



ROUGH weather for about three days after clearing the Strait of Juan de Fuca, and leaving Cape Flattery behind, caused some delay in the arrival of the Canadian-Australian steamship Moana which appeared off the harbor early yesterday morning after nearly eight days' voyage from Victoria.

The Moana left the north on the evening of Nov. 15th. Once away from the shelter of the Sound, the vessel was plunged into the midst of a howling gale, accompanied by high seas. For several days the staunch Moana was tossed about pretty roughly, and a good part of the time her decks were awash. While the elements were at their worst, she took aboard several very heavy seas, which did some minor damage to her rail and stays.

Once falling in with good weather, the flagship of the Royal Mail line made up a great deal of her lost time. Captain Carey is accompanied on this voyage by his three daughters who had been to Vancouver to attend the wedding of their sister, Miss Violet Edith Carey, to Daniel J. Callaghan of San Francisco, the ceremony taking place on the evening of Nov. 12th.

Officers aboard the Moana state that an unknown passenger steamer was sighted Wednesday evening. The vessel was not spoken, and the officers were unable to identify the steamer. Nothing was seen of the Mowera or the Sierra. The Doric was the only vessel spoken throughout the trip.

The Moana had a number of passengers for this port. Her list of cabin and second class passengers for the Colonias was of fair proportions. The vessel took on about 500 tons of coal while in port, and discharged 175 tons of freight consigned to Honolulu merchants.

The Moana was ready to sail for the Colonias at 9 o'clock yesterday evening. She got away on time, but took no passengers for this port.

No Signs of a Truce. There has been a marked reduction in the prices asked for stone ballast within the past few days.

Yesterday the matter reached what is believed in shipping circles to be the climax. The extent to which the ballast war may go before a flag of truce is sent up from the most heated of the stevedores, is problematical. From present indications it would seem that it is simply a game of the survival of the fittest.

Rock ballast sold for 40 cents a ton yesterday. The great reduction from the regulation \$1 rate is ascribed to active competition alone. For the past few months there has been a constant reduction in the price of ballast delivered to the ship's side.

The advent of the Japanese has been the principal cause of the cut rates being promulgated. At the present time there are about seven Japanese firms and four or five white men supplying ships with ballast. The Oahu Railroad is also actively engaged in the business.

The prediction is made along the waterfront that the price may drop to thirty cents a ton, and even lower before the bottom will be reached. It is generally conceded that there is very little money in the ballast trade, a white man at the prevailing price. The Japanese, however, are meeting all the cuts made by competitors and besides cutting the rates of each other they are going their white brethren one better every time there is a cut.

The outcome of the ballast war is awaited with interest. Meanwhile Captains of returning windmillers for the Sound and the Ansonian are longer pine for cargoes of scrap iron, beer barrels while the yellow and the white man strive for the doubtful honor of furnishing rock about free of charge to the skippers of sailing craft.

Floating Barracks Promised. The brief tarry of James Mills, managing director of the Union Steamship Company of New Zealand, who was among the through passengers aboard the Moana which remained in port yesterday en route to the Colonias, here out the statements made by the officers of the Mowera, and afterward set forth exclusively in the Republican of Thursday, to the effect that the company which he represents would soon place larger and better vessels upon the Canadian-Australian run, before very long. Two new steamers of the Union Steamship Company's inter-colonial trade are now under construction on the Clyde, and they will be launched in about six months. The cost of the new vessels is \$1,100,000, and both are of the very latest design.

The matter seems to hinge principally upon the Canadian-Australian line securing a renewal of the mail subsidies now about to expire. Mr. Mills' visit to the Colonias is to endeavor to make a satisfactory arrangement with the Australian government. At the satisfactory conclusion of negotiations the C. & A. people will supplant the present vessels by new steamers of higher class—more speedy and of larger tonnage and possessing passenger accommodation unsurpassed by any vessel now crossing the Pacific to Australian and New Zealand ports.

A consolidation of the business interests of the Canadian-Australian line with that of the Union Steamship Company has been in existence only for a brief period. For the purpose of increasing the trade relations of Canada and Australia James Sitt, of the C. P. R., will shortly proceed to Sydney and remain in the Antipodes permanently.

Quick Sailing Passages. The arrival of the Mowoka, the winner of the race which is reported to have taken place from Portland, Ore., to the United Kingdom recently, serves to remind us that the days of quick sailing are not yet ended, says the London Shipping World. In the friendly test of skill which has just been concluded the competitors were the North German Lloyd's cadet training ship, the H. S. Charlotte, the Glasgow ship Marion Light, and the Glasgow ship Ardencliff. The winner, under the command of Captain Crowe, made the run from Portland to Queenstown in 101 days and 29 hours. Satisfactory as this latest sailing record is, it pales before the doings of some of the old-time "cracks," many of which also performed their speedy voyages with almost clock-like regularity. The Donald McKay, the celebrated "Black Ball" liner, was not only the longest clipper in the world, but was also accounted one of the fastest sailers ever built. Upon one occasion she took 1,000 troops from Portsmouth to Mauritius in 70 days, and her average time for six consecutive voyages from Liverpool to Melbourne was 83 days, and only once did it exceed 85 days.

The details of the famous race between the three China tea clippers in 1866 are too familiar to need mentioning here, but the fact that a speed of over 15 knots an hour has been made by a sailing ship may not be so well known. The British clipper ship Hurricane during the course of one of her voyages home from Melbourne attained this rate of sailing on several days, her best run being 270 knots in 16 1/2 hours. But it was after the 60's, and indeed well into the 70's, when some of the best sailing records were made. And it is doubtful whether the performance of the Sir Lamuelot, when she covered 14,000 miles in 89 days against the prevailing monsoon, has ever been equaled; certainly there are no authentic statements to show that it has ever been surpassed. The voyage was made in 1869, from Foochow-Poo to London, and her best day's run was 354 statute miles, while crossing the Indian ocean, the average rate for one week being 300 miles per day. This was essentially a voyage under adverse conditions. Perhaps the fastest passage between England and China was that made in 1857, when the celebrated American clipper Pride of the Ocean did the run out from the Lizard to Hongkong in 69 days.

Will Come High. The completed naval station and dock yard proposed at Olongapo, P. I., will cost this Government fully \$30,000,000 and perhaps \$40,000,000. The preliminary report gives the estimates for a dock yard as partially completed. The main report shows that the establishment at Olongapo will cost \$19,359,500 exclusive of defensive works, signal station, water supply, coaling station, magazines, hospital, encampment grounds and native villages. These exclusive features will cost at least \$10,000,000 and possibly \$20,000,000. There is a part of the report which is bound to attract a good deal of attention. It is that which deals with the concentration of management and concentration of plant. The board, of which Rear Admiral H. C. Taylor was president, endeavored to obtain from the Navy Department some suggestions along these lines as to the policy of the administration. The request for information must have been pigeon-holed or lost in the mails. At any rate, the board proceeded without illumination from the Washington end. The suggestions are valuable and significant.

Ration Money for Men. Congress will be asked to authorize the payment of ration money for enlisted men in the navy public bill monthly to commissary officers and mess treasurers. The Bureau of Navigation has come to the conclusion that this money should not be created or paid to members of the various messes, as it belongs to the mess and not to individual members thereof. The present method involves having men receipt for what they do not actually receive, and as it oftentimes is not understood, creates a feeling of distrust, or if understood a feeling of resentment at being deprived of its control.

Route of Canal Voyager. A letter was received at Vancouver, B. C., November 9, from one of the Victorians who are voyaging around the world in the four-ton Indian canoe Tilikum, giving the course followed to Apia. They followed longitude 124 degrees to 126 degrees south to latitude 112 degrees north, and after encountering gales for fifteen days they started off

Diamond Head, 10 a. m.—Weather clear. Wind fresh; north-east.

southwest and crossed the equator at longitude 145 degrees and worked thence to Penrhya Island, via Humphrey, Danger Islands, to Apia.

Bark Kaulani Arrived. The bark Kaulani, eighteen days from San Francisco, was brought in to the harbor yesterday afternoon, and moored at Sorenson's wharf. Kaulani met with a fairly pleasant trip down to the Islands. She left the Coast with a big general cargo, and a half dozen passengers. Her cargo of 3000 tons is mainly consigned to Hackfeld & Company.

Captain Dabel reported the time at sea as uneventful. The bark was favored with fair winds, and the vessel was put in condition to avail herself of every breeze that happened to be stirring.

The Kaulani's skipper reports that the Hawaiian fleet are becoming rather scarce in San Francisco at the time he sailed to the Islands. All evidences of the congestion in shipping which prevailed during the strike have disappeared and vessels at the Coast port have no difficulty whatever in receiving a quick dispatch for their cargoes.

Will Soon Be a Hulk. The schooner Sparrow has been purchased by the Piper-Aden-Goodall Company and is now being transformed into a coal hulk. The firm's business has grown so of late that more facilities for handling coal have become necessary, and the Sparrow was purchased to make a companion to the Carbon. The Sparrow is an old-time having been built on Oakland Creek in 1895. She is now being dismantled at Mission street wharf, and in a few weeks will be a first-class hulk.

Kinaiu Makes Up Time. The Wilder line Kinaiu was but little delayed in making her home port yesterday despite the fact that she was a day late in getting away from Honolulu. The Kinaiu had a pleasant trip over, and brought her usual complement of passengers and freight.

Mohoa Goes to Pieces. Hackfeld's launch, the Mohoa, beached last week, was so damaged by pieces on the rocks at the mouth of Waialeale river. The loss was made less by saving the engine, boiler and other machinery. The launch will not be rebuilt, a new one being now almost completed which will take its place.

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Str. Kinaiu, Clarke, from Hilo and way ports.

Str. Lehua, Napala, from Maui and Molokai ports.

Str. Nihaui, Thompson, from Kauai.

Str. J. A. Cummins, Searle, from Punaluu.

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Hongkong Maru, Filmer, for the Orient at noon.

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PASSENGERS ARRIVED. From Vancouver, per R. M. S. Moana, Nov. 23—Mr. and Mrs. Andrew Brown, Mr. and Mrs. Berens, Mrs. J. McDonald, Mrs. C. B. McNeill, Miss M. Phillips, Messrs. W. W. Cross, K. M. Gitt, J. G. Gordon, Mr. and Mrs. Herbert C. Harrison, Mr. and Mrs. Edward Smith, Mrs. and Miss Sharp, Mrs. C. J. Shoening and infant, Dr. David T. Richards, Master Shoening, Messrs. John Wilson, J. Shoening, John Smith, Robert Dods, Charles A. Whitehead, Arthur P. Chestman, Wm. H. Stein, Mrs. Annie Tinker and 7 children, Alfred J. Silva Borba and wife, Ferdinand D. Boucher, J. Arthur Laing, Geo. Kadzajewicz, Frank E. Mitchell.

From San Francisco, per bark Kaulani, Nov. 23—Mr. and Mrs. Hooper, Miss Golden, M. Duffy, T. La Kusta, and Mr. Krouse.

From Hilo and wayports, per strmr. Kinaiu, Nov. 23—Hon. S. Parker, Judge Geo. Gear, Judge G. A. Davis, Capt. J. Ross, J. F. McGrosson, S. Parker, Jr., E. Parker, J. Parker, A. R. Cunha, G. Rodick, Capt. B. D. Whitney, Geo. Harriet, H. Kendall, J. W. Keyetras, W. G. Smith, Mrs. A. Ahlberg, Miss L. Al. Rev. Kekipi, Mrs. L. Kekipi, Miss A. Kekipi, Mrs. Chear, H. I. Williams, A. L. Howard, J. Stine, H. D. Stine, A. McKay, W. F. Balding and wife, Mrs. Waldron, child and nurse, Mrs. R. L. Aurbach, 3 children and maid, Mrs. Harker and 2 children, Yung Ding, Mrs. H. Porter, Miss Porter, W. D. Schmidt, Mrs. J. A. Sargent, Miss A. Sargent, Mrs. G. Ward, Rev. F. Duroso, F. Worthenston, Miss C. Rice, C. T. Amara and wife, Miss C. Mov, Mrs. W. Fong and child, Mrs. Han, and 3 children, C. Amara, wife

and 3 children, Ki Pi, G. Lindsay, wife and child, J. Schalmriester, Mr. Mura-tawing, Waikaloa, Capt. J. Harrison, Mrs. Yuar and child, Miss N. J. Malone, M. D. Cameron and 117 deck. From Kauai ports, per steamer Nihaui, November 23—J. Johnson, and 1 deck passenger.

The bark Martha Davis, now in port at Hilo, will probably get away for the Coast by the last of the week.

The Falls of Clyde, which recently discharged her cargo of merchandise at Hilo, was scheduled to sail for the Coast today.

The Nihaui devoted the greater part of last Friday in laying buoys at Kilanea, which had become shifted owing to the severity of the recent storm.

The steamer Kinaiu brought the following cargo yesterday: 251 sheep, 1 horse, 1 mule, 1 boat, 105 sacks corn, 55 hogs, 29 crates vegetables and 265 packages sundries.

The Ke Au Hou was scheduled to leave Waimea yesterday for Honolulu. The James Makee will bring 130 tons of scrap iron from Anahola, upon her return from Kauai.

Purser Kaee of the Inter-Island steamer Nihaui, arriving yesterday morning, reported 1500 bags of K. S. L. sugar left on Kauai, when that vessel sailed from the Garden Isle.

The ship George Curtis spoke the bark Holliswood on Nov. 3d in lat. 25 deg. 44 min. N. lon. 156 deg. W. and supplied her with flour and fruit. The Holliswood was at that time 62 days from China for Callao.

With a large cargo of redwood lumber, the schooner Esther Buhne, belonging to Hackfeld & Company, arrived at Hilo, November 23d, after 18 days from Eureka. One half of the cargo is consigned to Kaanapali, Maui.

The schooner Rosamond will probably get away for San Francisco Wednesday, taking some sugar and a number of passengers. Those who accompany Skipper Johnson to the Coast are assured of the best that is going. Johnson's reputation in this matter is well known.

An attempt is being made by Chris Johnson to raise the stranded schooner Miller Morris. Johnson believes that he will succeed in bringing the vessel into port by the latter part of the week. The vessel is high out of the water, and in the opinion of Captain Nelson, can be patched up.

Included among the vessels reported in port at Hilo were: Am. ship Falls of Clyde, Matson, master; Am. bark Martha Davis, McAlmon, master; Am. bark Roderick Dhu, Johnson, master; Am. bark St. Katherine, Saunders, master, and Schr. Esther Buhne, R. Salvese, master.

VESSELS IN PORT. Army and Navy. U. S. tug Iroquois, Pond.

Merchantmen. (This list does not include coasters.) Tillie E. Starbuck, Am ship, Curtis, San Francisco.

Benj. F. Packard, Am ship, Z. Allen, Norfolk.

H. C. Wright, Am sch, V. B. Nielson, Eureka.

C. D. Bryant, Am bk, P. Colley, San Francisco.

W. H. Marston, Am sch, C. Curtis, San Francisco.

Monacan, Am bk, E. V. Kelley, Oyster Harbor.

Mauna Ala, Am bk, Smith, San Francisco.

Rosamond, Am sch, A. H. Johnson, San Francisco.

S. C. Allen, Am bk, G. H. Johnson, San Francisco.

Charmer, Am ship, J. Slater, Tacoma, R. P. Rihet, Am bk, McPhail, San Francisco.

Santiago, Am bk, Engalls, San Francisco.

Lita, Ger ship, H. M. B. Harms, Hamburg.

Archer, Am bkt, Hardwick, San Francisco.

Aloha, Am sch, Fry, San Francisco.

MOVEMENT OF STEAMERS. To Arrive. From Nov. 30—ALAMEDA, San Fran.

30—CHINA, San Fran.

Dec. 10—DORIC, San Fran.

11—SIERRA, San Fran.

Nov. 25—NIPPON MARU, San Fran.

Dec. 3—PERU, San Fran.

4—ALAMEDA, San Fran.

10—SONOMA, San Fran.

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20—AMERICA MARU, San Fran.

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ARRIVED BY THE "R. P. RITHET" A Shipment of— 1879 O. P. S.

Also— MONOGRAM RYE SPECIAL OLD GROW SPECIAL HERMITAGE HERMITAGE PURE RYE OLD TAYLOR MOUNT VERNON RYE

Our wines are worthy of mention. PORT AND MADEIRA 75c per Gallon. CLARET 50c.

GOMES & McTIGHE 95 KING ST. PHONE MAIN 140.

TRY THE ALOHA SALOON DOWN BY THE IRON WORKS. For a Good, Tasty Schooner OF BEER.

KLEMMER BROS., Proprietors. WILDER'S STEAMSHIP COMPANY NOTICE TO SHIPPERS. Shippers are notified that a new freight schedule will go into effect on and after December 1st, 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, President.

WANTED. Every description of work, repairing, modeling, etc. Bring it right in: we can do it. The Motor Carriage and Machine Company, Union Street. 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. FOR SAN FRANCISCO. 1901. ALAMEDA, Sat. Nov. 29, ALAMEDA, Wed. Dec. 4. SIERRA, Wed. Dec. 11, SONOMA, Tues. Dec. 10. ALAMEDA, Sat. Dec. 21, ALAMEDA, Wed. Dec. 25. SONOMA, Wed. Jan. 1, VENTURA, Tues. Dec. 31. ALAMEDA, Sat. Jan. 11, ALAMEDA, Wed. Jan. 15. VENTURA, Wed. Jan. 22, SIERRA, Tues. Jan. 21. ALAMEDA, Sat. Feb. 1, ALAMEDA, Wed. Feb. 5. SIERRA, Wed. Feb. 12, SONOMA, Tues. Feb. 11. ALAMEDA, Sat. Feb. 22, ALAMEDA, Wed. Nov. 28. SONOMA, Wed. Mar. 5, VENTURA, Tues. Mar. 4. ALAMEDA, Sat. Mar. 15, ALAMEDA, Wed. Mar. 19. VENTURA, Wed. Mar. 26, SIERRA, Tues. Mar. 25. ALAMEDA, Sat. April 5, ALAMEDA, Wed. April 9. SIERRA, Wed. April 16, SONOMA, Tues. April 15. ALAMEDA, Sat. April 26, ALAMEDA, Wed. April 30. VENTURA, Tues. May 6.

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. HONGKONG MARU, NOV. 28, NIPPON MARU, NOV. 29. CHINA, NOV. 30, PERU, DEC. 3. DORIC, DEC. 10, COPTIC, DEC. 10. NIPPON MARU, DEC. 18, AMERICA MARU, DEC. 20. PERU, DEC. 26, PEKING, DEC. 27. COPTIC, DEC. 26, PEKING, DEC. 27. AMERICA MARU, JAN. 11, HONGKONG MARU, JAN. 11. PEKING, JAN. 18, CHINA, JAN. 20. GAELIC, JAN. 28, DORIC, JAN. 29. HONGKONG MARU, FEB. 6, NIPPON MARU, FEB. 8. CHINA, FEB. 14, PERU, FEB. 22. DORIC, FEB. 22, COPTIC, MAR. 4. NIPPON MARU, MAR. 4, AMERICA MARU, MAR. 11. PERU, MAR. 19, PEKING, MAR. 19. COPTIC, MAR. 29, GAELIC, MAR. 29. AMERICA MARU, MAR. 29, HONGKONG MARU, APRIL 5. PEKING, APRIL 5, CHINA, APRIL 15. GAELIC, APRIL 15. HONGKONG MARU, APRIL 22.

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. From Vancouver and Victoria for Brisbane and Sydney. From Sydney and Brisbane for Victoria and Vancouver. MOANA, NOV. 23, MIOWERA, NOV. 20. MIOWERA, DEC. 21, AORANGI, DEC. 18. AORANGI, JAN. 18, MOANA, JAN. 15. On or about the dates stated above. 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.

THEO. H. DAVIES & CO., Limited. GENERAL AGENTS.

American-Hawaiian S. S. Co. NEW YORK TO HONOLULU VIA PACIFIC COAST. THE SPLENDID NEW STEEL STEAMERS. S. S. OREGONIAN, 6000 tons, to sail about Dec. 20. S. S. CALIFORNIAN, 6000 tons, to sail about January 20, 1902. S. S. AMERICAN, 6000 tons, to sail about ——. Freight received at Company's wharf, Forty-second Street, South Brooklyn, at all times. For Further Particulars Apply to H. Hackfeld & Co., Ltd. C. P. MORSE, General Freight Agent. AGENTS, HONOLULU. JAS. F. MORGAN, Pres. CECIL BROWN, Vice-Pres. F. HUSTACE, Sec. CHAS. H. ATHERTON, Auditor. W. H. HOOBS, Treas. and Mgr. HUSTACE & CO. LTD. Dealers in FIREWOOD; STOVE, STEAM and BLACKSMITH'S COAL. WHOLESALE AND RETAIL. Special Attention Given to Draying. White and Black Sand. Telephone Main 295. QUEEN STREET.