COMMERCIAL.

SATURDAY, MARCH 19, 1870.

The United States Congress will probably change the duties on sugar during its present session, reducing them a little, though not to the extent which was desired. The bill as introduced into Congress, and as reported in the *Gazette*, has the following provisions:

On all raw and muscovado sugar, two cents per pound.
On clarified sugars, three cents per pound.
On refined, stove-dried, in loaf, lump, crushed, powdered or granulated sugar, four cents per pound: *Provided*, That all sugar other than refined, stove-dried which has in the process of manufacture been advanced in quality above number twelve Dutch standard in color, by being boiled, or crystallized in a vacuum pan, or clayed, or liquored in molds, or purged in centrifugal machines, or by vacuum process, or filtered through bone-black or its equivalent, shall be regarded as clarified sugar: *And provided further*, That the Secretary of the Treasury shall, by regulations, prescribe and require that the samples taken by inspectors shall be from the middle of the package so as to get a true average quality, and that the weights of sugar imported in casks or boxes shall be marked distinctly by the custom-weighter by scoring the figures indelibly on each package.
On molasses from sugar-cane, five cents per gallon.
On tank bottoms syrup of sugar-cane juice, meslada, concentrated meslada or concentrated molasses, one and three-fourths cents per pound: *Provided*, That all syrup of sugar, syrup of sugar-cane juice, meslada, concentrated meslada or concentrated molasses, shall be forfeited to the United States.

As all our sugars are dried or "purged" by centrifugal machines, thus: above No. 12 Dutch standard will be classed, by the proposed law under the head of "Clarified Sugars," and subjected to a duty of 4 cents a pound, whereas they now pay from 3⅛⅝ cents a pound, averaging perhaps 3½ cents. The new law, if passed, will therefore make a reduction of half a cent a pound on sugars above No. 12, and one cent a pound on sugars below No. 12. The New York *Tribune*, of a late date, says that the high tariff bill finds much opposition, and there will be a strong effort made to still further reduce the duties.

The following bill was introduced into the Senate by Mr. Cole. After two readings, it was referred to the Committee on Post-offices and Post-roads and ordered to be printed:

A BILL to amend "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," and to extend the same to Australia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster General be, and he is hereby authorized to contract with the steamship company now carrying the mails between San Francisco and Honolulu for an extension of their monthly service to Sydney or Melbourne, in Australia, touching at the Fiji Islands, and at New Zealand, at an annual cost to the Government of not exceeding —— thousand dollars, and for a term not exceeding ten years, and under such additional restrictions and regulations as to him may seem advisable and proper to secure regular and faithful service.

LOCAL COMMERCIAL.

The bark *Sarah* brings us San Francisco dates to March 3d. She is under charter to load guano at M'Kean's Island. No changes are report d by her in the prices of our leading products.

We notice that the bark *Ethan Allen* arrived at the above port March 1st, nineteen days from Honolulu. She would leave again on her return about the 12th of March—due here next week.

Spring whalers are coming in quite freely; the *Hibernia*, *Acors Barns*, and *Seneca* have arrived at this port, and several at Kawaihae. Among the latter, are the *Henry Taber*, clean; *Roman*, 80 sperm; brig *Comet*. The *Concordia* is reported with 170 barrels; *Ben. Cummings*, 100; *Champion*, 40 sperm and 60 whale; *Navy*, 60 sperm; *Wm. Hatch*, clean.

The schooner *Pauahi* has been sold by the assignees of C. N. Spencer & Co. to His Majesty for $8,000; and the *Kamaile*, lately the property of His Majesty, has been purchased by F. S. Pratt, on private terms.

The stock of ship chandlery belonging to the estate of C. N. Spencer & Co., was sold at public auction on Thursday by Adams & Wilder, and brought very low prices.

The steamer *Idaho* left on the 16th, with a fair freight consisting of over 800,000 pounds sugar, &c., specified below, and 48 passengers. It is reported that the *Ajax* will take her place for the next trip.

It is now almost certain that a new line of steamers will be established within the next thirty days, connecting San Francisco with Australia via Honolulu, and the pioneer vessel may arrive in April either from San Francisco or Sydney.

The ship *Syren*, with cargo of merchandise to C. Brewer & Co., is now 120 days out from Boston, and fully due. She made the passage out last year in 120 days.

Gold in New York at the latest dates was 115, with a tendency to decline. It would seem as though a very little financiering might now reduce the premium to par and keep it there.

The brig *Robert Cowan* will sail for Victoria, and the bark *D. C. Murray* for San Francisco next week, both vessels taking full cargoes of island produce.

Persons interested in claims against the schooners *Pauahi* and *Liliu* are referred to the notice of the assignees of the estate of C. N. Spencer & Co.

Ships' Mails.

FOR SAN FRANCISCO—Per bark D. C. Murray, March 23.
FOR HILO—Per Kate Lee, Monday or Tuesday.
FOR KAUAI—Per Jennie, Monday.
FOR LAHAINA—Per Nettie Merrill, Monday or Tuesday.

PORT OF HONOLULU, H. I.

ARRIVALS.

Mar. 13—Am bk Adelia Carleton, Carleton, 64 days from Sydney.
13—Schr Mary Ellen, Crane, from Maui.
13—Schr Hokulele, Dudoit, from Maui.
13—Schr Manookawai, Makahi, from Maui.
15—Schr Marilda, Berrill, from Hawaii.
15—Schr Keoni Ana, Rikeke, from Kauai.
16—Am wh sh Hibernia, Williams, from cruise with 300 bbls oil.
16—Am wh bk Acors Barns, Jeffrey, from cruise with 60 bbls wh oil.
16—Am bk Sarah, Snow, 13 days from San Francisco.
16—Schr Nettie Merrill, Cluney, from Maui.
16—Schr Luka, Hatfield, from Kauai.
17—Schr Kinau, Wahia, from Lanai.
18—Schr Fairy Queen, Smith, from Kauai.
18—Schr Warwick, John Bull, from Molokai.
18—Schr Owaau, Makanahele, from Molokai.
18—Sloop Wailele, from Molokai.
18—Schr Moi Keiki, Nape, from Maui.
18—Am wh bk Seneca, Kelly, 5 months out, 80 bbls sp oil.
18—Schr Active, Mellish, from Hawaii.
19—Schr Hattie, Nika, from Kauai.

DEPARTURES.

Mar. 12—Schr Moi Keiki, Nape, for Maui.
12—Schr Warwick, John Bull, for Molokai.
12—Schr Jenny, Lambert, for Kauai.
12—Schr Kinau, Wahia, for Lanai.
15—U S S Saginaw, Sicard, for Middlebrooke Island.
15—Am bk Adelia Carleton, Carleton, for San Francisco.
15—Schr Manookawai, Makahi, for Kauai.
15—Schr Keoni Ana, Rikeke, for Kauai.
15—Schr Hokulele, Dudoit, for Maui.
15—Haw wh bk Arctic, Tripp, to cruise.
16—Am stmr Idaho, Floyd, for San Francisco.
16—Schr Kamaile, Ballestier, for Molokai.
17—Am wh bk Alaska, Fish, to cruise.
17—Schr Nettie Merrill, Cluney, for Maui
18—Schr Marilda, Berrill, for Hawaii.
18—Schr Mary Ellen, Crane, for Maui.
18—Schr Kinau, Wahia, for Maui.

IMPORTS.

FROM BREMEN—Per Ka Moi, March 11th:—

Bath brick, cs	25	Iron pipes, No	280
Baskets, nests	160	valves, csk	1
Beer, csks	8	Kerosene, cs	200
Books, cs	4	Liquor, pkgs	200
Bricks, fire	9000	Lead, rolls	4
Brandy, hhs	20	Mill stones, set	1
Cigars, cs	5	Nails, csk	1
Chinaware, cs	1	Paints, pkgs	45
Champagne, cs	50	Paint oil, pkgs	40
Chocolate, cs	10	Pipe, reels	6
Candles, box	200	Provisions, pkgs	94
Chains, csks	2	Perfumery, cs	1
Copper, bdls	3	Pails, cs	4
Coals, csks	205	Pens, csks	12
tons	85	Rope, pkgs	53
Cement, Portland, bbls	200	Samples, pkgs	12
Drugs, cs	3	Steelware, cs	2
Dry Goods, cs	6	Silk, cs	1
Demijohns, No	1200	Sugar, crushed, cs	200
Effects, cs	2	Sail twine, bale	1
Furniture, pkgs	26	Salt, csks	260
Gin, pkgs	688	Sand stone, pcs	22
Glass, window, cs	48	Shooks, bdls	182
Gas pipe, bdls	13	heads & h'ps, pgs	45
Glassware, cs	4	Slates, No	100
Hams, cs	17	Tar, hf bbls	53
Home paper, cs	3	Umbrellas, cs	2
Holloware, csk	1	Unspecified mdse	507
Hats, cs	1	Vinegar, bbls	20
Hardware, cs	6	Wearing apparel, cs	4
Iron, bdls	65	Wine, cs	24
hoops, bdls	343	Water bottles, cs	4
wire, bdls	24	Yarns, bale	1
ware, cs	22	Yellow metal, cs	11
plates, pkgs	8		

FROM SAN FRANCISCO—Per Sarah, March 16th:—

Cotton goods, cs	2	Spars	—
Linen twine, cs	2		

EXPORTS.

FOR SAN FRANCISCO—Per stmr Idaho, March 16th:—

Bananas, bunches	509	Skins, calf, No	16
Coffee, lbs	4,500	sheep, pkgs	27
Horses, No	4	Sugars, lbs	826,944
Hides, No	466	Whale oil, gall	1,472
Peanuts, lbs	1,590	Stores	—

Value—Foreign.....$2,962; Domestic.....$30,949 87

PASSENGERS.

FROM BREMEN—Per Ka Moi, March 11th—Mr and Mrs B F Ehlers and 2 children—4.

FROM SAN FRANCISCO—Per Sarah, March 16th—Herman Irmshen—1.

FROM SYDNEY—Per Adelia Carleton, March 14th—Walter Montgomery, A H Havell and wife, Geo F Haight and wife, C B Kingman, Stuart McCauley and wife, Herman Masters—9.

FOR SAN FRANCISCO—Per stmr Idaho, March 16th—J T Waterhouse, Miss Hattie Judd, F Penard, wife and child, Seaborn Luce, Mrs Webster, Col J H Hooper, Rev B G Snow, Rev C A Harvey, A Lozanda, wife and son, C Collier and wife, Capt Geo Gray, A J Homes, D C Humphreys, C H Bancroft, H Durell, W W Fletcher, wife and child, F Segelken, C Conkey, H C Lee, wife and 4 children, James Dodd, T Myers, H Nelson, W Spurgeon, Nao, Chinds, H Hoerle, Alo, Ah Yong, T Crane, Ah Toe, T Neilligan, J Whate, A A Carpenter, F J McCloughlin, A W Harndon, P N McCamley—48.

BIRTH.

SMITHIES—In Honolulu, on Friday, March 18th, to the wife of Mr. J. S. Smithies—a daughter.

MARRIED.

HAPAI—SNIFFIN—At the Seamen's Chapel, on Sunday, the 13th inst., by Mr. A. Akao Hapai to Miss HARRIET SNIFFIN, of Makawao, Maui.

DIED.

HARRIS—In Honolulu, March 13th, HARRIET MILLER HARRIS, wife of His Excellency Charles C. Harris, after a protracted and painful illness.

"If we suffer, we shall also reign with Him."

THE PACIFIC Commercial Advertiser.

SATURDAY, MARCH 19.

The World Moves.

At length the United States Senate has conquered national prejudice, and admitted a negro as Senator from the State of Mississippi. As this is the first colored person ever admitted to a seat in Congress, it may be interesting to note the leading incidents in the discussion attending it.

Mr. Wilson, Senator from Massachusetts, presented Mr. Revel's credentials, which were certified to by the Military Governor of Mississippi.

Senator Saulsbury of Delaware at once objected to the Senate receiving a certificate signed by a military officer.

Mr. Wilson replied that he had read the whole proceedings of the Mississippi Legislature attending his election, that they were in proper form, and that the certificate was attested by the great seal of the State.

Senator Davis then declared his intention to resist to the last the admission of any negro, and that he would interpose objections at every step of the proceedings. This man (Revels) never was and never would be the choice of the people of the State of Mississippi; and moreover he is not a citizen of the United States, as was shown by the Dred Scott decision.

Senator Sherman of Ohio, in reply, informed Senator Davis that 20 years ago the Supreme Court of Ohio, then largely composed of Democrats, decided Revels to be a citizen—the Court holding that the word "white citizen" meant one nearer white than black, and Revels was included in this decision, and voted in Ohio.

Two or three days later, February 25th, the question came before the Senate again, and Mr. Revels was admitted to his seat by a large majority of the Senators, 48 to 8; the vote being a strictly party one. The colored Senator having been conducted to the front of the President's desk by Mr. Wilson, and the oath administered, then took the seat assigned him on the Republican side, where numbers of Senators and others tendered their congratulations.

The admission of a negro to a seat in the United States Senate about the same time that the ratification of the fifteenth amendment to the Constitution has been made, which declares that no distinction shall ever be allowed on account of race, color, or religion, is a noteworthy incident. In these Islands, there is no distinction in respect to eligibility to office on account of color. Indeed three fourths of the members of the Legislature are natives. But in the United States, scarcely a State Legislature in the North will admit a negro. Massachusetts has had negro members once or twice, but we cannot remember that a negro has been admitted as Representative in any other Northern State.

Under the strong pressure of impartial suffrage established by the reconstruction laws, each of the Southern State Legislatures now have colored Senators and Representatives. In South Carolina, for instance, the seat of rebellion, out of thirty-three Senators, fifteen are negroes. And yet, it is said that, as a body the South Carolina Senate is equal in ability to the average of the Northern Senates.

Twenty years hence, popular prejudice against negroes will be done away, in a measure at least, and we shall see them occupying seats in every Legislature as well as public offices of trust. In the State just named, South Carolina, one of the judges of the Supreme Court is a negro, educated in Pennsylvania, who was considered one of the best lawyers in the latter State before he migrated to the South. In his new position of Associate Justice he is highly respected by all classes.

The Australian Steam Line.

Considerable interest attaches to this subject, and though nothing very definite has transpired or been learned concerning it since our last issue, yet one or two rumors have reached us. First, it is stated by telegraph from Mr. Webb, who is in New York, that no contract has yet been signed in London with any English company to perform the service; and as matters now stand, the chances are better for the establishment of his line than of any other. His agent is now in Australia, fully empowered to close any contracts that may be offered. As soon as he succeeds, the steamers will commence running; but as the Colonial subsidies depend on legislative action, there may be some delay in getting the complete authority to close the various contracts to be made.

By the bark *Adelia Carlton*, which touched at this port on Monday from Sydney, we learn that a steamer was advertised by the American Consul, Mr. Hall, to sail March 17 for Honolulu and San Francisco. Passengers by the bark think that she would obtain a large number of passengers. It was reported, however, that the vessel might only come as far as Honolulu, and transfer her passengers to the Holladay steamer. If she left Sydney even by the 20th of March, she will be due here by April 15, in season to connect with the next San Francisco steamer. As we stated before, these are only reports, and nothing certain is known regarding the expected pioneer steamer from Sydney.

We also hear it stated that a larger steamer (probably the *Ajax*) may be expected from San Francisco in April, to accommodate the large number of passengers planning to leave here on the 20th of that month. Even if none arrive from Sydney, there will be from eighty to one hundred going over from this port.

Musical Jubilee in San Francisco.

The anniversary of Washington's birth-day was observed by the good people of the Queen city of the Pacific with unprecedented honor. Besides the parade of the military, and the usual artillery salutes, there was a boat regatta, etc., the city and shipping were decorated with bunting of all nations, and places of business were generally closed, the teeming population of the great city making up their minds to enjoy a real holiday. But the principal feature of the day was the Musical Festival, proposed and carried out by Madame Caw illa Urso,—a French *artiste* of great popularity,—in aid of the San Francisco Mercantile Library Association. The Library, commenced in 1853, now numbers 28,000 volumes in its collection, and is very justly considered an object of pride by the citizens. It is in reality a public Library, practically free to the public at large, and thus is very naturally a cherished institution.

The Jubilee of Music, as it was appropriately called, lasted three days, commencing on the 22d, and was an immense success. The best musical talent was collected together from every part of the State, both vocal and instrumental. All the German singing societies were present, and gave the songs of their Faderland. Then there were fifteen hundred chorus singers, two hundred instrumentalists, fifty anvils, struck upon in the chorus by as many stalwart firemen, and cannons fired by electric wires to emphasize the particular points in the music. Besides, there was a big drum, eight feet in diameter, and four feet long, bigger than the famous one at the Boston Peace Jubilee. The head was composed of twenty-three sheep skins and two calf skins, and as may be supposed, when beaten with the huge four foot drum-stick, must have emitted a tremendous sound. There were two thousand school children present, who had their sing, no doubt to the immense delight of the *pater*, and *mater familia*, and the audience at large, consisting of no less than fifteen thousand persons!

The concerts were held in the large building known as the Mechanics' Pavilion, the largest on the Pacific coast, erected some years ago for the purposes of the Fairs of the Mechanics' Institute. When the National Anthem—America—beginning "My country 'tis of thee," was given by the entire choir, accompanied by the grand organ, two hundred musical instruments, the anvil chorus, and the cannon fired on the square by electricity, the whole immense audience rising to their feet and applauding enthusiastically, it must have been a scene never to be forgotten, and second only in grandeur to that witnessed at the Peace Jubilee at Boston. San Francisco never does anything by halves which she undertakes, and her citizens may well be proud of this grand Musical Festival on the birth-day of the Father of his country, and for so noble a purpose. Madame Urso, the *artiste* with whom originated the idea, has greatly added to her former popularity, and is almost idolized by the enthusiastic Californians. The festival was a financial success, and realized about $50,000.

Perils of the Ocean.

We publish to-day the particulars of two shipwrecks—one of which was the Pacific mail steamer *Golden City*, bound from San Francisco to Panama, which occurred on the coast of Lower California on the 22nd of February, at a point about 200 miles above Cape St. Lucas. The passengers, specie and baggage were saved, but the vessel and cargo were a total loss.

The other was the United States war steamer *Oneida*, which had just left Yokohama, homeward bound, on the 24th of January, and when a few miles from that port, was run into by the Peninsular and Oriental Company's iron mail steamer *Bombay*. The result of the collision was that the *Oneida* was stove in below the water line and sank within ten or twelve minutes thereafter. About sixty persons were saved and one hundred and twenty lost.

The British steamer instead of stopping to see what damage had been done, or to endeavor to assist in case of necessity, hurried on to port. The conduct of her Captain, if no sufficient explanation is furnished, will be set down as among the most inhuman ever recorded in maritime history. Had the *Bombay* remained by the wrecked vessel, it is presumable that most or all the persons on the latter might have been rescued. We copy the following details from the *Alta*:

By the arrival of the bark *Benefactress*, from Yokohama, yesterday—We have particulars of the loss of the U. S. Steamer *Oneida*. The following is taken from the Japan *Gazette* of the 29th of January:

This most appalling disaster occurred on the evening of the 24th of January, at about 6 o'clock, within a few miles of the anchorage of our harbor—which she had left less than a couple of hours before. The vessel had been in and out of Yokohama, and the Japanese ports constantly, during the past two years; and her officers were more than ordinarily well known and well-liked ashore. As they were leaving the Station, homeward bound, farewell festivities had been accorded to them during the preceding week, and they left accompanied by the most cordial good wishes, of all their acquaintances, afloat and ashore. Yet within two hours after their departure, with a complement of officers and men numbering 176, only 56 including Dr. Studdard and two junior officers are living to tell the tale of the disaster that resulted in their ship and their comrades finding a watery grave. The iron steamer *Bombay*, belonging to the P. & O. Company, had run into her and she sunk in 15 minutes thereafter.

The following account is from one of the men saved from the *Oneida*; we give it as we received it; but before we judge the Captain of the *Bombay*, we must have his account of the melancholy affair, and the statement of others on board. A naval Court Martial has been demanded by the Captain of the *Bombay*:

The U. S. Steamer *Oneida*, which has been on the China and Japan station, for a little over two years, having arrived at Kobe on the 27th of Dec. 1867, to be present on the opening of the ports of Hiogo and Osaka on the 1st of Jan. 1868, left Yokohama harbor about 5 o'clock on the afternoon of January 24th, homeward bound. The U. S. Minister had visited her in the forenoon, and she had saluted him, and returned the salute of the British iron-clad *Ocean*, which ship His Excellency also visited. The guns had also been loaded with blank cartridges, in expectation of having to return the expected salute of the Russian gunboat *Vsadnick*, which, however, did not salute Mr. DeLong, and consequently the guns were left loaded. On her steaming out of the harbor, the crews of the other men-of-war in the port gave her three cheers and wished her a prosperous voyage. On passing Saratoga Spit the wind being fair, the fires were banked and the steam was commenced to be blown off. About 7 o'clock, while the officers were at dinner, the lookout man on the forecastle sang out, "Steamer lights ahead!" and the midshipman, also on the forecastle, gave the order, "Port the helm." Everything seemed so still on board the other steamer as to lead to the belief that she had not observed the *Oneida*, although her lights were burning brightly. The steamer now known to be the P. & O. steamer *Bombay*, came right on, and ran into the *Oneida*, striking her on the starboard side, aft the gangway, at about half way between the main and mizzen rigging, cutting a hole in the side of the *Oneida*, through which the whole interior of the gun room was visible, carrying away the gig binnacle, wheel and rudder, killing the two men at the wheel on the spot. All the officers who were not on deck rushed up, and sail was immediately shortened. It was evident to all that the ship was a total wreck. The *Bombay* did not stop, but proceeded on her way; and as the guns happened to be loaded under circumstances already detailed, they were fired at short intervals to attract attention of the *Bombay*, and to bring her back. The order had been given to "lower away the boats" but the life-boat was the only one available; as the cutter was in the cradle on board, and as already stated, the gig had been carried away. The life-boat was manned, Dr. Studdard, a boatswain, and 15 of the crew going aboard of her. Five guns were fired, but before the sixth could be fired, the vessel sunk. The life-boat was obliged to leave the side of the sinking ship, to avoid being upset or swamped by her. The whole must have been over within ten minutes after the collision. None of those saved saw a man or heard a voice on board the *Bombay*.

When there was evidently no hope of saving the ship, the officers gathered around Capt. E. P. Williams, on the poop, and he was heard to say that he would not leave the ship; if she went down, he would sink with her.

A naval court martial is being held, the proceedings of which we are particularly requested not to publish until the enquiry is finished.

We must say, however, that the examination of Capt. Eyre, of the *Bombay*, gave a plain account of his proceedings, and his reasons for passing on to Yokohama, such as must produce a very different impression in men's minds from the statement of the men who were saved from the wreck; and if confirmed by further evidence, must remove the stigma of inhumanity from his name.

The excitement at Yokohama has been very great, and the feeling against the Captain of the *Bombay* is intense.

DR. LIVINGSTONE.—The New York *Tribune* of February 3d, speaking of the reported death of this traveler, says:

Dr. David Livingstone is reported to have been burned in Africa as a wizard, for such was the character he long bore there. We could in some respects have better spared Africa than Livingstone. His was a courage of the most exalted order, for it stood the tests of lonliest isolation and wildest solitude, and absolute self-exile from the company of the civilized and the humane. He was a new Greatheart in the strangest Pilgrim's Progress which these latter days have known. Heroic piety sustained him living and dying, in all that sublime mission which one unaided but not inspired man undertook for the sake of God and his fellows. To be burnt as a wizard was not the fate which mankind would have imagined for such a benefactor as Livingstone; but it crowned with sacred fire and recommended to Heaven the life-long sacrifice of a man whom the world will claim among its martyrs. We hope that the present news may prove as untrue as a previous report of Livingstone's death. It does not, however, reach us in a shape that we are now able to question.

Hawaiian Literature.

KE KEIKI PAIONIA (or the Pioneer Boy) i lilo i Peresidena no Amerika Huipuia. I unuhiia a i kakauia e Samuela C. Andrews, Lahainaluna. Nu loka: Paiia e William B. Bodge, 1869.

The above is the title of the latest addition to Hawaiian literature, which has been published by Dr. G. P. Judd, who has taken out a copyright for the book. It is a free translation of the very popular little volume known as THE PIONEER BOY, being a biographical sketch of the late President Lincoln. The story was found to be so attractive to American youth, and the example it set before them so worthy of imitation that the Doctor conceived the thought of having it translated for our Hawaiian youth. In doing this he must have been prompted by the same benevolent motives which have always inspired him, and which led him to spend a valuable life among this people to help enlighten and Christianize them. We judge that benevolence was the chief motive, for no one knows better than he the risk and cost attending all Hawaiian publications—few or none of which ever return to the publisher even the first cost.

The volume before us is a very neatly printed duodecimo book of 306 pages, with several illustrations, handsomely bound with gilt back—all furnished for one dollar. As books are now sold in the United States, the cost of a volume of this size would be at least $1.75 or $2.00. We trust that every Hawaiian youth will own a copy of the Pioneer Boy, and that foreigners who can read the vernacular will also aid the enterprise by buying the book, which can be obtained at the bookstore.

EARTHQUAKE IN SAN FRANCISCO.—Our neighbors across the big pond have been enjoying the luxury of a third-rate earthquake, which occurred on the 17th of February, and appears to have done no damage except as it frightened a few nervous people, driving them out of hotels and dwellings. The *Bulletin* gives the following description of the fright:

At the hotels in the city the consternation was great. There was a universal stampede for the outside. Ladies and children screamed, and many of the former fainted through terror and fear. Every street was black with people before the shock had fairly ceased.

At the Washington Street Baptist Church there was a large congregation in attendance on funeral ceremonies. There was the silence of the tomb, and the choir had just started up "The Rock of Ages," when the earth lifted and trembled. All knew instantly what was at hand. The pastor and congregation were seized with the impulse to run, and a rush was made for the door. Four or five ladies fainted and fell down in the aisles; others screamed and called for help. Several teams in front of the church ran away. Some of the ladies were put in carriages and conveyed home in an unconscious state. Fortunately, no one was seriously injured.

Immediately after earth's trembling had subsided, the streets presented an interesting panorama. The man who was not frightened—but who still trembled from fear—could be seen talking and making gestures. Then there was the man who was sure great damage had been done, almost dislocating his neck to look at the upper stories of tall buildings and straining his eyes to find a shattered pane of glass. To him every little crevice appeared double its real size, and every other building seemed out of plumb.

A buxom matron of about forty-five summers was wending her way along Battery street, near Washington, when the shock commenced, and she was perfectly demoralized for the time being. Contrary to the general estimate of maternal affection, she deposited her cherub on the curbstone and started off on a keen run. She subsequently remembered that she had left something behind, and returned for the babe.

A gentleman who had been enjoying his bath in the Occidental Hotel appeared in the street in a very natural state; ladies in their morning gowns, forgetting chignons, bustles, etc., joined in the stampede, and costumes were forgotten in the general panic.

Facts for Farmers,

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Agent for Mr. Montgomery.

BUFFUM'S GOOD TEMPLARS' HALL,

Hotel Street.

MR. WALTER MONTGOMERY'S SECOND PROGRAMME:

1—A Father's Advice.....Hamlet.
2—Wolsey's Farewell.....Henry VIII.
3—The Dream of Clarence.....Richard III.
4—Queen Mab.....Romeo and Juliet.
5—Conversion of Benedick.....Much Ado.
6—The Bells, (by desire).....Poe.
7—My Uncle.....Bell.
8—Abou Ben Adhem.....Leigh Hunt.
9—The New Tale of a Tub.....Bayley.

Good Templar's Hall, Hotel Street, Saturday, 19th!

On Tuesday next, March 22d!

WALTER MONTGOMERY

WILL GIVE

AN ENTIRELY FRESH PROGRAMME!

Including the two Magnificent

Orations of Brutus and Mark Antony

From the Classic Drama of Julius Cæsar.

ON THURSDAY, 24th,

THE PROGRAMME OF TUESDAY, MARCH 15th,

Will be Repeated by general desire.

And on Saturday, the 26th,

MR. MONTGOMERY

WILL RECITE SHAKESPEARE'S TRAGEDY

—OF—

MACBETH

ENTIRELY FROM MEMORY.

"This is Mr. Walter Montgomery's finest effort, and the highest intellectual treat ever offered to the student of Shakespeare."—*Athenæum.*

TO THE PUBLIC!

Be pleased to remember that all the Entertainments will be given at

Buffum's Good Templar's Hall, Hotel St.,

Commencing precisely at 8 o'clock each evening.
JOHN McDONALD,
721 Agent for Walter Montgomery.

Administrator's Sale

—OF—

REAL ESTATE!

PURSUANT TO AN ORDER MADE BY Hon. A. S. Hartwell, Associate Justice of the Supreme Court, on the 16th of March, 1870, I will sell at Public Auction to the highest bidder, for cash,

On Thursday, the 7th day of April, 1870,

AT 12 O'CLOCK NOON, ON THE PREMISES,

A CORNER LOT

TO WIT:

The lot on the Southwestern Corner of King and Fort streets, Honolulu, opposite the store of E. O. Hall & Son. This property is part of the Estate of W. N. Ladd, deceased, and is sold confirmation of Probate Court.

JOSEPH O. CARTER,
Administrator Estate of W. N. Ladd.
Honolulu, March 1st, 1870. 721—3t.

CANARY BIRDS!

A FEW CHOICE SINGERS, PER KA MOI, can be had at the Store of
720 3ts R. F. EHLERS & CO.

Hulahulas and Beer Shops.

MR. EDITOR:—While I perfectly agree with you in condemning the native *hula* as generally known, as being immoral and indecent, still I apprehend that you are slightly in error in assuming that the law providing for licensing the hula is an encouragement to the practice. The fact is, that the law operates almost as a prohibition of the hula, inasmuch as it provides that the Minister of the Interior *may* grant a license for a hula performance,—thus leaving it discretionary with him to grant or to withhold. I think the discretionary power is vested safely, for the ancient hula is almost entirely unknown at present. But were there no license provided for, we would soon witness in every part of the country a repetition of the disgusting orgies that were formerly so common.

I hear a good deal of the evils of beers hops. It is said that there are no less than forty places in this city where so-called beer is sold to natives. The compound is manufactured here, supposed to be of hops and molasses, although in some instances other and less innocent ingredients are said to be used. Some varieties are called banana beer, orange cider, mango cider, etc., without however any of those fruits entering into the composition. Now the reason why these beer shops are so numerous, is because there is no license required. Any sailor who lands here with six bits in his pocket, or any native, no matter what his character may be, can set up a beer shop. These shops are so numerous that the police are unable to prove in which particular establishment a native gets drunk, and so they all go clear. Samples of this beer have been analyzed, and found to contain from 2½ to 6 per cent. of alcohol. The simple remedy for this growing evil is the enactment of a law by the coming Legislature, empowering the Minister of the Interior, *in his discretion*, to grant a license to any suitable person for the manufacture and sale of home-brewed beer. By this means, the police will have the supervision of the beer shops, the number will be circumscribed, and the quality of the beverage improved. Yours, A. B.

THE PIONEER BOY.

A NEW READING BOOK FOR HAWAIIANS, for sale at the Book Store of the Hawaiian Board, in the Sailors' Home, corner of Merchant and Bethel Lane, Honolulu, and also at Mr. Whitney's Book Store.
721 1m G. P. JUDD.

NOTICE.

THE UNDERSIGNED GIVES PUBLIC NOTICE that he has sold his Stock in Trade, Tools, &c., together with the Good Will of the Business, to Mr. THOMAS TANNATT. Thankful for past favors, he would recommend Mr. Tannatt, to the confidence of his old friends and customers.
721 1m JOHN COSTA.

FOR SALE.

ONE SUPERIOR LIGHT BUGGY, Custom-made. Apply to
M. BENFIELD,
721 3t 76 King Street, Honolulu.

Ex Robt. Cowan!

Frazer River Red Salmon!

IN FINE ORDER,

BARRELS AND HALF BARRELS,

Also, 10 Bbls. Cranberries!

FOR SALE BY

721 1m THEO. H. DAVIES.

NOTICE.

To Whom it May Concern:

ALL PERSONS HAVING ANY claims of any nature, against either of the following vessels, viz:

Schooner PAUAHI, Schooner LILIU,

Are requested to hand them in at the office of Messrs. C. BREWER & CO., to-day, for adjustment, and any persons who have put in such claims will call and have them properly authenticated.

THEO. H. DAVIES,
H. A. P. CARTER,
For the Owners.
Honolulu, March 19, 1870. 721 4t

LUMBER! LUMBER!

THE UNDERSIGNED OFFERS FOR SALE, in quantities to suit, on the Esplanade, makai of the Custom House,

The Cargo of Redwood, ex John Hancock,

—CONSISTING OF—

Rough Redwood Boards,
Tongued and Grooved Redwood Boards.
Tongued and Grooved Pine Boards,
Redwood Shingles, shaved.

—ALSO—

Cargo from Victoria, ex Robert Cowan,

Comprising a full Assortment of

N. W. Boards, Joists and Scantling

ALL OF WHICH

Will be Sold at the Lowest Possible Rates.
721 1m D. W. MONTGOMERY.

IT IS MY AIM

—TO GIVE—

My Customers Perfect Satisfaction.

HAVING SECURED THE SERVICES OF MR. DWYER, who comes highly recommended from his former employers

As an Experienced Photographer and Artist,

I hope, with our combined efforts, to have every Picture that leaves my Establishment DO ME CREDIT.

Rates of Charges will Remain as Heretofore.

Small Children not taken on Mondays and Saturdays

☞ Specimens of Mr. Dwyer's Work, and of my own, on Exhibition at the Gallery.

I shall be pleased to have the orders of parties wishing Photographs of Residences, Scenery, &c., &c, and hope to be able, by strict attention to my business, to sh re the public patronage.
J. W. KING, Photographer,
721 1m Up stairs, next door to the Post Office.

ONOMEA PLANTATION.

Sugar and Molasses—Crop 1870,

COMING IN, FOR SALE IN QUANTITIES to suit purchasers, by
721 6m WALKER & ALLEN, Agents.

O. MAIN.....S. H. WINCHESTER.....T. R. HAYES.

MAIN & WINCHESTER,

MANUFACTURERS AND IMPORTERS OF

Harness, Saddles, Bridles, Whips,

COLLARS, SADDLERY WARE, &c.,

Nos. 214 and 216 Battery St., San Francisco.

N. B.—Good assortment Concord Stage Harness constantly on hand. 721 1y

E. O. HALL & SON

Have Just Received

A NEW & FULL ASSORTMENT

—OF—

Goods in their Line

WHICH ARE OFFERED

FOR SALE AT PRICES TO SUIT THE TIMES.

BESIDES THEIR USUAL SUPPLY, THEY call attention to an invoice of

Double and Single Barrelled Fowling Pieces,
Smith & Wesson's Pistols,
Colt's Revolvers, 8-day Clocks, 30-hour Clocks,
French Waxed Calf Skins, &c., &c., &c.

PLOWS—Side Hill, A 3, and A 4.

Paris Plows, Eagle Plows, One-horse Plows,
Horse Collars, Trace Chains,
Carriage Rugs, superior Cow Door Mats,
Blank Books, Foolscap, Letter and Note Paper,
Ladies' Baskets, a great variety,
Sheet Iron, Galvanized Iron,
Boxes Tin, IC, IX, IXX, IXXX,
Perforated Zinc, Solder, Rivets,
Block Tin, Babbit's Metal,

Plated Table Casters, 5 and 6 Bottles, etc.

And Daily Expected by the Syren,

A FULL ASSORTMENT OF

Splendid Cook Stoves,

DIRECT FROM THE MANUFACTORY.

—ALSO—

Bales Amoskeag Denims, Long Handled Shovels, &c.
721 3t

The Monarch.

By permission of his government, Capt. Commerell of the iron ship *Monarch*, which brought over the remains of the late Mr. Peabody to Portland, has been permitted to visit Annapolis, Maryland, the nearest point to the National Capital that she could reach. On the arrival of the ship there, the Captain was received by the Secretary of the Navy. The Governor of Maryland and the State Legislature also visited the noble ship, which is probably the most powerful iron-clad in the world.

While at Washington, in reply to an inquiry made by the Chairman of the Naval Committee, Capt. Commerell said that his ship cost £300,000 ($1,500,000) and her engines £60,000 (or $300,000.) It is pleasant to see this great peace-maker engaged on such a mission as the present visit to America. In the late illustrated papers will be found pictures of this ship.

It is said the officers of the Brooklyn Navy Yard, have invited Capt. Commerell and the officers of the *Monarch* to a grand ball and supper, to be given within the precincts