

# WHALING BARK JOHN WINTHROP NEEDS MEDICAL ASSISTANCE

## Fourth Mate Layton Suffers From Eye Trouble Crew Has a Hard Story to Tell—Nineteen Men Out of Twenty-four Have Never Been to Sea Before—Claim to Have Been Shanghaied.

The whaling bark John and Winthrop arrived off port early yesterday morning, after a leisurely voyage of 26 days from San Francisco. She is bound on a cruise which probably will last about ten months. She put in here because Fourth Officer Layton is suffering from some disease of the eyes and needed medical assistance.

Captain Macomber reports that, on the way down, whales were sighted once, but no capture was made. The vessel, on leaving here, will proceed to Guam, where she will engage in trading with the natives and then will go to the Okhotsk Sea whaling.

There never was a ship which came to Honolulu with a more discontented crew than the John and Winthrop. If the captain had come alongside of a wharf or even had he anchored in the stream he would not have a sailor left on board his vessel in the morning.

The crew is composed of 4 mates, 1 boat header, 5 boat steers or harpooners and 24 men. Out of these twenty-four, nineteen have never gone to sea before, and claim that they were shanghaied on board the John and Winthrop by a man named L. Levy, of San Francisco.

Their story recalls the days when the old crimping system was an accomplished fact in every port in the United States.

An advertisement which appeared in the San Francisco newspapers

during the month of September, attracted the attention of a number of unemployed men. It read thus: "Wanted—Young men to go on a cruise in the South Seas. No experience required. Apply to L. Levy, Battery and Jackson streets."

When the men applied to go on the cruise, it is claimed that they were told that no seamen's work would be required of them. They were to be passengers as far as the Okhotsk Sea and then would have to go in the boats and shoot whales. The American spirit of adventure got the better of them, they signed the articles and went aboard. A \$40 note for advance wages was supposed to be given them, but as a matter of fact none of the men ever saw the color of it. They say that L. Levy received the notes, as, according to the American shipping laws, they cannot be cashed until 48 hours after the vessel has sailed, and in exchange the men received a "complete" whalers outfit.

Complete Whalers' Outfit. When the men opened their bags on board, this is what they found: One pair heavy shoes, 2 pairs stockings, 1 suit heavy underwear, 1 light woolen cap, and one bottle of whiskey. And that whaler's outfit is supposed to last ten months! One of the men has sworn that he will not touch the contents of his bag and proposes to return it to the dealer and shipping master when the voyage is ended.

Crew Prepares to Escape. When the fourth mate's illness compelled the vessel to turn her bow towards Hawaii, the men breathed a sigh of relief and secretly made preparations to add to the floating population of Honolulu.

They counted without their host, however. Captain Macomber knows a thing or two in the whaling business, and it is not the first time that he has had such a crew. In fact no other kind of a crew can be secured to go whaling.

Captain Macomber did not bring his ship inside but kept her cruising outside under short sails, waiting for the return of his fourth mate.

The John and Winthrop will proceed on her long cruise early this morning.

He says that he will buy clothes from the slop chest, and on his return to San Francisco will report the whole matter to the authorities.

The first day at sea for the "sailors" of the John and Winthrop was one of cruel deceptions. They thought they were to be only passengers, but the captain thought otherwise.

Seasickness notwithstanding, they were ordered up aloft to unfurl the sails, and under the directions of the big Cape Verde Island Portuguese, who are officers of the ship, they did it in a lively fashion. Up the rigging they went, and then on a rope to the farther end of the yards. Some of them would have left their work unfinished, but for the presence of the big colored officer near by.

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position as first assistant engineer on the U. S. S. Iroquois and will enter upon his new duties next Monday.

According to the Paris Courier du Soir, the French Minister of Marine has appointed a commission to inquire into the reports of the crimping of French seamen at Portland, O.

A. E. S. Hamblton, who commanded the steamer Gaelic on her last visit here, will go East on a vacation on returning to San Francisco. Captain Finch will take the Gaelic out on her next trip.

The names of two of the local yachts have been changed by their new owners. Sonny Cunha has rechristened the Shamrock III the Kahuna, and Christian Conrad has renamed the Rose the Kaumana.

Agent L. E. Beebe, of the Globe Navigation Company, has received word that the Tampico had left Seattle, January 12, for Honolulu with freight. She should arrive here today or to-morrow.

During the six months ended December 31 there were built in the United States and numbered by the Bureau of Navigation 717 rigged vessels of 154,073 gross tons, compared with 568 rigged vessels of 179,229 gross tons for the corresponding six months of 1900.

The new battleship Maine is 78 per cent completed, according to a report received at the Navy Department. Naval officials are satisfied she can be placed in commission by February 15, 1903, the fifth anniversary of the sinking of the former battleship Maine in Havana harbor.

A new rule has gone into effect in the Pacific Coast Steamship Company's service, requiring all quartermasters to have licenses as deck officers. The new arrangement is designed to place a stronger safeguard about the lives and property entrusted to the company's care. None but quartermasters holding licenses will at any time be in charge of the wheel.

The boys of the Iroquois are jubilant over the news received by the Ventura. Able seaman C. Flaherty, who was on the gunboat Petrel during the battle of Manila bay, has been recommended by the Secretary of the Navy for honorable mention in recognition of the conspicuous bravery shown by Flaherty in the service of the United States.

Press dispatches report that a bottle containing a message thrown into the Mackinaw River in Illinois on Jan. 27, 1900, has been found on the coast near Santa Monica, Cal. It must have followed the Mackinaw to its confluence with the Illinois and thence floated to the Mississippi and on through the Gulf of Mexico to the Atlantic. Ocean currents are supposed to have carried the bottle around the Horn and up the Pacific

coast, a journey of over 10,000 miles in all.

The story of the sinking of the United States Transport Sheridan off the Japanese coast with 1400 souls aboard, which was published yesterday afternoon in a local newspaper, is not credited in naval and shipping circles. Inquiries made at the Naval station and at the Quartermaster's office failed to confirm the rumor, as nothing had been heard of it at either office. Neither the San Francisco Shipping Guide nor any of the San Francisco newspapers have anything whatever about such a disaster having happened to the Sheridan, and no special edition of any paper had been issued up to the evening of Thursday, Jan. 16, the time of sailing of the Ventura.

### COAST AND FOREIGN VESSELS IN PORT.

Arrived	Vessel	Captain	Wharf	Destination
Dec. 23	Irmgard, bkt.	Schmidt	Brewers	San Francisco
" 26	Honoipu, schr.	Olsen	Allen	Puget Sound
" 26	Chas. E. Moody	Rasmussen	Railway	Puget Sound
" 27	Alden Bessie, bk.	Mackie	Railway	San Francisco
" 27	Robert Lewers, sch.	Underwood	Allen	Puget Sound
" 29	C. D. Bryant, bk.	Colley	Stream	San Francisco
" 31	Joseph Russ, bk.	Petersen	Navy Wharf 1	Puget Sound
" 31	Hesper, bk.	Fris	Railway	In distress
Jan. 1	Florence, ship	Sptecr	Railway	Puget Sound
" 2	Geo. C. Perkins, bkt.	Jensen	Navy No. 2	Puget Sound
" 3	Andrew Welch	Drew	Brewers	San Francisco
" 7	Prince Louis, sh.	Ellefsen	Railway	Puget Sound
" 10	Helene, schr.	Christiansen	Railway	San Francisco
" 14	Star of Bengal, bk.	Uiberg	Wilders	Puget Sound
" 15	Alta, bkt.	Thronage	Oceanic	Puget Sound
" 15	Newsboy, bkt.	Chipperrfield	Allen	Puget Sound
" 15	Golden Shore, schr.	Rasmussen	Railway	Puget Sound
" 15	Tille Starbuck, sh.	Curtis	Brewers	San Francisco
" 15	Agnes, ship	Hemke	Irmgard	San Francisco
" 17	Hawaiian, str.	Banfield	Railroad	New York
" 17	Hyades, str.	Garlick	Pacific Mail	Kabuluf
" 17	Inca, schr.	Rasmussen	Stream	Puget Sound
" 20	U. S. S. Mohican	Cowden	Naval row	On a cruise
" 22	S. J. Allen, bkt.	Johnson	Stream	San Francisco
	U. S. S. Iroquois	Rodman	Naval row	Stationary

### WEATHER REPORT.

Mean Temperature—68.2.  
Minimum Temperature—63.  
Maximum Temperature—76.  
Barometer—29.87; falling.  
Rainfall—0.03.  
Mean Dew Point—62.3.  
Mean Relative Humidity—81.  
Wind.  
North to south; 2 to calm.  
Weather.  
Weather variable to overcast.  
Westerly airs, probably rain.  
Forecast for Today.  
Fresh north winds; probably rain.

### SUN, MOON, AND SEA

DAY	RISE	SET	MOON	MOON	MOON	MOON
	AM	PM	PHASE	PHASE	PHASE	PHASE
Mon. 20	1:08	2:11	1.02	6:40	5:18	6:40
Tues. 21	1:58	2:51	1.56	7:32	6:04	7:32
Wed. 22	2:44	3:24	2.48	8:23	6:45	8:14
Thur. 23	3:27	3:52	3.38	9:14	7:26	8:45
Fri. 24	4:08	4:21	4.20	10:03	8:06	9:36
Sat. 25	4:46	4:50	5.00	10:50	8:45	10:06
Sun. 26	5:23	5:18	5.60	11:33	9:20	10:47
Mon. 27	6:00	5:54	6.00	12:14	9:50	11:38

### AT DIAMOND HEAD

Diamond Head, 10 p. m.—Weather hazy. Wind light, north-east.

### HAWAIIANS ENLISTING.

Five Native Boys Accepted on the Training Ship Mohican.

A number of Hawaiian boys were at the boat landing early yesterday morning waiting for the Mohican's launch which, at 8 o'clock, took them over to the training vessel to be examined for entrance into the United States service. Five were accepted and two rejected, while several others must return today.

The offer of Captain Cowden to take a dozen native boys on board the Mohican has excited much enthusiasm among them and created much interest among naval officers. The response to the offer has been very satisfactory so far. Inasmuch as the vessel is to remain in port a week longer it is expected that a number of Hawaiian boys who desire to enter the service of the United States navy, will take advantage of the opportunity which is now offered to them.

### Arrivals at Honolulu.

Thursday, January 23.  
Str. James Makee, Tulett, from Anahola.  
Str. W. G. Hall, Thompson, from Kaula ports.  
Am. whale bark John & Winthrop, Macomber, from San Francisco, December 28th; called to put sick man ashore; standing on and off outside.

### Departures from Honolulu.

Thursday, January 23.  
O. S. S. Ventura, Hayward, for Pago Pago and the Colonies.  
Str. Kaulani, Dower, for Mahukona and Hamakua ports.  
Str. Iwalani, Greene, for Kaula ports at 5 p. m.  
Str. Lehua, Napala, for Molokai and Maui ports, at 5 p. m.  
Schr. Twilight, for Hanalei and Kaula, at 5 p. m.

### Vessels Due Today

U. S. transport Kilpatrick, Rogers, from San Francisco, due.

### Passengers Who Arrived

From Kaula, per str. James Makee, January 23—Paul Isenberg, L. E. Beebe, T. W. Nottingham.  
From Kaula, per str. W. G. Hall, January 23—H. A. Jaeger, A. Stadlander, Canvai.

### Passengers Who Departed.

For the Colonies, per O. S. S. Ventura, Jan. 23—John Lathrop and the Rial Company of players.  
In transit to Pago Pago and Colonies—Francis Harman, Mrs. Basil Ricketts, F. J. Doddemeade, Rev. Father T. McSweeney, Paul Steinfeld, W. R. Godfrey, A. Johnson, P. H. Hollway, Joseph Mulqueeny, E. G. Lind, C. H. King, George Helmerod, Miss M. Helmerod, Mrs. C. Dutton, Miss M. Neuman M. Vaniman and wife, Mrs. A. M. Lind, Charles T. Nelson, Mrs. F. Hynes, C. J. Wilkins, A. Lind, Miss J. Maginnity, R. P. Martin, H. Estinghausen, S. F. Palmer, G. Waagenheim, wife and children, Mr. Goodyear, George D. Dood, Miss Hynes, G. T. Williams, F. D. Frank, Rev. Father Taylor, H. Anjon, Dr. J. W. Horner, W. A. Pears and wife, W. Horner, W. A. Pears and wife, an, A. F. Cate, S. Johnston, Paul Persegia, H. M. Baxter, George Darrell, Thomas Lawless, E. J. Rogers and

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## Oceanic Steamship Co. TIME TABLE.

The steamers of this line will arrive and leave this port as hereunder:

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
ALAMEDA .....	Sat. Feb. 1 ALAMEDA .....
SIERRA .....	Wed. Feb. 5 ALAMEDA .....
ALAMEDA .....	Sat. Feb. 12 ALAMEDA .....
SONOMA .....	Wed. Feb. 19 ALAMEDA .....
ALAMEDA .....	Sat. Feb. 26 ALAMEDA .....
VENTURA .....	Wed. Mar. 5 ALAMEDA .....
ALAMEDA .....	Sat. Mar. 12 ALAMEDA .....
SIERRA .....	Wed. Mar. 19 ALAMEDA .....
ALAMEDA .....	Sat. Mar. 26 ALAMEDA .....
VENTURA .....	Wed. Apr. 3 ALAMEDA .....
ALAMEDA .....	Sat. Apr. 10 ALAMEDA .....
VENTURA .....	Wed. Apr. 17 ALAMEDA .....
ALAMEDA .....	Sat. Apr. 24 ALAMEDA .....
VENTURA .....	Wed. May 1 ALAMEDA .....

In connection with the sailing of the above steamers the agents are prepared to issue to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR GENERAL INFORMATION APPLY TO

## WM. G. IRWIN & CO.

LIMITED  
GENERAL AGENTS OCEANIC S. S. CO.

## Pacific Mail S. S. Co.

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR CHINA AND JAPAN.	FOR SAN FRANCISCO.
GAELIC .....	JAN. 28 DORIC .....
HONGKONG MARU .....	FEB. 6 NIPPON MARU .....
CHINA .....	FEB. 14 PERU .....
PERU .....	FEB. 22 COPTIC .....
NIPPON MARU .....	MAR. 4 AMERICA MARU .....
COPTIC .....	MAR. 12 PERKING .....
AMERICA MARU .....	MAR. 20 GAELIC .....
PERKING .....	MAR. 28 HONGKONG MARU .....
GAELIC .....	APRIL 5 CHINA .....
HONGKONG MARU .....	APRIL 15 HONGKONG MARU .....

FOR GENERAL INFORMATION APPLY TO

## H. Hackfeld & Co., Ltd.

Agents.

## Canadian Australian Royal Mail Line.

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N.S.W., and calling at Victoria, B.C., and Honolulu, and Brisbane, Q., are

FROM VANCOUVER AND VICTORIA FOR BRISBANE AND SYDNEY	FROM SYDNEY AND BRISBANE FOR VICTORIA AND VANCOUVER
MOANA .....	FEB. 15 MOANA .....
ALAMEDA .....	FEB. 22 ALAMEDA .....
NIPPON MARU .....	FEB. 29 NIPPON MARU .....
SONOMA .....	MAR. 6 SONOMA .....
PERU .....	MAR. 13 PERU .....
COPTIC .....	MAR. 20 COPTIC .....
AMERICA MARU .....	MAR. 27 AMERICA MARU .....
PERKING .....	APRIL 3 PERKING .....
GAELIC .....	APRIL 10 GAELIC .....
HONGKONG MARU .....	APRIL 17 HONGKONG MARU .....

THROUGH TICKETS issued from Honolulu to Canada, United States and Europe.

For Freight and Passage, and all general information, apply to

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GENERAL AGENTS.

## American-Hawaiian S. S. Co

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S. S. CALIFORNIAN, to sail about January 25th.  
S. S. AMERICAN, to sail about March 15th.  
S. S. HVADES, to sail from San Francisco, February 19th.

Freight received at Company's wharf, Forty-second Street, South Brooklyn, at all times.

For Further Particulars Apply to

## H. Hackfeld & Co., Ltd.

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Naunau St.

### LAUNCH IS WRECKED IN HONOLULU BAY

HOODOO DISPELLER WANTED. Visitors to the Whaling Bark John and Winthrop in Disaster Ten Miles Off Honolulu—Rescued by Yacht Vi-kee.

If any one in or around Honolulu owns the left hind foot of a black jackrabbit secured in a graveyard at midnight on a moonlight night, and consequently sure to ward of the "hoodoo," he can dispose of the same to a local owner of a gasoline launch. This gentleman is thoroughly convinced that he is laboring under the machinations of a busy "hoodoo" and that nothing short of a radical remedy can deliver him of that belief.

On several different occasions during the past few months his launch has met with different kinds of accidents, some of which have sorely tried the patience of the ancient Job.

The culmination to this series of accidents happened yesterday afternoon, when a party went out in the launch to visit the whaling ship John and Winthrop, which was anchored about ten miles off the harbor. The trip out was all that could be desired. The whaler was reached in due time, and after a pleasant stay on board, the launch started on her return trip, while the John and Winthrop set sail and put out to sea.

Everything went well for about 100 yards, when suddenly the engine broke down. Only one oar was in the boat and as the tide was rising the launch was rapidly drifting towards the ocean. The situation was a critical one. The sea was smooth enough and the wind was light but the prospect of being adrift on the broad Pacific with nothing to eat, and no liquids but a can of gasoline oil, was none too pleasant.

### GRAVE ALARM FELT ABOUT THE FATE OF BRITISH SLOOP CONDOR

British Consul W. R. Hoare feels very much alarmed over the fate of the sloop of war Condor, which is now 51 days out from Victoria for Honolulu, and he is inclined to regard her as lost. The Ventura did not bring him any information from the Admiral of the Naval Station at Esquimaux concerning her whereabouts, although it is possible that an answer to a telegram of inquiry which Mr. Hoare sent some time ago may have been sent in the registered mail.

There are now seven sacks of mail matter for the Condor at the local postoffice. This fact seems to indicate that, when she left Victoria, there was no doubt about her being bound for this port.

Press dispatches brought by the Ventura state that considerable alarm is felt in Victoria and San Francisco about the fate of the Condor. The British vessel Phaeton is being prepared at San Francisco to go out and search for her.

### Shipping News and Notes

The clothes of the sailors of the S. N. Castle were sent to the Quarantine wharf yesterday afternoon to be fumigated.  
It is said that the steamers of the Pacific Mail Company are to be fitted for carrying large bodies of troops between San Francisco and the Orient.  
The U. S. transport Kilpatrick sailed from San Francisco on the 16th for Honolulu and Manila. She is due some time today.  
The French cruiser Le Protet left San Francisco on January 18th for this port where she will remain about ten days.  
SAN FRANCISCO, Jan. 15.—The barkentine Planter sailed yesterday for Honolulu and the bark Mauna Ala, Captain Smith, cleared for the same port.  
George H. Whitney and Carl F. Lehnars, Federal Inspectors of Hulls and Boilers, left on the transport Kilpatrick on January 18, and are expected to arrive here to-day.  
The Havana Post announces on the authority of one of the contractors that the work of raising the wreck of the United States warship Maine will begin in a very short time.  
Fred F. Ingram, who runs one of Durant's lunches, has accepted a