FOR CHILDREN

Nothing, that comes in a bottle, is more important for children than Scott's emulsion of cod-liver oil. And "important" means that it keeps them in even health, on the highest plane of physical life.

"Do they live on it then?"

No; they don't touch it, except when they need it.

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Whenever they show, in whatever way, the least disturbance of even balance of health. It is not for acute diseases, with some exceptions; it is for a slight falling off from first-rate condition.

It is to be used as a food, whenever their usual food does not quite answer the purpose of food.

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You'll have to get a Lot to build it on, and

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NEWS OF THE WATERFRONT

OWING to the fact that the presence of two of the officers of the Oceanic steamship Zealandia was required in the Supreme Court yesterday, the sailing of that vessel was postponed from 5 o'clock last evening to 2 o'clock this afternoon. The Zealandia will take a mail to the coast and will carry passengers.

The Brutus to Be Refitted.

The Navy Department has determined to bring home the U. S. S. Brutus, which for a long time past has been stationed at Guam, and it is said she will be refitted as a collier to operate between this country and the China station. The various ships employed in this duty are being placed under command of civilian commanders, and manned so far as practicable with merchant crews.

Repairs Were Costly.

The typhoon of November 19 in the China sea was one of the worst storms known to navigators, according to Captain Sewall, of the American ship Benjamin Sewall, who arrived in Tacoma recently on the steamship Tacoma, accompanied by Mrs. Sewall. The ship Benjamin Sewall was damaged to the extent of $30,000 by the typhoon, which struck her while she lay in the bay at Hongkong abreast the Kellet island. The Sewall was blown on the rocks, and that she sails under a lucky star is shown by the fact that she was blown off the beach again when the wind veered, riding out 125 fathoms of chain.

The Sewall was repaired at Hongkong and went to Singapore to load a cargo for Shanghai. She will afterwards go to Puget Sound, where Captain Sewall will rejoin her and will ultimately return to Manila.

Captain Sewall is very enthusiastic over the future of the Philippine islands under American government. He believes that what little rebellion was left in the Filipinos will disappear with the capture of Aguinaldo, and that the future of these islands will be a prosperous one. Of affairs in China, Captain Sewall says it is very hard to obtain any definite information there as to just what is going on. Conditions are very unsettled in the Celestial kingdom.

Pearl Harbor Work Delayed.

The work of constructing a naval rendezvous and coaling station at Pearl Harbor has been again postponed. All bids for dredging have been rejected, and this means a delay of at least six months.

The rejection of the bids gave rise to rumors that the site of the rendezvous and coaling station might be transferred to Hilo. The people interested in the latter Island were ready to make sacrifies of land privileges, but according to Colonel C. A. Brown, of Honolulu, says the San Francisco Examiner, the transfer cannot be made. Colonel Brown is largely interested in sugar and rice in Oahu, and naturally, is watching the progress of the work at Pearl Harbor.

"The bids were rejected on account of a technicality," said he, "but there is no doubt that the work will be commenced as soon as possible. Hilo is not a rival for the rendezvous and coaling station. It is not in the nature of things that it should be. In the first place it is an open roadstead, and a breakwater would have to be built which would cost at least $1,000,000. No such thing as this is needed at Pearl Harbor. There is a sand bar at the entrance of the harbor, and when this is removed there will be a sheltered entrance from the ocean into deep water.

The harbor is perfectly landlocked, and good anchorages are to be had five miles up from the ocean for the largest vessels afloat. It is true that a survey has been made of the harbor of Hilo, if harbor it may be called, but this was only for the purpose of charting it. There is no competition between the two places."

It was learned that the specifications for the work of dredging Pearl Harbor are now on their way from Washington, and that bids will be readvertised. The bids will not be opened for 120 days, which means that the work cannot be commenced for months.

What the Ships Are Doing.

The vessels now in port, in the order of their arrival, are: The American ship Henry Villard, 1,452 tons, Captain Quick, from Savannah, arriving March 19, at the railway sugar wharf loading sugar for San Francisco; the American bark Hesper, 664 tons, Captain Sodergren, from Newcastle, arriving March 31, lying in the stream awaiting orders; the British bark Antiope, 1,265 tons, Captain George Murray, from Oyster Harbor, arriving April 2, at the railway wharf ready to sail for Ladysmith; the American ship M. P. Grace, 1,863 tons, Captain Grant, from Sydney, arriving April 5, at the Fort street wharf discharging coal; the American ship Florence, 1,574 tons, Captain Ryder, from Tacoma, arriving April 5, at the railway wharf discharging coal; the American bark Big Bonanza, 1,343 tons, Captain Bergman, from Newcastle, arriving April 9, at Navy wharf No. 2, discharging coal; the American schooner Manila, 647 tons, Captain Knudsen, from Newcastle, arriving April 12, at Navy wharf No. 2, through discharging coal and ready to sail for the Sound in ballast; the American schooner Inca, 901 tons, Captain Rasmussen, from Newcastle, arriving April 12, at Sorenson's wharf, discharging coal; the American barkentine Klikitat, 437 tons, Captain Cutler, from Port Ludlow, arriving April 13, at Allen street wharf, discharging lumber; the American barkentine Omega, 522 tons, Captain Mackie, from Newcastle, arriving April 13, at the railway wharf, discharging coal; the American ship S. D. Carleton, 1,788 tons, Captain Amesbury, from Tacoma, arriving April 14, at the railway wharf discharging 2,000 tons of coal; the American bark Diamond Head, 952 tons, Captain Peterson, from San Francisco, arriving April 14, at the railway wharf, discharging 1,500 tons of general merchandise; the American barkentine Benicia, 658 tons, Captain Bowes, from San Francisco, arriving April 17, at the Irmgard wharf, discharging 1,000 tons of general merchandise; the American barkentine Planter, 498 tons, Captain Chase, from San Francisco, arriving April 18, at Brewer's wharf, discharging 1,000 tons of general merchandise; the American schooner Helene, 828 tons, Captain Christiansen, from San Francisco, arriving April 19, at the Irmgard wharf, discharging 1,500 tons of general merchandise; the American bark R. P. Rithet, 1,043 tons, Captain McPhail, from San Francisco, arriving April 19, at the old fishmarket wharf, discharging 1,500 tons of general merchandise; the Oceanic steamship Zealandia, 1,717 tons, Captain Dowdell, from Los Angeles, arriving April 21, at the railway wharf loading sugar, sails for San Francisco this afternoon at 2 o'clock; the American steamship Centennial, 1,287 tons, Captain Anderson, from Seattle, arriving April 23, at the Irmgard wharf, just finished discharging 500 tons general merchandise; the American schooner Alice Cooke, 722 tons, Captain Penhallow, from Port Gamble, arriving April 24, at the Allen street wharf discharging 900,000 feet of lumber; the American ship Tillie E. Starbuck, 1,828 tons, Captain Curtis, from Kobe, arriving April 25, at Sorenson's wharf, discharging 600 tons of coal ballast and the American bark Snow and Burgess, 1,528 tons, Captain Olsen, from Newcastle, arriving April 25, lying in the stream, awaiting berth to discharge 2,140 tons of coal.

Steamers for Month of May.

The first mail steamship to arrive at this port from the Coast in the month of May will be the Occidental and Oriental steamship Doric, scheduled to reach here on Thursday next, the 2d of May. The probabilities are that she will make port the evening previous.

On the 4th the Coptic is due from the Orient and the Mariposa, running between San Francisco and this port, is expected from the Coast.

On the 8th the Moana will arrive from the Colonies, sailing hence for Vancouver and Victoria.

Three steamships are due to arrive on the 14th, the Sierra from San Francisco, the Sonoma, from the Colonies and the America Maru from the Orient. On the 18th the Peru is scheduled to put in here on her way to the Orient from San Francisco. The City of Peking arrives from Yokohama on the 21st and the Mariposa from San Francisco on the 25th.

On the 28th the Gaelic comes from the Orient and the Coptic from the Coast.

There are seven regular mail steamships arriving from San Francisco next month. Besides these there will probably be two or three transports, so that Honolulu is not apt to go mail-hungry in May.

WIND-JAMMER and schooner and bark,
Barkentine and diminutive brig,
At anchor in line in the dark,
Close together, the little and big.

Naked their masts in the wind,
Snugly their sails stowed away;
Dreaming of watery leagues behind—
Feeling the fond waves play.

Silent and grim and severe,
Yet graceful and noble and grand;
An army of ships from far and near,
Sentinel-like they stand.

Ships from the North and the South,
Craft from the East and the West,
In the stream near the harbor's mouth—
Queens of the sea at rest.

Black are their hulls in the night,
Like a forest their masts uprise;
And the gleam of each riding-light
Appears as a star in the skies.

Hoodoo and hell-ship and wreck
And pride of a nation are here;
A packet whose blood-stained deck
Knows a story of terror and fear.

Clipper and sky-scraper, too,
Crossing lines with the hulk and the scow;
Fleet carriers, old and new,
And the tub with the ancient prow.

Vessels from round the Horn,
Where Boreas blows both ways;
Craft which follow the dawn—
At sea for a hundred days.

Ships from the land of coal,
Ships from the forests of pine,
Bringing their treasure and paying their toll
On produce of woods and mine.

Vessels of wood and of steel,
Ships which have won great fame;
And here on the reef the keel
Of a packet which has no name.

She may have been great in her day,
Though her ghost now skims the sea,
While the fish in her ribs at play
Know naught of her history.

At the furthermost end of the row
Lies the hulk of an ancient bark,
And all the old sailors know
She's the haunt of the spirits at dark.

And the ships which are new and grand,
And the ships which are old and weak,
At rest in the stream, near the land,
When the day is done, can speak.

They talk of the ocean's way,
They talk of their masters and men;
But at the approach of day
They all become silent again.

They tell of the voyages made,
Of ports round the earth's long rim,
Of tricks that the wind has played
And how they've outwitted him.

They whisper of treasures untold,
Of romance and murder and wreck,
Of regions of heat and of cold,
And of things which have happened on deck.

And they boast of the deeds they have done,
Of the speed they have made with the wind;
And each one claims to have run
While the others tarried behind.

Wind-jammer and schooner and bark,
Silent and grim and severe,
Tell tales when the harbor is dark,
Not intended for mortals to hear.

Hoodoo and hell-ship and pride
Of a nation, all in a row,
In the stream, in the night, side by side,
Whisper the secrets they know.

WILLIAM F. SABIN.

TO THOSE ON THE OTHER ISLANDS.

"ARABIC"

Will cool Iron Roofs 15 degrees, prevent rust, preserve the iron, and where the water is used from the roof it is improved, as there is no taste of the ron. "Arabic" can be put on the inside and outside of Iron Water Tanks, making the water cool and pure. "Arabic" cannot be used on Wood or Paint.

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A COMPLETE LINE OF
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Galvanized wire hoisting rope, chute landing cables and steam plough cables.
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Just Received on Ice S. S. "Ventura"

A very limited quantity of the following:

Frozen Eastern Oysters,
Frozen California Oysters,
Fresh California Rhubarb (large),
Fresh California Asparagus (large),
Fresh California Celery (large and fine),
Fresh California Cauliflowers (large and fine),
Fresh California Artichokes (large and fine),
Fresh California Yellow Turnips (large and fine),
Fresh California Fancy Cheeses,
Fresh California Navel Oranges,
Fresh California Apples,
Fresh California Lemons,
Fresh California Limes,
Fresh Columbia River Salmon,
Fresh California Striped Bass, etc., etc., etc.

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Office, Grocery Department Theo. H. Davies & Co., Queen Street. 5840

NOTICE.

DR. GEORGE HERBERT LEAVING for the Coast on the 23d instant, Dr. St. D. G. Walters will have entire charge of the practice during his absence. His office hours will be from 9 to 11 a. m., from 1 to 3, and from 7 to 8 p. m.

DRS. HERBERT, HUMPHREYS & WALTERS. 5833

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Reducing Stock, Reducing Prices. . . .

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Several Phaetons at 30 per cent Reduction.
A Few Runabouts at 25 per cent Reduction.
Surreys and Buggies at 20 per cent Reduction.
Farm Wagons at 40 per cent Reduction.

HARNESS, WHIPS, ROBES, ETC., at greatly reduced prices.
THIS SALE WILL CONTINUE FOR A FEW DAYS ONLY.

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Horsemen

Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, and a soft, yellow paste. It is cold and moist to the sole and frog of the foot, replaces the natural moisture and penetrates into the foot, making it tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improving.
One pound lasts a horse sixteen days if fed according to directions.

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Large assortment on hand and made to order.
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