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HAWAIIAN TRADING CO., Ltd.

12 FORT STREET, LOVE BUILDING.



THE HAWSER PARTED.

While the bark Dominion was moving out into the stream from her wharfage yesterday afternoon the hawser which she was paying out over her bow parted with a report like a pistol and shot through the air over the water and landed in a heap under the bow, which was then about seventy-five feet away from shore. A shore boat was passing at the time of the accident directly beneath the taut hawser. When it parted the boat was in line with the flaring ends of the rope. It whistled past the rower's head, and the latter was ducked just in time to avoid being struck. Had he come in contact with it there is a strong probability that a fatality would have occurred. The vessel swung back toward Naval Row, but was finally headed toward the channel, and later anchored safely.

THE HEAVENLY TWINS TO LEAVE.

Water front loungers, masters of craft sailing in and out of Hawaiian waters, and the general public are surprised to learn that Turk and Lewis, whose fame has waxed and waned from month to month, are about to leave Honolulu. Turk intended to leave for San Francisco, and of course Lewis made up his mind to do the same thing. Turk usually lays the plans for the heavenly twins and Lewis parrots his smooth-faced partner. They intend to leave on the Alameda, and have booked for their passage. Honolulu, however, is not to be rid of the pair for any length of time. They say they will come back some time to reap another golden harvest, for Honolulu as a shipping master's port has been a fruitful one to the pair. Two or three other shipping masters were glad to hear the news, for it leaves the field open to them to make a record for good or bad, and determine whether or not they are fit successors to Turk and Lewis. Whether San Francisco will profit by the presence of Turk and Lewis remains to be seen. If they spend all the money there that they have made here, there is a certainty that San Francisco will extend to them the glad hand.

Turk and Lewis are not attending to the water front as attentively as in former times. The reasons are dual. First, there is little shipping in the harbor at present, and second, the twain are engaged in a hot game of politics.

They intend to leave for Frisco on the 9th of November.

WANTED—A CREW.

If the Fort George can secure a crew by tomorrow she will unfurl her sails and set her course for the Sound in ballast. She took a big lot of ballast in her forward hold last week, and having finished discharging her cargo of coal, she will take in the ballast for the after hold and make ready for her departure. More than one crew has been sent aboard and all have deserted. Every vessel leaving for the Coast lately experiences the same hardship in keeping enough hands on board to do the daily routine of work. First Mate Morse of the Fort George leaves the ship to take the same position on the Irmgard, now discharging at the old Fishmarket wharf. The Irmgard's present first mate, Crosby, will take the position made vacant by Morse.

REWARDED FOR DILIGENCE.

In the wreck of the Edward O'Brien, whose bones are bleaching on the channel reef, are richer by \$50 for saving two of the Oahu Railway Company's coal barges on Tuesday night during the storm. The two barges got adrift and came in the vicinity of the wreck, and the three natives made them fast. Superintendent Dennison made the men a present of the half hundred dollars yesterday.

GAELIC ARRIVES OFF PORT.

O. & O. steamship Gaelic from Yokohama and Hongkong, arrived off the harbor last night, but did not come in side. She will enter at daylight, and leave for the Coast today. She will carry mail, but no passengers.

A SIX-MASTED SCHOONER.

Recently, developments in shipbuilding have mainly been connected with steamers, yet that the shipwright's skill in constructing sailers has by no means lagged during these latter days is demonstrated by the case of the six-masted schooner George W. Wells, which has just been put into the water by an American firm of builders. She is the largest vessel of her kind in the world, and is regarded with not much less interest than the Oceanic and Campana among the stately liners. She is 2,750 tons net register, with a carrying capacity of over 5,000. She is 302 feet long in the keel, 345 feet long on top, 23 feet deep, and has a beam measurement of 48 1/2 feet. She has two decks, her frame throughout being made of white oak, while all her planking and ceiling is of hard pine. Her keelson is remarkable, being 13 feet high at and 17 feet forward, and built of hard pine lumber. It is fastened with no fewer than 50 tons of 1 1/2-inch iron bolts. The vessel's fittings include a windlass, operated by a 30 horse-power engine; two pumps, with a combined capacity of 1,200 gallons a minute; a stockless anchor weighing 8,200 pounds, and another anchor weighing 7,500 pounds, besides kedge and stream anchors, weighing respectively 900 pounds and 600 pounds, and 200 fathoms of 2 1/2-inch bar chain. Her water tanks hold 7,000 gallons. Her six lower masts are splendid sticks of Oregon pine, each 110 feet long, and 30 inches in diameter in the partners; topmasts each 68 feet long, the foretopmast 20 inches in diameter at the cap. The jibboom is 75 feet long, 20 inches at cap; driver-boom 75 feet long, 18 inches in the slings; other booms 42 feet long, 14 inches in the slings. All the standing rigging is of wire. All with turnbuckles. The masts are named as follows, beginning forward: Foremast, mainmast, mizenmast, spanker, jiggermast, and driver-mast. The vessel will carry 12,000 square yards of the heaviest duck, in the following pieces: Driver, jigger, spanker, mizen, main, and foresails. Six gafftopsails of the same respective designations, driver jigger, spanker, mizen and maintopmast staysails and five jibs. In the after-house are the cabins and a half dozen staterooms, besides a chartroom.

Some idea of the immensity of the

vessel may be had from the fact that over a million feet of pine was used in its construction, and about 100,000 feet of white pine deck plank. Indeed, her material would make a load for several average-sized schooners. Not only is the vessel of remarkable size, but she is uncommonly handsome withal, for her great length takes away all appearance of bulkiness, so that she looks more like an immense yacht. Twelve schooners like her ranged in line, would occupy a mile of pier frontage, for from the tip of her driver-boom to the tip of her jibboom is about 425 feet. A schooner that would have been considered large a score of years ago could not carry enough coal to ballast the George W. Wells.

All this is very satisfactory as far as it goes, but the most satisfactory thing of all from the owner's point of view, is the fact that his magnificent craft should be a splendid money-maker. Carrying at least five thousand tons of coal on a draft of only twenty-four feet, and with only fourteen men, all told, for crew (master, two mates, steward, engineer and nine seamen), she should easily beat her competitors at carrying men when freights are low. A full-rigged ship of equal size would require to carry at least thirty-one men, all told.

There is some prospect that Captain John G. Crowley, for whom this six-master was built, will place a contract for a seven-masted schooner of 6,500 tons capacity dead weight. This proposition has again started the controversy as to whether or not the safe limit has been reached in the size of schooners, and old salts are almost unanimous in the opinion that the five-masters are too big to be built. It was built as the first of the five-masters, but up to very lately the big schooners have disproved the predictions of the salts. They have all, with one or two exceptions, proved themselves able to carry immense cargoes of coal in all weather without staining to any appreciable extent. The exceptions noted are in the case of two big fellows launched not long ago, and which are said to have strained so badly that they cannot be kept tight.

There is no question but that length is gained at the expense of strength, or that of stiffness, but Captain Crowley claims that there is no reason why a seven-master cannot be made stiff enough to stand any strain to which she need be put. The objection to length, which is inseparable from size in schooners, dates back to the first four-master. It was renewed with great vigor when the Governor Ames was built as the first of the five-masters, but up to very lately the big schooners have disproved the predictions of the salts. They have all, with one or two exceptions, proved themselves able to carry immense cargoes of coal in all weather without staining to any appreciable extent. The exceptions noted are in the case of two big fellows launched not long ago, and which are said to have strained so badly that they cannot be kept tight.

VESSELS IN PORT.

ARMY AND NAVY.

Tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)
Alden Bessie, Am. bk., Potter, San Francisco, October 12.
Adderley, Br. bk., Bergquist, Newcastle, October 3.
Bossuet, Lortone, Nantes, France, 142 days out, October 16 (outside).
Chas. H. Moody, Hansen, Tacoma, October 5.
Clau Macpherson, Br. sp., Macdonald, Newcastle, October 1.
Dcminion, Br. bk., Rodd, Newcastle, October 3.
Enterprise, Am. schr., San Francisco, August 25.
Fort George, Am. sp., Morse Oyster Harbor, September 23.
Fresno, Am. bk., Peterson, Newcastle, October 16.
Irmgard, Am. bktn., Sschmidt, San Francisco, October 12.
Luce, Am. schr., Anderson, Gray's Harbor, October 2.
Stjorn, Nor. bk., Ellefson, Newcastle, September 21.
Sebastian Bach, Br. bk., Nagasaki, February 17.
Star of Russia, Am. sp., Mortensen, Newcastle, October 2.
W. G. Irwin, Am. bk., Generaux, San Francisco, September 23.

VESSELS EXPECTED.

Vessel	From
Foehng Suey, Am. bk.	New York
Nuuanu, Am. bk.	New York
Helen Brewer, Haw. sp.	New York
Henry Failing, Am. sp.	New York
Henry Villard, Am. sh.	Savannah
Yola, Br. sp.	London
Ventura, Br. bk.	Antwerp
J. C. Glade, Ger. bk.	Bremen
Marie Hackfeld, Ger. sh.	Bremen
Emergia, Br. stmr.	Hongkong
A. J. Fuller, Am. sp.	Nagasaki
Lettie Bennett, Am. sch.	Hakodate
Novelty, Am. schr.	Nitrate Ports
J. D. Tallant, Am. schr.	Nitrate Ports
W. H. Macy, Am. sh.	Sydney
Hayden Brown, Am. bk.	Newcastle
Lyman D. Foster, Am. sch.	Newcastle
John C. Potter, Am. sp.	Newcastle
Robert Searles, Am. sch.	Newcastle
Wachusett, Am. sp.	Newcastle
Perseverance, Br. sp.	Newcastle
Prince Albert, Nor. sp.	Newcastle
Prince Victor, Nor. sp.	Newcastle
Ancenis, Br. sp.	Newcastle
Fantasi, Nor. bk.	Newcastle
Invincible, Am. sp.	Newcastle
Wrestler, Am. bk.	Newcastle
Drumburton, Br. sp.	Newcastle
Alex. McNeil, Am. bk.	Newcastle
Golden Shore, Am. sp.	Newcastle
James Nesmith, Am. sp.	Newcastle
Balkamah, Br. sp.	Newcastle
Kennebec, Am. sp.	Newcastle
Chehalis, Am. bk.	Newcastle
Roland, Ger. sp.	Newcastle
Irby, Br. sh.	Newcastle
Mary A. Troop, Br. bk.	Newcastle
Snow and Burgess, Am. bk.	Newcastle
Benmore, Nor. bk.	Newcastle
Lady Palmerston, Nor. bk.	Newcastle
Marion Lightbody, Br. sh.	Newcastle, Eng.
Odderajaa, Nor. sh.	Newcastle
Palmyra, Am. bk.	Newcastle
J. L. Stanford, Am. bk.	Newcastle
Seminole, Am. bk.	Newcastle
Honolulu, Am. sch.	Newcastle
Addenda, Am. bk.	Newcastle
Echo, Am. bk.	Newcastle
Falls of Garry, Br. sh.	Newcastle
Churchill, Am. sch.	Newcastle
Battle Abbey, Br. bk.	Newcastle
Drumair, Br. sh.	Newcastle
Gleaner, Am. bk.	Newcastle
Sonoma, Am. bk.	Newcastle
Robt. Sudden, Am. bk.	Newcastle
Alta, Chil. bk.	Newcastle
Star of Bengal, Am. bk.	Newcastle
Hig Bonanza, Am. bk.	Newcastle
Omega, Am. bk.	Newcastle
M. P. Grace, Am. sh.	Newcastle
Lyman D. Foster, Am. sch.	Newcastle
Encore, Am. bk.	Newcastle
Honolulu, Am. sch.	Newcastle
Muriel, Am. sch.	Newcastle
City Adelaide, Br. bk.	Newcastle
Hesper, Am. bk.	Newcastle
Himalaya, Br. bk.	Newcastle
Himalaya, Am. bk.	Newcastle
Mary A. Troop, Br. bk.	Newcastle
Jas. Drummond, Am. sh.	Newcastle

CAME NEAR DYING.

"For three days and nights I suffered as my untold from an attack of cholera brought on by eating cucumbers," says M. E. Lowther, clerk of the district court, Centerville, Iowa. "I thought I should surely die, and tried a dozen different medicines, but all to no purpose. I sent for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and three doses relieved me entirely." This remedy is for sale by Penison, Smith & Co., Ltd., wholesale agents.

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Etc., Etc.

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