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Our Chocolate Creams, Cal. Lemon-
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house of the

OCTOPUS

at the
AQUARIUM

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Saturdays—7 p. m. to 9:30 p. m.
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Has now 3,200, has buried 137 of its
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It speaks for itself.

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The Relief and Burial Association is
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pay funeral and burial expenses, the
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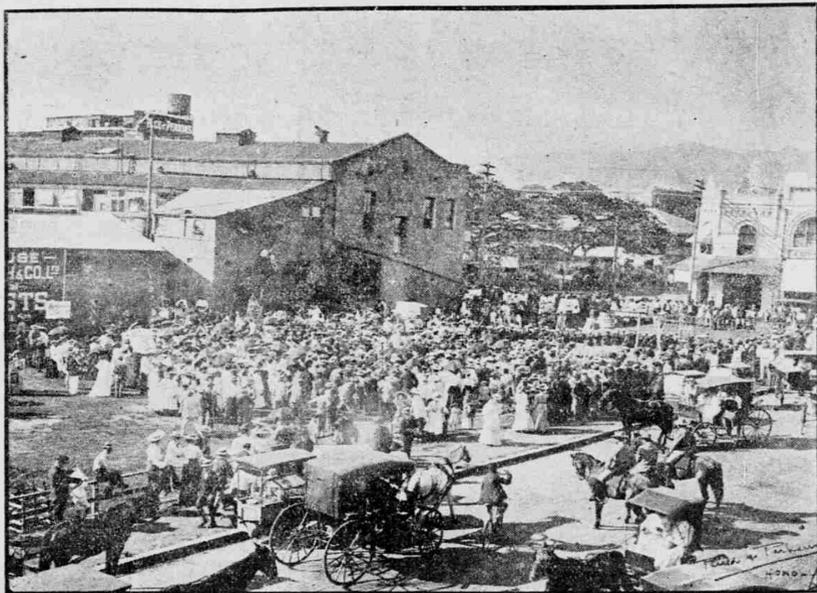
THIS VAG A "PROFESH"

McElroy Prefers Life Within Walls of Prison.

McElroy, a white man, was sent to
the reef yesterday by Police Magis-
trate Whitney for a long term. The
charge was vagrancy.

It was not the first time McElroy
had heard the same sort of a sentence
on the same old charge. McElroy is a
professional "vag." He prefers the
comforts of the Oahu Prison, with its
regular meals, regular hours for sleep
and work and having all his expenses
paid by the government, to the uncer-
tainty of life outside the prison walls.

When free, McElroy does not seem
to know how to get work to procure
the wherewithal to provide meals, lodg-
ings and clothing. It is too strenuous
an existence for him, and he seeks
shelter at the police station, and asks
to be sent back to prison. He has been
here about four years, and most of the
time has lived at the coral hotel.



THE SUNDAY SCHOOLS MASSED ON BISHOP STREET PARK.

Photo by Rice and Perkins.

FINE RECORD OF ALAMEDA AS OIL-BURNING STEAMER

Chief Engineer Owens Had Advocated Plan to Navy Department to Use Oil for Auxiliary Gear.

One of the most conclusive experiments in the use of crude oil
as fuel for generating steam to propel an ocean-going vessel, is
that made on the Oceanic Steamship Alameda, which is one of the
pioneer oil-burners of the Pacific.

The experiment has proved satisfactory in every respect and
the officials of the company would no more think of returning to
the old-fashioned method of using coal, than they would think of
using sails as a motive power.

Chief Engineer Owens is proud of the record of the Alameda
since she became an oil-burner. Before going to the liner as chief
engineer, Mr. Owens had done much practical work with oil as a
fuel. He has now reduced the expense of running the Alameda to
the minimum. It is estimated that the Alameda runs at 55 per
cent less fuel cost in the engineer department than before. The pay-
roll has also been cut down thousands of dollars. There is also
the saving in space giving additional room for freight. There is
no longer a great over-crust of coal dust on the Alameda after
reaching port, as in former years, with the finer particles permeat-
ing every stateroom. The experiment on the Alameda has brought
out the following features: Saving of expense for fuel, saving in
wages, added freight space and cleanliness.

Chief Engineer Owens is an advocate of the use of oil for fuel
on warships. He scoffs at the idea of danger which people who
know little about marine architecture believe would exist. Mr.
Owens says the oil would be way below the water-line and safely
stowed away from the area of fighting.

The chief engineer has also presented a plan to the navy de-
partment which if adopted should make the speed of warships
more effective than ever. In the new vessels besides the regular
engines which supply the motive power under ordinary cruising,
there is an auxiliary set of engines. When greater speed is neces-
sary steam has to be gotten up in the auxiliary engines, which
takes time. When additional speed is necessary under such cir-
cumstances as a battle would promote, the additional speed is need-

ed at the earliest possible moment. Chief Owens's plan is to
provide oil for fuel for these engines. This could provide steam in
much less time than coal. It's the case over again of a cow-puncher
who didn't always need a gun, but when he did he needed it bad.

The question has been often asked why doesn't the Oceanic
company install oil instead of coal on the Sierra, Ventura and So-
noma, knowing that oil has been so successful on the Alameda.
The answer is simple. The authorities at Sydney won't permit
oil-burning steamers to go into their harbor. Sydney and most all
ports in Australia, depend for much of their prosperity in the ship-
ment of coal, and the substitution of oil for coal would be aiming
a blow at one of the Commonwealth's great industries.

CURRENT CONDENSATIONS.

This year the Jews will celebrate the
two hundred and fiftieth anniversary of
their settlement in New York.

There is only one \$10,000 government
greenback still in existence. It is owned
by a farmer, and he refuses to let the
government retire it.

The children of San Rafael, Cal., have
been formed into a junior section of the
local improvement club. Their duty will
be to preserve the street trees and to
keep paper off the streets.

During the last year the Canadian
government has paid out in steamship
subsidies a little over \$500,000. These
subsidies have been paid partly for mail
purposes, and partly, apparently, to es-
tablish commercial connections.

From the first of July next, the date
at which the new Canadian provinces
of Alberta and Saskatchewan begin to
exist, each will receive \$92,500 a year
from the Dominion government, for five
years, for the erection of public build-
ings.

In 1904 the number of arrivals at Ellis
island was 606,000, the number for the
entire country being 800,000. Of these
263,150 settled down in New York city,
and the great majority of the remainder
went to other cities as laborers, etc.,
where they are not needed.

The San Francisco board of health
procured 100 samples of red wines from
restaurants, wine dealers and manu-
facturers and analyzed them. Forty-
one were found adulterated with coal
tar, salicylic acid, arsenic, etc. The
board of health gave names, addresses
and full particulars and the local news-
papers published the report. Some of
the best-known firms in the city are in
the list.

IN THE ROYAL SWIM.

The queen of Holland has given 500,
000 francs for the erection of a hospital
for crippled children at The Hague.

When she is able to travel, which has
not been often of late, the czarina of Rus-
sia almost invariably takes her camera.

Lady Wimbome is about to establish
a book shop in London. Her object is
to encourage the sale of Church of Eng-
land books.

Sir Henry Mortimer Durand is said to
be the first British ambassador to thor-
oughly appreciate American jokes.
Funny stories with the finest points he
sees instantly and enjoys to the full.

Since he was a young man the German
emperor has kept a complete account of
the successes that have attended him
with the gun. Up to the present he has
killed close upon 50,000 head of game.

Admiral Baron von Spain will retire
from command of the Austrian navy
shortly and will be succeeded by Vice
Admiral Monte Cuccoli, who has a fine
reputation among the naval men of the
world.

In a gymnasium, fitted up for the
kaiser's use on board the steamship in
Hamburg, the London Graphic says, is
an electric horse, "which is understood
to be particularly energetic in its move-
ments."

One of the stories of Peter the Great
on his famous visit to England tells how
he was perplexed at Westminster hall
by the sight of so many wigs and black
gowns. It was explained to him that
their wearers were lawyers. "Law-
yers!" exclaimed Peter; "why, I have
only two in my whole dominions, and I
believe I shall hang one of them the mo-
ment I get home."

LAWSUIT 300 YEARS OLD.

Case Involving French Millions Has
Been Pending That Length
of Time.

Jean Thieri, who died in 1676 at
Venice, leaving a fortune of \$2,000,000,
was indeed a benefactor of the legal pro-
fession. Every since his demise litiga-
tion has been going on about his will
and still continues. In 1791 the claim-
ants to the Thieri estate were found to
number 2,000. A. M. and Mme. Revol
are now cheerfully engaged in litigation
with the fond hope of obtaining the ac-
cumulated fortune, which, if it exists,
must be enormous. There is, however,
a doubt whether it does exist, says a re-
cent account.

The case is as beautifully complicated
as the most legal mind could wish. Thieri
left his money to relatives in France,
who never claimed it and the fortune re-
mained in the Bank of Venice. Toward
the latter years of the seventeenth cen-
tury some forgers appear to have con-
cocted a spurious warrant from the king
of France making the estate over to
them. They were found out and the
deed was revoked.

Throughout the eighteenth century
the case was carried from court to court
in France and at Venice. In 1796 Gen.
Bonaparte was ordered by the govern-
ment of the French republic to claim the
Thieri estate. Shortly afterward he
occupied Venice, and whether or not he
then appropriated the money to pay his
troops is still a moot point. During the
last century, in the seventies, a Mrs.
Cotton devoted her energies, without re-
sult, to suing the French government
for the Thieri estate.

About ten years ago a Mme. Roussel
took a hand in the game. The present
claimants, M. and Mme. Revol, have
just lost a preliminary suit before the
council of state because they could not
prove that the Thieri fortune was in
the Bank of Venice at the time of the
French occupation of Bonaparte, nor,
consequently, that the latter had appro-
priated the funds, but they are going
hopefully on with their case.



Latest Photograph of
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and velvety softness to the hair, and a few weeks' use
will cause new hair to sprout out all over the scalp, and
grow abundantly, long and beautiful. Use it every day
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