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- May 26—Whirl I Gig and Big Little Princess.
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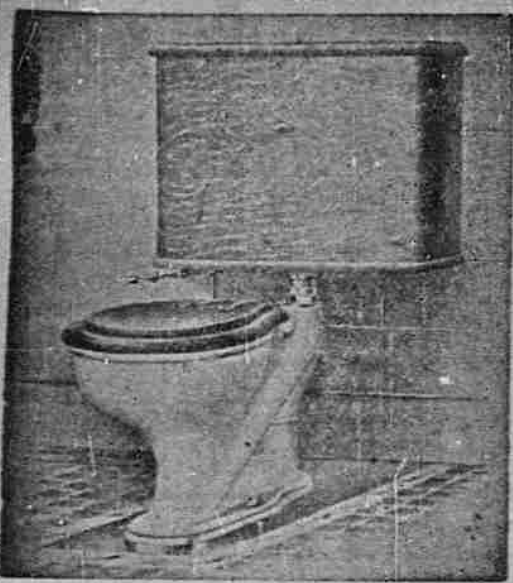
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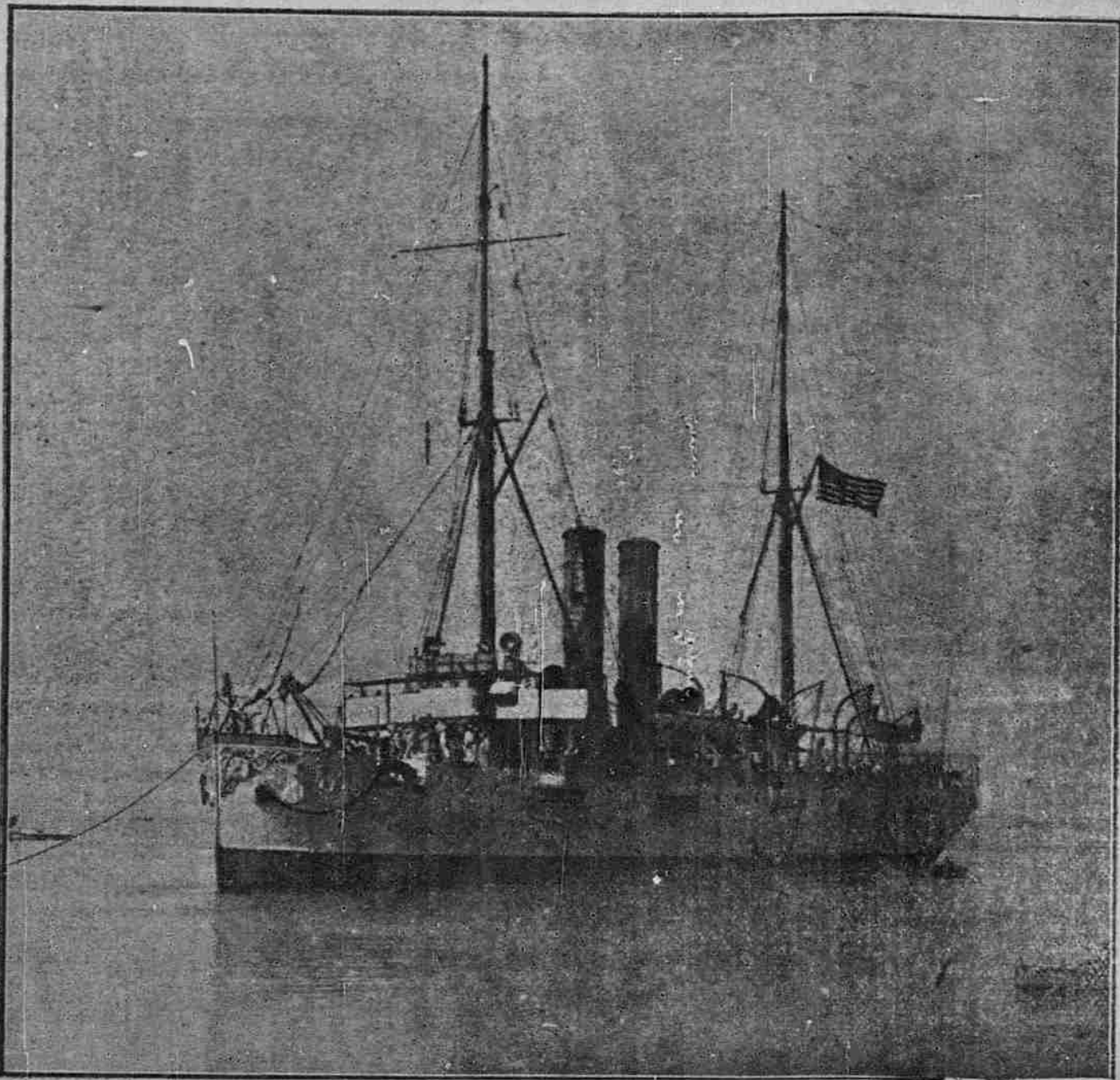
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The Commercial and Official Record contains all meeting notices and all corporation notices of every kind and description.

TRIM CRUISER TACOMA IS HERE



THE U. S. S. TACOMA.

Trim and smart-looking the newest warship commissioned in Uncle Sam's navy—the cruiser Tacoma—arrived at Honolulu yesterday morning from Bremerton and moored alongside the Channel Wharf. The Tacoma is a lively cruiser, officered by good men and manned by a willing crew. The newness of the vessel is wearing off and she now presents the same orderly, well-kept appearance which is characteristic of the American navy.

The Tacoma is commissioned to search for a lost island, a sunken reef somewhere in mid-ocean between Honolulu and San Francisco, an underlying menace to shipping which, if only known to spamen, would be a blessing to those "who go down to the sea in ships."

The cruiser is small, compared with other well known vessels of the type, but she has a battery of 5-inch guns of the most modern sort and her light draft, of about eighteen feet, will enable her to ferret about in inshore places which are barred to the big cruisers.

Captain Nicholson—"Reggie" Nicholson, as he was familiarly known to Honoluluans some fourteen years ago—is a proud commanding officer. As he trod his quarter deck yesterday afternoon he told an Advertiser man that the Tacoma was an ideal ship to be commanded of.

"The Tacoma is an excellent vessel. She is steady in a heavy sea, is staunch and seems to be a perfect warship of her kind. We came down from Bremerton in the face of head winds and butting strong currents, yet we maintained an average speed of about eleven knots.

"There is a fine sweep to the Tacoma's main deck," and the commander waved his hand in the direction of a long stretch of unobstructed deck. "She is very comfortable, and the men seem to think she is just the best boat in the navy. I believe I think so too.

"We had a delightful time at Tacoma where the citizens gave us our silver service, which, of course, we have duly christened."

Captain Nicholson expects to remain here about a week. The vessel carries a crew of 261 seamen and twenty-two marines. She left Tacoma on May 1 and proceeded to Bremerton where she coaled. The warship left the Navy Yard on May 4 for Honolulu.

OFFICERS OF CRUISER TACOMA.

- The commissioned and warrant officers of the Tacoma are as follows:
- Commander R. F. Nicholson, U. S. N., commanding.
- Lieut.-Commander Harry George, U. S. N., executive officer.
- Lieut.-Commander W. C. Hulme, navigator.
- Lieut. U. T. Holmes, engineer officer.
- Surgeon M. K. Johnson, U. S. N.
- Paymaster Ray Spear, U. S. N.
- Lieut. W. D. Leary, U. S. N.
- Lieut. I. F. Landis, U. S. N.
- Ensign Harry K. Cagle, U. S. N.
- Ensign W. W. Galbraith, U. S. N.
- First Lieut. Paul E. Chamberlain, U. S. M. C.
- Midshipman D. P. Wickersham, U. S. N.
- Acting Gunner J. Mitchell, U. S. N.
- Acting Boatswain H. A. Stanley, U. S. N.
- Warrant Machinist J. F. Green, U. S. N.
- Warrant Machinist G. T. Brownridge, U. S. N.
- Warrant Machinist Ernest Evans, U. S. N.
- Acting Carpenter G. A. Lazar, U. S. N.
- Pay Clerk S. F. Rose, U. S. N.

COMMANDER A VETERAN.
Commander Nicholson, commanding

the beautiful cruiser, which cost about \$1,500,000, is a naval veteran, having been in the service thirty-four years. He entered the naval academy at the age of 16 from the city of Washington, D. C., the place of his birth and which has ever since been his official residence. Commander Nicholson has worked his way up to the high position he now occupies. Personally the commander is a splendid fellow, genial and whole-souled, but a thorough naval officer, commanding the strictest respect of his officers and men. He is known to not a few Honolulu people and he is highly elated at the welcome which he and his vessel have received.

A SHEATHED CRUISER.

The protected cruiser Tacoma is of 3,500 tons displacement, sheathed with copper and teak. Her length at the water line is 292 feet, breadth 44 feet 1 inch and draft 15 feet. Her indicated horse-power is 4,700 and the speed called for in her contract was 16 1/2 knots an hour. Her equipment is her main batteries, consisting of ten rapid-fire rifles, besides two one-pound rapid-fire, four automatic Colts and one three-inch field piece. Her complement is thirty officers and 281 men.

SHE COST UNCLE SAM \$1,510,000.

The cost named in the contract was \$1,410,000, although she cost about \$100,000 more before completed. The cruiser was launched at San Francisco from the Union Iron Works at 5:53 p. m. Tuesday, June 2, 1902. Since then the work of completing the Tacoma has been pushed, and she has but recently gone into commission, this being her first trip. The cruiser is a monument to the skill of the shipbuilding industry on the coast.

The official trial trip of the cruiser occurred November 30 in the Santa Barbara channel, under favorable circumstances. The average speed made during the trip was 16.60 knots an hour. At the conclusion of the trial, which covered sixty-four knots, it was the unanimous opinion of the members of the board that the cruiser had proved herself a splendid vessel and excelling the government requirements in every respect. She is the first vessel of her class to meet requirements.

TACOMA'S SILVER SET.

The silver set presented to the cruiser Tacoma by the people of Tacoma is one of the treasures of the officers and crew. It was designed and manufactured by Shreve & Co., of San Francisco. The service is a radical departure from the conventional services usually presented to cruisers and battleships. The design is the development of an art scheme originating from the use of steel and iron upon massive doors and gateways of the fourteenth century, and it may readily be seen how consistent this character of design is with the purposes and uses to which the service is being put.

The set is composed of many pieces. There is a punchbowl twenty-three inches in height by twenty-one inches wide, which includes the spread of the handles. This bowl stands upon a massive but graceful tray twenty-six inches in diameter. There are two loving cups twenty-one inches high by fifteen wide, two serving trays seventeen inches in diameter, a punch ladle and thirty-six punch cups, all of silver.

The service is entirely hammer work all made by hand. Deeply chased upon its sides is the seal of the city of Tacoma, and in the case of the punch cups the word "Tacoma" is applied in mas-

sive silver in letters carrying out the fourteenth century scheme of design.

WHY FOOD PRICES ARE HIGHER.

Take any commodity you please—a loaf of bread—and trace it back. The baker got his flour from an agent of a flour trust. The flour trust got its wheat from a grain elevator trust, and its barrel from a cooperage trust, which got its lumber from a lumber trust and its nails from a nail trust. The machinery, by means of which the wheat was ground and the barrel was cut out and put together and the nails were stamped, came from various machinery trusts. These machinery trusts were in turn supplied by sundry iron and steel "combines," and they, again, depended upon certain mining monopolies. At every stage railways were used, and railway competition has been worse than abolished, what with the pooling and secret rebate arrangements.

Now, upon each of these many, many trusts that united to make that loaf of bread possible you will find the greater part of their fixed charges is dividends and interest upon stocks and bonds that represent not a dollar invested in the industry!

Follow back each and every article in common use, and you will find the same state of affairs. When you go to your butcher and he tells you that meat is five cents a pound higher than it was last week, you are able to understand why. Last week's price was the proper price under proper conditions plus the taxes and tolls of all the various intermediary combines, trusts, consolidations, monopolies and what nots. This week's increased price means that those tolls have been raised. Why have they been raised? Perhaps it is just because some fellow in control "needed the money." Perhaps his workmen had forced him to raise wages, or perhaps he had had a bad week in the wheat pit or at Wall street's green tables. In the town from which I come, a small manufacturer, many years ago, went abroad to study church architecture with a view to helping his church house itself properly. Doubtless he would have raised prices if he could, but those were the days when there was still some faint competition worthy of the name.—Success.

POSED AS A QUEEN.

A silver haired American woman is still living who posed for many a day as the Queen of England. And she still recalls with a shudder the burden of forty pounds of royal clothes which she wore for many weary hours. Shortly after the coronation of Queen Victoria the Society of St. George and St. Anthony of Philadelphia commissioned Thomas Sully to paint a portrait of the queen in her coronation robes. The artist went to England, accompanied by his daughter Blanche, a young lady of 18 summers. The queen received him graciously and sat for him till the head was finished. She then relinquished the task to the artist's daughter, who sat dressed in the queen's robes for many a long day. Mr. Sully received \$40,000 for the portrait and Miss Blanche was made happy by an autograph letter from the queen and the present of a diamond ring.

JAPANESE USE OF WATER.

The Japanese themselves attribute their high average of physical strength to a plain and frugal diet and the system of gymnastics called jiu-jitsu, which includes a knowledge of anatomy and of the external and internal uses of water. Although during the period of their ascendancy the Samurai kept the secret that their great physical superiority was due in a great measure to the internal and external use of water, the belief that if used liberally and intelligently water is an infallible weapon against disease is now generally held. By those who go in for jiu-jitsu an average of one gallon a day is drunk. It is noteworthy that rheumatism is almost unknown in Japan; it is probable that the absence of meat from the diet, combined with the use of plenty of water, accounts for this immunity.

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SAILORS WITH HORSES

Every livery stable in Honolulu enjoyed a huge trade from the sailors of the visiting men-of-war yesterday. Sailors were driving about the city in the finest kind of rigs. As a rule they handled their teams well, for the sailor is nearly always a horseman. This is because of the fact that many of the boys of the navy are farmers' sons. They love the life of the sea, at least until the time of their enlistment has run out, but their first move when touching foot on land after several weeks in the cramped quarters of a ship is to secure a horse. The most popular way of traveling by horse, for a sailor, is astride. Honolulu has seen many sailor-gentlemen-riders about the streets during the past few days. Some of the boys ride well, others—well, not quite so well.

Friday a sailor was riding a horse along King street. He had a strenuous feeling somewhere in his interior that caused him to take chances. So he rode in front of a Rapid Transit car and then drew rein. The car was stopped in the nick of time but still Mr. Sailor refused to budge from the track. The conductor went out and grabbed the horse's head in an effort to pull him off the track but it required some time before accomplishing the job as the sailor merrily shouted, pulling back meanwhile, "Whoa, Bill!" The sailor was good natured during the whole performance and his good nature even inspired the street railway employees with a similar feeling so that the incident passed off pleasantly.

And the American sailor has a good right to ride astride a horse in Honolulu for it was he, many years ago, who introduced the animal here and rode them a little to show the natives that they were not dangerous and could be easily controlled by man. In "The Voyages of a Merchant Navigator" is told the story of how the first horses reached Hawaii.

"Captain Richard Cleveland of Salem in 1823 took the horses to the Sandwich Islands. "Touching at Cape St. Lucas, where they purchased another pretty mare, with foal—for which they paid in goods which cost in Europe \$150—they took their departure on the 30th of May, and arrived at Karsakooa Bay, Sandwich Islands, on the 21st of June. They found it was the season of a periodical taboo, during which no canoes were allowed to stir; but the next day John Young came on board and told them that the king was at Mowee (Maui). "Young was very desirous of having one of the horses, and thinking that the probability of their increase would be better secured by leaving them at different places, they next day removed to Tooaah Bay, near Young's residence, and landed the mare of which he took charge. This was the first horse ever seen in Owyhee and naturally excited great excitement among the natives.

"From here they went to Mowee and were first boarded by Isaac Davis, who with John Young comprised at that time the European population of the islands. "Soon after a large double canoe came off from which a powerfully built athletic man, nearly naked, came on board and was introduced by Davis as Ta-

mamaah (Kamehameha), the great King. His reception of them was not such as they had anticipated, nor could they account for his apparent coolness and lack of interest except upon the supposition that it was mere affectation. He took only a careless look at the horses and returned to the shore without expressing any curiosity about them. His subjects, however, were not restrained by any such desire to appear unconcerned. The news of the arrival of the wonderful animals spread rapidly, the decks were crowded with visitors, and the next day when they were landed a great multitude had assembled, evidently with no conception of any use that could be made of them. As might be expected from people who had never seen any animal larger than a pig, they were at first afraid to approach them, and their amazement reached its climax when one of the sailors mounted the back of one of them and galloped up and down upon the beach. They were greatly alarmed at first for the safety of the rider, but when they saw how completely he controlled the animal, and how submissively and quietly the latter exerted its powers in obedience to his will, they seemed to have a dawning conception of the value of such a possession, and rent the air with shouts of admiration.

"The King, however, could not be betrayed into any expression of wonder or surprise, and, although he expressed his thanks when told they were intended as a present for himself, he only remarked that their ability to carry a man quickly from one place to another, would be a sufficient compensation for the great amount of food they would necessarily require."

GHOST WOKE FEATHERS.

The mystery of Germantown's "haunted" house has been solved. For several days weird noises, emanating from the house, an unoccupied one on Chew street, filled the neighbors with alarm. Strange shadows were seen to flit across the closed blinds, and the patter of footsteps upon the bare floors sent a shudder through the passerby.

None dared to enter or start an investigation until William Harkins, of 613 Mechanic street, arrived on the scene. Harkins is a brave man, a veteran of the civil war, and he excited the admiration of the crowd in front of the house last night by expressing a determination to locate the "ghost." He entered alone. A few minutes later there were sounds of a scuffle, then a weird scream, and terror seized upon those without. Suddenly Harkins appeared on the threshold of the front door with a big goose in his arms.

"Here's your ghost," he said, laughing. And the crowd melted away. An investigation revealed the fact that the goose was the property of William Logan, who conducts a poultry farm near by. It had escaped a few days ago, and had sought refuge in the house through an open cellar window.—Philadelphia Inquirer.

The late Speaker Reed was once encountered by a friend in an uptown hotel late in the evening while the house was in the throes of a terrific tariff debate. It was supposed to be the very crisis of the struggle. "How is it," this gentleman asked of the speaker, "that you are not at the house and within range of that debate?" "Debate," repeated the speaker contemptuously, "that's only language—only language," with which laconic remark he dismissed the subject.