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PEARL HARBOR,

Estimates of Expenditures Await a Clear Title.

All talk about how much money is to be spent in the development of the plans of the United States Government for the improvement of Pearl Harbor station, is merest guess work, for none of the estimates made by Admiral Merry, upon orders from his superiors, have gone forward, nor will they be sent to Washington for sometime, according to the present outlook. The latest information from the Navy Department is that neither the Secretary nor any heads of department will take up the matter of Pearl Harbor until the United States Government has secured a clear title to the lands.

Owing to the fact that the Bishop Estate has now perfected an appeal to the Circuit Court of Appeals for the Ninth Circuit, the force upon the preparation of plans for the various buildings is not being overworked. The profile and contour maps are not yet completed and will not be for some time, while the various designs for the buildings, the shops, the residences and the roads and tracks, are being kept back, as there is no reason for their being rushed, when there is no chance for their consideration at Washington. The delays in the courts may even yet block the work, so that it will be past the time for the drafting of the naval appropriation bill, which in turn will mean that any development of the project would be held back until another session of Congress, or perhaps until another long session, which will convene December 2d, 1903.

The plans for the two drydocks, the machine and foundry shops, the mills and the residences are already for submission. There has been added to these a plan for a coaling plant which, it is believed, will be the very best of its kind in the establishment of the Navy. This will be due to the time put upon it by Admiral Merry, and the many advantages which have been at his disposal in the consideration of the subject. In the designing of the new works for Guam, Admiral Merry has had to meet the question of a suitable coaling plant. There he decided that it would be wise only to construct a 20,000 ton plant, and here by the addition of another system of bunkers the capacity of the plant will be 40,000 tons.

In the report of Admiral Merry it was stated that this plant which he has decided upon, comprised a system of hoists and towers, which will permit the handling of the large cargo in record time. There is embraced in it a railway, with cars moved by an endless rope, which is operated by the same machinery which moves the elevators, whereby the coal, once taken into the elevated bunkers, may be let out from chutes with valves, right into the cars, which in turn may be delivered at the port of the ship to be coaled. Owing to the fact that there is not a ship which could be coaled direct from the chutes, this plan is used.

But all these methods of the handling of supplies, and the buildings which may be used for the purpose of the naval station, are in the air, owing to the fact that none of them will pass the recommended stage until every claim against the property which it is proposed shall be included in the reservation has been settled, and the title to the land is in the Government.—Advertiser.

Mites and Philippines.

Lieutenant-General Nelson A. Miles of the Army made a specific request to the War Department to be sent to the Philippine islands, and in connection therewith submitted a plan by which, in his opinion, the war could be brought to an end without further loss of life to either side. He proposed to employ methods similar to those used by him so successfully in his Indian campaigns.

Secretary Root, after due consideration, denied General Miles' request and disapproved the plan submitted. The papers, so indorsed

by the Secretary, were sent to the White House, and the President subsequently concurred in the Secretary's action. The final indorsement, disposing of the matter, is said to bear date of March 5, 1902.

In effect, President Roosevelt and Secretary Root hold that the war in the Philippines is already at an end, or virtually so, and that the adoption of General Miles' plan, involving a change of policy in dealing with the inhabitants of the archipelago, would be unfair to those officials, military and civil, whose work has brought about almost pacification.

EVENING EDITION!

The Chicago Tribune is to Publish an Afternoon Paper.

Chicago.—The announcement that the Tribune is to publish an evening edition caused considerable comment newspaper circles in this city. When the publishers discussed the idea some time ago and dropped it the general opinion was that the decision was final, but it is evident that the matter has been under consideration for months. The Tribune is well equipped for the issuing of an evening edition in conjunction with the morning paper. Who will take charge of the editorial and city departments has not been made public, but several prominent newspaper men are mentioned in connection with the new movement, any one of whom is fully capable of placing the paper on a par with any of the evening editions now issued by the great dailies. Since the announcement was made a few days ago and gained credence, the Tribune office has been besieged by applicants for positions and deluged with a shower of written applications. Many of the men on the staffs of various dailies see a great future in the Tribune's venture and are anxious to secure a place in its ranks.

When the publishers of the Tribune first took the evening plan into consideration and dropped it, many of its supporters were disappointed, and now they express themselves as highly pleased that the decision has been reconsidered. Astute business men express themselves as surprised that the move was not put into execution some time ago. It is generally conceded that a well-equipped morning paper can issue an evening edition with but little extra expense, and much to its profit. The evening paper, they say, should pay all expenses of both morning and evening, so making a clear profit on the morning. It is easier, too, to close certain advertising contracts when a paper issues the two editions.

All these things the Tribune has had in consideration for some time past, with the result that the evening edition is to become a reality. No formal announcement has been made, as yet, by the Tribune publishers, who refuse to discuss the subject. It is probable that the paper will be sold for a cent, and as many evening editions put out as the news warrants. Just what lines it will be conducted upon have not been made known, but no doubt the high standard maintained by the present paper will be followed. If such is the case there can be no doubt as to its ultimate success.

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R. T. GUARD,

Agent for the Hawaiian Islands.

ORDERS FILLED AT SHORT NOTICE.

Hilo Railroad Co.

TIME TABLE

To take effect March 1, 1902. Trains will leave Hilo as follows; Sundays excepted:

| Train | Class | Hilo | Olaa Mill | Keeau | Ferndale | Mountain View |
|-------|-----------|-----------|-----------|-------|----------|---------------|
| 1 | Passeng'r | A.M. 7:00 | 7:20 | 7:30 | 7:45 | 8:00 |
| 2 | Freight | 10:30 | 11:00 | 11:30 | 12:00 | 12:30 |
| 3 | Passeng'r | P.M. 3:30 | 3:50 | 4:00 | 4:15 | 4:30 |

RETURNING-NORTH. Leaves Mountain View:

| Train | Class | Mountain View | Ferndale | Keeau | Olaa Mill | Hilo |
|-------|-----------|---------------|----------|-------|-----------|------|
| 4 | Passeng'r | A.M. 8:30 | 8:45 | 9:00 | 9:10 | 9:30 |
| 5 | Freight | P.M. 1:30 | 1:45 | 2:00 | 2:30 | 3:00 |
| 6 | Passeng'r | 5:00 | 5:15 | 5:30 | 5:40 | 6:00 |

SOUTH-Sunday Trains leave Hilo for Mountain View.

| Train | Class | Hilo | Olaa Mill | Keeau | Ferndale | Mountain View |
|-------|-----------|-----------|-----------|-------|----------|---------------|
| 1 | Passeng'r | A.M. 8:00 | 8:20 | 8:30 | 8:45 | 9:00 |
| 3 | " | P.M. 3:30 | 3:50 | 4:00 | 4:15 | 4:30 |

RETURNING-NORTH. Sunday Trains leave Mountain View.

| Train | Class | Mountain View | Ferndale | Keeau | Olaa Mill | Hilo |
|-------|-----------|---------------|----------|-------|-----------|-------|
| 4 | Passeng'r | A.M. 9:30 | 9:45 | 10:00 | 10:10 | 10:30 |
| 6 | " | P.M. 5:00 | 5:15 | 5:30 | 5:40 | 6:00 |

SOUTH-Trains will leave Hilo for Puna every Thursday and Sunday

| Train | Class | Hilo | Olaa Mill | Pahoa | Puna | |
|-------|-----------|----------|------------|-------|-------|-------|
| 7 | Mixed | Thursday | A.M. 11:00 | 11:20 | 11:40 | 12:00 |
| 8 | Passeng'r | Sunday | A.M. 9:00 | 9:20 | 9:40 | 10:00 |

RETURNING-NORTH. Leaves Puna;

| Train | Class | Puna | Pahoa | Olaa Mill | Hilo | |
|-------|-----------|----------|-----------|-----------|------|------|
| 9 | Mixed | Thursday | P.M. 1:00 | 1:20 | 1:40 | 2:00 |
| 10 | Passeng'r | Sunday | P.M. 3:25 | 3:45 | 4:05 | 4:25 |

Excursion tickets will be sold on Saturdays and Sundays at reduced rates, good until the following Sunday noon. Commutation tickets are now sold, good for twenty-five trips between Hilo and Olaa at a reduced rate, subject to certain conditions printed on the same.

W. H. LAMBERT, Supt.