekau, Mrs. C. Nahaolelua, Miss C. Nahaolelua, Miss C. Nahaolelua, Mrs Napela, and 181 on deck.

Per Pacific Mail steamship City of Peking, October 15—For Honolulu—A. R. Hatfield, D. W. Stevens, K. Yiu, Mrs. N. Yiu. For San Francisco—A. S. Bovier, Mrs. A. S. Bovier, Mr. Bovier Jr., J. H. Brisell, J. S. Hermann, Frank Hogan, A. S. Howe, Gen. Baron Karlbars, I. Lehman, Mrs. I. Lehman, Field Postmaster Lindernan, Gen. M. I. Ludington, U. S. A.; Mrs. M. I. Ludington, Lieut. A. A. McKethan U. S. N.; Mrs. J. A. McMullen, S. R. Redlick, D. W. Stevens, Rufus Williams, Miss Lee Gunn, T. Isakson, E. M. Lyon.

PASSENGERS DEPARTED.

Per str. Cualdine, October 15, for Kahului—Miss Ellen Holt, Mrs. J. C. Lorenzen, H. T. Hayselden, Alexander McKibbin, Mrs. S. H. Dowsett, Father Maximin, A. J. Gomes, Charles Healy, Miss C. E. Cockett, Mrs. J. Cockett, Capt. Murray and wife, F. E. Richardson. For Kipahulu: W. Dunn. For Keanae: A. Roback. For Hana: Mrs. Iosepa and child.

Per str. Kinau, October 15, for Hilo and way ports—David Johnson, C. Wrathall, Mrs. J. Shaw, R. J. Thorneow, F. B. Newton, J. Shinmeister, Mrs. James and son, J. Kaukahale, A. G. Serrao, Mrs. R. I. Kuaana, S. Barkhausen, David Haughs, Arch MacKellap, J. H. Howitson, Mrs. J. N. Robinson, W. F. Phillips, L. M. Vetlesen, G. Poncen and wife, H. Zuchwardt, W. F. Drake, J. T. Stacker, Mrs. J. F. H. Mackenzie, Rev. L. Lange, Hon. G. F. Little, J. W. Allen and wife.

PASSENGERS BOOKED.

Per S. S. City of Peking, October 16, for San Francisco—W. M. Alexander, Dr. W. D. Baldwin, W. Walsh, P. M. Buchanan, wife and 3 children, Emmett May, C. H. Bishop, R. G. Henderson, Mrs. E. L. Macordory, A. Hocking, A. W. Keech, L. W. Smith, H. R. Dunniway, A. Blom, Frank L. Hoogs.

SAILING TODAY.

Wednesday, October 16.

Str. Hawaii, W. Bennett, for Maui and Molokai ports, at 5 p. m.

S. S. City of Peking, Smith, for San Francisco, probably sail at night.

SHIPPING NOTES.

The schooner Robert Lewers got away yesterday for the Sound, in ballast.

Light northeast breezes and choppy seas were encountered across the channel by arriving island steamers yesterday.

The schooner Irene has been taking on a quantity of ballast at Railway wharf. Captain Mitchell expects to get away for the Sound today.

The Inter-Island steamer Ke Au Hou departed for Honokaa yesterday evening with a quantity of freight, including 50 tons of fertilizer.

The Mauna Loa reported the following sugar left on Hawaii: 600 bags at Honokaa; 300 bags at Kukuihaele, 3500 at H. A. Co.'s warehouse.

When the ship George Curtis sailed for San Francisco yesterday afternoon she had almost a full load of sugar in her hold. The Curtis has been loading for some time past at Railway wharf.

The tug Fearless was attending to her regular towing business yesterday, having had her machinery overhauled Monday while she laid by. The Fearless towed the ship Curtis and the schooner Robert Lewers to sea.

Purser Simerson of the Mauna Loa reported fine weather along the Hamakua coasts, with but little rain. One half inch of rain fell at Kohala Sunday. The precipitation continued throughout the entire day.

The Wilder liner Kinau was enabled to get away for Hilo on time yesterday noon. The vessel took a full complement of passengers for Hawaii and Maui ports. The Kinau had a big cargo of general merchandise destined for her regular ports of call.

L. M. Vettleson was yesterday appointed by Port Collector Stackable as Deputy Colector of the Port of Lahaina, Maui. Mr. Vettleson has been a resident of the latter place for some time. He possesses a large acquaintance on the island. Mr. Vettleson wil assume his new duties at once.

The Inter-Island steamer Mauna Loa arriving in port yesterday morning, brought considerable freight, including 6020 bags H. A. sugar for C. H. Brewer & Co.; 2919 (H) sugar for W. G. Irwin & Co.; 329 bags of coffee, 209 bags of taro, 17 bags of cabbage 37 kegs of butter, 46 bags of awa, 140 bunches of bananas, 1 bale tobacco, 18 bales hides, 17 pigs, 30 head of cattle and 234 packages of sundries.

MOVEMENT OF STEAMERS.

To Arrive.

Date.	Name.	From
" 19	ALAMEDA	San Fran
" 22	COPTIC	San Fran
" 26	AORANGI	Victoria, B. C.
" 30	AMERICA MARU	San Fran
" 30	SONOMA	San Fran
Nov. 7	CITY OF PEKING	San Fran
" 9	ALAMEDA	San Fran
" 14	GAELIC	San Fran
" 20	VENTURA	San Fran
" 23	HONGKONG M.	San Fran
" 23	MOANA	Victoria, B. C.
" 30	ALAMEDA	San Fran
" 30	CHINA	San Fran
Dec. 10	DORIC	San Fran
" 11	SIERRA	San Fran
" 18	NIPPON MARU	San Fran
" 21	MIOWERA	Victoria, B. C.
" 21	ALAMEDA	San Fran
" 26	PERU	San Fran

To Depart.

Date.	Name.	For
" 15	CITY OF PEKING	San Fran
" 22	GAELIC	San Fran
" 23	ALAMEDA	San Fran
" 23	MOANA	Victoria, B. C.
" 29	VENTURA	San Fran
Nov. 1	HONGKONG M.	San Fran
" 9	CHINA	San Fran
" 13	ALAMEDA	San Fran
" 19	SIERRA	San Fran
" 19	DORIC	San Fran
" 20	MIOWERA	Victoria, B. C.
" 26	NIPPON MARU	San Fran
Dec. 3	PERU	San Fran
" 4	ALAMEDA	San Fran
" 10	SONOMA	San Fran
" 10	COPTIC	San Fran
" 18	AORANGI	Victoria, B. C.
" 20	AMERICA MARU	San Fran
" 25	ALAMEDA	San Fran
" 27	CITY OF PEKING	San Fran
" 31	VENTURA	San Fran

Chamberlain's Couth Remedy Saved His Boy's Life.

"I believe I saved my (nine year old) boy's life this winter with Chamberlain's Cough Remedy," says A. M. Hoppe, Rio Creek, Wis., U. S. A. "He was so choked up with croup that he could not speak. I gave it to him freely until he vomited and in a short time he was all right." For sale by all druggists and dealers. Benson, Smith & Co., agents for Hawaii.

BANARDS & CO.

CIRCUS OF VARIETIES

JUST ARRIVED BY S. S. SONOMA.

Located opposite Hawaiian Hotel.

COMMENCING MONDAY, OCTOBER 14TH

Comprising Lady and Gentleman Equestrians, Trapeze Artistes, Acrobats, Gymnasts, Contortionists, Performing Dogs, Horses, Ponies, Monkeys, etc. Also, our three funny Clowns Nobov, Francois and Dummy. Efficient Brass Band and Ring Orchestra. Also our Star Musical Sketch Artists. For further paritculars see bill programs.

Prices—Dress Circle $1.00
Family Circle ..... .75
Gallery ..... .50

Children half price.

Circus office for booking opposite Hawaiian Hotel.

Business Manager:
FRANK BEVERLEY.

THE HAWAIIAN Realty and Maturity Co.

LIMITED

GENERAL AGENTS FOR

New Hampshire Fire Insurance Co. of Manchester, N. H.

ASSETS, $3,367,026.27.

Real Estate Dealers.

Loans made on approved security.

Rooms 3 and 4, McIntyre Building

UPSTAIRS

Corner of Fort and King Streets.

TIDES, SUN AND MOON.

DAY	OCT.	High Tide Large	Ht. of Tide	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises and Sets
		a.m.	Ft.	p.m.	p.m.	a.m.			
Mon.	14	4.46	2.1	4.24	10.13	11.34	5.56	5.36	7.13
						p.m.			
Tues.	15	5.24	2.2	5.00	10.44	12.20	5.56	5.36	7.56
Wed.	16	6.03	2.1	5.49	11.16	1.14	5.56	5.35	8.42
Thur	17	6.46	2.1	6.14	11.56	2.16	5.57	5.34	9.30
Fri.	18	7.37	2.0	7.44	a.m.	3.24	5.57	5.33	10.20
Sat.	19	8.34	1.8	9.45	0.54	4.26	5.58	5.32	11.12
Sun	20	9.35	1.7	11.08	2.16	5.10	5.58	5.32	a.m.
Mon	21	10.35	1.5	a.m.	3.52	5.48	5.58	5.31	0.06

First Quarter of the Moon on the 20th at 7:20 a.m.

OAHU RAILWAY AND LAND CO

TIME TABLE

From and After January 1, 1901

OUTWARD

Stations.	Daily ex Sun	Daily	Daily ex Sun	Daily	Daily
	a m	a m	a m	p m	p m
Honolulu	9:10	9:15	11:05	3:15	5:10
Pearl City	8:32	9:48	11:40	3:47	5:50
Ewa Mill	8:38	10:08	12:00	4:05	6:1
Waianae	.....	10:50	.....	4:45	....
Waialua	.....	11:55	.....	5:40	....
Kahuku	.....	12:32	.....	6:15	....

INWARD

Stations.	Daily ex Sun	Daily	Daily ex Sun	Daily	Daily
	a m	a m	a m	a m	a m
Kahuku	.....	.....	8:35	.....	2:08
Waialua	.....	.....	6:10	.....	2:50
Waianae	.....	.....	7:10	.....	3:35
Ewa Mill	.....	5:50	7:15	1:05	4:22
Pearl City	.....	6:15	8:03	1:30	4:56
Honolulu	.....	5:50	8:35	2:00	5:22

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

Tramways Time Table.

KING STREET LINE.

Cars leave Waikiki for Town at 5:45, 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 Pawaa switch for Town at 5:58 a. m. and every 15 minutes therafter 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 5:30 a. m.

Cars leave Palama for Waikiki at 5:45 a. m. and every 15 minutes till 9:45 p. m., then at 10:15 and 10:45 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.

To Men Who Keep Horses

There are quantities of business men in town who have to keep a horse to take them to work and fetch them home again, who cannot afford to build a stable or don't care to

To these we would like to mention the fact that our stable is fire-proof, sanitary and up-to-date. Horses are well fed, well looked after and treated right. Our terms are moderate.

The Hotel Stables

JAMES BROWN,

Manager and Prop'r.

239 Hotel street. Tel. 131

The Motor Carriage and Machine Co.

WOULD CALL YOUR ATTENTION TO THE FACT THAT THEY

RAPAIR AND RENOVATE

ALL KINDS OF MACHINERY--

INTRICATE, MASSIVE OR MINUTE.

Manufacture STEEL WORK, DIES, MODELS, Etc., Etc.

And have a FIRST-CLASS HOSPITAL for SICK WHEELS.

UNION STREET, NEAR HOTEL. PHONE BLUE 721.

J. W. SCHOENING, - - - MANAGER

Oceanic Steamship Co.

TIME TABLE.

The steamers of this line will arrive and leave this port as hereunder:

FROM SAN FRANCISCO. 1901.		FOR SAN FRANCISCO. 1901.	
ALAMEDA	Sat., Oct. 19	ALAMEDA	Wed., Oct. 23
SONOMA	Wed., Oct. 30	VENTURA	Tues., Oct. 29
ALAMEDA	Sat., Nov. 9	ALAMEDA	Wed., Nov. 13
VENTURA	Sat., Nov. 20	SIERRA	Tues., Nov. 19
ALAMEDA	Sat., Nov. 29	ALAMEDA	Wed., Dec. 4
		SONOMA	Tues., Dec. 16

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.

FOR FURTHER PARTICULARS APPLY TO

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

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

FOR CHINA AND JAPAN.		FOR SAN FRANCISCO.	
PERU	October 12	PEKING	October 15
COPTIC	October 22	GAELIC	October 22
AMERICA MARU	October 30	HONGKONG MARU	November 1
PEKING	November 7	CHINA	November 9
GAELIC	November 14	DORIC	November 19
HONGKONG MARU	November 28	NIPPON MARU	November 26
CHINA	November 30	PERU	December 3
DORIC	December 10	COPTIC	December 10
NIPPON MARU	December 18		

FOR GENERAL INFORMATION APPLY TO

H. Hackfeld & Co., Ltd.

Agents.

Canadian Australian Royal Mail Line.

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

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