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We carry in stock a special 4-strand-
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This rope is 25 per cent stronger than
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We also carry extra strong blocks,
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Plantation managers will be furnish-
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A full stock of well-boring rope.
Wire rope of all descriptions and
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Steam plow rope, guaranteed to be the
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Special wire and Manila ropes manu-
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A full line of paints, oils and var-
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CONTRACTING CARPENTER, PA-
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Lowest Prices.



When the Ventura was sighted yester-
day morning at about 8 o'clock the ex-
pectation with which she was awaited
was great. It was known that she
would bring news about the state of
President McKinley, about whose assass-
sination the Para had brought the
earliest report. As she came up the
channel she passed the Sierra which
vessel had just left the Oceanic dock.

The people on board the Sierra were
very anxious to get the news from the
Ventura, while the Ventura's passen-
gers were anxious to get off mail on
the Sierra, but both parties were doomed
to disappointment. At about a
quarter past eleven the Ventura moored
by the Oceanic wharf. She left San
Francisco Sept. 12 at 12:36 p. m. and
reported her arrival here at 8:39 a. m.,
thus making the trip in five days seven-
teen hours and thirty-three minutes.
She had only forty-six tons of freight
for Honolulu, it for Sydney and way
ports she had 2,267 tons.

The Ventura had no trouble from the
strike in San Francisco. There were
plenty of non-union laborers ready to
load her, even though the company has
now stopped paying a daily bonus to
the stevedores. The only extra induc-
ement they get now beyond the regula-
tion wages, are the free meals, which
are served to them from a steamer lying
at the dock, which now serves as an
eating and lodging house for the labor-
ers. While several of the crew had had
tussles with toughs after leaving the
dock things were not as bad as before.
While most of the stokers on this trip
were green hands, and consequently
were a bit sick during the first day out,
yet the time made was very satisfac-
tory. The sailing vessels in port are re-
ported to lose some time in their ef-
forts to secure crews, and yet they seem
to be able to get off with only com-
paratively small losses of time.

The Ventura further reports that up-
on the morning she left, Sept. 12, the
longshoremen of Oakland finished their
strike and went to work again.

Porto Ricans on Para.

With the steamer City of Para, which
vessel arrived Tuesday night, came 406
passengers, the great majority of them
being Porto Rican laborers. The ves-
sel waited outside until morning when
she was moored by the Channel wharf
to enable the officials to count the pas-
sengers. While the Para was lying
there some small rumpus started among
the Porto Ricans, causing a rumor to
circulate along the waterfront that the
men had refused to allow any fumigat-
ing to be done, and that they would
all have to stay in quarantine for fifteen
days before they would be allowed to
land. This proved to be a mistake how-
ever, and during the afternoon boats
from the steamers Hawaii and Iwalani
went out to the City of Para, which,
by this time had been towed away from
the Channel wharf into the stream.

The Hawaii took thirty Porto Ricans
with her for Papaioa, when she left
for Hawaii yesterday afternoon, and
the Iwalani will take a number over to
Hanalei on Kauai today.

The Porto Ricans looked a miserable
lot, as they were crowding together
'tween decks, some of them being very
ragged, and not a few children prom-
enading around without being annoy-
ed by other clothes than their hats.
All were counted off on the steamer
and there checks for \$5 apiece were
given to them, whereafter they were
bundled into the boats, which brought
them over to the local steamers. With
the exception of a few sick ones, the
crowd upon the whole seemed quite
merry, and "Adios, adios," kept ringing
over the water, as they were taken
ashore from the Para.

August's Shipbuilding.

The Bureau of Navigation in its re-
port for August states that during this
month 142 vessels of an aggregate ton-
nage of 32,210 gross tons were built in
the United States.

Of this total number seventy are
wooden sailingships with an aggregate
tonnage of 12,568 tons and one steel
sailingship of 235 tons. Sixty-three
were wooden steamers with a tonnage
of 5,142 tons and eight were steel steam-
ers with a tonnage of 14,265 tons.

The places of building were distrib-
uted as following: In the Atlantic and
Gulf States were built sixty-six sailing
vessels of wood and one of steel; eight-
teen steamers of wood and two of steel.
On the Pacific coast were built four
wooden sailing vessels and seven wood-
en steamers. No steel ships were built
on the coast during the month. On the
Great Lakes were built twenty-six
wooden steamers and six steel steamers,
while twelve wooden steamers, eight
steel steamers and one steel sailing ves-
sel were built on the Western rivers.

The totals of tonnage are thus dis-
tributed: Atlantic and Gulf States, 17-
452 tons; Pacific Coast, 2,785 tons; Great
Lakes, 10,552 tons, and the Western
Rivers, 32,210 tons.

The largest steel steam vessels in-
cluded in these figures are the Colonel,
of 3,879 gross tons burden, built in
Wyandotte, Michigan, for the Michigan
Steamship Co.; the El Dia, 4,615 tons,
built in Newport News, Virginia, for
the Southern Pacific Co., and the
George W. Peavey, 4,997 tons, built in
Cleveland, Ohio, for the American Ship
Building Co.

Seattle-Honolulu Steamers.

Ninety days from Baltimore, the
steamer Meteor, Captain Ahlstrom,
reached port yesterday morning, bring-
ing a cargo of 2,800 tons of coal that
will be discharged on the Oakland side
of the bay, says the Chronicle of Sep-
tember 11. The Meteor is a new steel
freighter, built at Toledo, O., and is on

her maiden trip. Like the Tampico
and Eureka, which recently arrived
from the Eastern coast, the Meteor's
machinery is in the extreme after part
of the hull, rendering the vessel's ap-
pearance radically different from any-
thing on this Coast except the lake-
built steamers. With the Eureka and
Tampico, the Meteor will make her
headquarters at Seattle under the man-
agement of the Globe Navigation Com-
pany. The three steamers will be placed
on a new route connecting Seattle
and Honolulu.

The Alameda's Improvements.

Yesterday the Oceanic Company's
steamer Alameda was taken from the
Risdon Iron Works to Hunter's point
dry dock to have her repairs completed,
says the Chronicle of Sept. 7. This will
occupy about a week. Since going out
of commission several months ago the
Alameda has had new boilers but in and
in other respects has undergone notable
improvement, calculated to increase the
speed as well as the comfortableness of
the well known steamer. Within a
short time the Alameda will be placed
on the Honolulu route, relieving the
Mariposa, which will also undergo im-
provements.

Rio de Janeiro Report Confirmed.

United States District Judge de Ha-
ven yesterday affirmed the report of
United States Commissioner George E.
Morse in the matter of the liability of
the Rio de Janeiro in the damage suit
of Sarah Guyon, administratrix of the
estate of Henry Guyon. Commissioner
Morse fixed the valuation of the
wreck and freight pending at \$24,977.93.
—Examiner.

Shipping Notes.

The Ventura took in 700 tons of coal
at this port.

The Hanalei moved from the Naval
Row up to the Inter-Island wharf.

The steamer Noeau is at present
undergoing repairs. She will probably
remain in port for a week.

The American bark Abbey Palmer
will sail today at about 10 o'clock in
the morning. She will go in ballast to
the Sound, where she will take aboard
a load of lumber for South Africa.

The Mariposa will make one more
round trip between San Francisco and
this port, when she will be laid up in
San Francisco to have new boilers put
in. The Alameda will then take the
run.

First Assistant Engineer T. W. Law-
rence is acting chief engineer of the
Ventura during this trip. Chief Engi-
neer Haines, who before sailed on the
Mariposa, is taking a short vacation in
San Francisco.

Mr. J. Sealy is now chief steward
of the Ventura. Mr. Sealy is well
known here, having been both on the
Australia and the Zealandia. He takes
the place of Mr. Clark, who will be
transferred to the Alameda.

Among the passengers of the Ventu-
ra was Miss Mabel Howard, a daugh-
ter of the superintendent of the
Oceanic Steamship Company. Miss
Howard, who will probably stay in Ho-
nolulu for a while, is traveling for
her health.

The steamer Hawaii sailed yesterday
for Hawaii. She had a large cargo, in-
cluding much machinery. She will call
at Lanai, where she will leave the
Dowsett family. The Hawaii also took
a crowd of thirty Porto Ricans from
the steamer City of Para. They will
be shipped to Papaioa plantation, on
Hawaii.

MOTHER AND CHILD

Let the mother take Scott's
emulsion of cod-liver oil for the
two; it is almost never super-
fluous.

One can eat for two; but
nourishing two is a different
thing; it implies a degree of
interior strength not often
found in woman of either ex-
treme.

Luxurious people are not
very strong by habit, and over-
worked people are weak from
exhaustion in some of their
functions. Between the two
is the happy mean; but how
many women have plenty of
life for two?

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Half-fare school children's tickets
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on the cars, or at the Company's office
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for the transportation of school children
up to 17 years of age in going to and
coming from school, between the hours
of 7:30 and 9:30 a. m., and 12 noon and
4 p. m. on regular school days.
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