Phases of the Moon for the Month of January, 1877.

Prepared by Capt. Daniel Smith, Harbormaster.

HONOLULU MEANTIME.

4th Last Quarter	2 45.9	A M
14th New Moon	2 56.7	A M
21st First Quarter	8 21.6	A M
29th Full Moon	10 7.7	P M

TIME OF SUN RISING AND SETTING.

1st	Sun Rises	6 42.7 A M	Sun Sets	5 26.2 P M
8th	Sun Rises	6 43.3 A M	Sun Sets	5 31.5 P M
15th	Sun Rises	6 44.9 A M	Sun Sets	5 36.6 P M
22nd	Sun Rises	6 45.2 A M	Sun Sets	5 40.2 P M
29th	Sun Rises	6 43.5 A M	Sun Sets	5 43.5 P M
31st	Sun Rises	6 40.9 A M	Sun Sets	5 45.8 P M

COMMERCIAL.

HONOLULU, JANUARY 24, 1877.

We have but few foreign arrivals to note the past week. Our first spring whaler, the Northern Light, Captain Smith, arrived off the port on the 17th, fourteen days from San Francisco, and sailed again for the west and Arctic on the 22. She reports Capt. Wellman having left San Francisco for a cruise on the Southern California coast, and to touch here in February or March.

U. S. Ship Jamestown arrived on the 20th from San Francisco, and will remain in the group some two months.

The ship Bengalia Captain Hodgkins, arrived on the 23rd twenty-five days from Tahiti, en route for San Francisco. She was formerly under the Peruvian flag, but having been condemned and sold at Tahiti, is now under a sailing letter.

Ship Dovenby has discharged her cargo in fine order, and is advertised for Portland, to sail with dispatch.

Schooner Kamaula and brig Elise are loading for San Francisco, and will leave in all next week.

The Brill steamer from Australia is expected early next week, en route for San Francisco.

The following table exhibits the exports of domestic produce of 1876, as compared with 1875. A large increase will be noticed in given in their value, amounting to nearly quarter of a million dollars:

TABLE OF THE PRINCIPAL DOMESTIC EXPORTS, HONOLULU, HAWAIIAN ISLANDS, as Compared with the Fourth Quarter 1875; Also for the Twelve Months 1876, as Compared with the Twelve Months 1875.

	Quantity	Value
Total value of all domestic Exports		$ 877,306 87 / 1,054,820 55 / 1,574,062 91 / 1,364,571 39
Total Leaves, lbs	25	25
Whale Boat, lbs	14,000 / 41,005	14,000 / 41,005
Cart Poles, pcs	18	18 / 37,040
Potatoes, lbs	9,635 / 9,635 / 90,450	1,930 / 21,970 / 1,930 / 21,970
Rum, gals	1,264 / 1,264 / 1,264 / 1,264	8,480 / 63,097 / 8,480 / 63,097
Cattle, head	140 / 140 / 140 / 140	928 / 14,000 / 928 / 14,000
Sperm Oil, gals		
Whale Oil, gals	8,554 / 38,150 / 14,139	10,513 / 45,409 / 17,375 / 21,899
Wool, lbs	8,554 / 38,150 / 14,139	405,542 / 405,409 / 17,375 / 21,899
Pipe, lbs	48,000 / 106,484	314,400 / 419,008
Tallow, lbs	10,825 / 106,484 / 10,825 / 106,484	337,291 / 831,920 / 337,291 / 831,920
Hides, pcs	5,051 / 9,571	11,193 / 22,777
Goat Skins, pcs	9,138 / 19,999	45,205 / 99,888
Beef, lbs	43	44 / 4,818
Bananas, bunchs	4,846 / 8,493	14,083 / 45,008
Pungas, lbs	20,015 / 5,577	36,800 / 10,818
Pul, kegs	133 / 89	400 / 479
Salt, tons	5	21,900 / 1,300
Coffee, lbs	89,805 / 93,119	151,007 / 156,617
Rice, lbs	931,848 / 895,710	2,893,394 / 2,812,720
Paddy, lbs	715,397 / 26,493	1,542,965 / 55,410
Molasses, galls	99,840 / 15,000	139,776 / 21,000
Sugar, lbs	9,455,930 / 4,807,772	10,674,420 / 5,064,152
	4,648,158	5,609,268
Increase 1875	4,007,772	5,064,152
Decrease 1876		555,116
Fourth Quarter, 1875		991,248
Fourth Quarter, 1876		1,054,820
Increase 1875		63,572
Decrease 1876		
Twelve Months, 1876		1,364,571
Twelve Months, 1875		1,574,062
Increase 1876		209,491
Decrease 1875		

E. AND O. E. W. F. ALLEN, Collector General of Customs.

COLLECTOR GENERAL'S OFFICE, Honolulu, H. I., Dec. 30th, 1876.

PORT OF HONOLULU.

ARRIVED.

Jan 17—Ship Northern Light, Smith, 14 San Francisco
—Schr Mazeppa, Kelson, for Newillwili.
19—Schr Kilauea, Marchant, for Windward Ports
19—Schr Fairy Queen, Peal, for Hanalei.
20—Stmr Kilauea, Marchant, for Newillwili.
—U S Ship Jamestown, Glass, 25 days for S Francisco.
22—Schr Kamaula, Kalua, from Koloa.
—Schr Mary Ellen, Kaanaa, from Kohala.
—Schr Uncas, Pinkham, from Kohala.
—Schr Marion, Nike, from Koloa and Waimea.
—Schr Kamaile, Kolling, from Koloa and Waimea.
—Schr Leika, Kaai, from Puna.
—Schr Mile Morris, Kaiawahi, from Molokai.
—Schr Paoakai, Carter, from Hana.
22—Brig Bengalia, Hodgkins, 25 days from Tahiti.
—H I J M ship Bogatyr, Commander Vistinklakoff, 39 days from Japan.

SAILED.

Jan 17—Schr Nettie Merrill, Crane, for Lahaina.
—Schr Ka Moi, Kaemoke, from Kaholui.
—Am cbr C H Ward, Ross, for Ocean Islands.
—Schr Mazeppa, Kelson, from Newillwili.
19—Stmr Kilauea, Marchant, for Newillwili.
19—Am barkentine Discovery, Conner, for San Francisco
—Am bk Gamilcar, Robinson, for Ft Townsend.
20—Stmr Kilauea, Marchant, for Windward
—Schr Fairy Queen, Peal, for Hanalei.
—Schr Marion, Nike, for Newillwili.
—Schr Mary Ellen, Kaanaa, for Kohala and Hilo.

VESSELS IN PORT.

NAVAL.

H. B. M. S. Fantome, Commander Long.
H I J M ship Rynda, Commander Vistinklakoff.
Training Ship Jamestown, Glass.

MERCHANTMEN.

Bark Kedar, Johnson, discharging.
Brit ship Anglo Saxon, Harrington, loading.
Haw brig Elise, Forster, discharging.
Am ship Benefactor, Beach, loading.
Am cbr C. H. Ward, Ross, discharging.
Br ship Dovenby, Linton, discharging.
Am bk Gamilcar, Robinson, discharging.
Am schr Fanny Hare, Hare, discharging.

MEMORANDA.

Report of Am schr Fannie Hare, G A Hare, Master.—Left Honolulu Dec 30th; had fine weather and variable winds to lat 25° N, long 135° W, and now to the vessel for 24 hours; then had fine weather to port, making the passage in 14 days and 16 hours.

Report of British ship Dovenby, Jas Linton, Master.—Left Liverpool May 20th, 1876; had moderate weather from thence to Cape Verde Islands, there had a heavy thunder storm in company with the British bark True Britons, which vessel was struck by lightning, carrying away spars and doing other damage. Experienced heavy gales off the River Plate from thence to Cape Horn, strong southerly winds; had moderate weather off the Cape and an ordinary run from thence to the Equator, crossed in long 125° W; lost the SE trades in lat 6° N; got the NE trades in 9° N, and had fresh trades until in 30° N, 130° W; made south point of the Island of Hawaii Jan 11th, and had light variable winds to port, arriving off the port Sunday, Jan 16th, at noon.

IMPORTS.

From Humboldt per Fannie Hare, Jan 15th—11,016 ft tongue and groove, 47,110 do surfaced, 10,018 do rustic, 5,000 do siding, 1,634 do clear, 53,860 do rough, 4,700 pcs. 20,000 shingles.

From Liverpool per Dovenby, Jan 15th—3 cs effects, 1 do grass, 11 do stationery, 7 pkgs dry goods, 450 do beer, 8 coils rope, 32 trusses sofa cuts, 127 pkgs wine, 400 box soap, 10 bales bagging, 25 cas tobacco, 78 cs claret, 32 do champagne, 25 pkgs whisky, 2 cs machine, 32 bales printing paper 37 pkgs cutlery, 30 cs wheat, 49 pkgs paint, 328 do oil, 36 carpet-sweepers, 24 do washers, 7 cs saddlery, 14 do perfumery, 1 do surgical cases, 2 do tombstones, 46 do cabinet's stock, 218 pkgs spirits, 3 cs cheese, 3 do mustard, 1 do show cards, 1 do fruits, 20 demijohns seed, 2 cs leather belting, 14 do packing, 1 grindstone, 40 boxes pig iron, 2 cs cutlery, 16 bales blankets, 6 do flannels, 10 coils lead, 7 pkgs irons, 5 cask horse shoes, 2 bars steel, 1 manger, 3 cs furniture, 197 tons coal, 7,000 fire bricks, 3,000 building bricks, 100 barrels cement, 20 chalk, 30 do whiting, 300 bangs, 100 wool pags, 83 demijohns alcohol, 3 cs boots, 1 bx crioquet, 15 cs sauce, 2 do hams, 1 do glass, 100 empty bbls, 1 truss flags 2 do hassocks, 40 cs goods, 100 bags rice, 40 pkgs drugs, 4 casks and 4 chains, 40 earthen, 1 cse pictures, 7 puncheons 302 pkgs brandy, 300 gals, 10 do rum, 271 do hardware, 438 bars iron, 86 plates iron, 1,000 bbls cinders, 645 do tar, 30 bars tin plates, 250 bdls galv steel, 24 bags malt, 4 bdls tubes.

From Microneesia per Morning Star, Jan 15th—42 bills mats 21 do tobacco, 2 empty casks, 32 pkgs oil, 122 do cordage, 1 bx copper, 25 cas shells, 9 do books, 800 cocoanuts, 19 casks whaleboat oil, 4 bdl stone axes, 2 do copper bolts, 2 small canoes, 1 bdl cables, 1 cask rope, 1 box mdse, 1 bag turtle shells, 1 bdl grass tiles, 1 bag tongues, 13 cords wood.

EXPORTS.

For Ocean Islands per C H Ward, Jan 18th—2 bales bags, 1,000 gals molasses, 25,000 lbs paint, 1,250 lbs sugar.

For San Francisco per Discovery, Jan 19th—200 leaches leaches, 1 box dental instrs, 902 gals molasses, 960 gals molasses 3 bbls private effects, 27,806 lbs rice, 808,682 lbs sugar.

BIRTHS.

January 5th to the wife of John C White of Lahaina, a son.

PASSENGERS.

From Windward Ports per Kilauea, Jan 18—Rev J Bridger Dr Enders, Mrs Obed, Sister Phoebe, Akona and wife, and 16 deck.

For Nawiliwili per Kilauea, Jan 18—His Ex Jno E Bush, Dr Shipley, C Bertleman and son, J K Smith, Mrs M S Rice W E Smith, and 34 deck.

For Guano Islands per C. M. Ward, Jan 18—E Wool, D Toomey, G Holmes and Mr Sea Bright.

For San Francisco per Discovery, Jan 19—S P Richards, W H Branch, L Kugler, W Easton.

For Port Townsend per Camden, Jan 19—Hayfield.

From Nawiliwili per Kilauea, Jan 20th—V Knudsen, G Gay, D McBryde and 5 children, Master Paul Isenberg, Mr Spings, Miss Puniwai, Emelia Kauhane, Amona, Anim and 27 deck.

For Windward Ports per Kilauea, Jan. 22.—Capt J Makee, Mrs Makee, Miss Makee, Rev J Bridger, Miss Lidgate, H R Hitchcock, G C McLean and son, Mrs Wilkinson, Dr Enders, Dr Lathrop, Mr Patterson, J J Coleman, Mrs Apai, Mrs Sam Kale, W H Halstead, D P Eldridge, Charles Silva, Mr Coakes, J Pico, G Macfarlane.

NOTES OF THE WEEK.

☞ The steamer Kilauea will not leave on Monday, the 12th of February, as announced in her time-table heretofore, but she will be detained in port till Tuesday the 13th.

ALIIOLANI HALE FENCE.—The shabby picket fence which has so long disfigured the premises of the Government Building, has been replaced with a very neat one, consisting of heavy ornamental concrete posts and a paling of wood which is to be painted and sanded, so that it will have a uniform appearance with the posts.

☞ By notice in the advertising columns it will be seen that the Trustees of the Queen's Hospital have decided to erect immediately additional buildings on the Hospital premises, the present accommodations having become too limited for the demands made upon the institution. We understand that the proposed improvements are to be quite extensive.

SALE OF SUGAR PLANTATION.—The Keauhala Plantation was purchased last week by a gentleman from the East, for the sum of $25,000, of which $15,000 is paid down. This plantation is one of the smallest in the country, but it is said to have paid fair profits, almost from the beginning. Before the passage of the treaty it would probably have been difficult to have obtained one half of the price it has now brought.

LAUREL HALL.—A kind friend has sent us a "prospectus and register" of this ably conducted institution, from which it appears that its affairs are in a flourishing condition. The seminary is pleasantly situated at San Mateo, California, and offers unusual advantages to parents desiring to provide their daughters with a substantial and refined education. Among the patrons of the institution we note the names of some of the worthiest citizens of San Francisco.

BURGLARY.—It is not often that we have to chronicle the occurrence of grave crimes in this quiet town, but we are informed that one night last week, a dwelling house on Punchbowl street was entered while the inmates were asleep,—it is said that they were put under the influence of chloroform,—and thoroughly ransacked, and about $70.00 in cash taken. The burglar in his haste to decamp, left behind a bowie knife, which may give a clue to his identity.

"THE NORTH AND WEST ILLUSTRATED".—In noticing this little book some weeks ago we failed to say that the work was got up for the Chicago and Northwestern Rail-Road, and is an excellent advertisement for that great overland route. A copy will be sent free to all persons writing for it to H. P. Stanwood, General Agent, C. and N. W. R. R. 121 Montgomery street, San Francisco, Cal. Our readers thinking of going across the American continent would do well to call upon Mr. Stanwood when in San Francisco.

NEW BETHEL VESTRY.—This building is now completed and will be occupied on Sunday next by the Sunday School. It makes a commodious, lofty and very pleasant room, and is most admirably adapted for the purposes of prayer-meetings and the Sunday School. In the rear there has also been constructed a nice little room for the use of the infant classes and the Chinese school. In addition to these improvements the Bethel itself has been repaired and painted, and looks good for another generation.

THE CURS OF LOW DEGREE.—The attention of the authorities is respectfully called to the fact that there are quite a number of mangy and diseased dogs in and about this town, but especially in the suburbs, who are in such a state that any regard for sanitary ethics would require their instantaneous extermination. It is well known that dogs are sometimes afflicted with the vilest diseases to which the human race is liable, and in every instance of this kind the animal may become a disseminator of contagion. In mercy to ourselves let every infected dog be at once shot and buried. It would not be a bad idea to have one of the deputies of the agent of the Board of Health detailed for this special purpose one day in each week.

RARA AVIS.—A few days since a native brought to the Gazette office a strange looking crab which had just been captured on the premises of His Excellency Charles Kanaina, on Palace Walk. It was found at a depth of about a foot beneath the surface of the ground, in a hole evidently of its own burrowing. The crab was of a mottled reddish appearance, and some five or six inches in length, looking indeed like a cross between a crab and a lobster. It was armed with a most formidable pair of nippers, which were sunk deep into the stick to which it was holding, indicating immense power in those members. Its origin is a complete mystery, it being very different from any of the *crustacea* of these Islands, but it is probable that it was brought here from some of the islands of the south Pacific.

FROM TAHITI.—The ship *Bengala*, Captain Hodgkins, arrived at this port yesterday morning, twenty-five days from Tahiti. She is at present under a sailing letter, and is proceeding to San Francisco for the purpose of procuring a register. She was recently under the Peruvian flag, and while taking a load of lumber down from the coast to Peru, she sprung a leak and put in at Tahiti, where she was condemned, sold, and bought by Captain Hodgkins. He reports that the bark Beulah, after taking in a cargo of a thousand tons of guano at Euderbury Island, while in latitude 35° to 37° south, put back into Tahiti on account of a refusal of duty on the part of the crew, who were dissatisfied with their rations. The bark remained in port for a week or two, and while endeavoring to proceed to sea contrary to the advice of the pilot, she got onto the reef, where she still lies, and, it is thought, will prove a total loss. The schooner Mabel Scott, Captain Higgins, is reported as having been at Tahiti, and to have gone from there to Starbuck Island, where she will take on board Mr Arundel and party, and return with them to Honolulu.

Supreme Court of the Hawaiian Islands—January Term, 1877.

Present on the bench, Chief Justice Allen and Harris and Judd, J. J.

Catherine Warren vs. T. W. Warren. Libel for divorce. Case heard and decree nisi granted. W. C. Jones for libellant.

Nicholas Manini vs. Mark Robinson and others. Points reserved at the trial of the cause for the consideration of the full Court. Points argued and submitted.

Kahalepakai (w) vs. L. C. Young. Libel for divorce. On motion of Mr. W. O. Smith, the decree nisi granted on April 18, made absolute.

Before Mr. Justice Harris.

J. O. Dominis et al vs. Mahelona et al. Ejectment. The hearing of this case was concluded, from the 12th instant, and the Court took time to consider of its decision.

P. M. Peterson vs. Kamaipelekane. The Court ordered judgment to be entered for the plaintiff.

Keanuli by his next friend Manuwai vs. Akuia. The hearing of this case was continued from the 12th inst. and concluded, and the case submitted. E. Preston for plaintiff, and W. C. Jones for defendant.

D. Baldwin vs. Campbell and Turton. Mr. Justice Harris rendered his decision herein giving judgment for the plaintiff, E. Preston for the defendant. Mr. Preston noted his exceptions to the ruling.

Manini Manuel vs. Hopu and others. Ejectment. On motion of Mr. Preston, plaintiff submits to a nonsuit, motion granted.

Keanuli by his next friend Manuwai vs. Akuia. Mr. Justice Harris gave notice that he should order a jury trial to be had in this case on certain issues of fact.

Nahaku by his guardian, Cecil Brown vs. Elemana Bright. Action for the value of a house. Appeal from the Police Magistrate of Honolulu. Tried by a native jury who in half an hour returned a verdict for the plaintiff (two dissenting).

Keoni vs. Keoni. Divorce. Decree nisi ordered absolute on motion of L. Kelilipio for the libellant.

Before Mr. Justice Judd.

C. C. Harris vs. J. O. Dominis et al Commissioners of Crown Lands. Mr. Harris moved to substitute the names of the present Commissioners of Crown Lands in lieu of those holding office at the commencement of this action. The Attorney General making no objection, the motion was granted and 11 o'clock on Tuesday set for the hearing of the cause.

A Queenslander in America.

CANEFIELDS OF THE UNITED STATES AND WEST INDIES.

Varieties of Cane Grown.—Desirable Sorts in Louisiana.—Rats and "Rust."—Exchanges with Queensland.—Sugar in Cuba.—Comparisons with Queensland.—St. Thomas.—Approach to Guadeloupe.—Central Factories.—The System in Martinique.—Cane Farming and Sugar Making.—A Great Sugar Firm.—A Frugal, Industrious, Contented People.—Does the System Pay?—Double Roller Mills in America.

FORTROSE, N. B., Aug. 26, 1876.

The varieties of cane cultivated in the United States and that section of the West Indies it has been my privilege to visit are surprisingly few. In the United States I saw but five varieties, four of which—the Malabar, Otaheite, green cane of New Caledonia (named Creole there), and Treboe—are common in Queensland. I did not see our old friend Bourbon in the States, which was the more surprising, owing to a previous impression that that variety is amongst the hardy sorts, in so far as cold weather is concerned.

The place of the Bourbon in Louisiana is occupied by what seems to be a thoroughly good variety of Robbin cane, which I had not previously seen. This variety is much the same in stripes and color as the large Robbin of the colonies; but the joints are different. The centre of each joint goes in instead of bulging out, and the habit of growth is more like that of Chigacca than ordinary Robbin cane. It is undoubtedly a hardy variety—the hardiest, richest, and altogether the best grower in the States. Touched by frost as most of their canes are nearly every year, they run greater risks, one naturally supposes, of falling a prey to disease than in more favored climates. Yet the only complaints concerning this cane heard in America refer to attacks by borer and by rats. In Texas and Florida I heard of a disease something like rust. The cane suffered badly from it some years since; but no specimens of cane so diseased could be obtained. The crop was growing very thriftily while I was there. I hope to make another visit however, being desirous of learning as much as possible of this disease.

Rats are a rather serious pest, and amongst other remedies it was proposed at one time to introduce varieties of snakes that war against rats—that kill and devour them. Just to think of such a thing! Cats, it appears, become bewildered amonst the canes and will not hunt, as "'tis their nature to." But the trouble is not extra serious, although one sees a good many gnawed canes thrown aside at the mills, and a still greater number in the field.

The ribbon cane referred to seems a desirable sort for Australia, and arrangements have been made with gentlemen in Lousiana for parcels of it being sent to the colony in exchange for Bourbon, Salangore, Chigacca, and some other sorts which American planters would like to try. The road, I trust, is thus opened for exchanges with planters in both countries.

In the places visited during this trip one sees a great variety of machinery and appurtenances for making sugar, as well as considerable differences in the treatment of the cane in the field, and the conversion of its juices into sugar. Yet there is a similarity nearly everywhere to the machinery and practice of one or other of the plantations of our own colony. To go through the whole *seriatim*, therefore, would make these communications by letter tediously long. To avoid this I shall, for the present, attempt to describe the most noteworthy and the least noteworthy for Queensland planters—the points or practices from which we may be able to learn, and those whose mistakes may form a something for us to steer clear of.

The examples from which we may be able to profit are confined to Louisiana in the United States, and to Martinique and Guadeloupe in the French West Indies. There is very fine sugar machinery of British, American and French manufacture, in Cuba, and during a brief stay on that island I saw several plantations on the route via Campo Florida to Matanzas, but the country was so unsettled by war, and by military movements, that I was advised to keep well within the lines of "the royal army." Prudence added that this was the best course, but it prevented my seeing so much of the sugar business in Cuba as I should have liked. Visitors to the island are much restricted, owing to the activity of the "rebels" (unfortunate starving Creoles, negroes, and Chinamen, in so far as I saw) who were, judging by the reports sent into Havana, burning and slaying every day. The officials were, therefore, suspicious and cautious in granting privileges to foreigners (I have been a foreigner for some ten months now), and a journey or any investigation could only be made under surveillance. It was rough, while peacably looking through a field of cane and inspecting the varieties, to be suspected of looking whether the whole concern were in fit condition to burn, and suspected too by gangs of dark-visaged gentry, every one of whom had one or more shooting appliances, and probably a finger on a trigger. Cuba is a very interesting country, very; but strangers do not remain there any longer than they can help. That was my case. In the neighborhood of Matanza are several fine plantations, most of the labor of which I was surprised to find is done by Chinamen. The triple vacuum arrangement for evaporating, bone black for filtering, the single vacuum pan for finishing the boiling up to granulation point, and ordinary under-driven centrifugals, make up the machinery in use.

After a short stay at St. Thomas (the central point of West Indian traffic) I reached Guadeloupe, the nearest of the French West India islands, which were the main object of the journey. From St. Thomas any of the islands can be reached with comfort and facility. Sugar is the staple of conversation among travelers in these mail boats, and one is thus enabled to learn what is being done in the various islands, and what improvements are going on. The labor question is a frequent subject of conversation, and speaking with and hearing the expressed convictions of gentlemen of Jamaica, Demerara, Trinidad, Guiana, and other sugar-growing countries where coolie labor in one form or other is employed, and after comparing the opinions of these gentlemen with what one learns in Cuba and Porto Rico—where slavery of the patriarchal character prevails—and again compares with the small tenant and absolute free labor system of the French islands, the conviction is an enforced one that the latter system is the best for a country like ours. It certainly is the most reliable, and, judging by the present state of prosperity of the respective islands, it is the most satisfactory to the capitalists, as well as to the smaller land owners.

Although there is a similarity in the approach to all the West India Islands reached up to this time, Guadeloupe differs from the others in being still more hilly and rugged than they; that is at first sight. As the vessel approaches the land, its character changes rapidly, and we have in each of the islands visited pictures on a grand scale of rich tropical scenery. Although purely accidental, it has so happened that each of the islands in succession has been reached at nightfall, and it became an object of lively interest to see the rough mountain outline of midday (for these islands are seen many hours ere a landing is reached) gradually melt into the familiar patches of green indicative of cane-fields, and then to see the lights glimmer out as night fell and the port reached.

The foreigner is not molested much on landing at Basseterre, Gaudeloupe. The hotel to which I was recommended is said to be conducted upon the American plan. That is, the guests are provided with board as well as sleeping accommodation. But the Basseterre American hotel is the quaintest and nicest of its kind; its American features are not of the high pressure order, and I, for one, did not regret the change from the excessively systematic life of America to the extreme politeness of this ever-smiling French hostess. Next day I started for Pont-Pitree, near which are the largest central sugar factories in the West Indies. There are several other factories on the island, or rather on both sections of the island, for Gaudeloupe is divided into two parts by a narrow channel. The system of manufacture followed is alike in all, and all seem to purchase cane from the growers, paying for it in the same way as the factory in Porto-Pico—viz., by allowing the market value of 5 lbs. of "usine" sugar per 100 lbs. of cane delivered to the mill, or rather to the tramway of the mill, delivery in all instances, I believe, being taken at the nearest point to the canefield of the grower reached by the factory tramway.

With the exception of one American mill, all the machinery is French and apparently the very best of its class. The rollers range from 4 feet to 5 feet in length, and from 24 inches to 30 inches in diameter. The mills are neither so large nor heavy as I expected to see, from what has been said of these factories. But what is deficient in weight of crushing power is made up by multiplying the mills, of which some of the factories have two, and occasionally three, for supplying juice.

As none of the factories were working at the time of my first visit, I had to be content with noting the order of the appliances. The cane-waggons (each carrying 4000 lbs., I believe) are made to tilt the canes upon an inclined platform, from which they slide upon a cane-carrier that conveys them to the rollers. There is much care devoted to regularity in feeding and in straining the liquor as it flows from the mill bed, both wire-cloth and blanketing being used for the purpose. As the juice of each mill is strained it falls into general receivers, and these are jacketed in all the mills visited—the object being (for these Frenchmen are exceedingly obliging in answering all questions) to heat the liquor and add lime-water when there are indications of acidity present from damaged cane, or cane that has been too long exposed to atmospheric influences. The megass is usually burned. The mont-jus, or liquor pump, is in general use for raising the liquor to clarifiers, where it is brought to the boiling point and tempered with lime-water. It is then allowed to subside. All these West Indian and American sugar-houses are well supplied with subsiders. After leaving the subsiders, the process of manufacture differs essentially from any I had previously seen, and being still undecided whether the process is better than that followed in the best colonial mills, it will probably be best to follow out the whole in detail.

Animal charcoal is in general use, but as a rule the filters are much smaller than those used at Yengarie, or the other cane sugar refineries previously visited. The filtering at these factories is, I believe, more mechanical than chemical. In several cases the bone-black looked like small dark-colored pebbles, and was quite rounded from frequent use. I am looking forward with more than usual interest to a visit during the winter and the crushing season, in order to see how this system affects decolorization of the liquor. In arranging these factories there does not appear to be any hesitation about raising the liquor by means of pumps of the mont-jus kind. I made careful inspection and enquiry touching this point, knowing well that many other conveniences in the management of colonial mills have been made to give way that the liquor may flow by gravitation from point to point in the various stages of manufacture. Here gravitation does not appear to be an important consideration in arranging a factory. The liquors and syrups are just forced to any desired elevation; and the experience of these people is worth something in such matters.

The triple-effect is in general use, although not in general favor, for evaporating the liquor. This arrangement is much the same as that used in beet-sugar factories, of which I saw two in California. It is the same also, I believe, as that used in the French beet-root factories. Each triple-effect consists of three pans of the form of huge, oblong, egg-end boilers. Each of these is a vacuum pan in the ordinary meaning of the term. The liquor in the first place is boiled by means of exhaust steam from the engines; the second by the vapor drawn from the first; the third by vapor from the second. In each case the condensed moisture from the heating coil is discharged into water tanks. When discharged from the last pan the syrup is usually of 25° Beaume.

In theory the triple pan vacuum arrangement is supposed to be the cheapest known; theory says there is no waste of heat in this process. But in practice I am disposed to believe there is considerable loss of time; and in this business time is money, literally. The appliances are also cumbersome and expensive, although iron is the usual material in building these pans. There is also a defect, inasmuch as the syrup while in the pan cannot be cleansed by skimming. When discharged from the pans it is passed through a second series of charcoal filters. In other factories the liquor is made to pass through the charcoal filters that have been previously used for syrups. It then flows into a receiver or subsider, from which it is taken into the final vacuum pans. Of these there are three in the larger factories, which turn out from 20 to 30 tons of sugar per day—the day in Gaudeloupe is as long as the men can see.

The average first sugars made here are much darker in color and much moister than I expected to find. But I was informed that much higher grades are made for export.

Ordinary centrifugals, driven by overhead gearing, are in use. I saw no improvement in them. Packing is in hogsheads.

Guadeloupe is altogether but a small island, or rather pair of islands; but it is closely populated, and the farming is really good. As in the other islands visited, the common large Ribbon canes, and a purple cane that I take to be Treboe, are in general cultivation. I also saw (to keep to Queensland names) the new Caledonian green cane, and also the Malabar; but the varities cultivated are few in number, and there was great interest manifested amongst the planters when informed of the numerous varieties of cane grown in Australia (which many of my good-natured friends cannot, I fear, help believing is one of the United States). But they are not emigrating people.

Small plantations, or farms, are the rule in Guadeloupe. The soil is of various kinds, calcereous and volcanic predominating. It is rich, and the rainfall having been regular during the season coming to a close, I had fair opportunity to see the weight of cane raised per acre, and should say that in Guadeloupe (and I travelled over the large portion of both divisions) they will send to mill about 30 tons of cane per acre. This is not so heavy as might be looked for; but then, in Guadeloupe, the cane returns mean an even crop all over the island. The farming is wonderfully even. The canefields show a delightful repetition of similar quality of soil, and manuring and working, wherever we go. The whole of the cultivated lands abound in shells, to which the surprising evenness of crops is, no doubt largely attributable.

From Guadeloupe to St. Pierre, Martinique, we had a nagging, chopping sea passage. St. Pierre is a beautiful little place, reminding one to some extent of Sydney, or of Woolloomooloo, minus magnificent Sydney harbor, however. But the houses, and the streets also, rise one behind the other, as in portions of Sydney, the whole representing a beautiful picture as we approached the land at nightfall. As at Gaudeloupe, gardens and pretty villas abound in all directions. Away up in the mountain cliffs beyond the city we could see the lights glimmer out as the fine tropical summer sun sank behind the hills, and we came under the less stormy shelter of the headlands.

Few visitors go to these islands during the summer season, at which time the weather is hot and sultry, both in the day and night. Fierce storms also sweep down upon these beautiful places, and earthquakes are by no means uncommon. St. Thomas has, on more than one occasion, been seriously shaken—almost out of existence. But it is about the most stirring place in the West Indies notwithstanding. People get used to earthquakes, it would seem.

Pretty is St. Pierre, with its fountains, continuous water supply, quaint stone houses, and the cheerfulest kind of hotels (French is the language spoken). But we are after the sugar plantations and the famed central factories, to see which we had been traveling for weeks; they are in another part of the island. Next day was Sunday; but Monday morning, bright and early, found us aboard a little coasting steamer, en route for Port de France. The distance is not great. A landing was made at mid-day, and ere evening I had been through the oldest central factory in existence, as applied to cane sugar, and also through some two or three other factories. Thanks to the attention of H. M. consular officers, and the jolly affability of these sweet-agreeable French West Indians, there was no difficulty whatever in gaining every desired information. The factories are close together too, and every facility exists for moving about on land and water. The mills were not working, so all that could be done during the two days' stay in Martinique was to see what could be seen of the machinery (mostly French and Belgian), the system of cultivation, varieties of cane grown, mode of selling as between grower and manufacturing, &c.

In the islands, and also amongst planters from various parts of the West Indies, there are very conflicting reports regarding the results of the system. And it takes some time to unravel the causes that exist for this difference of opinion. One point is undeniable, and its force is visible in Martinique and in Louisiana, where the system has been most energetically tested. In both these places, different though they are in many other respects, the sugar-producing business is most prosperous, and those connected with it are most hopeful, where the growing of cane and the manufacture of sugar are most effectually separated.

Wherever I have been, in the United States and the West Indies, with very few exceptions, the sugar business is depressed. From Guiana there are very discouraging reports. We have seen how it is in Cuba. Jamaica is said to be in a very low state; but there are marked exceptions to this deplorable state of affairs in the French West India islands. The farmers there are undoubtedly prosperous; they are a frugal, happy people, and the factories pay fair interest, I am assured, on the money invested. The most prosperous factories are those worked purely as companies, and in which the cane growers hold considerable of the capital stock.

(TO BE CONTINUED.)

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W. C. PARKE, Adminis trator.

Honolulu January 23rd, 1877. 618

DURING MY ABSENCE FROM THE HAWAIIAN Kingdom, Mr. E. T. O'Halloran of No. 31 Fort Street Honolulu, will act for me under power of Attorney, in all matters wherein I am interested.

M. McINERNY.

Honolulu, January 14th, 1877. 627

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A. S. CLEGHORN, Assignee,
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Honolulu 16th January, 1877. 627-2t

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