

DAILY HONOLULU PRESS.

VOLUME I.

HONOLULU, HAWAIIAN ISLANDS, TUESDAY, SEPTEMBER 1, 1885.

NO. 1.

ANNOUNCEMENT.

In order to communicate the issue of this paper on the 1st of September, we are compelled to adopt a temporary heading which will be replaced by one of handsomely designed and as soon as the stereotype plate can be obtained from the Com. when the whole make up of the paper will be changed and improved.

PROPRIETORS DAILY HONOLULU PRESS

ON THE BAY OF FUNDY.

Cruise of the Falcon Among the Blue Noses.

Beyond the Infinite Worries of Land—in a Whirlpool—the Impending Town of St. John, The Crazy Tides.

For eight weeks I have cruised down east on the steam yacht Falcon, and in forty times we have had. There is a sight of us—Rufus T. Bush, the owner, and his family of three and his guests, three ladies and two gentlemen besides. Then there is the captain and his officers and crew of nine men.

The Falcon is an iron vessel, 110 feet long, with a home on her deck finished and equipped with saloons and state-rooms in the luxurious manner of a Pullman palace car. She has more room where guests can be more thoroughly comfortable than is above deck than any other yacht in the clubs of New York harbor—more than Jay Gould's, Bennett's or Mr. Astor's. All the state-rooms and the elegant dining room and saloon look out on the water—not through port holes or bull's eyes, but from ample windows two feet by four.

The boat is at any time willing to face any sea that the passengers like to stand, but, as we have all the time there is, and having steam, can get about rapidly without hurrying. We left the Falcon for her cruise into some harbor or up some river whenever a storm stir up the deep.

It seems to me the ideal way of spending a summer. We go where we please, for Commander Bush, whom, for euphony's sake we have named "Commodore," generously submits the question, "Where next?" to his family and guests, and varies the route as they prefer. We have visited all the pleasure ports of New England, have been received by several yacht clubs and sailed by hundreds of yachts, steamers and light-houses, and the Falcon has palpitated with the Jumbo tide in all parts of the convulsive bay of Fundy.

"Very well; how much does the whole racket cost?" I hear the inquisitive reader asking. Not far from \$1,000 a month, I believe for everything. This sum seems large; but the reader should remember that the Falcon's saloon table is always spread with the best of market affords, and that the crew, instead of living like crews of ocean steamers and of a good many yachts, live as well as the guests.

This expense, of course, does not include the interest on the investment. The Falcon cost something like \$35,000, I believe; but, as her hull is of iron and she receives the best of care, she is not allowed to deteriorate in value.

We have all gained in health; and why should we not, for we see few daily papers. We are beyond the infinite worries of land and the fretting bothers of home. We have yet to see the first warm day; we talk no politics, and we have nothing to do but to fish when we are at anchor, and when flying from port to port to lie off in our stateroom chairs under the broad awning and read the latest novel, or, perchance, sleep the sleep of the indolent. If we feel particularly lively we gather about the piano in the forward saloon and see what pleasure we can get out of that. If we are lazier and yet ambitious, we start the big music-box in the dining-room and lounge on the sofas of embossed velvet.

The Falcon was built four years ago for President Garfield, was in part owned by him and was used by him and his friends on the Potomac; and, when we were at Bar Harbor Mr. Blaine said he once had a trip on her with Garfield, and would like to cruise around Mount Desert in her. But our desire to visit Nova Scotia would not permit us to wait for him.

Coming up the harbor of St. John, New Brunswick, at high tide in a yacht is a novel feat. The water is so shallow that the tide is like a wall of water, and the captain thought was safe off King street, opposite the center of the town. Then two bells were rung to back, the anchor was hoisted over the side, the word was given to the sailors to "let go," the anchor chain rattled angrily through the hawser-hole, and the boat was fast. At the same moment, Commodore Bush pulled the fuse-lanyard, and our cannon sent up a mollifying salutation to the British lion, and a song of congratulation that we had got safely into the harbor on top of a thirty-foot tide.

St. John is a very imposing town, seen from the bay, perched high upon a knob of the Laurentian granite, clean and steeply crowned. We went ashore in the gig, and four stout men at the oars could just hold their own against the furious tide, now sweeping out. The water was nearly level with the top of the wharves—within three feet. The town here is close together. The streets are broad and straight, and as they are bisected through granite, the job of paving is not expensive. I don't know a town of 35,000 inhabitants in the State which presents such a commercial aspect or such convenient lines of handsome stores and warehouses. The parks are not exactly festive, the finest being laid out in the old graveyard, with nothing to enliven it except the mouldering coiffure of the dead. It is a good place for tramp, but hardly up to the

requirements of open-air courting. To see a rustic couple spooning there, sitting on a horizontal grave-stone and swinging their legs in rapture while the efface with their obtuse anatomy the whole of the tender or stimulating inscription, there are few things more touching to the reflective mind.

We wandered around three or four hours, and when we got back to South Wharf there had been "a sea change." The tide that was there when we came ashore had gone to the Sandwich Islands, and was now delivering its Yankee message at Honolulu. The water had dropped twenty feet or more, and the side of the wharf was now a perpendicular passage of sea grass and slimy dunes. The half dozen yachts that were lying down their right to the wharf of Market slip when we arrived were now holding it up to the wharf at the end of the flying boom.

When that night we turned in—Neptune's "went to bed"—the harbor was a merry Bosphorus of quarrelsome currents. For the reader will not fail to remember that we were in the very mouth of the St. John, the largest river on our coast between the St. Lawrence and the Mississippi, which is navigable for steamers for 370 miles and discharges an enormous volume of water over the twenty-foot falls, just above where we were floating. In the harbor it has erected a sort of sub-marine delta, and it has fallen into the bad habit of rushing down one channel and dancing up another in a tireless rigodon. Add to this a glutinous sea tide that runs up at the rate of a thousand miles an hour or less, and piles itself up as if anxious to possess all the adjoining land, a crazy tide that never goes in one direction a yard at a time, but sweeps in fearful eddies up stream when it is flowing out, and down stream when it is flowing in, and across stream as if it were going up.

About midnight I was awakened by a heavy and swift foot on deck overhead. I listened and heard eager voices. Then a sailor rapped at the door of the commodore's room near by and said: "Cap'n wants to see you at once, sir!"

I rose, dressed on something, and went on deck. It was clear, and there was in the sky a fine glimpse of new moon.

"We're drift, sir, and running with the rising tide," said the captain, as the owner came on deck. "She has slipped her anchor, and is rushing up under the falls, and I don't know what the mischief to do!" He did not, of course, say "mischief," for that is not a nautical word.

Instead of mischief, he appealed to the old King-boat of mischief, who name the pulpiter tells us we should never take in vain. And the captain didn't take it in vain. For as soon as the K. B. of M. got time to turn around and reflect, he released his clutch of the anchor-chain, and the dukes caught in the rock and held!

"She's bit," the captain said, if she holds 's all right. If she lets go again we'll be under the Falls in ten minutes unless I can run her ashore. And there's no steam up!"

She held her grip for half an hour and we turned in again, not a little anxious. The captain walked the deck all night. The next morning the Falcon crept back, and the commodore lashed her to an immense buoy—a twenty-foot cube of timbers, anchored to the bottom. All seemed sweet at least, but that night we were buffeted by that buoy, and jammed, and jammed, and jammed, till some of the sleepers dreamed that the earth had collided with a comet, and some that they were going off toward Washington and the cap of glory from the locomotive, while some of the sleepers weren't sleepers at all. It seemed as if such a one-sided boxing match must have bruised the Falcon's head, and the commodore said next morning that when he got back to New York he would have her bumps examined by a marine phreologist in the ship-yard.

A CITY OF PRETTY GIRLS.

The Way Steep Streets and Pure Air Contribute to the Beauty of Quebec Women.

"There are no ho-noly girls in Quebec," a native-born Canadian said to a visitor to the ancient citadel city of Canada. "I have been on foot at a window and watched for one in the morning parade on the side walk, but I have never yet seen a Quebec girl who could be described as ugly. I don't claim that they are all absolutely beautiful; but there is something in the clear, invigorating air, and perhaps in the soil and surroundings of this lofty and rocky city, that gives them sparkling eyes, brilliant complexions, and elasticity of step. Montreal is full of pretty women, but Quebec can beat her in that respect. Have you noticed how easily our Quebec girls climb the steep city streets. When they are ascending a sidewalk that slopes upward at an abrupt angle of thirty degrees, they don't seem to mind it. They don't lag, they don't get out of breath, they don't stagger from one side of the walk to the other. They just go up as lightly and gracefully as any lady can walk across a parlor floor. You can't do it as a keep pace with them, unless you've been brought up here. They'd tire you out before you got half way from Beak-neck Steps to Dufferin Terrace. The exercises they get is partly the secret of their good looks.

Then there's another thing that helps. They're out of doors half the time. On a pleasant evening the terrace, that broad promenade which stretches for a quarter of a mile along the top of the precipitous under the brow of Cape Diamond, is crowded with them, strolling in pairs and groups, chatting, laughing, and perhaps flirting a little. You don't mind that, do you? No. Well, look what a pleasant promenade it is. Two hundred feet above the water of the St. Lawrence, and facing one of the very finest views in the world, as everybody admits, which extends from Point Levi down the river to Cape Tourment, and from the gorge of Montmorency far back among the Laurentian Mountains. You can't blame the Quebecers for being proud of it. And there's where the Quebec girls breathe the pure air that puts roses in their cheeks and the snap into their eyes. Yes, sir; steep streets and plenty of fresh air, and, perhaps, the subtle influence of a world-famous landscape, form the chief secret of the beauty of our girls."

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Capital and Reserve—Reichsmark 6,000,000
their Revenue—Reichsmark 1,000,000
Total—Reichsmark 7,000,000
The Agents of the above Company for the Hawaiian Islands are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc., also Sugar and Rice Mills, and vessels in the harbor, against loss or damage by fire, on the most favorable terms.
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THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
BISHOP & Co., AGENTS.
ESTABLISHED 1856.
Unlimited Liability to Stockholders.
Assets January