

THE PACIFIC Commercial Advertiser.

SAURDAY, NOVEMBER 10, 1883

MARTIN LUTHER.

FOUR HUNDRED years ago this day on the 10th November, 1483, was born at Eisleben, in the county of Mansfeld, in Thuringia, MARTIN LUTHER, the central figure and one of the prime movers of that complicated series of events, known to us as the Reformation.

When we look back over the four centuries which have passed since the babe Martin Luther was born in Eisleben, we may well ponder the question—was it for good or for ill that this man lived? Why did he go to claim for Protestantism the parentage of civil liberty?

Those who have been looking for the man to bring them material for heaping further ridicule and insult on His Majesty the King and members of the Government on the subject of the Protest against Polynesian Annexation, will find themselves—as we predicted—profoundly disappointed.

Such news as we have as yet been able to gather, shows the grave and careful manner in which the arguments of the Protest have been considered at Washington and at European Courts. It confirms us in the opinion which we have all along entertained and expressed, that such an appeal, coming from whatever source it might, would command attention.

Some much-needed improvements in the out-building, etc., at the Queen's Hospital have been occupying the attention of the Visiting Committee. When complete they will greatly improve the sanitary condition of the place.

EDITORIAL NOTES.

When the last mail left America the second edition of the catalogue of the Boston Foreign Exhibition was not yet published. A friend has however supplied the P. C. Advertiser with some advance slips of the Hawaiian portion of the work.

The new Hack Regulations seem to have given satisfaction both to the express proprietors and the public. To the former the reduction of the short distance fare to a rate of ten cents is compensated by the shortening of the distance which has to be run for twenty-five cents and the authorization of double fares after ten o'clock p. m.

We beg to acknowledge with thanks the receipt of a copy of the Constitution and By-laws of the Hawaiian Association. The preamble states that it has "for its object the moral and social elevation of its members, and to foster that fraternal feeling which should exist in their ranks, to the end that they may, by example and mutual support, encourage and assist each other."

As an instance of the absurd boob that is published in the columns of the S. F. Chronicle regarding these islands, we give the following condensed matter from one of its sober sided articles: "Sir Claus Spreckels is wont to go down to the Kanaka docks once a year for the purpose of purchasing the sugar raised by German, Norwegian, Portuguese, Chinese and South Sea Island slave labor."

A. Falkenburg, Ella, Pannonia, Forest Queen, Lady Lampson, W. H. Meyer and Discovery. The firms who are to be frozen out of the business by these monopoly contracts are J. C. Merrill & Co., Welch & Co., Jones & Co. and Williams, Dimond & Co., although the interests of the latter are still comparatively protected by Hackfeld & Co.'s refusal to take such price for their sugar as Spreckels chooses to offer.

Another grievance in the eyes of the decent people at the islands are the numerous scandals concerning King Kalakaua's private life. The latest is that His Majesty has carried off the celebrated feather cloak, which is valued at \$1,000,000. It is presumed he pawned it and gave it as security to Sir Claus for the \$20,000 taxes paid in advance.

Could anything be more ridiculous than the above statements? Such a tissue of falsehoods and rubbish could not possibly find the way into any other paper than the S. F. Chronicle.

A conversation the other day with Mr. W. J. Smith the Registrar-General of births and deaths elicited the following interesting statistics derived from the records of his office. The recorded births throughout the Kingdom since the last census were: In 1875, 2,331; in 1880 and 1881, 4,709; in 1882 and first half of 1883, 2,470. The recorded deaths during the same period were: In 1875, 2,292; in 1880 and 1881, 5,101; in 1882 and first half of this year, 2,961. Totals, 9,510 births and 11,354 deaths.

The information about the terms on which the contract between the Pacific Mail Steamship Company and the colonies of New Zealand and New South Wales, which we published on Saturday last appears to have been new to most people here.

FOOD FOR THOUGHT. No. 1. In our newspapers, at street corners, and in other places where our citizens are apt to meet one another there is abundant discussion of politics in one sense of that word.

In our newspapers, at street corners, and in other places where our citizens are apt to meet one another there is abundant discussion of politics in one sense of that word. But of subjects of real importance to the community we hear only occasional talk and very little of that. When some notable independence arises from laws and methods of administration that are defective and behind the age there is a little hubbub for a time; harsh criticisms or sweeping condemnations are freely indulged in.

The object of the series of articles which we have thus prefaced is to arouse some keener attention on the part of the intelligent portion of this community to at least some of the much needed reforms to which we have alluded. We propose to take for consideration to-day a subject which has been rather prominently brought under the notice of many of our business men of late. There has been a strong disposition lately towards the formation of Joint Stock Companies for carrying on sugar plantations and other industries, and attention has therefore been forcibly drawn to the procedure required to secure incorporation for these companies.

There is another point on which a notable difference exists between our ways and those of most other countries. It is usual elsewhere for the law to demand from all incorporated companies, more especially those whose articles of association limit the lia-

bility of shareholders, periodical returns showing the names of directors, etc., also those of stockholders with the number of shares held by each, the amount actually paid up on each share, and other similar information. This is intended for the protection of the public who may have dealings with the company.

It is not surprising that the promoters of such a scheme should have been struck with some words in a letter of General Butler's, an extract from which we published in our issue of 31st October, which bear on this subject. "Organizations under the forms of law" says the General, "which give any undue advantage by which the rich are made richer, and the poor poorer, ought to be strongly dealt with."

The point of what we have to say lies here. Nothing will be done to amend our present cumbersome and troublesome method of securing incorporations for a company unless those really interested manifest a desire for it.

A Pleasant Surprise. Once in a while pleasant recollections occur in this community which are well worthy of notice, and among them we have the pleasure to record one of recent occurrence which reflects the highest credit to the recipient and the appreciation of the community to the giver for their appreciation and consideration of so worthy a mark of esteem.

For seventeen consecutive years, from 1866 to 1883, Major Charles T. Gulick has held the distinguished and honorable position of Secretary and Treasurer to the Honolulu Fire Department. Year in and year out, in all these many years of distinction has opposed his election to these positions, and probably seventeen years more would see him in the same positions, were it not that he was called to a higher office in the hearts of the people of this Kingdom, namely, His Majesty's Minister in the Interior.

John Nott Chief Engineer of the Honolulu Fire Department and Mrs. Nott, arrived at Mr. and Mrs. Gulick, to pay a visit to their residence on Thursday evening last. About 7:30 the Major and his lady arrived and immediately thereafter a sound from the Chief's residence telephone was heard by the members of the Board at their residence. The Chief Engineer, being in readiness, ex-chief Gen. Lucas, assistant engineers Chas. B. Wilson and M. D. Monsarrat, Foreman—Boyd, C. Lucas and Hopkins, Assistant Foremen—Whitman, Roseman, Winchester and Aldo, Delegates Herrick, Seward, and Fire Marshal, and other members of the Board, Johnson jumped aboard and were soon seated in the family of the Chief. After some pleasant conversation, Chief Engineer Nott made a few appropriate remarks relative to Mr. Gulick's long and faithful service, when ex-Chief Engineer George Lucas, in a neat speech, presented to Mr. Gulick a beautifully gold-mounted, coconut cane, suitably inscribed. It was a perfect surprise to the Major, and it was quite a moment for the general Minister to give utterance of thankfulness for the handsome donation. He did so, however, and then congratulations followed, with music, songs, ice cream, bonbons and ginger ale and sodas, which finally wound the eventful occasion up and led all to the Major and his lady with the kindest thanks to the host and hostess, Mr. and Mrs. Nott. To the enjoyable feast and perfect arrangements made. The case was out from a tree near where Captain Cook lost his life on Hawaii. The mounting was done by Messrs. B. & S. and was a perfect masterpiece on the handle of the cane being a fine piece of pipe and coupling and the inscription engraved reads: "Presented by the Honolulu Fire Department to Chas. T. Gulick as a token of appreciation for his services as Secretary and Treasurer from 1866 to 1883, Honolulu, Nov. 9, 1883." (Suitable space given on handle as well.)

Sale of the U. S. Navy. In August last, the acting Secretary of the U. S. Navy advertised for sealed proposals for the purchase of certain vessels at the Navy Yard, Mare Island, California, which have been stricken from the Navy Register, under authority of an Act of Congress approved March 31, 1882, and which it deemed for the best interests of the United States to sell. The vessels offered for sale were: The "Monadnock" (old), \$111,900; "Albatross," \$18,800; "Benicia," \$17,000; "Tuscarora," \$9,700; "Narragansett," \$8,900; "Nyack," \$4,900; and "Saco," \$5,500. The vessels will be sold for cash to the person or persons or corporation or corporations offering the highest price, therefor above the appraised value thereof. The purchasers must remove the vessels purchased from the limits of the Yard within such reasonable time as may be fixed by the Department.

A Chinaman employed as a cook in the household of Mr. Hopper Jr., died rather suddenly on Thursday night. As he was frothing at the mouth, Mr. Hopper feared some poison or other was the cause of death, and communicated with the Marshal. At the request of the Marshal, Dr. Motzow and Dr. Tomsson made a post mortem examination. They did not satisfy themselves as to the cause of death, and have removed the stomach for further investigation. Mr. Hopper is of opinion that excessive use of opium was most probably the cause of death.

Arrival of the American Bark "Coloma" in Distress.

Loss of Four Lives at Sea.

The American bark Coloma, Captain Noyes, left Portland, Or., on the 22d October, bound for Hongkong with a cargo of lumber, and 250 Chinese passengers. Ten days after leaving port, got the N. E. trades. On the afternoon of the 6th instant, the vessel was running with all sail set, including standing sails, going about nine and a half knots. At 5 p. m. on that day, the second officer, Mr. F. J. Deshon, was engaged in the lee fore rigging, standing in the chains using a heaver. From some unknown cause he fell overboard. The captain was below in the cabin at the time, but came on deck immediately on hearing the cry of "Man Overboard." He hauled the ship to the wind at once, letting go the standing sail tacks. A life-buoy was thrown to Mr. Deshon as he passed by the quarter, but he was never seen to get hold of it. A nasty cross sea was running all this time. A boat was got out as soon as possible, and manned by the chief officer, Mr. A. Seward, and two seamen. They put off and pulled towards the locality where the missing man was supposed to be. In the meantime the captain went up the mizzen rigging in order to direct and see if they reached the missing man. After the chief officer's boat had got some distance from the vessel, the Captain observed them making signals of distress. He at once got another boat out, which, manned by three seamen, put off to the rescue of their shipmates. This left the Captain with three men only to handle his vessel. It was now getting dark and blowing hard with occasional heavy rain squalls. The second boat pulled in the direction of the chief officer's boat, but before they reached them, they had all disappeared. Captain Noyes lost sight of the second boat and he began to apprehend that it was lost. He put lights in the rigging and kept the ship in one position as near as possible. After two hours of sad suspense, he heard some one hail the ship, and shortly afterwards the second boat came alongside. The men were taken on board in an exhausted condition, their boat being half full of water, with a probability of being swamped at any moment. The Captain tackled ship every hour, endeavoring to keep the vessel as near as possible to the place where the men were lost. This was continued all night and through the greater portion of next day. Feeling sure there could be no further possibility of their safety, the captain kept the vessel away for this port. He sighted Maui on the 8th, and took pilot on board of Diamond Head on the afternoon of the 9th. Anchored outside the reef at 3 p. m. yesterday, after which the captain came on shore and reported his misfortune to the U. S. Consul. He is now in want of first and second mates and two seamen.

The Spartan.

From our Japan files we have further particulars of the unfortunate bark Spartan. It appears that after leaving Keelung she met with bad weather, probably a typhoon, and was compelled to put into Nagasaki for repairs. The exact track reads: "The American bark Spartan, Captain Crosby, from New York via Keelung, with a general cargo for Honolulu, arrived here (Nagasaki) on 11th September having put in for shelter and to make good sundry damage to ship and rigging. The Spartan is the vessel that recently lost a boat's crew under peculiar circumstances in the Formosa Channel. Capt. Crosby's wife was in charge of the missing boat and was sent on ahead to pilot the ship through a narrow channel, and signal any dangers he might observe. A breeze sprang up, and night set in, causing the boat to be lost sight of by the ship, and although the whole coast has been searched, no traces of the unfortunate ones has as yet been found."

FOREIGN CORRESPONDENCE.

PARIS, October 4, 1883. The King of Spain's reception must not be taken au tragique. There has been bungling all round, and it is a case for attenuating circumstances. It is not to be concluded, the crowd which hooted and hissed the young Spanish King, on some parts of his drive through the capital, represented either the nation or Paris. For the unruly welcome, President Grevy has apologized in the name of France. The manifestation was directed either against the Spanish people or phono XII; it was the outcome of pent-up anger on the part of the classes who never reason, against Bismarck's sending a representative of the Ultrans to be feted and honored by the French, a class of lancers that during the invasion made themselves specially detested. And the particular regiment in question or which the King of Spain is the honorary colonel, is garrisoned at Strasbourg to defend Alsace.

Crowds in all capitals are greedy and choleric. The crowd that received His Spanish Majesty contained divers excellent materials for a row; there were the Anarchists, hounded on by the extreme journals—for the press is now free in France; the adversaries of the constitution glad of any opportunity to put a spoke in the wheel of the republic, and there was a faction desirous to bring about the fall of the Cabinet, to replace it by one known to what. Superior to all was the dominant feeling of hatred against Germany. Now a spark once dropped on these materials, all the policy regulations in the world, all the possibilities of a people possessing a potential explosion, and there never yet was philosopher that could endure the toothache patiently. It was on Alphonso's back the blows fell, but he lent his back to the possibility.

When he was invited to visit France, it was not in the bond that he should preliminarily graduate as a Uhlán Colonel. When he accepted the later honor, that he was free to do, his Nestor Prime Minister ought to have invented some excuse, some illness, to prevent His Majesty's reuniting by France, and sorely testing the susceptibilities of a people possessing a potential explosion. Even the phlegmatic Belgians received the King of Spain in silence—which is ever a lesson for kings, remembering the merciless atrocities of the Duke of Alva in 1568 in the Netherlands. Yet the sufferings and the defeat of the Franco-Prussian war, are not three centuries, but only thirteen years old. The King displayed a want of tact, of generosity, even, for he cannot but have known, Uhlán is "a name common to the Volcians" case. And it would have been better on the part of the Parisian crowd to have still nursed its wrath against Germany to keep it warm. But human nature rarely indulges in burials for those who wound our feelings, and crowds are bad dissimulators when hearts are warm.

The colonial, or foreign policy of France, may not be unsond, that being a matter of appreciation. But what admits of no question, is the badness of the export trade. The future of France lies in the production, and not in Madagascar, Tonquin, or the rickshaws of China. The French being still in commercial swaddling clothes, invoke their government to apply some heat-all plaster. The medicament has taken the form of a ministerial circular, urging the formation of commercial and colonial museums in the export regions of France. A special commis-

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