## COMMERCIAL.

[illegible]

### PORT OF HONOLULU

Arrived.

[illegible]

Sailed.

[illegible]

Vessels in Port.

[illegible]

### MEMORANDA.

[illegible]

### IMPORTS

[illegible]

### EXPORTS

[illegible]

### PASSENGERS.

[illegible]

### BORN.

[illegible]

### MARRIED.

[illegible]

### DIED.

[illegible]

## Honolulu Stock and Bond Exchange.

SESSION, MONDAY, JULY 30TH, 1883.

| Sugar Stocks. | Par. | Bid. | Asked. |
|---|---|---|---|
| [illegible] | | | |

| Railroad Stocks. | | | |
|---|---|---|---|
| [illegible] | | | |

| Telephone Stocks. | | | |
|---|---|---|---|
| [illegible] | | | |

| Miscellaneous Stock. | | | |
|---|---|---|---|
| [illegible] | | | |

Sales.

[illegible]

### Supreme Court July Term 1883.

[illegible]

## ISLAND LOCALS.

[illegible]

## SPRECKELS STEAMER

## VENT OF THE O. S. S. MARIPOSA.

### The Arrival.

The new steamship Mariposa, of the Oceanic Steamship Line, arrived in port here at noon on the 31st ult., 5 days, 21 hours and 30 minutes from San Francisco, the fastest time on record between the two ports. She brings dates to the 25th July. On the vessel being telephoned a party of gentlemen were invited by Governor Dominis to take a sea trip on the Pele, which had been gaily decorated for the occasion, to meet the steamer, the Band being also on board. The following gentlemen constituted the party who went out to welcome Sir Claus Spreckels and his new vessel to port: His Ex. the Governor of Oahu, Hon. A. S. Cleghorn, Sam. Parker, G. W. Macfarlane, H. Waterhouse, W. H. Cornwell, J. H. Paty, Cecil Brown, W. G. Irwin, B. F. Baldwin, and representatives of the Gazette, Advertiser, Press and Bulletin. Coming into the harbor the band played several airs, and as the vessel passed the King's boat house His Majesty, who was seated on the verandah, exchanged a wave of recognition with Sir Claus. Opposite the Custom House and the battery boiled forth a volume of welcome.

THE VESSEL.

As will be seen by the following description, taken from the Sunday Gazette, the Mariposa is in every respect a first class ship—one that reflects credit upon her builders, the enterprise of her owners, and upon the commerce of San Francisco and Honolulu.

The Mariposa is the first steamer built for the Oceanic Steamship Company of San Francisco, and is to ply between San Francisco and these Islands. She is 320 feet long between perpendiculars, 40 feet beam, and 25 feet depth of hold, height of awning deck 7 feet, and tonnage about 3,700 gross tons. She will her sister ship the Alameda, will form a semi-monthly line.

Her motive power consists of a 2-cylinder inverted compound engine, with one 43-inch and two 52-inch cylinders, and 52-inch strokes of piston, with two independent cut-offs, the maximum speed of the engines being 70 strokes per minute, with 30 pounds of steam on a consumption of 30 tons of coal a day, her guaranteed speed being 12½ knots per hour. The main shafting is 15½ inches in diameter, with 22 feet pitch. She has two double-ended boilers 15½ feet in diameter, and 19 feet long, and two single-ended ones 13½ feet in diameter, and 11 feet long, each low pressure cylinder working at 10 feet, and bilge pump. Electricity is her illuminant, a 75-light revolving machine being used with one of Cramp's pumps for your engines to handle the main engines. One of the novelties in the engine department is the ash elevator, suggested by Mr. J. D. Spreckels, where way can by means of an endless chain and buckets, so that the work of hoisting ashes is reduced to a minimum, and all dust, dirt and cinderature is done away with.

There are many new and striking features in the Mariposa which will commend themselves to passengers. She will be a splendid sailer weather ship being very dry in summer trim. The first class accommodation is amidships, and the second cabin aft. The saloon is 32