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—ATTENTION—
We have just accepted the Agency for the

The Protector Underwriters of the Phoenix of Hartford.
These are also among the Roll of Honor in San Francisco.

**BRIDE TOO YOUNG,
SAYS HER MOTHER**

HILO, July 22.—Mrs. de Mello of Keokea has complained to Sheriff Pua that a marriage license agent granted a license for the marriage of her daughter without the maternal consent having first been obtained. The young lady in question left her home in Keokea and was finally located in Kailua where she was living with her husband. The irate mother insists that the marriage is void and Sheriff Pua has left for South Kona to look into the matter and also to transact other business of an official nature in the district.

**FLOODS AGAIN IN
NORTHERN JAPAN**

TOKIO, July 24.—Disastrous floods are reported to have occurred in the northern part of the island. Four hundred persons are missing and it is feared that the death list will be a long one.

PILES CURED IN 6 TO 14 DAYS.
PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded—Made by PARIS MEDICINE CO., Saint Louis, Mo.

**HAWAII MAKING
POLITICAL HAY**

Candidates Busy Piling Up Interest and Repairing Fences on Big Island.

(Mail Special to The Advertiser.)

HILO, July 19.—One of the interesting features of the coming election will be the supervisor fight. While it is quite likely that some of the incumbents will manage to get back on the board, it looks as if most of them would have a good fight on their hands, and it is certain that in the shuffle the complexion of the board as a whole will change not a little.

That the representation of the Hilo districts will be different from what it is at present is regarded as certain, owing to the definite determination of Chairman Lewis to seek his laurels in the senate this time.

The much discussed question as to whether Ned Austin will run again, demands entirely on the result of the convention, as Austin is willing to run if the nomination is offered him. There is no doubt but that Austin lost political strength when he joined the Frear ranks in the historical convention, but the road men have not forgotten that Austin inaugurated the present system of paying them weekly, thereby delivering them out of the hands of the loan sharks, and they and some of the business men may give Austin the support he needs.

Austin Not Worrying.

"I am not going to worry about getting the office," said Austin, when asked point blank whether he intended to run or not. "On the other hand, if I am nominated, I will certainly run."

A number of other supervisory possibilities have been mentioned, and, as usual, there will be a lot of seekers for these offices. Report had it that O. T. Shipman was a likely candidate on the Democratic ticket from Hilo, but he denies that positively.

"Some of the merchants have been after me to run for Hilo," he answered, when asked about the matter. "But I will not do so. My official residence is in Kau, and if I run at all, it will be from that district."

Ewaliko Is Running.

Another Democratic candidate is David Ewaliko, the union leader, who seems fairly certain of landing a Democratic nomination.

As Republican possibilities report also mentions John Kealoha, the road supervisor, and Norman Lyman, the present supervisor from Puna. Should the latter run, a legal point will be involved. At present Lyman, as Puna's supervisor, has to be a resident of Puna to hold his office. On the other hand, in order to run for the office of supervisor from Hilo, he has to have been a resident of that district for one year prior to his election. However, it is more likely that Lyman will run for the house this year, at least, such is the report which is common in Puna.

The Home Rule ticket has to offer as candidates for Hilo supervisors Pachelo and Eugene Lyman, with the former probably the stronger candidate.

In Puna the battle for the seat on the board will be a fierce one. Each of the three parties has a candidate in the field, and each one of these, when seen about the matter recently, avowed his intention to enter the lists. Henry Lyman will seek the office as the Republican candidate. He stated that while he was not over-anxious to run, he had been asked by a number of prominent Punaites to succeed his brother, Norman, in the office, and he would make the run rather than see the Republican nomination go by default.

"My platform will be simple, namely good roads," said Lyman. "That is what I am interested in, and that is what all want. If I should be elected, I intend to devote my energies towards perfecting our road system."

Will Hold Office.

Lyman was asked if he would give up his territorial office as tax assessor for Puna, if he were elected to be supervisor and said that he would not.

The Democratic candidate from Puna will be Kalauiwa, who last year was Kona's supervisor. Kalauiwa during the past year has been working in Puna as a builder of roads, and he has just finished working on the courthouse at Kapoho, and intends to settle down as a small farmer at Koae. He is said to have used his time well making political hay during his residence in Puna.

Puna's Home Rule candidate for supervisor will be Haalele, a well known and intelligent Hawaiian of the old school, who is popularly known as the "Mayor of Kalapana," where he has resided for a score of years or more. He was a member of the first legislature under the new regime, and was last term the deputy sheriff of Puna.

Battle in Kau.

In Kau the line of battle is not nearly so clearly defined. Sam Kaunane, being mortal, has not been able to please every one in his district, and his opponents are casting about for a candidate to run against him. A delegation of these thus came to Hilo not so very long ago and waited on O. T. Shipman, offering him their support, if he would run. As is indicated by Shipman's statement quoted above, his ambition, if he runs, will be to represent Kau rather than Hilo, and he has not hesitated from clearly defining just where he claims his residence. He takes the position that if it appears that a majority of the Kau voters want him to run he will do so, but he will spend no sleepless nights about the matter.

In Kona a great battle is preparing. Many of the residents kick because there has been but little work done on the roads, compared to that which was done when Kalauiwa was in office. While this is to a very great extent an objection to Kona, the present supervisor who has the shortage of coin from doing the work he would like to do, the feeling is certain to have considerable influence on the coming campaign. Kona will thus have to fight for his nomination young Juhon Yates, who represented Kona in the House last year. He is after the

Promotion Work for Hawaii

BY WALTER G. SMITH.

During the past few years Hawaii's tourist business, thanks to the promotion committee, has been having a creditable growth. Lately methods have been worked out to make it grow faster and provide more housing and entertainment for it. It is felt that by exploiting a populous field nearby, many more people may be persuaded to come here, and that the canal and the world's fair are sure to thrust tourists upon us and that we ought to do our part soon in building for the special need.

Chiefly by means of promotion literature we have attracted, during the winter, nearly as many strangers as we could care for, and even now, in mid-summer, tourists are coming in every boat. Honolulu on its structural side is making ready for more of them. New hotel projects are looming and small houses are being put up to serve the needs of those who want to consume. For reasons which I shall give later on, I believe that we shall soon hear a call for a extravaganza like the one projected for Punchbowl, with Hilo and volcano annexes, and like those which at Los Angeles, San Diego, Coronado, Pasadena and Santa Barbara, have assisted so much in the growth of population within the sunshine belts of California. Assuredly we shall need one or more big tourist hotels before the canal opens.

What tourists mean to California is represented by enormous figures. In some years Southern California has a tourist income equal to or greater than our whole sugar revenue, gigantic as it is. One year when we had \$36,000,000 from sugar, Southern California claimed to have had \$50,000,000 from tourists. Twice tourists have rescued that region from hard times.

Directly to some, indirectly to the rest of us, sugar supports us all; but of the direct income from tourists nearly all of it stays here and finds its way promptly into the everyday pocket. There is an awakening on Fort street every time a body of tourists arrives, but large sugar transactions may occur without raising the normal level of retail trade. Everybody benefits at once and in a way he can see and feel by tourist ready-money patronage—new money, not old money changing hands. More living rooms are sought, more baggage is carried, more hacks and autos are employed, more deposits are made in the banks, more fares are paid on the Rapid Transit cars and to the Oahu railroad and the Inter-Island steamers, more newspapers are taken, more curious and vintage things are collected, lighter wear in drygoods, shoes and millinery is desired, more furniture is bought, restaurants, cafes, hotels and boarding houses are better patronized, more lights are burned, there is a brisker business in creature comforts and so on through the whole range of retail and wholesale trade. Everybody gets a share. Even the churches find more change on the collection plates, and luau flourishes. Then, rising to higher levels of business, a certain proportion of tourists, as is proved by the statistics of Southern California, invest in land, homes, and all market securities, and thus add their permanent quotas to the common prosperity. There comes a larger solvent population.

Hitherto we have looked mainly for tourists from near California, but there is another field which could be added to that and from which many tourists now come, and by which, if we had a ferry steamer running for this trade, we should greatly profit every winter. California cannot be left out of our calculations, but after all it is a competing tourist joint in all seasons. People coming here have to run the gauntlet of California blandishments. But it is different with the Pacific Northwest, the place I refer to, on both sides of the line. The localities there are not specifically winter resorts and the well-to-do people along the Sound and in the regions around it, who are a very numerous class, like to have a warmer place to go for part of the year. They regard California as a competitor for summer tourists, railroads, steamship lines and investment capital, and are a bit jealous of her growth. They wish they had some playground more their own for the frosty and rainy season. We can meet that need. Here is a resort all ready and people from the Northwest and Western Canada are beginning to find it out. The promotion committee is going to make a special campaign there so that more may follow; and I take it for granted that the committee and our people would be glad to meet the Northwesters half-way in providing for a ferry steamer to start the direct interchange of tourists and products.

The Northwesters need Hawaii for winter use and we could use their cool and beautiful land summers when we need a change of climate and also avail ourselves of another route east. There would be big travel by a direct steamer judging from what has already started in a round-about way—for about 15 per cent, as Mr. Wood says, of our tourists last winter came from Canada and the American Northwest. This great region has its traveling eye turned this way and would like a direct steamer service. The question of freights need not worry either party. We ought to do as much business in fruits, winter vegetables and rice, pineapples, bananas, sweet potatoes, onions, avocado pears, etc., with the Northwest as one steamer would need, judging from the trade built up between Boston and Jamaica—and bring back

home rule nomination for supervisor this trip.

Another Aspirant.

Another aspirant for Kona's seat on the board is Kamaoaha, the well known Napoepoo attorney. Kamaoaha has heretofore been a tower of strength for the Republicans in central Kona, but now he has slipped over to the Democrats, and a few weeks ago he sailed forth in the open as an aspirant of Lusk. Furthermore, he took with him a number of his friends, with the result that at such villages as Kamaoaha, Napoepoo and Houanani, where the pressure of Democracy had heretofore been that of a water sailing in the wilderness, Democratic precinct clubs were fairly large memberships have been formed. This change is, however, due to no wisdom on the part of the Democratic party, for the new Kona members of that party should be classed as anti-Republicans rather than

as actual Democrats, their apostasy being the direct result of the unfortunate turn taken by the Republican convention rather than to any Democratic wisdom.

In Kohala the situation has not crystallized as yet and it is generally believed that whether he meets opposition or not, Beckley will be elected to the board. A report has it that Robert S. Naipo, the present road supervisor, may fight Beckley for the Republican nomination.

In Hamakua the outlook is mainly interesting owing to a very definite report to the effect that A. J. Williamson, the well known surveyor of Hamakua, will represent the Republicans as their candidate. Pritchard, who ran on the Republican ticket last year, states definitely that he will not run this time. Pardy will be the home rule candidate, and rumor has it that Attorney Pittsford will seek a seat either on the board or in the House.



WALTER G. SMITH,
Who sails for the mainland Saturday to promote tourist and commercial interests of Hawaii.

forage, flour, fruits, lumber, shingles, dried fish, apples, vegetables that we don't raise, and manufactured products including furniture and paper stock, much of which we now bring from there via San Francisco. Besides, with such a steamer many of our own people, going east in summer, would take the northern route. The Northwest is our special field to cultivate and exploit; we shall be lacking in civic duty if we don't make the most of it. I hear from Mr. Wood that the people up that way cherish an embryo project to build a steamer for this trade. A few years ago we wanted better communication with San Francisco and a committee, with J. A. McCandless at the head of it, raised \$600,000 to build a steamer for that purpose. Then one of the old lines got in and supplied the need. Suppose we should start in with the Sound cities to build a special steamer, how long would it be before somebody already in the business would offer to supply such a vessel and run it for us? And that, I assume, would open a new chapter of our prosperity.

Another reason why we may expect great tourist revenue has to do with the canal. It may yet be an open question whether all the trans-Pacific liners through the canal may come here after making port at San Francisco, though we are fairly sure of the Pacific Mail boats; but Honolulu will never be left out of the new excursion business. That is going to be big and it will start in when the canal is ready. This vast custom has long included the Mediterranean and North Cape in its sphere. Lately it has made the West Indies familiar to thousands; round-the-world trips, from which we have already benefited, are getting on; a South American coasting excursion is doing well; excursions to the canal have started. Let the way be clear for excursions from the East and Gulf coasts to the Pacific, to Hawaii and its volcano, and to California and return, and we shall see plenty of them. Considering that the round-the-world trip can be made for \$650 and that \$35 takes a New Yorker to Bermuda and back, an excursion from New York via the canal, to Honolulu, San Francisco, Mexican ports and return ought to be made for \$150. It would bring crowds; and if we work it right the excursions to the world's fair through the canal can be got to visit Hawaii en route either going or coming.

The fair itself promises to bring over a million strangers to Pacific tide-water—close to the wharves from which attractive steamers leave for Hawaii. The Hawaiian exhibit, if well housed and displayed, must create an extraordinary interest in these islands among world's fair multitudes. Cheap rates of travel here will then come as a matter of course to help out. It goes without the saying that during and after the fair we shall have the greatest run of tourists in our local history; and to make sure of it the Hawaii Promotion Committee is doing more than the majority of our people imagine. For instance, it is sending out tons of productive literature; it is mailing many private letters; it is getting the active cooperation of the railroads in furthering the work laid out for its official lecturer; and it is in touch with fourteen private lecturers now in the field with pictorial representations of Hawaiian life. Besides this it is answering the many inquiries about this Territory and is helping out various hands of Hawaiian singers, dancers, and musicians. Seeling has much has been done with folders, all this extra effort should have corresponding results. The cooperation of the great trans-Pacific roads, already noted, will have quick results.

These are the reasons that occur to me why Hawaii is on the threshold of one of its great opportunities. It has had many and has made good use of them all, whaling, sugar, diversified industries and urban development in turn. In the past we have had a keen eye to the main chance and I believe that Hawaii will recognize its greater tourist opportunities as quickly as it did those in other kinds of business and make as much of them in proportion to its size and distance from great centers as did Southern California.

**THE OLYMPIC, ON
OUTBOUND TRIP,
AS GROUND ON BAR**

Big White Star Steamship Strands Off Ellis Island Half Hour After Steaming.

NEW YORK, July 7.—Avoiding a collision with the Viking, George F. Baker, Jr.'s steam yacht, the Olympic, of the White Star line, ran her bow upon a sandbank east of Ellis Island as she was leaving the harbor for Southampton yesterday with 1000 cabin passengers on board, and lay there an hour or more until, tugs, aided by the rising tide, pulled her clear. Then she proceeded down the harbor and anchored off Tompkinsville, Staten Island, while her disarranged steering gear was readjusted.

The Viking was lying at anchor on the edge of the channel east of Ellis Island, when the Olympic started down the harbor. The tide swung the big steamship toward the yacht and for a few minutes it looked as though a collision was inevitable.

The Olympic sheered toward Ellis Island and the Viking hastily weighed anchor and backed away, just as the Olympic's low stuck fast in the sand. Four New York Central Railroad tugs and two other harbor tugs hurried to the assistance of the stranded steamship, but could not move her for more than an hour.

At a quarter before two o'clock, an hour and three-quarters after the had left her pier, the Olympic was freed and went on her way down the harbor. After she had anchored off Tompkinsville, Captain Haddock informed the officials of the line that the steering gear was being repaired.

The repairs were effected soon and the Olympic proceeded to sea shortly after three o'clock.

The Olympic is a sister ship of the Titanic, which was sunk by collision with an iceberg.

**HARBOR CHANNEL TO
BE CLEANED AGAIN**

Within the next few months, government engineers will start dredging operations to clear the entrance channel to the harbor of all silt and sand which has accumulated as a result of deep sea traffic. The sum of \$17,000 is now available for this work and Major W. P. Woods, army engineer in charge of rivers and harbors in this district, has advertised for sealed proposals on the work, to be opened August 19. When the work is completed the harbor will easily accommodate all vessels arriving here.

**HONOLULU QUARANTINE
IS EFFECTIVE, SAYS COOK**

SACRAMENTO, July 13.—State Horticultural Commissioner Cook says the quarantine established by the state at Honolulu has resulted in keeping the Mediterranean fly out of this state. During the few weeks that inspection has been made at Honolulu not a fly has been detected in the fruit shipped into the port at San Francisco. The quarantine will be continued, however.

Max Z. Rosenbloom, vice president of the firm of Menter & Rosenbloom, owners of a string of department stores throughout the country, was warded away from a Rochester, New York, hospital, where he was recovering from an operation, and found drowned in the Genesee river.

**PITIFUL CASE OF
SKIN DISEASE**

When Two Months Old, Baby had Pimples Spread All Over Body—Broke and Left Skin Like a Scald—An Awful Sight—Doctor Afraid to Put His Hands on the Child,

**CURED AT SLIGHT COST
BY CUTICURA REMEDIES**

"Our baby when two months old was suffering with terrible eruptions from head to foot all over her body. The baby looked just like a skinned rabbit. We were unable to put clothes on her. At first it seemed to be a few scattered pimples. They would break the skin and peel off leaving the underneath skin red as though it were scalded. Then a few more pimples would appear and spread all over the body leaving the baby all raw without skin from head to foot. On top of her head there appeared a heavy scab a quarter of an inch thick. It was awful to see so small a baby look as she did. I almost The doctor was afraid to put his hands on the child. We tried several doctors remedies but all failed. Then we decided to try Cuticura. By using the Cuticura Ointment we softened the scab and it came off. Under this when the real matter was, by washing with the Cuticura Soap and applying the Cuticura Ointment, a new skin soon appeared. We also gave baby four doses of the Cuticura Resolvent three times daily. After three days you could see the body getting a little skin which would peel off and heal under a week. Now the baby is four months old. She is a fine picture of a fat little baby and all is well. We only used one case of Cuticura Soap, two boxes of Cuticura ointment and one bottle of Cuticura Resolvent. If people would know what Cuticura is they would be low sufferers with eczema. Mrs. Joseph Rosenbloom, 111, 11th St., Philadelphia, Pa. Special Bulletin, E. J. N. Y. No. 30 and May 4, 1912.



Cattle from the Hamakua end of the island are now being shipped by railroad, a corral having been constructed at Ninole last week. The new freight warehouse which is being constructed on the main Hilo depot, will be completed in about two weeks, when the entire freight office will be shifted into it. Unless action is soon taken in regard to the removal of the postoffice, thereby making its site available for the elaborate depot building which the railroad company plans to eventually construct, the entire present structure will be arranged for the accommodation of passengers, to be so used until the postoffice is finally taken away.

A spur track has been practically completed leading to the Hakalau store. It is about half a mile in length.

At Kapoho, in the old quarry whence was taken rock for the breakwater by Metzger, on his first contract, and by Lord and Young, the railroad company is setting up a rock handling plant, which will supply the constant demand for rock for general purposes.

More Rolling Stock.

The company is also adding to its rolling stock equipment. A new seven-ton locomotive of the very latest pattern is now on the way from the mainland, and is expected to arrive within the next few weeks. It will maintain on the main line extension. The iron work material for twenty additional forty-ton cars, also of the most modern pattern, is also on the way. Finally ten of the biggest gondolas ever built in this territory, are now under construction in the railroad yards at Waikane. They will have a capacity of sixty cubic yards each, and will be used in connection with the work on the new wharf.

**PORTO RICO FEARS
SUGAR TARIFF CUT**

Superintendent of Aguarre Plantation Here Tells of Industry in His Island.

"Owners of the sugar plantations in Porto Rico where the industry has been greatly extended since annexation are greatly alarmed over the proposed reduction of the tariff on sugar by Congress," declared E. E. Hartman, superintendent of the Aguarre Sugar Company of Aguarre, Porto Rico, who arrived here on the Sierra and is a guest at the Young Hotel.

For the past year Mr. Hartman has been in Porto Rico and for three years previous to that was in Yokohama as representative of a local manufacturing firm. He is now here on a visit greeting old time friends whom he knew during his ten years' residence here. He will return soon to Porto Rico.

"Only modern machinery is used in the insular sugar plantations," Mr. Hartman says, "and the largest plantations which have an annual output of 30,000 and 60,000 tons of sugar are owned by Americans. There are numerous small plantations, more than fifty in number, however, and these are owned and operated by the Porto Ricans."

Mr. Hartman says that while the reduction of the tariff on sugar would not entirely ruin the sugar industry in Porto Rico he believes it would be very serious for the plantation growers. Even now, he reports, it is difficult to get money for investments because the banks will not make the loans in view of the threatened reduction. The total imports to the United States of all kinds from Porto Rico has increased more than \$30,000,000 in twelve years.

Labor Troubles.

The sugar made in Porto Rico, he says, is not as good in quality and the quantity is not as great as that on the Hawaiian Islands. This is due to the fact that the land upon which the cane is raised is not as good as that here and the laborers employed are not as experienced as those here. It is difficult to get employees to stay on the work for it is a rule among the laborers to take an extended vacation when they have enough money earned for temporary needs.

In the southern part of the island of Porto Rico sugar cane is grown without irrigation but in the northern part irrigation is required. At the present time, Mr. Hartman reports, the reclamation service of the United States is building an immense irrigation system for the Porto Rican government which will probably be completed within two years. Work was begun on this great irrigation scheme three years ago and is progressing nicely. The sum of \$4,000,000 is being used in its construction.

When completed thousands of acres will be opened for sugar plantations and then the industry will boom as never before. The streams which run down the sides of the mountain in the center of the island are being dammed and water provided for the main ditches which are now being constructed.

**HILO RAILROAD TO
SEE LAP TOWN SOON**

(Mail Special to The Advertiser.)

HILO, July 22.—The Hilo Railroad Company has a number of matters in its hands at present which will soon add their share to the development of the concern, and, consequently, of Hilo. One of the most interesting of these is the construction of a track to the site for the new wharf in Kailua Bay, which will cross the government road to Lohokaa. This work, it is expected, will be completed within the next couple of weeks, soon after which the trestle, from which the Hawaiian Dredging Company expects to make part of the fill, will be constructed.

Work on the Maulua bridge is progressing rapidly and will be completed by the first of August. After that the reaching of the Papanaloa station will be only a matter of days, as rails and ties are now being laid on the north side of Maulua, being taken across the gulch by means of a wire cable. Lapaohoeon will be reached by the iron horse about two weeks after the company has established itself at Papanaloa.

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