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BURNED AT SEA

Loss of Life on Another Ship Wm. H. Starbuck

SURVIVORS REACH HAWAII

[illegible]

The American ship Wm. H. Starbuck, Capt. McDonald, was burned at sea on October 12, degrees 19 minutes north, longitude 121 degrees 45 minutes west, on November 5th. Fifteen survivors landed Honolulu, Hawaii, last Saturday, forming the wife of the captain and three children.

The Wm. H. Starbuck sailed from Port Blakely, October 12th, with 1,825,000 feet of timber, shipped by the Port Blakely Mill Company, consigned by way of Cape Horn to Delagoa Bay for orders. Everything was satisfactory until the day of the disaster. The crew and officers were now mostly shipped at Port Townsend, and proved sullen and capable. At their condition showed during the night which followed from Port Cap McDonald was accompanied by his wife and children, a boy of 7 and two girls, one of 10 years and the other an infant of 10 months. The ship was discovered to be on fire on the day following, and the crew, after a hasty breakfast, began to work at the hold, but soon gave up the task and left the ship. The boats were launched and the men left the ship, taking with them the wife and children of Capt. McDonald, the latter's Report.

The W. H. Starbuck was of 1,602 tons, built at Bangor, in 1882, and was owned in Boston. She was 216 feet long, 41 feet beam and 26 feet deep. She was a fine ship, and was well known in the lumber trade. Her last voyage was from Port Blakely to Delagoa Bay, with lumber, and she was in charge of Capt. McDonald, a Cape Cod man, formerly a lumber schooner master, who had sailed the ship for the owners for three years. The wife of Capt. McDonald, a Cape Cod woman, formerly a lumber schooner, in the coasting business, which she has followed. The children were two girls, Dorothy, aged five, and Gladys, aged nine. The ship Standard, of the same owners, was lost in the same waters.

The ship's manifest was being brought in to Port Blakely, when the fire broke out and could scarcely be seen on the lower deck. The fire was discovered on the morning of the 12th, and was soon in the hold. The crew, with a few exceptions, were Portuguese, and were

IS NOT GUILTY

ON WAIALAE LIST

A TITLE GROUP

Ownership of Queen's Hospital Estate

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Per Bark ALBERT
STRONG
Young Mules,
EXTRA LARGE.

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A DEMURRER IS IN

The Hearing in the Contempt Action Has Been

DATE ISSUE NOT MADE

[illegible]

TO SEE CHINESE

The New Inspector Enters Upon His Duties

[illegible]

UPS AND DOWNS

Brief History of Wanderings of Poll Ah Yat.

HAS MUCH GAME LIFE

[illegible]

[illegible]

"BRIGHT" GASOLINE ENGINE

We Don't Want Your Money!

Your Promise to Pay

[illegible]

DIV A WING MACHINE

[illegible]

L. B. KERR,

[illegible]

A Short Time Or Thereafter.

[illegible]

Who's and A Few Dollars

[illegible]

J. HOPP & CO.

[illegible]

HOLIDAY GIFTS

[illegible]

A. L. WATERHOUSE

[illegible]

Hawaiian Gazette.
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TIME TABLE

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NOTES ON REPORT

What Dr. C. A. Rogers Will Say in the Issues

HE CAME ON ASSIGNMENT

[illegible]

START FOR HOME

First Detachment of N. Y. Boys Sail Away

[illegible]

A CASE OF POISON

Prof. Warden, First New York Take Carbolic Acid

HE AND MRS. DEGARMO

[illegible]

Terrible Pains

[illegible]

Hood's [illegible]

[illegible]

THE GENERAL CATALOGUE AND BUYERS' GUIDE

MONTGOMERY WARD & CO. CHICAGO, U. S. A.

[illegible]

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[illegible]

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[illegible]

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[illegible]

DO HOTEL AT

CANADIAN PACIFIC RAILWAY

[illegible]

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TIMELY TOPICS

November 14, 1908.

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[illegible]

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[illegible]

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[illegible]

OUR DUTY IS

[illegible]

THE REMEDY IS

[illegible]

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[illegible]

ON LATE HISTORY

Controversial Letters in a Boston Publication.

SOME QUESTIONS AND ANSWERS

The Royal Proposal Changes in the Will Thus Long Kept Secret. Hawaii's Woman.

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WHAT AND WHY.

LIST OF LETTERS

BY AUTHORITY.

NOTICE.

DISSOLUTION OF PARTNERSHIP

NOTICE

ELECTION OF OFFICERS

FOR SALE

NOTICE TO CREDITORS

FOR SALE