

TO EUROPE AND BACK

THE COST OF A FOREIGN TOUR FROM THE UNITED STATES.

One Man Started Out With \$100 and a Ferry Ticket—Economic People May See a Good Deal For \$100—For \$100 One May Travel Over the Continent.

It is customary to estimate the average amount of money spent by Americans on a trip abroad at \$1000. Yet it ought to be remembered by shallow pocketed and deep haired people who hunger for foreign travel, yet have not the thousand dollars, that most satisfactory trips can be taken for much less than half that amount.

There may be few who are willing to set out upon a European tour with \$50 and a ferry ticket, like one Brooklyn man who did so and has never regretted it. Eighty dollars is rather a small allowance, but here is what it will do. Passages to Liverpool and from Amsterdam or Antwerp, steamer in both cases, railroad and other transit through Scotland and England, to Paris and through the Low Countries and a certain uncomfortable minimum of living in one of the big rooms, took turns at washing their tin dishes and had lots of fun.

Yet even such economy can be made more endurable by numbers. I know of a party of six young men from Harvard who took steamer passage in the Servia for a vacation trip. They just filled out passage tickets in one of the big rooms, took turns at washing their tin dishes and had lots of fun. The whole trip need not have cost each more than \$100 for a two months' absence.

The necessary cost of first cabin passage to Liverpool and return is not less than \$100 and may be much more, to which add nearly 10 per cent for fees. A great many dollars may be saved, however, by taking outward and homeward passage by different lines. Thus, if the trip is short one, sail to Liverpool or Glasgow; return from Antwerp or Amsterdam. If the trip is longer and includes Switzerland and Italy, sail to Liverpool or Glasgow (the latter if Scotland is to be visited); return from Naples or Genoa. Variety of interest as well as economy is secured by this plan.

An economically arranged tour ashore will save time and money by being direct as possible. Railway traveling, always in third class, will cost about 2 cents a mile and may be reckoned up before starting with a reasonable approach to accuracy. If points of interest do not lie near the line of route, omit them. There are several good ones. The economical traveler who has gone from Glasgow to Edinburgh by the Trocadero, seen Abbotsford and Melrose, stopped at Shakespeare country and seen Oxford, is ready to proceed to London, with whatever cathedral towns have happened to lie in his path—say Durham and York—and from London direct to the continent, not to return.

From London to Italy by Newhaven, Dieppe, Paris, Geneva, Lucerne, Venice, Rome, Naples, is a route practically direct. It omits the Netherlands and the Rhine, which ought not to be omitted. They can be included in the itinerary from Paris, in which case Switzerland is entered by Schaffhausen and Zurich. In either case—in any case—the journey's widest separated points should be the point of arrival and departure if possible. On a trip not including Italy the port of return may be Havre or Rotterdam. In this case one goes south by the Low Countries and the Rhine, returning north to Paris, or vice versa.

Food and lodging are much cheaper on the continent than in England. On the average an energetic traveler can get along nicely in perfect comfort, but not in "style," for \$1.50 a day. Two, sharing meals and rooms, can make it on \$2.50 a day, or even less with extreme economy. In Paris a dinner, "billon" in quantity and really not so very dreadful in quality, can be bought for 25 cents, a lunch for 20 cents, lodging and breakfast in the Latin quarter, the pleasant and most convenient part of the city, for from 35 cents to 50 cents. Out of a \$1.50 allowance one can save a quarter or so a day to use on the road, where living is more expensive, as in Scotland.

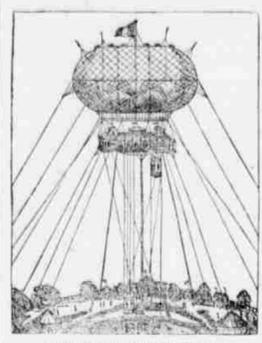
Ocean passage, with fees, by cheap lines, \$10 or upward; 2,500 miles of railroad fare at 2 cents a mile, \$50; 60 days' living at \$1.50 a day, \$90; incidentals, whatever you like to make them; guidebooks, in which one should never economize, \$15; reserve fund, \$50. These are the chief essentials of a splendid continental trip, including a bit of Scotland, England, Paris, the Rhine, Switzerland (on foot) and a bit of Italy without the Low Countries, or the Low Countries without Italy, going by Glasgow and returning from Naples or Amsterdam. Altogether \$390 should cover everything.

Such a trip involves some walking in mountain regions, patronizing cheap hotels, which are often the most homelike, and a total independence of laces, which is achieved by carrying one's belongings in a single light grip and striking out boldly for lodgings in every town by the aid of the guidebook's street map.—John L. Heaton in New York Recorder.

Coffee Disinfectant. The following paragraph contains no new information, but it is perhaps not without interest from the fact that it was published more than a hundred years ago in a work by a well known chemist of that day, and it shows therefore that the disinfecting properties of coffee have been long recognized by scientific people.

ANTWERP'S AIR CASTLE.

An Ambitious Project For the Next International Exposition. The next international exhibition will be held in Antwerp and will be inaugurated May 5, 1894. It will be a small affair as compared with the Columbian exposition, but strenuous efforts are being made to insure its financial and artistic success. All the buildings will be constructed of iron, zinc and glass and will be meritorious from an architectural standpoint.



Instead of an Eiffel tower or Ferris wheel, it is proposed to have at Antwerp a veritable castle in the air, the conception of an engineer named Tobiansky. It will be constructed of steel and bamboo tubing, covered with silk and sheet iron, and will be 90 feet long and have a floor space of 200 square feet. It will be suspended from a captive balloon at a height varying from 600 to 1,500 feet, according to the strength of the wind. The weight of the entire structure, including the balloon and all accessories, with that of 150 persons, will be about 16 tons, and it can be lowered to the ground in about 30 minutes.

The balloon will be anchored to the earth by four great vertical cables, and a large number of guy ropes are relied on to prevent its escaping from control. It will consist of two hemispheres of triple silk, divided into three cylindrical compartments. Its surface measurement will be 9,811 square meters and its volume 74,079 cubic meters.

The balloon elevators, each capable of accommodating 10 or 15 persons, will connect the air casts with the ground. From the dizzy elevation ordinarily maintained hundreds of miles of the flat Belgian country can be seen, and thousands of electric lights will gaily scintillate from the balloon as it hovers amid the clouds by night. Competent engineers pronounce the scheme feasible, and no doubt it will be liberally patronized by those to whom the apparent hazard will be an inducement rather than a deterrent.

LAWRENCE TALBOT NEAL.

He Has Been Comprehensive in Ohio Politics For Many Years.

It is said of Ohio's Democratic candidate for governor that his initials, L. T., stand for low tariff, and as Mr. Neal is the author of the tariff plank of the Chicago Democratic platform nobody will feel disposed to dispute this distinction. As Governor McKinley, the Republican nominee, incarnates the high tariff theory, we may expect some earnest tariff talk in Ohio this fall.

Very soon after he commenced practicing law Mr. Neal's townsmen elected him city solicitor, and he was subsequently promoted to the state legislature and to the office of prosecuting attorney of Ross county. In 1872 the Democrats of the Seventh district sent him to congress, where he served two terms. He was again a candidate in 1882 and 1888, but was unable to overcome the Republican majority in his district.

LAWRENCE TALBOT NEAL.

In 1889 Mr. Neal was a candidate for the gubernatorial nomination, but was defeated by James E. Campbell by one vote. In 1891 he was again the most formidable rival of Governor Campbell in the Democratic state convention. Mr. Neal was a prominent candidate for United States senator in 1890, when Calvin S. Brice was nominated and elected. He was conspicuous in the Democratic national conventions of 1888 and 1892.

Lawrence Talbot Neal is of Revolutionary army stock and was born at Parkersburg, W. Va., Sept. 22, 1814. He attended the common schools of his native town, and at the age of 18 became a clerk in a dry goods store. In 1832 he removed to Chillicothe, O., his present home.

He—I was a fool when I married you, said—Well, don't you think it is about time for you to get over it? We've been married 15 years.—Life.

GEMS IN VERSE.

The Fault of the Age. The fault of the age is a mad endeavor To leap to heights that were made to climb. By a burst of courage, or a thought most clever, We plan to forestall and outstep Time.

Molasses Catches Flies. My Uncle Ephraim was a man who did not live in vain, And yet why he succeeded so I never could explain; By nature he was not endowed with wit to a degree, But folks allowed there nowhere lived a better man than he.

Despair. Oh, I am sick at heart. The eye of day, The insistent summer sun, seems pitiless, Shining in all the barren crevices Of weary life, leaving no shade, no dark, Where I may dream that living waters lie.

A Pagan's Prayer. O Mother, I have loved thee without fear, And looked upon the mystery of change, Since first a child, in the closing year, I saw the snowflakes fall and whispered, "Strange."

Her Day. He was a mighty, rolling river; She was a little, rippling rill; He was a mountain naught could shiver; She was a tiny, shifting hill.

A Sunset. A single sunset hath more brightness Than all the bonied palaces kings possess. Take the raw moment ere the large sun sinks, Behold far hills and their mysterious breaks, Then Nature reveals in most glorious mood, And shows her powers as if to shame our brood.

Legacies to an English Orator. Perhaps the most fortunate politician who ever lived in the matter of legacies was William Pitt, earl of Chatham. In consideration of his services to the country, the Duchess of Marlborough left him a legacy of £10,000.

Success. Those who succeed will always have their crown, While thousands just as noble, and who strive As eagerly to win the same boon, Find at the end no tombstone grave. They sink mid ocean and slumber into death, Or die forgotten in oblivion's night.

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WHY YOU WANT THE "STAR!"

Every person in the community—man, woman or child—who is able to read and who desires to keep in touch with the spirit of this progressive age and wishes to be posted as to events of interest which are continually happening at home and abroad, on land and sea.

The STAR is a new paper and has introduced California methods of journalism into Hawaii, where before its advent, the Massachusetts newspaper traditions of 1824 held sway. It has three prime objects: To Support the cause of annexation of Hawaii to the United States and assist all other movements, political, social or religious, which are of benefit to these Islands and their people.

To print all the news of its parish without fear or favor, telling what goes on with freshness and accuracy, suppressing nothing which the public has the right to know.

To make itself indispensable to the family circle by a wise selection of miscellaneous reading matter.

As a commentator the STAR has never been accused of unworthy motives.

As a reporter the STAR has left no field of local interest ungleamed.

As a friend of good government the STAR has been instant in service and quick to reach results.

As an advertising medium the STAR, from the week of its birth, has been able to reach the best classes of people on all the Islands.

Compare the daily table of contents with that of any other evening journal in Honolulu.

The "STAR" Is 50 Cents A Month In Advance.

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