

HAWAIIAN GAZETTE

AN INDEPENDENT JOURNAL, DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY HENRY M. WHITNEY.

GEORGE H. DOLE, ASSOCIATE EDITOR.

WEDNESDAY, AUGUST 29, 1877.

HER MAJESTY QUEEN KAPILANI embarked on Monday evening last, under the usual salute from the Punalohi Battery, on board the new steamer Likelike, for the island of Hawaii.

A large number of passengers, embracing about ninety cabin and two hundred fifty deck also took the steamer for various parts of Maui and Hawaii. Several thousand people collected on the wharf to witness this her first departure for the windward.

Our contemporary having recovered from his recent scare about the Russians swooping down upon this kingdom and gobbling us all up, now begins to dream of intestine disorders, and advocates the formation of a navy, commencing with a "small war steamer with a good-sized gun." If it did not have any other good effect, it would give us a "prestige," and prestige is a good thing for a family or a nation to possess.

By advertisement in the official column of today's issue it will be observed that the Government has come to the very sensible conclusion to offer its fleet of steamers, old and new, for sale. Proposals for purchase will be received at the Interior Office up to Thursday of next week.

It is reported that there are several parties in the country who propose to bid for the boats, in which case the Government will at all events be able to refer to the Treasury all that the steamer Likelike has cost the nation.

We have always maintained the principle that the Government should not engage in enterprises outside of its legitimate sphere any further than was absolutely necessary to promote the public good.

Steam communication between the islands of this group is essential to the interests of commerce and trade, and up to the present time private parties have not been able to engage in it with remunerative results; but with the late change in the conditions of business here comes a probability that a steamer may be run with a handsome profit.

Consequently the Government has an opportunity to retire from competition with private interests, which all will be glad to see it avail itself of.

It is to be hoped that there will be a radical change made, with the commencement of a new epoch in steamboating in Hawaii, in regard to the loose discipline which has prevailed on board the Kilianes in the matter of passengers. Not a trip has been made by that boat for a long time in which cabin passengers have not been subjected to great annoyance by the unrestricted way in which deck passengers are allowed to wander aft and into the cabin, and in many instances to spread their mats and lay themselves down to sleep, within those precincts which are understood to be reserved for those who pay full fares.

What justice is there in compelling one man, whose skin is white, to pay six dollars for a ticket to Lahaina, and then to grant him no privileges or immunities which are not held by the native who pays only two dollars? The present system of charges for passage on the steamer is unfair, being based on the idea that the native Hawaiian, by virtue of his birth, is a privileged character.

Why should a poor Chinaman or Portuguese, because he was so unlucky as not to be born a Kanaka, be obliged, without regard to his poverty, to pay for a cabin-ticket. He may prefer to sleep on the deck forward, and to eat his own food, but he is under the ban—he is a foreigner, and therefore he must pay for luxuries which he cannot appreciate and which he will not use.

We beg to suggest that it would be an improvement which the traveling public would fully appreciate, to make the line of demarcation between deck and cabin passengers more marked, and to jealously guard against any good natured or careless neglect to enforce whatever rules may be judged proper. We would also advocate a graded scale of charges for deck passengers, corresponding to the charges for cabin passage, and an abolition of all class privileges founded on color or birth.

Let any man of whatever nationality purchase a deck-ticket if he chooses, but let it be distinctly understood that it does not convey any cabin privileges.

The great strikes which swept across the United States last month, resulting in many instances in riots, have ceased, and quiet order have been restored, and the strikers—with the exception of those in some of the Pennsylvania mining regions—have resumed work. The cause for the strikes may be found in the fact that for a year or two past there has existed all over the country a great prostration of business, and, as is usually the case at such times, the laboring class has been the first to feel the pressure, and has suffered the most from its effects.

Men who, three or four years ago, were receiving two and three dollars a day, are now thought fortunate if they can obtain fifty cents, while thousands are out of employment. As a natural consequence of this state of things ruffianism and vagrancy abound. The feeling of hatred and jealousy, which is probably always latent among the poor against the rich, is excited and fanned into flame at such periods, and ill-considered and rash indulgence in excess and acts of desperation are a natural sequence.

It is pleasant to note in connection with the late riots the vast and preponderating influence exerted on the side of order and law by the people,—that class who are the custodians of intelligence and common-sense, and who in every enlightened country constitute a moral majority, which is as solid and impregnable as the rocky barriers on the coast, against which the waves of disorder and turbulence may dash in vain.

In the words of Harper's "Weekly" the first and most obvious mark of the events of the month is not that an army is able to subdue an insurrection—a truth which is often demonstrated in Europe—but that an insurrection more general and formidable and organized of its kind than Europe has seen,

was virtually suppressed by the moral influence of the people."

The promptitude with which the citizens of San Francisco, Chicago, and some few other places, offered themselves in defense of the laws and the existing state of things, and to aid in the suppression of anarchy, excites our admiration, and presents a marked contrast to the weak and inefficient efforts which were at first made in Pittsburgh to quell the disturbance.

The plan of using blank cartridges has been tried so often and failed, that we wonder that any can be found to repeat the experiment.

The War News. THE "Sick Man" of Europe appears to be decidedly convalescent, for he is displaying, all of a sudden, an amount of energy and vitality which a few months since would have been believed impossible.

When the Russians declared war it was generally assumed that they were abundantly competent to administer the thrashing which the naughty Turk merited on account of her treatment of Christians, and England—the ancient patron and ally of Turkey—began to consider the matter of intervention, and an increased activity was seen in her arsenals and navy-yards, and her people instinctively became bellicose and anti-bellucose.

But the recent events prove that England need not have ruffled her feathers, for the Moslem appears to be fully able to take care of himself. In fact, now that he has been roused from his lethargy, and has stretched himself it would not be beyond the bounds of possibility if he should be transformed from an invalid into a thorn in Europe's flesh, which all the armies of Christendom, including England's, may yet be forced to combine to remove.

Since the disaster at Plevna, reverses have been the order of the day with the Russians. General Gourka, in command of the army south of the Balkans, has sustained a shattering defeat at Eski-Sagra which will probably compel an abandonment for the present of the ground gained in Roumania. In Bulgaria, the Turkish commanders, Osman Pasha and Mehmet Ali, have given the enemy another heavy whipping at Timovo, inflicting, if the report be correct, a loss of fifteen thousand in killed and wounded.

The indications are that the Turks are rolling back the Russians upon Sirova, and that the army south of the Balkans may be entrapped and utterly annihilated. The town of Bezanik, at the southern entrance to the Shipka pass, has been recaptured by the Turks, and they hold Solvli which lies on the northern slope of the mountains.

It is said that the Car feels keenly his failure to carry out his programme, but it appears that he is not disposed to abandon the campaign, but on the contrary, he is redoubling his efforts against the enemy. A call for two hundred thousand men has been issued at St. Petersburg, and the Emperor is said to be disappointed to find that he is probably to be disappointed to find that Plevna will be the object of another grand effort on the part of Russia to retrieve her waning fortunes, but the time necessary to perfect the preparations will of course be utilized by the Turkish commander, and as his troops have the advantage of holding both fortifications, it is not unlikely that they may hold a hundred and fifty thousand assailants at bay as completely as they have fifty thousand.

But whatever the Russians have to do, must be done quickly, for the inclement season is fast approaching, and military operations must be suspended for the winter. The probabilities are that no efforts which the Car can put forth during the present season will avail to redeem Russian prestige from the shocks which it has received, and whether in the embarrassed state of the Empire, the campaign can be continued into another year may be doubted.

Regular Correspondence from San Francisco—No. 6. SAN FRANCISCO, August 28, 1877. AN INTERESTING COMMUNICATION so long established between San Francisco and your port. The new Hawaiian Steamer, the Likelike, is expected to arrive here on her way to Honolulu, and her trial trip was not made until August 25th.

The establishment of the steamer line to Honolulu with the prospect of an increased number of monthly trips will prove every one interested in the advancement of your commercial affairs.

Around the world at prominent events which have transpired since your last letter would fill many a good page of which we have probably reached you by sailing vessels leaving here in July. Newspapers have had no room for the details of the trial trip, and we are glad to hear that you were not so much disappointed in time, and that the trial trip was not made until August 25th.

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reduction of their employees wages, but upon the outbreak of the strike in the East the company with the exception of the Chinese, had no other means of the roads on the Pacific Coast. But the rough, the idle and dissipated in this city have a grievance that grieves the Chinese—this patient man of toil whom we are trying to push away from our shores with the cry "there is no room for you here, this is a white man's country," while we stand in need of cheap labor at such a price as you do in Hawaii.

Inspired by the deeds of violence at the East, and stimulated by the news which daily made the East-ward-bound steamers, several hundred strong, would take possession of the street, and marching through them would destroy every Chinese wash-house in their way, by demolishing them and by applying the torch. Numerous fires were started in this way which threatened to devastate the city.

The rough congregated at the Pacific Mail Steamship Co. wharf, and the intention of burning the steamers which brought the Chinese here. They failed in this, but set fire to the lumber yard on the wharf and a conflagration was started which was kept lighted up the Southern sky far into the night and destroyed a great amount of building materials. Citizens were alarmed and aroused. The municipal committee met and sent a strong force of police, and the police force was too small. A large Committee of safety or Vigilance Committee was organized consisting of our best citizens. Pick handles were bought up by the thousand as clubs with which to arm the committee who had offered their lives to protect property and the homes of the city.

What is a Name? Some time ago a newspaper started the rumor that the new Hawaiian steamer was to be named the "Leaky," and San Francisco began to smile. The report then got out that she was to be called the "Leaky," and San Francisco began to smile. The report then got out that she was to be called the "Leaky," and San Francisco began to smile.

On Friday morning last at 10:30, the Likelike left her berth at the Pacific Mail Dock with a large party of invited guests, to make her trial trip. After exchanging signals with the Pensacola she steamed for Hunter's Point Dry Dock. She then steamed to the wharf, and the trial trip was very satisfactory.

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SHIPPING.

For San Francisco! The American Bark Helen W. Almy

Widdison, Master. Will have quick dispatch for the above Port For freight and passage apply to

CASTLE & COOKE, Agents.

For Hongkong Direct. Will sail on the 5th Sept., 1877

The Fine A 1 Clipper Bark

Harriet N. Carlton, 873 tons register.

Captain George T. Harkness. Has most excellent accommodation for passengers; and will be ready to receive cargo in a few days.

Apply to AVONG & ACHLUK, Agents.

FOR SALE, If applied for immediately.

The Schr. "Alata," 95 TONS REGISTER.

Two years old; Coppered and Copper-fitted; is a big cutter, and sails well. It is in fine order, and ready for service.

Apply to R. F. CHAPMAN, 101 N. B. Street, Honolulu Office.

FOR SALE, FREIGHT OR CHARTER.

THE FINE SCHOONER GIOVANNI APIANI! 85 TONS REGISTER.

Apply to CHAS. LONG, 101 N. B. Street, Honolulu Office.

PACIFIC MAIL STEAMSHIP COMPANY.

THE SPLENDID STEAMSHIP CITY OF SYDNEY! DEARBORN, COMMANDER.

WILL LEAVE HONOLULU FOR SAN FRANCISCO On or about Tuesday, Sept. 11th.

FOR SYDNEY VIA AUCKLAND! THE SPLENDID STEAMSHIP ZEALANDIA CHEVALIER, COMMANDER.

On or about Sept. 20th, 1877.

For Freight and Passage, apply to

H. HARKNESS & CO., Agents.

Our Agents for shipment of your steamer can now be stored in the steamer's warehouse free of storage.

TIME TABLE OF THE STEAMER LIKELIKE

MERCHANT, MASTER.

Tuesday, September 4, 1877. Circuit of Hawaii

Wednesday, September 11, 1877. Circuit of Hawaii

Thursday, September 18, 1877. Circuit of Hawaii

Friday, September 25, 1877. Circuit of Hawaii

Saturday, October 2, 1877. Circuit of Hawaii

Sunday, October 9, 1877. Circuit of Hawaii

Monday, October 16, 1877. Circuit of Hawaii

Tuesday, October 23, 1877. Circuit of Hawaii

Wednesday, October 30, 1877. Circuit of Hawaii

Thursday, November 6, 1877. Circuit of Hawaii

Friday, November 13, 1877. Circuit of Hawaii

Saturday, November 20, 1877. Circuit of Hawaii

Sunday, November 27, 1877. Circuit of Hawaii

Monday, December 4, 1877. Circuit of Hawaii

Tuesday, December 11, 1877. Circuit of Hawaii

Wednesday, December 18, 1877. Circuit of Hawaii

Thursday, December 25, 1877. Circuit of Hawaii

Friday, January 1, 1878. Circuit of Hawaii

Saturday, January 8, 1878. Circuit of Hawaii

Sunday, January 15, 1878. Circuit of Hawaii

Monday, January 22, 1878. Circuit of Hawaii

Tuesday, January 29, 1878. Circuit of Hawaii

Wednesday, February 5, 1878. Circuit of Hawaii

Thursday, February 12, 1878. Circuit of Hawaii

Friday, February 19, 1878. Circuit of Hawaii

Saturday, February 26, 1878. Circuit of Hawaii

Sunday, March 5, 1878. Circuit of Hawaii

Monday, March 12, 1878. Circuit of Hawaii

Tuesday, March 19, 1878. Circuit of Hawaii

Wednesday, March 26, 1878. Circuit of Hawaii

Thursday, April 2, 1878. Circuit of Hawaii

Friday, April 9, 1878. Circuit of Hawaii

Saturday, April 16, 1878. Circuit of Hawaii

Sunday, April 23, 1878. Circuit of Hawaii

Monday, April 30, 1878. Circuit of Hawaii

Tuesday, May 7, 1878. Circuit of Hawaii

Wednesday, May 14, 1878. Circuit of Hawaii

Thursday, May 21, 1878. Circuit of Hawaii

Friday, May 28, 1878. Circuit of Hawaii

Saturday, June 4, 1878. Circuit of Hawaii

Sunday, June 11, 1878. Circuit of Hawaii

Monday, June 18, 1878. Circuit of Hawaii

Tuesday, June 25, 1878. Circuit of Hawaii

BONA FIDE CLEARING SALE.

AT

A. S. CLEGHORN & Co's

FORT STREET STORE!

COMMENCING

Saturday, Sept. 1st, 1877!

The Greatest Inducements Offered

THIS SEASON,

To Cash Purchasers!

S. GRANT, Manager.

New Goods, New Goods

Fort Street Store!

RECEIVED PER STEAMSHIP LIKELIKE,

A Full and very Choice Assortment

Ladies' Clothing.

Ladies' Dressing Saques.

Ladies' Kid Gloves, Opera Shades.

Misses' Pleated Gabriels.

Boys' Bask & Skirts, Ruffled.

Blouses, &c.

N. B.—The above as well as a large Selection of other kinds of

STAPLE & FANCY DRY GOODS!

Will be Sold at the Lowest Possible Rates.

S. GRANT, Manager.

PRICE LIST

OF THE

GREAT EASTERN AUCTION HOUSE

60 Fort Street, Honolulu.

Black Grenadines, plain and striped..... per yard 0 25

Mohair Dress Goods..... per yard 0 25

Delage Dress Goods..... per yard 0 25

Hamburg Net..... per yard 0 25

Black Cross Silks..... per yard 1 00

Black Silk Velvets..... per yard 1 00

Black Silk Fringes..... per yard 0 65

Corsets (100 bobs)..... per pair 1 75

Linen Dresses (3 pieces)..... per yard 5 00

Scarf Netts (all silk)..... per yard 0 25

Black Dress Silks..... per yard 0 25

Parrotines (silk lace)..... per yard 0 25

Yard wide Brown Cotton, best..... per yard 0 12 1/2

Towels..... per doz. 0 75

Turkey Red Table Damask..... per yard 1 00

Ladies' Linen Handkerchiefs..... per doz. 0 12 1/2

Ladies' Initial Handkerchiefs (extra fine)..... per doz. 0 50

Men's Initial Handkerchiefs..... per doz. 0 75

SCOTCH TWEED SUITS..... per suit 5 00

We call special attention to our complete assortment of KID GLOVES

which for elasticity and durability cannot be excelled.

Also, a Full Line of Hamburg Edging

AT THE

GREAT EASTERN AUCTION HOUSE!

60 Fort Street, Honolulu.

Valuable Real Estate

FOR SALE

WALTHAM WATCH CO.

The Lands of Kaawaloa & Kealeakoua

These Two Lands

COMPRISING

An Area of 12,260 ACRES!

Containing a great variety of Soil, Climate and Forestry.

The whole Property will be sold on reasonable terms,

with all the embankments and improvements; or it may be

separated into separate divisions, on suit purchasers.

First, a large estate, mostly about the