P. M. S. S. Co.'s Time Table for 1882.

For San Francisco, on or about		For Sydney and Auckland, on or about	
Australia	May 8	City of Sydney	May 14
City of New York	June 5	Australia	June 11
Australia	July 3	City of New York	July 9
City of Sydney	July 31	Zealandia	Aug 6
Australia	Aug 28	City of Sydney	Sept 3
City of New York	Sept 25	Australia	Oct 1
Zealandia	Oct 23	City of New York	Oct 29
City of Sydney	Nov 20	Zealandia	Nov 26
Australia	Dec 18	City of Sydney	Dec 24

COMMERCIAL.

FRIDAY, APRIL 21, 1882.

QUITE a "boom" in business has existed in commercial circles since last writing, merchants being busily engaged in loading freighters for the Coast with quantities of our chief product, sugar, the free arrival of which from windward ports has enabled the various plantation agencies to fill up vessels awaiting cargoes. Besides the business attendant on our export trade, the incoming cargoes brought by the Almy, Consuelo, Discovery and the steamer Zealandia, from the United States, have also occupied the time and attention of business people both in the wholesale and retail lines of trade, and as the import cargoes embrace almost everything needful for quick disposal in this market, the week past has offered a good opportunity for importers to make business brisk.

From our Coast exchanges we clip the statement that the "Hawaiian Commercial and Sugar Company has incorporated with a capital stock of $10,000,000, divided into 100,000 shares of the par value of $100 each. The directors are James De Fremery of Oakland, and Antoine Borel, George A. Low, William F. Babcock, and I. Lawrence Pool of San Francisco. Each director subscribes for five shares of stock. The corporation is formed for the acquisition, construction and maintenance of reservoirs, ditches, pipes, flumes, aqueducts and other works necessary or proper for the purposes of irrigating lands on the various islands of the Hawaiian Kingdom, and for the cultivation, purchase and sale of sugar, and the manufacture, purchase and sale of sugar. The corporation proposes to lease lands, operate mills, construct wharves, to purchase or lease water rights or privileges, to build ships and lighters and maintain lines of vessels between the ports of the Hawaiian Islands and other ports." The names of the directors are well known in commercial and business circles on the Coast and there is not the slightest doubt but that the company mean business. In conjunction with, or even in opposition to, the lately formed Pacific Steamship Company a vast improvement will be noticeable in the commerce of this Kingdom, and ere long these islands, so little known beyond the Coast States, will be contributing their staple products all over the American Continent.

Interests taken by the capitalists abroad, in these islands should be an incentive to our Government to use all fair places to do all in their power to further the commercial interests of Hawaii nei; but the apathy shown in one instance, the placing of a lighthouse on Barren Point (money for which was long since appropriated) the lantern now lies uselessly in the Custom House, leads us to conjecture that "great bodies move slowly" and are somewhat headstrong. The placing of this light in the proper position would not alone greatly add to the safety, speed and comfort of our coastwise trade, but would, in connection with the light on Molokai, open up a new marked path of travel for vessels bound to or from China or Japan. It is to be hoped that speedy action will be taken in this matter, as it is a step in the direction of advancing still further the commercial importance of the Hawaiian Islands, and especially of our chief port.

SUGAR—San Francisco advices state that "the New York sugar market had reacted and latest telegraphic advices quote cube 10c, powdered 9⅞c, granulated 9¾c. In consequence of that advance local refiners made an advance of ⅛c per pound on the 6th inst., and which affects all grades." Hawaiian sugars were coming in quite freely and refineries were well supplied. From New York, information is received that the market was steady but business in raws was very light, refiners being well supplied for the present and not looking to future requirements. The receipts at this port since last writing amount to 1,651,120 lbs, an increase of 905,840 lbs over the amount last reported. The amount for warded during the week, foots up 5,979,925 lbs, another large shipment, and including the 2,934,359 lbs taken by the Amy Turner to New York, the third shipment in that direction.

RICE—From San Francisco, under date of 6th inst., we learn that sales of 1000 bags Hawaiian had been made at 5¾c cash and 2000 bags at 5⅝c. Since then some 10,000 bags, mostly to arrive have been sold upon terms withheld. A large proportion of this last is mentioned as destined for New York to make good the deficiency in the Carolina crop. New York quotations are that rice is in active demand at full quotations. There is very little movement in the article in this market the shipments for the week past amounting to 146,500 lbs.

The imports for the week consist of the cargoes of general merchandise brought by the Consuelo, H. W. Almy, Discovery, and steamer Zealandia from San Francisco, and lumber by the Amelia from Port Townsend, amounting in total valuation to $73,000

The exports consist of the heavy cargo, the largest both as regards sugar and amount of valuation, that ever left this port, taken by the Amy Turner to New York, and those taken by the Lady Lampson and Earl Dalhousie to San Francisco, and amounts in total valuation to $[illegible]

The next vessel to arrive from the Coast will probably be either the Kalakaua or Eureka. The Atalanta and Forest Queen sail hence for San Francisco to-day.

Herewith we present our usual Monthly Circular.

SAN FRANCISCO, April 10th, 1882.

Our last advices were dated 11th ult., per City of New York, since which time our State has been visited with copious rains and the prospect of a good harvest is very bright at this time.

SUGAR—The local refiners since our last, advanced Whites ¼c., and Yellows 1c. And again a few days since an advance of ¼ all round was made. Hawaiian grocery grades are in good demand, but only bright handsome sugars are wanted for this trade. Cubas in New York are 1/16 better, and there has been another advance in Manila.

RICE—The receipts of over 5000 bags on the 3rd inst., by various vessels gave a moderate tone to the market, and although a small quantity had been sold prior to such arrivals, at 5¾ lime, no more could be sold at that figure. Since then a lot of 800 bags very choice has been sold from second hands at 5¾ less 2 per cent for cash, to go East. The best offer from the East is for extra choice only, @ 5⅝c. The recent receipts are nearly all of second and third grade, and not of the description which the Eastern market is seeking.

FLOUR—We quote Golden Gate Ex Family, $5½, Starr Mills, $5.

OATS—Are held at $1 80 for No. 1.

BARLEY—Feed can be quoted at $1 60.

BRAN—$14 50 per ton—f. o. b.

HAY—$14 50 per ton for small compressed bales.

TALLOW—We quote crude 6⅛ @ 7c., Refined at 9⅛ @ 9¾c.

WOOL—Quotations nominal.

CHARTERS—Market steady. Last wooden 57s. 7d. Cork for Liverpool, Havre, Antwerp, Iron 60s., Cork U.K.

EXCHANGE—London, 60 days sight, 49¾d. New York sight, 1-16th premium.

Yours truly,
WILLIAMS, DIMOND & CO.

PORT OF HONOLULU, H. I.

ARRIVALS.

COASTWISE.

April 15—Stmr C R Bishop, from Kauai
16—Stmr Likelike, from Hilo
16—Stmr Lehua, from Maui and Molokai
16—Schr Gem'l Siegel, from Waialua
16—Schr Nettie Merrill, from Lahaina
16—Schr Haleakala, from Pepeekeo
17—Schr Marion, from Hanalei
17—Schr Luka, from Ookala
17—Schr Jennie Walker, from Kohala
17—Schr Kekauluohi, from Hanalei
17—Schr Kaulikeaouli, from Kukuihaele
17—Schr Waimanalo, from Waimanalo
18—Schr Jennie, from Hilo
18—Schr Pauahi, from Ookala
18—Schr Kulamanu, from Kohalalele

FOREIGN.

April 15—Am bgtne Consuelo, Howard, 15 days from S F
16—Am bk H W Almy, Freeman, 16 days from S F
17—Am bkte Discovery, Perriman, 16 days from S F
18—B M S S Zealandia, Webber, 6¼ days from S F

DEPARTURES.

COASTWISE.

April 15—Stmr James Makee, for Kauai
17—Stmr C R Bishop, for Kauai
17—Stmr Mokolii, for Koolau
17—Stmr Likelike, for Hilo
19—Schr Kilauea Hoku, for Kahului
19—Schr Lehua, for Molokai and Maui
19—Schr Gem'l Siegel, for Waialua
19—Schr Kekauonohi, for Pepeekeo
19—Schr Luka, for Kaewai, Lahaina

FOREIGN.

April 16—Br bk Earl Dalhousie, Jarvis, for [illegible]
18—B M S S Zealandia, Webber, for the Cos.

FOREIGN VESSELS IN PORT.

Am bk Amy Turner, Newell
Am schr Ida Schmaner, Spencer
Missionary bg Morning Star, Bray
Br bk Lizzie Belle, Moignard
Ger bk Atalanta, Mohrmann
Am bk Forest Queen, Winding
Am bktne Amelia, Newhall
Am bk W H Almy, Freeman
Am bgtne Consuelo, Howard
Am bktne Discovery, Perriman

Vessels Expected from Foreign Ports.

Bk Ceylon, Royan, France, due.
Bk Edward May, Liverpool, April, G W Macfarlane & Co
Bk Furness Abbey, Boston, April, to Brewer & Co.
H B M S Triumph, Chile, dbtf
Am gunboat Iroquois, S F——dbtf
Bk Stella, New York, April, Castle & Cooke
Bk Adolph, Bremen, June, H Hackfeld & Co
Bk Paradox, Bremen, June, H Hackfeld & Co
Br sh Fiona, Newcastle, N S W, due, G W Macfarlane & Co
Br bk Priscilla, Newcastle, N S W, May, Wilder & Co
Am whlg bk Europa, cruise, doubtful
Am whlg bk Hunter, cruise
Am whlg bk Josephine, cruise
Am whlg bk Susan, cruise
Am whlg bk Sea Ranger, cruise
Am whlg bk Stamboul, cruise
Tern Emma Claudina, San Francisco to Hilo, April
Bk Kalakaua, San Francisco, April, Schaefer & Co
Bktne Eureka, San Francisco, April
Bk Calcharlot, San Francisco, April, Castle & Cooke
Bg W G Irwin, San Francisco, April
Bktne J A Falkinberg, San Francisco, April
Brig W H Meyer, San Francisco, April
Bk Kate, Bremen, July, H Hackfeld & Co
Stmr Monarch, Liverpool, via Azores, June
Schr Julia, South Seas, May, A F Cooke
P M S S Australia, Colombo, May 8th, Hackfeld & Co
Bk Josephr, Cardiff, July, Hackfeld & Co

ALONG THE WHARVES.

Captain McDonald succeeds Captain Bates on the James Makee, not Cameron as before reported.

The Lizzie Bell is in the stream at present, but Captain Moignard hopes to sail for Victoria, B. C., by the 25th instant.

The Discovery is at the Likelike Wharf discharging.

The Consuelo has discharged, and is now at the Esplanade, nearly loaded. She will have quick dispatch for the Coast, sailing about the 20th.

The H. W. Almy is at Allen & Robinson's wharf, and will sail for the Coast about the middle of the coming week.

The Atalanta leaves the P. M. S. S. wharf to-day at noon for San Francisco, and the Forest Queen will leave the Old Custom House wharf about the same time for the same port. Both fully loaded.

The yachts Restless and Sarah went on a cruise to Pearl River on the 15th inst., having on board as invited guests representatives of the Bench, Press and Government service. After a cruise on the river, the party landed at Rogers Island, partaking of a beautiful lunch served by Captains Wall and Williams, and arrived back in the city at 4 P. M. Pity that these yachting parties do not occur oftener.

The Amelia arrived from the Sound on the 21st inst., and is now at Allen & Robinson's wharf discharging her cargo of lumber.

MARINE NOTES.

No news yet from the missing boat's crew of the burned collier Norval.

The Br bk Oberon, Harvey, arrived out at Queenstown from Astoria on the 23d ult., and the Br bk Suffolk, Byford, arrived at Rotterdam on the 26th ult from San Francisco via Queenstown.

The Br Ship Fiona, Rhodes, from Newcastle, N. S. W., for this port is over 70 days out, provided she sailed on the date set for her departure.

The Br stmr Mary Tatham, Gorley, arrived at Hong Kong on the 16th ult, 23 days passage from this port.

The Br stmr Monarch, chartered to convey Portuguese immigrants from the Azores to these Islands, sailed from Liverpool for St. Michaels April 2.

The arrivals in San Francisco of vessels from this port, between the 26th March and April 4th were numerous, comprising the Pomare, Kalakaua, W. H. Meyer, W. G. Irwin, J. A. Falkinberg, Calcharlan and Anna. The J. A. Falkinburg and Anna made the quickest passages 13 days and 13¾ days, and the Kalakaua and the Calcharlan the longest 30 days and 21 days.

The tern Sallie F. Cutler, Larsen, arrived out on the 16th inst, 18 days passage.

The Haw bgtne Pomare arrived out on the 26th ult, 23 days passage. The Pomare is reported to load for Callao (?) next trip, with lumber, and had cleared from San Francisco for Eureka, April 6, to commence loading.

The new tern Emma Claudina, Matson, sailed from San Francisco for Hilo on the 10th inst.

The Ger bk Paradox, Burgdof, sailed from Lisbon Mch 18th for Honolulu.

The Haw bk Kate sailed from Belfast Mch 26 for Bremen. At this latter port the Kate will load for Honolulu.

The old wrecking steamer George Harley employed for a number of years about the port of San Francisco is now making a trip to Hilo from San Francisco under the name of the W. H. Reed. She brings a small cargo of general mdse valued at $6,055.

The Haw bk Kalakaua arrived out at San Francisco on the 3rd instant, 30 days passage. Capt Diggs reports that from March 11th to 17th had one continuous gale accompanied with very heavy sea; had deck load washed away and two men badly injured, one of whom, Jose Gode a native of Chile aged 25 years, died from the effects of injuries received. The Kalakaua would return hither with dispatch.

The B. M. S. Zealandia, Webber, arrived in port on the 18th inst, 6 days 13 hours 25 minutes from San Francisco and sailed again for the Colonies at noon on the same date. Thanks are tendered to Purser McDonald for news favors.

The Consuelo, 15 days from San Francisco, the H. W. Almy 16, and the Discovery also 16 days from thence, have arrived in port since last writing. Capt Howard of the Consuelo will please accept thanks for news favors.

The Br bk Earl Dalhousie sailed from this port for San Francisco on the 16th inst, with a cargo valued at $165,167 28. One of the large cargoes of the season

MEMORANDA.

Report of B M S S Zealandia, Henry Webber, Commander—Left P M S S wharf, San Francisco, April 11th, 3.10 p.m.; discharged pilot at 5.15 p.m. Stopped for Honolulu pilot at 6.30 a.m., on the 18th; received pilot 6.40 a.m. Time pilot to pilot, 6 days 23 hours 20 minutes. Light and moderate NNW winds until 14th; afterwards fresh easterly winds to port. R. MCDONALD, Purser.

Report of bgtne Consuelo, Capt. Howard. Sailed from San Francisco March 31st. Light winds from S. W. till April 2nd. From the 2nd to the 4th moderate gales from the westward. From thence to latitude 24° 59' N. longitude 139° 31' W. light and moderate winds from N.W. to N. E., 8th & 9th very light airs from E. to N. E. Fine weather during the passage; 15 days passage.

IMPORTS.

From San Francisco, per H W Almy, April 16—33 pkgs salmon, 11 pkgs mackerel, 105 tins and 40 cs bread, 605 ctls barley, 21 ctls oats, 7 ctls wheat, 38 tons hay, 500 lbs hops, 30 m bricks, 1 m r w posts, 200 m shingles, 30 bndls windows, 40 bndls doors, 8 bndls blinds, 100 bbls lime, 20 pkgs wagon materials, 62 pkgs furniture, 695 sks bran, 18 rolls leather, 5 cs boots and shoes, 220 kgs nails, 17 bales oakum, 62 pkgs provisions, 75 bgs potatoes, 9 cs sewing machines, 40 pkgs spirits, 2800 lbs tea, 248 bbls flour, 18 pkgs saddlery, lot mlsc mdse.

From San Francisco, per Discovery, April 17—6 pkgs wagon materials, 132 lbs tea, 34 sks and 15 bbls salt, 137 bbls flour, 64 tons hay, 119 m bricks, 1038 sks bran, 258 pkgs beef, 266 pcs iron pipe, 30 rolls leather, 240 bbls lime, 191 sks meal, 39 bdls and 1 cse printing paper, 5 pkgs printing materials, 120 crates potatoes, 200 m shingles, 2810 r w posts, 174 doors, 10 bndls windows, 32 cs boots and shoes, 199 pkgs groceries and provisions, small lot misc mdse.

From San Francisco, per Consuelo, April 15—175 pkgs bread, 10 qr whiskey, 25 pkgs tobacco, 28 wagons, 610 bbls flour, 133 pkgs canned goods, 102 ctls barley, 28 m bricks, 1000 r w posts, 75 pkgs furniture, 20 tons hay, 250 bbls lime, 13 horses, 190 sks meal, 39 pkgs machinery, 10 bbls sperm oil, 105 ctls oats, 85 pkgs groceries and provisions, 30 bxs potatoes, small lot misc mdse.

From San Francisco, per R M S Zealandia, April 18—155 pkgs potatoes, 20 cs onions, 65 pkgs groceries, 104 cs mdse, 1 cse opaldra, 10 cs photo goods, 53 cs machinery, 10 cs hops, 1 cse cigars, 1 cse cigarettes, 1 whale boat, 5 pkgs trees, 1 flask quicksilver, 14 pcs pipe, 194 pkgs provisions, 7 cs dry goods, 20,111 pkgs in transit to the Colonies.

From Port Townsend, per Amelia, April 21—442,375 ft rough lumber, 38,712 ft surfaced lumber, 200 m shingles.

EXPORTS.

For Cruise, per Young Phoenix, April 20—Stores. Fgn val, $14.

For Cruise, per Ohio, April 20—Stores. Fgn val, $44

For San Francisco, per Lady Lampson, April 21—10,242 pkgs sugar, 256 pkgs rice. Dom val, $82,326 56.

For New York, per Amy Turner, April 21—28,889 bags sugar 7 kegs sugar, 59 bales wool, 5 bags coffee lot misc mdse. Dom val, $183,913 34; fgn val, $25.

For Port Townsend, per Camden, April 15—Stores. Fgn val, $19 50.

For San Francisco, per Earl Dalhousie, April 15—16,132 pkgs sugar, 12,318 gallons molasses, 1209 sks rice, 24,592 gallons sperm oil, 101 bnchs bananas. Dom val, $122,916.-08; fgn val, $12,243 20.

PASSENGERS.

From Windward Ports, per Likelike, April 16—His Ex Gov Dominis, S E Parker, Dr T P Pinkham, L Lewis, Miss L Wilder, W H Maby, C L Wright, J C Kirkwood and daughters, Mrs J R Mills, C L Hopkins, wife and children

For Windward Ports, per Likelike, April 18—S T Alexander, Esq, W Claude Jones, L Severance, Mrs A Frank Cooke, Misses Afong, Mrs Leong, C L Wight, Mrs Shephard, Mrs Wight, Mrs Richardson, Mrs Alexander and about 80 deck.

For Maui and Molokai, per Lehua, April 18—His Majesty the King, His Ex Gov Dominis, Hon H E Whitney, H F Bolles, A J Sproule, M Louisson.

From San Francisco, per Consuelo, April 15—Wm Coulter, A Gibbens, E Dunn, Miss W T Conner.

From San Francisco, per Zealandia, April 18—Claus Spreckels and wife, daughter and servant, Count De Lonvieres and wife, Gov Halliday, E C Macfarlane, Hon C R Bishop, Geo W Macfarlane, E W Townsend, H Dimond, Mrs Judge, H W Auld, Mr McWalty and wife, H J Crandell Mrs A Lovell and child, Mrs Fuller and daughter, Miss Foster, G C Williams and wife, Mrs Hopper and two daughters, W B Ellis, Thos L Ellis, H Allen, E B Lapham Miss A L Moore, Oliver Stillman, John Winter, W E Foster, Mrs McKinley, Ellis Hart, A U Palmer, J R Holt, junr, D T Duncan, Miss B Fleming, Stanley Forbes, Dr F E Bailey, Mrs L Swan, J H Taylor, Dr Smith, Mr Spencer, D J O'Donovan, Ed Whibley, W E Jewell, Thos Spence, Donald Welch, H Pfenner, M Brennan A Knen, J Hallets, James Williams, Jas Dursant, A McDonald, C H Purdy, J De Bay, Jas Curry, Alexander Curry, Geo Black, W G Wood, W A Wilbur, B Moffit, F Vehling, John Roberts, T Alford, H Smith, Geo W Riley, Mrs Carter & 4 children, A Wenner, John Buckley, Jas T White, A Cash, P Sweeney J McFee, Joseph Lefure, and 11 Chinese. 18 saloon and 37 steerage passengers in transit for Colonies.

From San Francisco, per H W Almy, April 16—Mrs W Turner, Mr and Mrs D McCormick, J Brown, T Lewis.

For San Francisco, per Lady Lampson, April 21—Mr Shepherd, Dr V Spalding, W N Boyhton, J Gonzales, 2 Chinese.

For Australia, per Zealandia, April 18—D F W Neische, H Armitage, P Bittman, Mrs R Askew, Geo Keedle, Dr Jenkins, wife and daughters.

PUBLICATIONS IN CHINESE AND OTHER CHARACTERS, AND DESIGNS OF ALL KINDS.

plete Office received per Zealandia a commissions on stock. The Plant for taking impressions of all kinds, specially designed for publication.

The need of such means for these characters. tion with our large Chinese population has long been felt; and the ADVERTISER Management, anxious to supply this important desideratum, have imported a very complete plant for publishing notices, reports, posters, or any other kind of publication in Chinese, Sanscrit, Arabic, Javan, or any other written character or script, and for designs of all kinds.

Aiming to accommodate the facilities of the office to the requirements of the public, the charges will be moderate.

F. H. HAYSELDEN,
Manager P. C. Advertiser Co.

PROSPECTUS
OF THE
DAILY
Pacific Commercial Advertiser.

The scheme of a daily issue of news from the press has long been entertained in Honolulu. In 1866, Mr. Ayres formerly associated with the San Francisco *Call*, tried the experiment of a daily paper in this city, and issued the Honolulu *Daily Herald*. But the business interests of the country were too much depressed at the time; there was not then established that frequency of communication with the outer world, to warrant the support of a daily in the islands; and the proprietor and editor being an entire stranger in the country, the Honolulu *Daily Herald* had but a short and sickly existence, and soon died out.

The former Proprietors of the P. C. ADVERTISER which was established in 1856 as a weekly sheet, issued a small semi-weekly sheet in 1872; and the present management have felt the necessity from time to time of making, through extras and supplements, a more frequent communication of news to their patrons than through the medium of their regular weekly issue; and it has been in contemplation for some time past, that in the event of cable communication with the continent, and of increased steam communications with all parts of the world, that there would then arise an opportunity for a daily newspaper in Honolulu which might be remunerative.

However, it happens, that before the laying of a cable, or the accomplishment of other notable events, that were to have a bearing upon newspaper enterprise, that this spirit of enterprise as represented by the present management of the PACIFIC COMMERCIAL ADVERTISER, feels that there is a demand for more frequent communication of news to the public, to which they promptly respond.

The present management of this journal contemplated a daily issue at the beginning of this year; but for want of stock and compositors, was compelled to defer action, on a proper scale of journalism, to meet the requirements of the public.

At this time, it will be difficult to show, in considering the small English speaking population of this city, and that a subscription list for a daily issue of a full newspaper sheet of more than 300 subscribers can hardly be expected, that a daily paper can at this time be made a remunerative enterprise. It is not expected that it will be remunerative for some time to come; but there are now some especial claims upon the attention of faithful news-men; there is an increased business activity, owing to increasing production; more frequent communications with the outer world, bringing news of moment to our islands; and there is about to assemble the Legislature of the Kingdom, whose proceedings are expected to have some exceptional interest for the community; therefore the P. C. ADVERTISER Management as faithful newsmen are determined to risk a sacrifice of time, effort and means, in order to meet the occasion, and to satisfy an expectant public, with the hope of deserving a liberal patronage.

The P. C. ADVERTISER Management now propose to issue daily except Sunday, on and after May 1 next, a full sheet 24x36 inches, of four pages containing 24 columns, to be styled the

"*Daily Pacific Commercial Advertiser.*"

For one year, cash in advance...	$8 00
For six months, cash in advance.	5 00
For one week, six copies.....	25
Per copy.....	5
The subscription of our regular weekly will be reduced for cash in advance after the 1st of May next to.....	4 00

F. H. HAYSELDEN,
Manager P. C. Advertiser Co.

THE PACIFIC
Commercial Advertiser.

SATURDAY ..... APRIL 22, 1882.

Court News.

The King, accompanied by His Excellency the Governor of Oahu, and attended by His Majesty's Acting Chamberlain, took departure per steamer Lehua on Tuesday afternoon for the island of Molokai. The royal party are expected to return to the city on Sunday morning next.

Pacific Coast Secession.

We copy from the *Argonaut* of San Francisco in another column, some lugubrious political animadversions anent the veto by President Arthur of the Chinese Bill; and some rather startling political doctrine in respect to States' rights thereupon. We say startling, because the editor of the *Argonaut*, and the party with which he has been associated, have mocked at what they regarded as the pretensions of State sovereignty, and maintained that the national will should be paramount in every State and territory of the Union.

It is but a few years ago, when the party of the *Argonaut*, placed by the help of the bayonet, the freed slaves of the Southern States in their State Councils. In 1870, in a Senate of South Carolina, seven-tenths of the law makers were black, whilst the poulation was equally divided between dominad white: but a political party in the intelligent that national politics should represented by the Carolina; and, although party purposes that the th of a State was should rule. Here surely was not suited for the assertion of State sovereignty ant had already been asserted with passion hand, and in vain—and so the represent tives of the wealth and intelligence of the State, in their unrepresented condition, made a virtue of necessity, bore the oppression with patience, until the ignorance and mismanagement of the creatures in power became so glaring, that the natural governing element of the State was permitted the opportunity to resume its wonted and legitimate sway. National policy insisted that the negro should rule in South Carolina. It insists that the Chinese shall dwell in California. And if Carolinians were unwise in provoking secession on account of interference with negroes; surely Californians would at this day be still more unwise to provoke secession, or even the sentiment of secession on account of national interference in behalf of the Chinese. If intelligence and wealth asserted their supremacy over African ignorance and superstition, where the populations were half and half; surely intelligence and wealth in California ought to de able to hold its own and more than its own, against Chinese vice and competition, where it represents seven-eighths of the people.

Must the great national Government of the Union, adapt its policy to the views or wants of a section? Surely this would be State sovereignty, and result in measures of nullification, to an extent that would soothe and console the shade of Calhoun The anti-Chinese movement of the Pacific coast is on a par with the Know Nothing movement of some years ago, in which Mr. Pixley, the present editor of the *Argonaut*, took so prominent a part. The two parties are identical, with the difference that one was anti-Irish, and the other anti-Chinese. One wanted to send the Irish back to Ireland, and the other wants to send the Chinese back to China. But the Africans stay, the Irish stay, the Germans stay, and other races including the Chinese will, no doubt, to stay; and the virtue, intelligence and courage of the Caucasian race will dominate, educate, and assimilate all, despite the prejudices and selfishness of an ignorant portion; and despite the vaporings of politicians who would pander to this ignorance and prejudice.

WE remember the hopeful and jubilant views expressed in San Francisco when Hon. Anson Burlingame, was dined as a Chinese mandarin in that city. He was hailed as a national benefactor, who had brought labor and trade and a valuable immigration to the Pacific coast. Mr. Burlingame was the champion of the public sentiment, that denounced Preston Brooks for his assault upon Senator Sumner; as he engaged to fight the assaulter with rifles at a short distance; and after his diplomatic triumphs in China, when he visited San Francisco, the present editor of the *Argonaut* who was then an exponent of that public sentiment, was among the foremost to do honor to the world renowned American Mandarin, who would join the great East and the great West;—the oldest and the newest of the nations in the bonds of reciprocal commerce, and of fraternal union. But how will the shade of Burlingame feel over the recent lucubrations of the *Argonaut*? The hero worship which had warmed him on earth, on account of his Chinese diplomatic triumphs, will be exchanged in that other world for the cooling blasts of the *Argonaut*, that now regards Chinese immigration a curse, and the American Mandarin's diplomacy a political blunder and a misfortune.

Municipal Government.

THE Legislature being about to meet, the time is opportune for recurring to a subject which we have often discussed in these columns—the necessity for some more efficient City Government. It is difficult to understand how that considerable section of the population of Honolulu, who are acquainted with the manner in which municipal affairs are regulated in the United States, in Europe, and in the dependencies of European States, has so long tolerated the condition of things by which this town is disgraced, and through it is threatened with so many dangers. We believe—and are thankful that we have reason to believe—that of late some little public interest in this matter has been awakened. But public opinon here seems to need some sharp pressure of circumstances to force it into definite form and induce an outspoken expression of it. Supineness even to their own interests is the primary characteristic of the white residents of Honolulu. Has a normal temperature of eighty and odd degrees dried the marrow in their backbones? Perhaps if a Minister, or one of our principal citizens, were to be mortally injured by a capsize occasioned by the obstructions that are allowed in our streets, the sensational occurrence would arouse some agitation in favor of a more civilized state of things. Or if the expectations of our medical men are realized, and the spring developes for them a profitable epidemic of death-dealing fever, perhaps something may be done. Without some such spur we do not venture to rely on public opinion to enforce any reform, and therefore we turn to the Government and to our Legislators. We appeal to the former as the proper leaders of progressive movement, We appeal to the latter to see to it, that if Ministers do not do their duty in this matter, the coming session be not allowed to lapse without something being done. We expect that the representatives of Honolulu will move in the matter of devising some plan for the better government of the city, and to secure an appropriation adequate to the requirements of the occasion.

We are very sensible that many difficulties stand in the way of securing for Honolulu such a municipal organization as is common in other civilized countries. The mass of the population is ignorant as to what is needed and as to how our needs may be wisely satisfied. It seems to be clear that in the first instance the city must be put into leading strings. It is only among the educated portion of the population that men are to be found who have any antecedent knowledge of how to set things in better order. It is men with some experience who are needed. No system of popular municipal government could be devised, that could be reckoned on to bring such men to the front, Longer reflection does not lead us to modify the suggestion made in these columns some considerable time ago, that a Commission selected from among the ranks of our Privy Councillors would be the most suitable body to whom to entrust the regulation of city affairs until the time shall be ripe for some more advanced organization. Such a commission should not be merely a committee of the Privy Council exercicing some delegated authority. We indicate the Privy Councillors as the proper persons from whom a selection should be made because they are men who have already been recognized as competent to deal with public affairs, and as such have become the chosen advisers of their [illegible] We also think they are to be leagues in [illegible] they would be able to use matter affe[illegible]luence with their colcame before the C[illegible] Council whenever any But as Commissione[illegible]ests of the city thority should be in[illegible] for the [illegible] their independent and [illegible]

Their authority too should be wide and full. So far as it would not be inconsistent with our existing national polity every thing which the governing body of an incorporated municipality elsewhere can do and ordain, they should have the power to do and ordain here. An exception might possibly be made in regard to the power of local taxation which usually rests in the ruling bodies of towns and cities. But in regard to other matters there should be no stint of power.

Probably the legislation by which municipal institutions have been created in the British Colonies South, and in many territorial towns of America, would be the most suitable examples to be followed in our own case, in respect to the *duties* and *authorities* of City Commissioners. There neither the Police and Prison administrations nor the management of Harbors has been delegated to the municipalities. Similarly the Hospitals and Lunatic Asylums still remain in the care of the central government. The reasons which have led to this departure from old-world customs have as much force here as there. Moreover there is quite enough for any body of men to do if they have the task imposed on them of regenerating this city, and converting it into one of the modern civilized type. The construction and repair of our roadways and bridges, the adequate lighting of the town, the regulation of our streets, foot-ways and water-channels, the imposing and enforcing of proper building regulations. Here is work enough and to spare. It is work that must no longer be neglected as it has been and as it always will and must be so long as the Minister of the Interior is expected to perform it during the odd moments he can spare from other duties.

ONE of the charges against the Chinese is their close, nay, mean economy. But it would be well for the European race to take a lesson from this economy. The French have a saying that no economies are too small in order to live largely. A good deal of our enterprise in the islands is defeated upon a rich soil, and with favorable opportunity, for want of a reasonable economy. The frequent cause of disorder in many of our industrial enterprises is not sterility of soil, or inclemency of weather, or failure of labor; but more usually want of economy. A man who is already embarrassed with debt, will continue to increase his burthen with new bills for supplies that are not essential. Surely the happiness or dignity, or independence of a man who is struggling in a new venture, is not dependent on the style of his house, admitting that it has essential comforts and conveniences, or that he should have in it an elegant style of furniture; or a Grand piano for his family, or wines, or canned dainties, or fashionable costume, or other luxury? In a struggle with fortune, all men of sense would appreciate a very close, if not mean exercise of economy. Then let us imitate the Chinese virtue of economy, and their other thrifty virtues; and as for their vices, let us combat them and strive to root them out with all the vigilance and energy that can be brought to bear in the administration of the law.

Immigration to the United States.

During the year 1880, emigration to the United States was as follows:

From Europe direct	442,097
By way of Canada and other Countries of America	142,225
Total European Immigration	584,322
From Asia	7,098
From Africa and Pacific Islands	2,283
Total Asiatics and Polynesians	9,381

IMMIGRATION TO HAWAII IN 1881.

Europeans	2,561
Polynesians	258
Chinese	3,924

Now if a nation of fifty millions, governed by the European race, and that receives over half a million Europeans within its borders in a year, feels alarmed at an annual influx of about 7,000 Asiatics; how should a little nation of 60,000 people of mixed races feel, that receives nearly four thousand Chinese within its borders, to about half the amount of other races? "The Chinese Question," is one of politics in America; but it is one of life and death in Hawaii nei.

Honolulu as a Coal Depot.

Our port, it is generally conceded, is most favorably situated to be an entrepot, and a recruiting station in this great Ocean. And among the desiderata to render it attractive to the shipping traversing the Pacific, must be an ample depot of coal at a reasonably low rate to supply the needs of ocean steam. The sum of $15 per ton is now charged in this port, which strikes us very high in view of the cost of 8s to 11s, or $2 to $2 75 per ton in Sydney. Surely the charges of freight cannot cause such a large enhancement of value as is now charged in this port. Our own demand for fuel increases. We have no home supply, no mines, nor forests to cut down; and our men of enterprise; or perhaps even our Government should aid in providing our Port with a depot of coal, on a scale and at a rate, to attract, and to meet the wants of steam navigation in our seas.

WE commend to the attention of our readers an article in another column on the "Public Health," from the San Francisco *News Letter*. The remark that "whilst all American citizens have been educated to take a deep interest in policical questions, nothing has been done to teach them the economy of health," is most pertinent and applicable to our Hawaiian community of all races. And we will quote these other pertinent words. "Without the wide diffusion of sanitary information, charters are useless, and laws will fail." We trust that provision will be made ere long for very thorough sanitary instruction and administration in this Kingdom.

THE "Assam Emigration Bill," which will be found in another column, is well deserving the attention of our planters who are looking to British India for a supply of laborers. The Supreme Council of India, according to this bill, permits contracts for five years with Indian coolies.

Book Notice.

H. P. Hubbard of New Haven Connecticut, the eminent newspaper agent is a marvel of enterprise. His activity and organized system of news agencies reaches out to the uttermost corners of the world, civilized or uncivilized. He has just issued a great work in two large volumes of 1,228 pages each, entitled "Hubbard's Newspaper and Bank Directory, with Gazetteer and Atlas Combined;" which is the most valuable repository of knowledge in respect to newspapers and banks in the world. We have in it fac simile copies of leading journals of universal newspaperdom, such as the *Shenpao* of Shanghai, the *Shimbun* of Tokio, Japan, the *Yakit* of Constantinople, the *Andalibi Hind* of Bombay, the *Harsir* of Hermopolis, the *Iran* of Teheran, Persia, the *Golos* of St. Petersburgh, and the "*Hawaii Pae Aina*" of Honolulu. This illustration of the polyglot of universal news is marvellous and highly interesting to study. There are numerous maps; and the list of the banks of the world is very complete and valuable. This work of Hubbard's is a noble enterprise, and deserves a rich reward.

The New Steamship Line.

We learn from Colonel Claus Spreckels, that his new Steamship Line will commence operations about July 1st. The Special Agent of the Company, now in London has experienced great difficulty in finding suitable boats for the service, as regards *speed* and *passenger* accomodation, but a Cablegram received from him, by Col. Spreckels just before leaving San Francisco, reports the chartering of the steamship Suez, 2,800 tons register, now at Hongkong, for 1 year. She is to leave that port for San Francisco in the latter part of this month, and it is expected she will be ready for service about the end of June or beginning of July, making the initial trip of the new line. A second steamer is being negotiated for, but no definite advices have been received regarding her up to the sailing of the Zealandia. It is Col. Spreckels' and the company's intention to build, either in the Eastern States or England, two or three steamers of unusual speed, and with passenger accommodation especially suited to a tropical voyage, but as it will require a year or so for their completion, chartered boats, (the best obtainable) will be employed in the service, meanwhile. The management of the company's affairs, will be entrusted to Mr. E. L. G. Steele, President, and Mr. C. A. Spreckels, Treasurer, and their combined enterprise, judgment, and business ability, give firm assurance of the service being first class in every respect. We understand that Messrs. John D. Spreckels & Bros. will represent the Agency of the line in San Francisco, and Messrs. Wm. G. Irwin & Co. at this port.

THE Pacific Mail Steamship Company are now having built by John Roach, four new steamers, two of which are intended for the Hawaiian trade. They will be of 2200 tons bur then and have a guaranteed speed of 14 miles an hour. The cabins will be on the forward part of the vessel and particular attention will be paid to thorough ventilation, and the appointments throughout will be especially adapted to our tropical climate. Perfect arrangements will also be provided for the carrying of bananas and other tropical fruits, after the style of the West India steamers. The P. M. S. S. Co., recognize the importance of keeping up their Hawaiian and Australian line of steamers, and the line has now all the freight they can carry to the Colonies. The statement is made that it does not pay them to