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We also carry extra strong blocks, fitted with metal line or roller bushings. Plantation managers will be furnished with any information in reference to equipment for handling heavy weights, by our manager, Captain C. J. Campbell.

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Steam plow rope, guaranteed to be the best in the world.

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C. SHIOZAWA, Proprietor. Y. SOGA, Editor. Telephone Main 97. Editorial and Printing Office—Maunakea St., above King. P. O. Box 507.

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# NEWS OF THE WATERFRONT

## Freight Steamer Californian Now in Port.

Another of the big freight steamers of the Hawaiian-American line arrived in port yesterday morning. This is the Californian, one of the company's 8,500 ton steamers, which is now on her way to New York. She and the Oregonian, which was here a few weeks ago, the Hawaiian and the American are all 8,500 ton vessels of the same type, being single screw steamers. They run on the same route from San Francisco to New York around the Horn via this city.

The Californian sailed from San Francisco to Tacoma where she took on coal. This was done principally because of the difficulties encountered in loading in San Francisco during the present time because of the great strike.

The ship left Tacoma September 27th, and, with the exception of one day's rough weather, she had a quiet and uneventful trip to this port. Only one vessel was sighted, the Aorangi bound for Vancouver. She was spoken at the latitude of 42.15 north and 126.6 west longitude on September 30.

The Californian brings about 3,800 tons of freight for this port consisting of lime, flour, hay, feed, structural iron work, kerosene oil in cases and fertilizer. She expects to be able to discharge this in about four days, whereupon she will begin taking on her cargo of sugar. She will probably sail a week from Thursday. From this port she will go to Kahului where she will take on some more sugar, whereupon she will start on her long voyage to New York, stopping for coal at Coronel and San Lucia. She will probably stay in Kahului for four days. Captain Lyons of the Californian states that the Nebraskan and the Nevada, which are at present approaching their completion at East Camden, New Jersey, will probably arrive at this port during the latter part of this year. They are both twin screw steamers. Besides these ships the Texan is also being completed at the same shipyards. She will run between San Francisco and New York, however, while the other two will run between San Francisco and these islands. Two more steamers, the Alaskan and the Arizonan, are at present being built at the Union Iron Works in San Francisco, but the strike has been hampering the work on these two boats very much.

It is the first time the master of the Californian, Captain William Lyons, has been in Honolulu. He shipped as first mate on the Hawaiian, and went to San Francisco in her. From that port he was called back East and was placed in command of the Californian. Among the present crew of the Californian are six native boys, five of whom shipped on her when she made her last trip from this port to New York. At that place one more Hawaiian got on board as a stowaway. He was worked as a sailor on the trip back, and was finally taken on as a regular member of the crew when the steamer reached San Francisco. Captain Lyons says the Hawaiians make splendid sailors and that he would like to have all his crew of that nationality. He finds them good workers and always willing and ready for service. Besides this they are a very peaceable lot and do not quarrel and fight among themselves.

The Californian started discharging yesterday at the railroad wharf.

### U. S. Naval Engineers.

By the operations of the United States navy personnel law of 1889 the engineer corps ceased to exist as a distinct branch of the navy, and its members were transferred to the several grades in the line. One hundred and sixty-five officers were thus affected, of which there were eight captains, fifteen commanders, twenty-seven lieutenant commanders, sixty-three lieutenants, thirty junior lieutenants and twenty-two ensigns. All of the first two grades and twenty-five lieutenant commanders were to perform engineer duty only, while the others were required to qualify for line duty by examination after March 1, 1901, and by this time all of the latter have passed the qualifying ordeal, except one, who has been temporarily rejected because of physical disability. The vacancies in the engine rooms of the ships have been filled by a corps of one hundred and fifty warrant machinists, and only very few of the original stock of line officers have been detailed for engineer duty, as was the intention of the promoters of the law. Engineer in Chief Meyville is apprehensive that the machinery of the ships will suffer in consequence, but the former engineer officers are as a whole content with having attained actual rank as line officers, and the line officers are escaping disagreeable engine room duty, thus demonstrating to their own satisfaction that Rear Admirals Walker, Evans and the majority of old-time line officers were correct in their assertion that it needed only warrant officers to run the engines.

### Planter Shorthanded.

The American barkentine Planter was sighted yesterday about noon. She arrived in port during the afternoon and tied up by the Irmgard wharf, where she will discharge her cargo of general merchandise, among which is a great deal of stone and building material for the Young building. She also brings thirty head of horses and mules, and 198 hogs. This last consignment is for Mr. Wagner. Two of the hogs died on the trip down.

The Planter was loading in San Francisco during the worst part of the strike. The entire number of stevedores, amounting to from thirty to forty men, had to be boarded on the vessel during these days, and Captain Chase states that many of these men had not been off the wharves for two months. Many of the sailors and stevedores ventured outside, however, but they were very often attacked and beaten by the strikers.

Captain Chase himself had a little experience with the toughs which he is not likely to forget. He was taking a walk a little above Stuart street with the intention of going to a theater, when he met three men, one of whom he knew. When he saluted this man, who, as he later ascertained, was one of the leading strikers, all three men fell upon him, knocked him down and beat him unmercifully. Captain Chase, however, managed to struggle to his feet, and get away before he was seriously injured.

The Planter and the bark Andrew Welch left San Francisco on the same day, twenty-three days ago. The Welch had managed to secure a full crew by paying fancy wages, while Captain Chase set to sea with only his two mates, a cook and a cabin-boy. There were also two men to attend to the live stock. Captain Chase did most of the steering himself, and during the whole trip down here he has not been in bed, having contented himself with cat-naps on a lounge in his cabin. Luckily the Planter had fair weather during the whole voyage, yet it is no little credit to Captain Chase that he has been able to beat the Welch down, hampered as he was.

### Steamer Boys and Poker.

The officials on the Inter-Island wharf were bothering their heads yesterday morning as to what could be the reason for the disappearance of the crew of native sailors of the Mikahala. The boat was to sail at 5 o'clock in the afternoon, and in the morning the crew failed to show up.

Finally, however, word was received from the Police Station that the crew was at the time languishing in jail. Frank Harvey went to the station to see if he could pay their fines, but when he found out that the fines in total amounted to \$77, he drew off. The boys had been having a festive little time with a certain game which is very much like poker and were caught by Deputy Sheriff Chillingworth and put in jail. Consequently they had not been able to report, even if they had wished to do so. While they were in the lockup they had been discussing the possible length of time, which they would have to spend in Mr. Henry's hotel, so when Frank Harvey showed up he came as a liberating angel.

The steamer could not sail without the boys, so Harvey dug up and marched down to the wharf with his sorrowful gang. One of the boys looked on himself as especially ill-treated by fortune. He was the fellow who had just won \$2.15 on a pair of kings, when the police stepped in and spoiled the game.

### Tampico Delayed.

The steamship Tampico, which was expected to arrive here in the very near future, will not come as soon as she was expected. The reports brought by the Californian state that when the Tampico started from Seattle on September 5, she ran into the mud, receiving quite a bit of damage. She was put on the dry dock and repairs were started, her screw especially being in need of them. The Tampico is the first of a new line of steamers which are to run from Seattle to this port. As she had none of her cargo on board when the Californian left it will now probably be several weeks before she arrives at Honolulu.

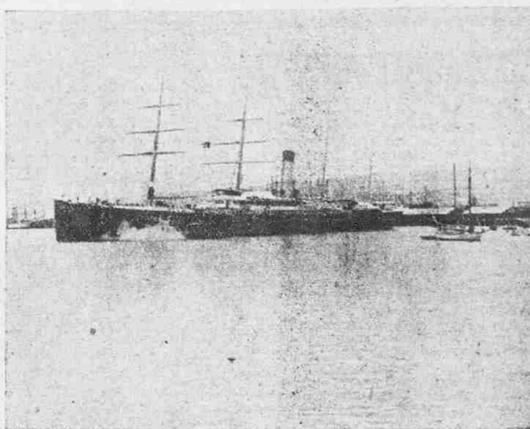
### Sectional River Gunboats.

A shallow-draught gunboat for the British navy, named the Moorhen, was launched August 13 from Yarrow's yard at Poplar and had her official trip two weeks later. The boat drawing twenty-seven inches, with a load of forty tons, averaged over thirteen knots for three hours under natural draught and against a twenty-five knot breeze. She is built in sections and will be taken to pieces for shipment to China, where she is to serve as a river patrol. The Moorhen is just the type of war craft needed in the Philippines, where the intricacies of navigation make the use of large vessels extremely hazardous.

### British Warships.

In designing the new type of 18,000-ton battleships for the British navy, a fresh system has been followed. Naval officers of high standing and much experience in handling battleships were asked to point out defects in the existing ships and suggest ways in which they might be improved upon.

As a result, it is understood that the masts of the new battleships will be considerably shorter than the towering ones now fitted. Probably as much as sixty feet will be cut off them, for ex-



(Photo by Rice & Perkins.) S. S. COPTIC LEAVING HONOLULU HARBOR.

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perts hold that, with the new signaling devices now being introduced into the navy, comparatively short masts only are required. Hardly any wood is to be used. What is employed will be in such places that it can be hoisted overboard in a few minutes.

It is proposed to do away with the present system of building high fore-and-aft bridges. In places of these only comparatively squat structures will be put in the new type of battleships, and these bridges, which are to be of iron, will be so made that they can be easily slid overboard when clearing for action. By this arrangement the look of the ships will be rather spoiled, but a deal of dangerous superstructure will be removed from their decks. Between decks, too, it is proposed to provide greater space by making the officers' cabins smaller than in existing ships.

### Japan's Naval Expenditures.

The naval expenditures of Japan have increased vastly during the past ten years. The ordinary expenditures for 1891 of \$2,706,000 are now \$10,085,500, and the extraordinary expenditures have risen from \$2,044,500 in 1891 to \$8,477,000, the totals for the two periods being \$4,750,500 and \$18,562,500, an increase of about 300 per cent.

### Shipping Notes.

The Coronado is at present lying at the Railroad wharf, where she is taking on board a lot of 7,000 bags of sugar.

The Robert Lewers will take about 4,200 tons of scrap-iron to Tacoma, where it will be used in the blast furnaces.

There may be a race to Lahaina between the Mauna Loa and the Kinau, as both boats started from here at about the same time.

There are about 70,000 bags of sugar in the warehouses on the wharf of the American-Hawaiian Steamship Company, which are to be shipped to New York by the Californian.

The case of the Marion Chilcott, whose skipper did not enter at the Ilio custom house, is at present before Acting United States District Attorney J. J. Dunne. The outcome of the case is awaited with some curiosity in shipping circles.

Work is progressing on the steamer W. G. Hall, which is at present on the marine railway being furnished with new copper sheathing. As soon as she goes off, the schooner Robert Lewers will go on to have her bottom cleaned.

Two vessels were launched September 1 for the British navy, namely: The battleship Exmouth at the Laird yard, Birkenhead, and the armored cruiser Bedford at the Fairfield yard, Glasgow. The Exmouth is of the Duncan class, six in number, and is of 14,000 tons and nineteen knots speed. There are ten sister ships to the Bedford of 9,800 tons and twenty-three knots speed, of which four have been launched. The keel of the Exmouth was laid August 19, 1899, and that of the Bedford, February 19, 1900.

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O. E. will meet temporarily in the office of Dr. C. E. Cooper, or until the completion of the new hall. Due notice of all meetings will be announced later.

By order of the E. R. H. D. COUZENS, Secretary.

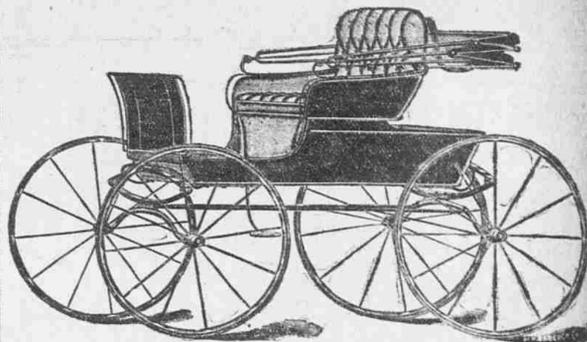
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