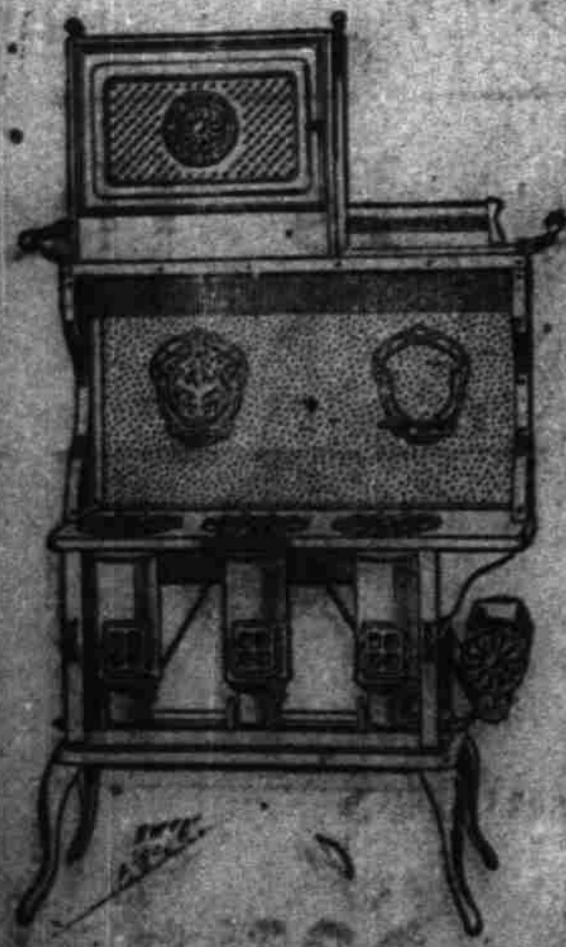


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CUB REPORTER AND SOB MISS IN SOME RAPID-FIRE REPARTEE

BY THE CUB REPORTER.

The second edition had just been run off, and the editorial room was empty save for the Sob Miss and the Cub Reporter, who had remained a little longer than the rest of the staff in order to get out some extra copy for the next day's paper. Both wore a look that was far from cheerful and neither spoke, but typed out their stuff in silence.

"I tell yuh, Willie, it's gettin' fierce," spoke up the Sob Miss after a long while.

"Smatter now, kiddo?" answered the Cub. "City Editor been butcherin' your copy again?"

"No, it ain't that," said the girl. "I'm gettin' tired, that's all."

"Don't like your job?"

"Oh, the job's all right," said the Sob Miss, "but it's this burg that gets on my nerves. It ain't a bit like the old New York. Why, after I quit the boardin' I was slingin' out the 'sob stuff' for one of the slickest sheets that you ever trimmed your lamps on. Them was the good old days, yuh can take it from me."

"Aw, say, what are yuh tryin' tuh hand us now?" said the Cub with contempt. "Do yuh mean tuh sit there and tell us that before yuh broke into the newspaper game that you need to tread the boards and back in the lime-light? Pull down yer blind, dearie, the sun's shinin' on yer roof."

"Shells me, I'm handin' yuh the straight dope," answered the Sob Miss. "Every once and a while the old feelin' tuh be back with one of them ten per. buranerin' companies comes tuh me, and it's the straight tip when I tells yeh that I'm goin' heck some day and join one of 'em again."

"Well, yeh ought ter be satisfied with workin' in this joint," said the Cub. "Mixin' with the swells in this place looks to me like a piece."

"Oh, understand me, I ain't kickin' about this work," said the girl. "But writin' these woddin's an' all that dope where I have to give an illustration in which type of what kind of a dress Mrs. G. Whatewad and on er hom Miss Gladys Silver-Dollar wore her hair, is gettin' stale. No more of that fer me, Willie, I'm goin' to pick up my traps and blow."

"What sort of a line did you work when yuh was connected with the show business?" asked the Cub.

"Well, I was astock company first," answered the Sob Miss. "then I went into vodeville with a bunch of would-be opera shouters. The way I used to sing 'In The Gleanin'' would bring tears to a cheese sandwich."

"Go ahead and sing it," said the Cub.

"Now, I'm afraid that I've lost all me talent," said the S. M.

"Come on, sister," urged the Cub. "Let's hear it."

The Sob Miss sang the song in a high clear voice, a falsetto and a steam callopo. You know how that song goes, and the way she sang of these opera stars sing it like this: "In this gla-homing, O-ho my dahr-ling (ging-a-ling)."

"Well, that's the way she sang it, and when she had finished, there were tears in the Cub's eyes.

"Marvelous! Marvelous!" he exclaimed. "My girl, you, with your talent, are not fit for the newspaper game. Why, you ought to be singing with Jenny Lind."

"Jenny Lind?" said the Sob Miss. "Why, Jenny Lind is dead!"

"I know it," said the Cub.

"Well, anyway," said the girl. "The last time I sang that song the people in the audience liked it so much that I had to go down and shake hands with both of them."

"Just think," she went on. "Caruso gets a thousand dollars a night for singing three songs."

"Geel! Wouldn't it be awful!" said the Cub.

"Wouldn't what be awful?" asked the Sob Miss.

"If Caruso should forget one of those songs," answered the Cub.

"Do you know," said the Cub, "that I am a great chicken fancier?"

"No, I didn't know that you were a chicken fancier," said the girl, "but I always did know that you were hen-pecked."

"I used to have a fighting rooster that I called Robinson."

"Why did you call him Robinson?"

"Because he crew so," said the Cub.

"Say!" said the Sob Miss, "why does a duck go into the water?"

"I've got to hand it to you," said the Cub. "Why does he?"

"For divers reasons," said the S. M.

"Got you that time, didn't it?"

"I suppose you can tell me why he comes out of the water after goin' in," said the Cub.

"Nope. You have the ayes," said the S. M. "Why is?"

"For sun-dry reasons," answered the Cub. "Watson, the needle."

"What does he go in the second time for?" asked the Sob Miss.

"What, another?" asked the Cub. "Shoot it."

"He goes in the second time to liquidate his bill," said the S. M.

"And then he comes out again to make a run on the bank," said the Cub.

"Aw, yuh know that one all the time," said the girl.

"Do you believe in spirits, Willie?"

"Sure I do—in moderation" said the Cub. "But say, did I ever tell you that story about the rat trap?"

"Oh no. Go ahead and tell it."

"Well, if you'll wait a minute, I'll bring it," said the Cub.

"D'uh know, Willie," said the Sob Miss, "that I'm pretty sore at that short linotype operator with the curly hair. The crool words that he imparted to me the other night has cut me deep."

"You mean that little short guy with the perpetual grin?"

"That's the person."

"Well, what's he been saying to yuh now?"

"You see, it was like this: The oth-

MOTOR-DRIVEN FREIGHT CARRIER

No motor vessel since the Jutlandia was completed some time ago by Messrs. Barclay, Curle & Company, Ltd., has commanded more attention on trials than the Carola Diesel Canadian freight carrier Portonian, which sailed from the Clyde for Sydney, C. S., on September 30, after very successful trials on the Skelporie measured mile. The Portonian has been built by the Clyde Shipbuilding & Engineering Co., Ltd., Port Glasgow, and is 205 feet by 42 feet eight inches beam and 32 feet six inches molded depth to awning deck. Compared to Lord's highest class, she is owned by the Canadian Inland Line, Ltd., of Toronto, and will be put on the run between Montreal and Port Arthur. So far as the hull is concerned she is very similar to the usual steamer in the Great Lakes trade, in fact, she is practically a duplicate of the steamers G. M. Gordon and A. E. Mackinstry, built some time ago by the Port Glasgow firm for the same owners, but owing to the fitting of all engines she has a much larger cargo capacity, and has an after-hold about 35 feet longer with an extra hatchway. The engines are situated right aft, and consist of a standard four-cylinder Carols set of 750 h.p., the cylinders being 18 1/2 inches diameter, by 33 1/4 inch stroke. This engine is of the two-valve class. It has overhead levers, working the valves on the cylinder tops from a cam shaft, and is all open and accessible below.

There still does exist a difference in fuel consumption between the two-stroke and the four-stroke Diesel in favor of the latter, but with the improved scavenging arrangements now on these Carols' engines the figure is so small that in the calculation of running costs it might well be omitted. The maximum speed of the engine is 140 r.p.m., at which speed the vibration was slight and less than is experienced with a reciprocating steam set of moderate power. The main compressing plant consists of a three-stage Reasell's air compressor, driven direct off the fore end of the crank shaft. It has a capacity of 6200 litres per minute and delivers air at a pressure of 88 atmospheres of 1000 pounds per square inch. The compressor is capable of pumping up in one hour to full pressure four air reservoirs of eight feet by 23 3/4 inches diameter. These air bottles, it should be mentioned, are used for starting up, in injection air being delivered by the engine from the compressor through a small three feet by 12 in. bottle. All of the auxiliaries, viz., auxiliary air compressor, dynamo, deck winches, windless, etc., are steam driven, steam being supplied by a large oil-fired donkey boiler situated in the forward end of the engine casing on the awning deck.

The oil furnaces of the donkey consume the same oil as the main engines. In three large tanks, two forward of the engine room and one abaft the engine room, the vessel carries 115 tons of oil, or sufficient for 24 days' running. The main engines were built by the Port Glasgow firm with the exception of the cylinders, cam shaft gearing and some other parts, which were turned out by Messrs. Carols at Ghent. Four weeks after the engine plate was put on board, the vessel had completed her trials and was ready for sea. The trials were of six hours' duration. On a mean speed over the measured mile slightly over ten knots was attained, and this with the engine running at 120 r.p.m., or 20 revolutions below their maximum. On slowing down to 98 r.p.m., a speed of 9.99 knots was attained. With full power a speed of about nine to nine and one-half knots was expected, and so results are therefore highly satisfactory. The manuevering trials were also of a very searching nature, and were calculated to bring out any weak points in the installation. In 43 minutes no fewer than 61 manuevers were made, a test in itself severe enough for any class of machinery.

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