

NEWS OF THE WATERFRONT.

Big Fleet Enters This Busy Port.

Transport Lawton and Seven Sailing Vessels Arrive.

EIGHT vessels arrived in this port yesterday. It is a long time since Honolulu harbor has experienced such a busy day. The tug Fearless was kept on the move from sunrise. Those who were in a position to view the harbor and the sea from the hills yesterday witnessed a scene that was as entertaining as it was significant. Nine vessels were in sight at once, including the great battleship Oregon, lying at anchor off port. Eight of the vessels came into the harbor.

The first to enter was the United States transport Lawton from San Francisco. She came in at an early hour, being reported the first thing. Then followed, one by one, as fast as the Fearless could tow them, the seven sailing vessels, from Newcastle and the coast. They were the American ship Governor Robie, Captain Harrington, forty-nine days from Newcastle; the American schooner J. A. Campbell, Captain Smith, thirty days from Port Blakeley; the American ship Balacutha, Captain Peterson, forty-nine days from Newcastle; the American ship C. F. Sargent, Captain Melville, thirty days from Tacoma; the American bark Charles B. Kenney, Captain Anderson, fifty days from Newcastle; the American schooner Defiance, Captain Blum, twenty-six days from Tacoma, and the American schooner W. F. Witzmann, Captain De Witz, twenty-five days from Gray's Harbor.

Narrow Escape From Creditors.

The Occidental and Oriental Steamship Company's Coptic sailed for the Orient yesterday, says the San Francisco Call of May 23d. There was a big crowd of Chinese down to see the vessel away, and some of them would have liked very much to have detained one of the passengers, who was poking fun at them.

Yung Lun was, up to Saturday night last, a female impersonator in the Chinese theater on Jackson street. He was paid a high salary, but fan tan and lottery keeps him always in debt. Lun finally came to the conclusion that he would never be able to pay what he owed, so he quietly packed his trunk and purchased a ticket for China on the Coptic. When he attempted to board the steamship yesterday his creditors grabbed him and a free fight followed, in which Lun lost part of his queue. The customs officers interfered, and as there was no warrant for the arrest of the debtor, they insisted on his being allowed to board the ship. It was then Lung Lun showed his meanness, as he secured a prominent position aft and laughed and jeered at his angry creditors as the Coptic moved away from the wharf.

Ship Iroquois for New York.

Since the advent of the American-Hawaiian steamship line between San Francisco, Honolulu and New York the sailing vessels have been forced to look for charters in other directions. Since January last and up to May 23d, not a wind jammer had sailed from San Francisco for the East with a general cargo, but on the date named the ship Iroquois broke the monotony. She is now on her way to New York with a cargo valued at tens of thousands. Among it is 4,499 barrels of California wine, canned goods, cedar logs, scrap iron, wire rope and 478 bales of rags. The latter consignment when sold to the paper mills will realize quite a neat sum, while the wire rope and scrap iron will be sold as junk.

The wine was shipped for the sake of the voyage. The trip around the Horn will give it a racking that will add several years to the age of the cargo, and that is what the owners are after.

Bengal's Captain Sick.

The bark Star of Bengal, from Chemainus, B. C., for Adelaide, Australia, with a load of lumber, hove to off San Francisco on May 23d. A flag was set for a pilot, and when the America sent a boat alongside the mate reported that the captain was seriously ill with tonsillitis, and wanted to be taken ashore. The sick man was accordingly transferred to the pilot-boat and taken in. He was at once sent to St. Luke's Hospital.

The Star of Bengal left Chemainus on the 13th of May, and ran into some heavy weather off Flattery. Captain Henderson was suffering from a sore throat when the vessel left the Sound, but thought the sea air would cure him. The storm off the coast made him worse, however, and he decided to run for San Francisco. On the pilot-boat Captain Henderson could only speak in a whisper, and he seemed to suffer a great deal. It will be sometime before he can leave the hospital.

As soon as the owners of the Star of Bengal were notified of Captain Henderson's illness they at once secured the services of Captain Uhlberg, who went out to the bark and took command. The vessel was at once put on her course, and before sundown was well on her way to Australia. Captain Uhlberg, who took command of the Star of Bengal, was formerly in the Abby Palmer, and is well known on the coast. Should Captain Henderson recover in time he may sail on the Mariposa for Australia to resume command of his vessel.

New Docks for San Francisco.

San Francisco is to have three new floating docks. The business of the port has grown to such an extent that the present structures cannot accommodate all the vessels, and they have

to take their turns, and frequently wait weeks for a chance. The San Francisco Drydock Company has applied to the harbor commissioners for wharf room, and the board has practically decided to build the necessary piers.

When the drydock company announced its intention of building the three floating docks if the commission would supply the necessary wharf room, the matter was taken under consideration. The bulk of the board's income is pledged for some time to come, so it was decided that if the contractor who got the job would take part payment in cash, and the balance in warrants extending over one, two, three and four years, the commissioners would go on with the work. At a recent meeting of the board the drydock company announced that contractors would bid on the board's terms. Commissioner Herold then moved that the chief engineer prepare plans and estimates for the necessary wharves, which will be built near the Arctic Oil Works. The motion was carried, and the work will proceed as soon as the preliminaries are completed.

Railroad Ties for Ecuador.

The British tramp steamship Adato sailed from San Francisco on the 24th of May for Guayaquil, Ecuador, with the first consignment of lumber and railroad ties to be used in the completion of the road between that seaport and Quito. The contract calls for 13,000,000 ties in all, and it will take the Adato eight trips to land that number at Guayaquil. There was some spirited bidding for the order, and at one time the Puget Sound lumber dealers thought they had secured the plum. They made a miscalculation, however, and San Francisco secured the contract.

The Adato took away 1,889,353 feet of lumber, 50,629 railroad ties and a small quantity of merchandise.

Schooner Robert Searles.

They are not a happy family in the cabin of the schooner Robert Searles, now on her way from Honolulu for Puget Sound, says the San Francisco Call of May 23d. The vessel left here last year, and Captain Piltz took his wife along with him. The lady's brother wanted to go to sea, so the captain shipped him as cabin boy. All went well for a month or so, and then the lad decided that his brother-in-law should treat him as one of the family, and not as one of the crew. Mrs. Piltz sided with her brother, but the captain could not see it in that light. In consequence, the gallant skipper had to take many a curtain lecture. Things reached a climax at Honolulu. There Captain Piltz discharged his brother-in-law and shipped another cabin boy. On May 10th he sailed for Port Townsend, but hove to on Diamond Head. The American Maru did not bring the end of the story, but the supposition is that Mrs. Piltz won the day, and that the captain sent ashore for his brother-in-law, and is bringing him home as a passenger.

Movements of Steamers.

WASHINGTON, May 21.—A cablegram from Manila announces that the Hancock, Buford and Aztec sailed on Saturday with volunteers. The Logan, Kilpatrick and Ohio will sail not later than the 30th, and the Grant and Thomas will return as soon as they arrive in Manila and can be loaded. The cable announcing the departure of the troops is as follows: "Transport Hancock, 31 officers, 1,042 enlisted men, Thirty-first Volunteer Infantry; transport Aztec, 2 officers, 62 enlisted men, Company H, Forty-second Volunteer Infantry; transport Buford, 21 officers, 910 enlisted men, Forty-first Volunteer Infantry; 225 remains, sailed May 18th via Nagasaki."

Shipping Notes.

Captain Charles Baring has taken command of the steamer Conemaugh; Captain Fred Warner, late chief officer of the St. Paul, of the Newsboy; Captain Apslund, of the bark Hayden Brown, and Captain Cook, of the gasoline schooner Barbara Hernster.

John Desmond, a longshoreman, fell down the hold of the steamship Kambyes in San Francisco recently, and sustained some severe scalp wounds and a possible fracture of the skull. The steamship Loa of the Compania Sud Americana de Vapores line is not going to San Francisco, her place having been taken by the Colombia, which will arrive there June 5th.

The battleship Wisconsin will sail from the coast for the China station this week. She takes the place of the Oregon, which is now here. The "bulldog of the navy" will receive an enthusiastic welcome when she reaches San Francisco.

The Mariposa went on Hunters Point drydock in San Francisco on the 22d of May to be cleaned and painted. She sailed for Honolulu, Pago Pago, Auckland and Sydney on the 30th.

All work on the transport Sherman and the Oceanic Steamship Company's Alameda has stopped, owing to the strike of the machinists on the coast.

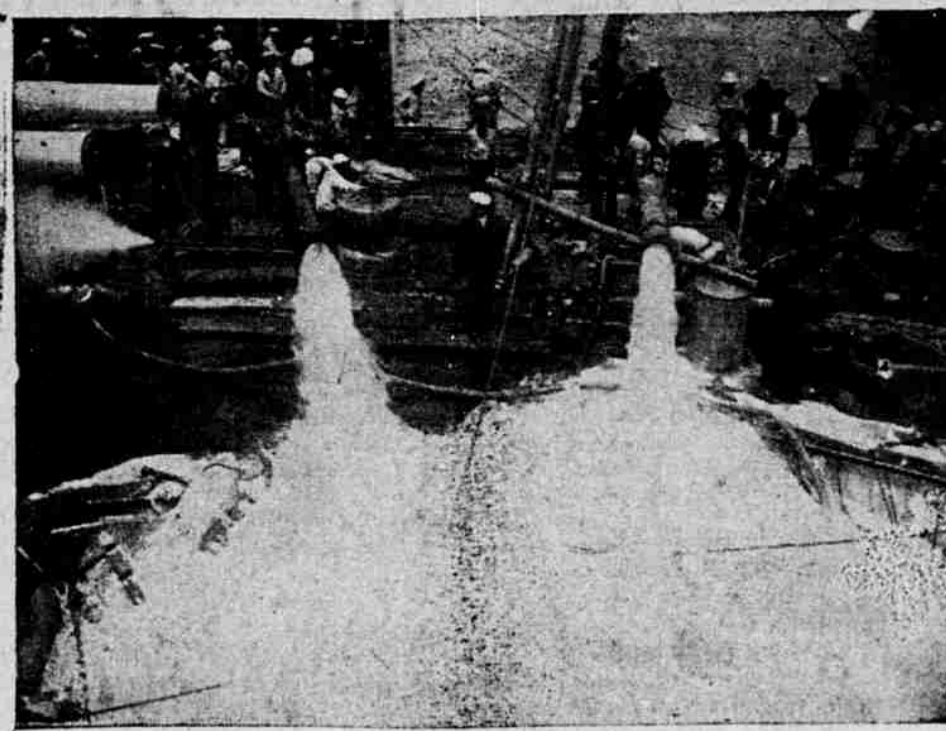
The five-masted schooner W. H. Marston, which was moved from Mission street wharf in San Francisco on May 24th to make room for the four-masted barkentine Lahaina, did considerable damage to the pier. Some of the piles were smashed and planking torn up while she was being moved. Both the Marston and Lahaina are being rigged.

On her next trip from the Sound the big tramp steamship Algoa will go to Oakland with coal for the Southern Pacific. After that she may be returned to the Mail Company, and will carry merchandise to the Orient.

The collier Horda, which struck on an uncharted rock in Oyster Harbor, has gone on the Union Iron Works' drydock in San Francisco for an inspection. It is not thought that she is damaged to any great extent.

Various Naval Items.

Various changes in the arrangements of his office have been made by the new Chief of the Bureau of Construction and Repair, Admiral Bowles, including the transfer to the shipyards having con-



THE SCENE aboard the United States battleship Oregon while she was on the rocks in the Straits of Pechili was a busy one. All the pumps were hard at work throwing out the water as fast as it came in through the great hole in the ship's bottom. The above illustration shows the pumps at work. The picture was furnished the Advertiser by Engineer's Yeoman J. S. Pollock of the Oregon.

tracts for government work of ten of his most experienced draughtsmen for duty in the office of the Supervising Constructor.

The docking of the double-turreted monitor Amphitrite at Port Royal is probably the last duty that unfortunate piece of Government extravagance economy will be called upon to perform. It is hoped the vessel will succeed in getting free from the dock before it breaks down, as it threatened to do while the Indiana was in the dock.

The U. S. S. Concord has gone to Amoy, in the south of China, and will probably remain at that important port for some considerable time. Amoy has suddenly become of prime interest to this country by reason of the fact that the Island of Kulangsu is now the official foreign residence district, including, of course, the U. S. Consulate.

The U. S. S. Essex is now in Havana, Cuba, and will remain at that port for some little time to come. This vessel, which is in command of Comdr. Richard G. Davenport, U. S. N., will return to United States waters late on the present month, and late in July the Essex will be stationed at Newport, R. I. At last accounts the health of the ship continued excellent.

The U. S. naval officer Alexander has been reported as having arrived safely at Santa Lucia, en route for the Pacific Coast. The next point from which this vessel will be reported is Montevideo, Uruguay. It may be remembered that the Alexander sailed, a short time since, from the United States with a cargo of some 5,000 tons of bituminous coal for the new coaling station recently established at Pichilique, Lower California. It is not probable that the ship will reach her destination before some date in June.

Decoration Day in Baltimore received an added interest this year from the fact that the three torpedo boat destroyers, the Truxton, Whipple and Worden, now nearing completion at the works of the Maryland Steel Company, Sparrow Point, were to be launched on that day. These little vessels are each of 433 tons displacement, are intended for a speed of thirty knots an hour and will be among the most powerful craft afloat, of their type. Their horsepower is guaranteed to be 3,300 and they are provided with twin screws.

The work of removing the 13-inch gun in the forward turret of the U. S. S. Kearsarge, at the Navy Yard, New York, is progressing favorably under the direction of Naval Constructor Capps. On May 2 and 3 two plates from the turret, weighing 35 and 25 tons, had been removed, exposing the carriages upon which the big guns rest. It will be necessary to remove the gun, which weighs 70 tons, from the carriage, slide it through an opening made in the front part of the turret by the removal of the plates, and then lift it from the deck to the wharf by a 100-ton crane, chartered for the purpose.

Rear Admiral Remy has been authorized to conduct naval maneuvers this summer in the Gulf of Pechili off the coast of China. The Department appreciates the importance of holding maneuvers in that strategic body of water and the Admiral has been given full authority to conduct them as he may see fit. In his report on the subject it is understood that he said he intended to make an attack upon the coast in the vicinity of Peking to effect a landing at Taku. How many vessels he will take is not known to the Department. During his absence Rear Admiral Rodgers will be in charge of the Manila station. Before returning to Manila from his present trip Admiral Zealand has been directed to visit New Zealand with the Brooklyn.

The U. S. naval transport Glacier has reached Sydney, N. S. W., for a cargo of fresh beef and vegetables destined for the naval forces operating in the Philippines. This fine transport has been of inestimable service to the forces under Admiral Remy, and it is probable that her services will be retained until the occupancy of the Archipelago is brought to a conclusion.

According to late cablegrams from Rear Admiral Kempff the fleet operating in Philippine waters has been kept on the move for some time past, and the rapid suppression of the insurrection us some weeks ago that the force on that station will soon be redistributed. China and Japan coming in for several of the more important craft. It is not improbable that some vessels will be detailed for an extended trip into Russian waters during the coming summer. The movements of the Russian fleet have become quite interesting of late, and it is the wish of the Navy Department in Washington that a correct idea of the force and disposition of that fleet shall be reported upon as soon as possible.

Orders have been sent to Manila for the return of the U. S. S. Petrel to the Mare Island Navy Yard for the purpose of a thorough overhauling and repair, of which this little craft stands in great need. The Petrel has been one of the most efficient of the smaller vessels on the Asiatic Station, and it is due to her that her repairs should be as extensive as her services have been continuous. The smaller vessels of the Navy serving in the Philippine Archipelago have been of the utmost value during the last two years, and the wisdom of the Department in adding to this secondary force becomes more apparent with each day's experience on that distant field of operations.

The training ship Buffalo, en route from Manila for New York, has been reported at Port Said, and may be expected at her destination by the last of the

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Agents John A. Roebing's Sons Co. Honolulu.

Gentlemen: Yours of March 25th re catalogue of ship chandery goods has been received.

We have used a number of the John A. Roebing's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper; in fact, we sent for some of these cables, and we put a new Roebing and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied here that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,

(Signed) W. J. LOWRIE, Manager.

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