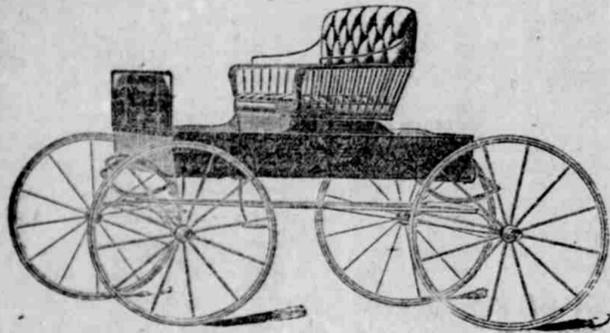


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**SEA AND SHORE**

It is a hundred times easier to be a Robinson Crusoe, clothing one's self in goat skins and living upon turtle eggs and wild honey than it is to be cast away in Honolulu or any other great city without a bank account.

The erstwhile jolly sailors of the late bark McNear, wrecked recently on Dowsett reef near Laysan Island—may Davy Jones rest her timbers—are heartily wishing they had a desert island or two which they might call their own. Dowsett reef would be all right providing the shipwrecked men had diving suits. Laysan Island was a little paradise to them. To be sure they don't grow overmuch of course-dinners in that district, but fish there are only too glad to be eaten and a fellow need not starve there. The shipwrecked crew of the bark McNear, when they left Laysan on the bark Ceylon for the Paradise of the Pacific, looked forward to a better time than they are now receiving.

They are shipwrecked men—men who shipped to work the McNear to Laysan. The McNear was lost—wrecked. The crew barely escaped with their lives. They are here in Honolulu and are looking for food and lodging.

There are ten men in the company. They lost everything in the wreck and came here destitute. They are members of the Seamen's Union, but there is no representative in Honolulu to look after them.

The agents of the vessel in which the men so nearly lost their lives do not consider themselves responsible for their welfare. Agents of wrecked vessels do not as a rule refuse to help their shipwrecked crews.

The Sailor's Home is not a charitable institution and therefore can't care for the sailors. There is no source from which to draw money for their relief. So the shipwrecked sailors must get along as best they can or go to Lewis and Turk for advice.

**IN TOW.**  
Dickie Davis, with Chester Doyle in tow, anchored in Waikuku for a few hours on Tuesday. After entering the Claudine for the free-for-all pacing race, to be trotted the next day, Dickie raised sail and steered for Kahului, signaling back as he ran to the windward of the barber shop that the responsibility of looking after Chester was turning his hair gray.—Mau News.

**OPIUM QUOTATIONS.**  
HONGKONG, June 12.—Quotations are (Allowance net to 1 catty): Malwa, new, \$80 per picul; Malwa, old, \$91.00 to \$92.00 per picul; Malwa, older, \$94.00 to \$95.00 per picul; P. P'per-wrapped, \$87.00 per picul; Persian, fine quality, \$91.00 per picul; Persian, extra fine, \$92.50 per picul; Patna, new, \$1,025 per chest; Patna, old, \$1,075.50 per chest; Benares, new, \$1,025 per chest; Benares, old, \$1,040 per chest.

**KAHULUI SHIPPING.**  
Vessels in Port—Sch C. S. Johnson, from Seattle, June 4.  
Sch Robert Searles, Piltz, from Newcastle, June 7.  
Sch Emily Reed, Baker, from Tacoma, May 30.  
Sch Eva, from Seattle.  
Bgtne Lurline, from San Francisco.  
Sh Bangalore, Blanchard, from Honolulu, July 1.

**VESSELS ARRIVED—July 6, sch Eva from Seattle.**  
July 6, bgtne Lurline from San Francisco.  
July 6, Claudine from Hilo and ports.  
Vessels Departed—July 3, sh Luzon, Park, for Philadelphia, with 28,526 bags sugar.  
July 6, bk Carrollton, Jones, for Tacoma in ballast.

**LONGEVITY OF WHALES.**  
Some light was thrown a few years ago upon the subject of the vitality of whales by finding one of these animals in Behring Sea, in 1890, with a "toggle" harpoon head in its body bearing the mark of the American whaler Montezuma. The vessel was engaged in whaling in Behring Sea about ten years, but not later than 1854. Hence it is estimated that the whale must have carried the harpoon not less than thirty-six years. While it is very likely that the whale really makes the passage from Greenland waters to Behring Strait, an uncertainty must always be allowed for ships were often changing ownership, and their tools were sold and put on board other vessels, and harpoon irons were sometimes given or traded to Eskimos. It therefore becomes possible that the animal was struck with a second-hand iron.—Appleton's Monthly Magazine.

**LARGEST ARCHED BRIDGES.**  
The largest arched bridges on the Continent, which span the Rhine, represent a type of bridge which, although very popular on the Continent for large spans, has not found much application in England, although it originated in the cast-iron arch of the Coalbrookdale bridge of 1779, over the Severn, which

has a span of 102 feet. Up to 1898 the Dom Luiz bridge over the Douro, with its arch span of 565 feet, was the largest bridge of the kind in the world. The Bonn mild steel bridge, with its one arch of 616 feet span, and the Dusseldorf bridge, with two arches of 594 feet 3 inches span, now rank first in Europe. But the Niagara and Clifton bridge of 1888 surpasses them all, with its span of 840 feet. The Rhine, according to "Engineering," has but few bridges, considering its great length. At Bonn the river is 450 yards wide, and although the town has 50,000 inhabitants, and Poppelsdorf, adjoining, 22,000 inhabitants, there is no bridge. Railway lines run along both banks, but up till recently there was no bridge on the reach between Coblenz and Cologne, a distance of 55 miles, and the cross traffic depended upon ferries and further upon a railway trestle two miles above Bonn, consisting of three ferryboats, each carrying 200 tons, and driven by engines and cables. Caesar's much-disputed wooden bridge is now supposed to have been not at Bonn but considerably higher up the river—near Weissenthurm, where important Roman fortifications have recently been discovered. The ferryboats and the pontoon bridges of the seven and eighteenth centuries, when Bonn was still the residence of the sovereign Archbishops of Cologne, suffered much during the recent wars. The French revolutionary army of 1795 requisitioned all the ships of the district and placed a bridge over them, over which the army crossed the Rhine—to return a few days later and to destroy their work.

**SHIPPING NOTES.**  
An unusually large number of passengers were carried away to Hilo yesterday on the Kinau. Several of them were taking the volcano excursion.

Steamer W. G. Hall leaves today at 5 p. m. for Kauai. She was unable to get away yesterday.

Steamer Iwalani sails for Hamakua at 10 a. m. today.

The Helene arrived from Hawaii ports yesterday morning, reporting the arrival of a native sailor at sea, July 6. Hoo-kiekie was the man's name. He was buried at Laupahoehoe the same day.

The following is the report of the Mauna Loa, which came into port yesterday morning from Kau, Kona and Maui ports: Cleaned out Honoapou. At Punaluu 8,500 bags of sugar left. No rain. Good weather until Sunday afternoon. At P. S. M., Hamakua, 2,500 bags of sugar left, and none at H. S. C. Fine weather and little rain. The Surprise and Upolu were at Kailua yesterday. They left at about the same time as taking the volcano excursion, went to Kawahae for a load of cattle. She will be in Honolulu Wednesday.

**VESSELS IN PORT.**  
**MERCHANTMEN.**  
(This list does not include coasters.)  
Agenor, Am. sp., Colby, Newcastle, May 2.  
J. Ropes, Am. sp., Chapman, San Francisco, April 15.  
Australia, Br. sp., Jeuss, Newcastle, May 12.  
Alden Besse, Am. bk., Potter, San Francisco, July 4.  
Big Bonanza, Am. bk., Bergman, Newcastle, June 3.  
Chas. E. Moody, Am. sp., Anderson, Tacoma, June 8.  
C. F. Sargent, Am. sp., Gammon, Tacoma, June 19.  
Ceylon, Am. bk., Willer, Laysan Island, July 7.  
Digo, Am. sp., Goodwin, Hongkong, June 15.  
Diamond Head, Am. bk., Peterson, San Francisco, July 8.  
Elika, H. sp., Maresca, Newcastle, July 4.  
Erika, M. Phelps, Am. sp., Graham, Manila, June 14.  
Geo. Curtis, Am. sp., Geo. S. Calhoun, San Francisco, June 5.  
Geo. C. Perkins, Am. bk., Maas, Eureka, July 9.  
Halcyon, Am. schr., Chas. Mellin, Eureka, May 31.  
H. D. Bendixen, Am. schr., Peterson, Eureka, July 5.  
Inca, Am. schr., Rasmussen, Newcastle, June 18.  
Ivy, Am. sh., Halsett, Newcastle, July 5.  
Irving, Am. bk., Smith, San Francisco, July 5.  
J. F. Chapman, Am. sp., Carter, San Francisco, April 28.  
James H. Bruce, Am. schr., Peterson, Aberdeen, May 26.  
James Rolph, Am. schr., Deldricksen, Newcastle, June 23.  
Katie Flickinger, Am. bk., Monson, Tacoma, May 25.  
Klikitat, Am. bk., Cutler, Eureka, July 8.  
Louisiana, Am. bk., Malcolm, Newcastle, June 22.  
Mohican, Am. bk., Kelley, San Francisco, July 6.  
Mauna Ala, Haw. bk., Smith, San Francisco, June 22.  
Oregon, Am. bk., Parker, from Newcastle, June 15.  
Olympic, Am. bk., Gibbs, San Francisco, June 18.  
Rosa, Am. schr., Ward, San Francisco, July 7.  
Sebastian Each, Br. bk., Nagasaki, February 17.  
Sussex, Br. bk., Guthrie, Newcastle, May 2.  
Star of Italy, Haw. sp., Wester, Newcastle, June 1.  
Solide, Ger. bk., Schumacher, Hamburg, June 25.  
Serena Thayer, Am. schr., McVicar, Eureka, July 9.  
W. B. Flint, Am. bk., Parsons, New York, June 21.  
W. H. Diamond, Am. bk., Nilson, San Francisco, July 8.

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**TABLET FOR THE KEARSARGE.**  
The illustration is a reproduction from a photograph of the large bronze tablet that has been selected as the gift of New Hampshire to the battleship Kearsarge. The tablet represents the reuniting of the north and south. In a great sea fight, which took place off Cherbourg, France, the old Kearsarge sunk the Confederate ship Alabama.