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Hawaiian Gazette.

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Hawaiian Gazette

10-PAGE EDITION.

TUESDAY, FEB. 24, 1891.

THE YOUNG WIDOW.

She is modest, but not bashful,
Free and easy but not bold;
Like an apple, ripe and mellow,
Not too young and not too old;
Half inviting, half repulsive.
Now advancing, and now shy—
There is mischief in her dimple,
There is danger in her eye.

She has studied human nature;
She is schooled in all the arts;
She has taken her diploma
As the mistress of all hearts.
She can tell the very moment
When to sigh and when to smile:
Oh, a maid is sometimes charming!
But a widow—all the while.

Are you sad? How very serious
Will her handsome face become!
Are you angry? She is wretched,
Lonely, friendless, fearful, dumb!
Are you mirthful? How her laughter,
Silver sounding, will ring out;
She can lure and catch and play you,
As the angler does the trout.

Ye old bachelors of 40,
Who have grown so bald and wise:
Young Americans of 20
With the love-looks in your eyes;
You may practice all the lessons
Taught by Cupid since the fall;
But I know a little widow
Who could win and fool you all.
—[Wide Awake.]

Senator Sherman on the Nicara-

gua Canal.

(From an interview in the Philadelphia Press.)

"Has the government in hand any proposition of moment, any constructive proposition?"

"I am glad you asked me that. We have just reported from our committee, the Foreign Relations Committee, of which I am Chairman, a bill to aid in the construction of the Nicaragua Canal. It was concurred in by Republicans like Mr. Everts, Mr. Edmunds, etc., and also by the Democratic Senators like Mr. Morgan, Mr. Eastis, and others. You know that there was a treaty made with Nicaragua in Arthur's time concerning this canal. We were then tied up by our relations with other governments, and could not bring the matter out before the public. Mr. Cleveland withdrew that treaty. The seal of secrecy has been taken off, and a report has been made by the full committee to acquire the rights of the Nicaragua Maritime Company, which has spent \$4,000,000 and done some important preparatory work. The proposition is for the government to indorse the bonds of this maritime company and use it merely as a constructing company; the United States being virtually the owner of the canal. The work, besides, is to be done under the American Army engineers. It will cost \$100,000,000. It will take about six years to do the work. We shall then have accomplished, in my opinion, a far more important work than the Suez Canal. The commerce of the west coast of South America will come almost due north to New York.

The commerce of California and Oregon, which has to go around Cape Horn, will come through the canal to all portions of the Atlantic Coast. The commerce of Oceania and Asia will to a large extent take this channel. We report that with the lowest tolls which can be imposed upon the tonnage, the canal will bring \$8,000,000 a year revenue at an interest charge of about \$3,000,000 upon the government indorsement. This work is worthy of the American people at the close of their century of government. It appeals to the imagination, and will be a magnificent monument for the energy of our nation to have left to succeeding times."

Laundry Lessons.

Put white clothes to soak over night in tubs of cold water with a tablespoonful of powdered borax in each tub.

Iron white clothes on the right side, but calicoes, gingham, etc., on the wrong side, to produce the lustreless effect seen in the new material before it has been laundered.

White silk handkerchiefs must not be dampened, but pressed with a moderate iron when entirely dry.

Starch table linen slightly, bed linen not at all. Who does not recall with a shudder the night she slipped all over a starched pillow.

Do not rub flannels on a board. The main thing is quick drying, and that they be washed and rinsed in water of the same temperature very quickly, and not allowed to cool between.—House-keeper's Weekly.

LATEST FOREIGN NEWS.

By the arrival of the O. & O. S. S. Gaelic (en route for Yokohama and Hongkong) on Saturday evening, we have news dates to the 14th inst., of which the following is a summary:

The Pacific Cable.

The President of the Pacific Cable Company told a S. F. Call reporter at Washington that the bill for the Pacific cable as reported by the committee having it in charge would pass Congress. The special committee appointed to make this report are mostly Eastern men and have considered it as a national matter. While the Democrats as a whole oppose granting subsidies, yet they do not consider this as a subsidy in the usual sense, and will support it. The Western Union rather favors it. Norvin Green of the Union had no financial interest in the matter, nor did he expect to have, but stated that English and Canadian capital contemplated a similar enterprise, and it would be much better for the United States, commercially, to have control of the Pacific cable. It would in this way gain a stronger hold on the trade of the Pacific Ocean, and in addition to its commercial influence, would enable the United States to increase its political standing with the Sandwich Islands. It is also thought that John Muckay will not oppose it, for the reason that a Pacific cable, backed by American capitalists, will be of general benefit to the country, and in this way benefit all the telegraph companies, as they will share in the trans-Pacific business.

Hartwell said that if the bill was passed the company would lose no time in getting to work. Lieutenant Clover, U. S. N., has assured him that soundings can be made, giving all the information desired within three months after commencing the work.

The Secretary of the Navy has promised to do this work without delay. It is calculated that within eight months after awarding the contract to the construction company the cable will be completed to Honolulu, and in General Hartwell's language, "You can just tell your people in the morning that, if the bill goes through, we will be ready for business by New Year's morning."

The Canadian Situation.

The Canadian situation attracts much attention at London, and the Government manifests great concern over the outcome of the campaign. It is felt that Canada is about to decide the momentous question affecting all of the English colonies. The Government recognizes the fact that active measures are necessary to revive the drooping trade between Canada and England. Last year there were only \$12,000,000 worth of Canadian imports, while from the United States England took \$79,000,000 worth.

As a means of weaning Canada from any longings after reciprocity or absorption, the British Government has decided to back to an almost unlimited extent the projected mail routes to Japan and Australia, via the Canadian Pacific Railway.

The new route, it is claimed, would affect a saving in time of thirty hours between England and Chicago, as compared with the New York route. Eleven days after leaving London a passenger would be in Vancouver. Its competition with the San Francisco route would be important in view of the fact that the new route would be 900 miles shorter to and from Europe.

Masons Coming.

In regard to the Masons who contemplate a visit to the Islands, the S. F. Call says: "Messrs. Louis Glass, Asa L. Wells, and William Center, the committee-appointed on the pilgrimage to the Sandwich Islands, with instructions to ascertain the most favorable season for the trip and probable cost thereof, have concluded that the month of April and May are the most desirable and have selected for the outward trip the steamship Australia, which sails from this city on Tuesday, April 14th, arriving at Honolulu the following Tuesday, and for the return voyage the Mariposa, leaving Honolulu, Thursday, May 7th, arriving home the following Thursday, thus giving sixteen days' time on the islands. The cost of the round trip for one person is placed at \$168, which will include all traveling and hotel expenses, as well as a trip to the volcano. Those who do not desire to visit the latter object of interest will save \$50 and can re-