COMMERCIAL.

SATURDAY, MAY 16, 1868.

Our marine record, which does not report a single foreign arrival and but few coasters, is the surest index of the business of the port the past week.

Besides the *Idaho* and *D. C. Murray*, which sailed on Saturday last, we have to report the departure of the *R. W. Wood*, on Wednesday, for San Francisco, with a cargo of refinery sugar, and the British brig *Clio* for Hongkong, via Wake's Island.

The bark *Clara R. Sutil* has a full cargo of sugar and Island produce, and sails on the 19th for San Francisco.

The schooner *Alaska* is loading for Portland and takes Island produce.

The ship *Robert L. Lane* is hove down, receiving a new suit of copper. She will not be able to leave for some time yet.

The sale of the bankrupt stock of Isaac Reinhardt will take place on Tuesday and Wednesday next. It embraces the usual assortment of a retail dealer.

The mail by the *William Wilcox* may be looked for early next week, with dates to about May 1st.

Latest gold quotation, 139@140.

COMMERCIAL ITEMS.

The Pacific Elastic Sponge Company is incorporated recently, Capital stock, $50,000, in 500 shares, for upholstering with sponge instead of hair and pulu.

BOSTON, April 16.—An auction of Chilian wool to-day realized the following prices: Chilian merino, 25@29½c; Chilian mestigo, 21½@26½c; Valparaiso carpet wool, 19½@22c, currency; 200 bales of Valparaiso carpet wool, new clip, 15½c, cash, gold.

There were 50,732,332 bushels of grain received at Chicago during the past year, and 1,814,000 barrels of flour. Of the grain received, 12,000,000 bushels were wheat, and 23,000,000 corn. The number of hogs received was 1,995,092; cattle, 328,368; pounds of hides, 21,983,000; pounds of wool, 10,000,020; and of lumber, 882,000,000 feet.

The use of tobacco appears to be steadily extending in the United Kingdom. In 1841, a population of 26,700,000 consumed 22,096,181 lbs.; in 1851, a population of 27,347,000 consumed 27,734,786 lbs.; and in 1861, a population of 28,887,000 consumed 35,423,846 lbs. In 1865, the population was estimated 29,360,000, and the consumption of tobacco for that year was set down at 38,726,272 lbs. Thus the consumption of tobacco was 1 lb. 5 oz. per head of the population of the British Isles.

The California papers claim that, in proportion to its size San Francisco is the busiest city in the world. The annual exports are about $70,000,000; the imports nearly as much; the manufactures are worth nearly $20,000,000; the real estate sales amount to $12,000,000, and the cash value of the land, buildings, and movable property of the city is about $200,000,000, although assessed for taxation at only $80,000,000. It sends away about forty tons of silver and six tons of gold every month.

The capacity of the Pacific Railroad to carry passengers cheaply is matter of doubt. From Chicago to Omaha, the distance is 492 miles by the Chicago and Northwestern Railroad, and the fare is 3c. per mile. By the Rock Point Railroad the fare is 4c. per mile. From Omaha, by the proposed route, to San Francisco is 1,950 miles, or 2,400 from San Francisco to Chicago at 4c. per mile, the fare would be $96. The rates of travel on the Eastern roads varies from 2c. to 4c. per mile. The Illinois Central fare, 454 miles, is 3c. per mile. The New York Central, 298 miles, is by law 2c. per mile—there is a movement to have it raised to 2½c. per mile. The New York and Erie charges 3c. per mile. The Hudson River road, 2½c. per mile. These rates apply usually to the through as well as to the way fare. The precise rate of course depends upon the extent of local travel and the strength of competition for the through travel.

THE PACIFIC RAILROAD—ELEVATIONS AND DISTANCES.—The following table shows the distances between and the elevations above the level of the sea of the principal points on the Pacific Railroad, from Omaha to San Francisco:

	Distance in miles.	Above Sea level feet.
Initial point on Missouri River, Omaha	—	965
One hundreth meridian	247	2,504
Base Rocky Mountains	517	6,019
Summit Evans' Pass	548	8,242
Laramie River	578	7,175
Summit Rattlesnake Pass	618	7,560
North Platte	667	6,695
Bridger's Pass	690	7,534
Green River	829	6,092
Reed's Summit	910	7,556
Salt Lake City	1,035	4,285
Cedar Mountains	—	4,994
American Desert	1,161	4,480
Humboldt Mountains	—	6,125
Humboldt City	1,243	5,220
Truckee River	1,525	—
Nevada and California State Line	1,560	—
Summit Sierras	1,620	7,042
Western Base of Nevada Mountains	1,709	—
Sacramento City	1,716	(tidewater)
San Jose	1,836	"
San Francisco	1,890	"
Omaha via Union Pacific to Railroad and branch to Denver	630	5,303

Ships' Mails.

FOR WINDWARD PORTS—Per Kilauea, Monday.
FOR SAN FRANCISCO—Per Clara R. Sutil, Tuesday, 19th.
FOR KAUAI—Per Nettie Merrill, on Monday.

PORT OF HONOLULU, H. I.

ARRIVALS.

May 9—Schr Kamaile, Adams, from Molokai.
9—Schr Odd Fellow, from Hawaii.
10—Schr Mary Ellen, West, from Maui.
10—Schr Lilia, from Molokai.
10—Schr Warwick, from Molokai.
10—Schr Owana, from Maui.
10—Schr Mary, from Hawaii.
12—Schr Yette, Johnson, from Kauai.
13—Schr Luka, for Kauai.
14—Schr Hattie, Nika, from Kauai.
14—Schr Mathilda, Berrill, from Lahaina.
14—Schr Hokuleie, from Maui.
15—Schr Kate Lee, Crane, from Maui.
15—Schr Mannokawai, Antone, from Maui.
16—Schr Nettie Merrill, Lambert, from Kauai.

DEPARTURES.

May 9—Am stmr Idaho, Connor, for San Francisco.
9—Am bark D C Murray, Bennett, for San Francisco.
9—Schr Kate Lee, Crane, for Maui.
9—Schr Mary, for Kauai.
9—Schr Hattie, Nika, for Kauai.
9—Schr Active, Cluney, for Hawaii.
11—Schr Ka Moi, Powers, for Maui.
12—Schr Warwick, for Molokai.
12—Schr Owana, for Molokai.
12—Schr Kamaile, Adams, for Molokai.
12—Schr Odd Fellow, for Hawaii.
13—Schr Yette, Johnson, for Kauai.
13—Schr Mary, for Hawaii.
13—Haw bark R W Wood, Jacobs, for San Francisco.
13—Brit brig Clio, Cargell, for Hongkong.
14—Schr Luka, for Kauai.
16—Schr Hokuleie, for Maui.

EXPORTS.

FOR VICTORIA—Per Mauna Loa, May 8th:

Molasses, galls	11,812

FOR SAN FRANCISCO—Per D. C. Murray, May 9th:

Hides, lbs	2880	Sugars, lbs	562673
Molasses, galls	24520	Tobacco, lbs	160
Value, Foreign	$ 132 00		
Value, Domestic	42,030 47		

FOR SAN FRANCISCO—Per Idaho, May 9th:

Bananas, bnchs	335	Lumber, Koa, feet	1332
Hides, lbs	29260	Pulu, lbs	8585
Limes, No	10000	Sugars, lbs	1215407
Value Domestic	$60,808 97		

FOR SAN FRANCISCO—Per R. W. Wood, May 12th:

Bottles, No	3320	Pulu, lbs	10556
Hides, lbs	9160	Sugar, lbs	741443
Value, Foreign	$ 150 50		
Value, Domestic	36,678 69		

FOR HONGKONG—Per Clio, May 12th:

Fungus, lbs	11567	Quicksilver, lbs	16241
Metal, old, lbs	9293	Rice, lbs	960
Value, Foreign	$6,187 57		
Value, Domestic	2,873 78		

PASSENGERS.

FROM HILO—Per Odd Fellow, May 9—J Hiller, E Everett, R Newcomb, A W Carter, S M Carter, R Andrews, W C Weedon, G W Wilcox, J Meek, and 3 Chinese—12.

FOR SAN FRANCISCO—Per Idaho, May 9—J W Davenport and wife, Miss G Baker, Rev J F Pogue, E P Adams and son, Messrs J T Waterhouse, Brinkerhoff, Bunnell, Frank Brown, Mann, Girvin, Chase, Manter, Capt Pierce, Frink, Newman, Karlon, Gibson, Hernstein, Thomas, Rouse, Mumford, Stamp, Morton, Karlon, Bush, Hendrickson, Kinlay, Coleman, Gardiner, Jones, and Mr and Mrs Lewis—34.

FOR SAN FRANCISCO—Per D C Murray, May 9—Mrs Geo Leonard and child, Dr G P Judd, Mrs G P Judd, Miss Kate Harris, Chas Makee, Sherman Peck, Mrs S Peck, Capt James Makee, Mrs Makee, C Bayden, Mrs Bayden, Sarah A Bayden, E Green, Mrs Green, Ella Green, A L Smith, Mrs A L Smith, J A Smith, W F Smith and 2 children, Sam Burbank, Thomas Cross, W Gandy, J Gandy, Capt J Paty, E Kemm, Miss Bebb, J Hunt, Edward James, John Green, W B Lake, R Thomas, S P Ames, M Gurney, J Enos, J Vincent—38.

FOR HONGKONG—Per Clio, May 12th—Mr and Mrs Gibbs and child, Mr Pritchard—4.

FOR SAN FRANCISCO—Per R. W. Wood, May 12—August Ehlers, Mr and Mrs Giusti—3.

BIRTHS.

In Honolulu, on the 15th inst., the wife of Mr. H. Swinton, Jr., of a son.

The giant specimen of the Dracœna Draco, or Dragon Tree, growing at Orotava, in the Island of Teneriffe, was destroyed during the Autumn of 1867, by a gale of wind. It was first brought into general notice by Humboldt, some sixty years ago, and was computed by him to be six thousand years old.

THE ENGLISH CHURCH IN IRELAND.—English Debates were never so significant and outspoken as within the last few weeks. Even Ministers have ceased to select language for the concealment of their thoughts. Last night! (shall we ever get familiar with the fact that we in New York, as others in London, read last night's Debate in Parliament at our Breakfast Table this morning!) Mr. Gladstone demanded that the "Irish Church should cease to exist as an Establishment." This "is broad English, and be——to you!" as Sir Walter Scott once said. Now, if the British Government has the wisdom to *do*, what once British Statesman had the courage to *say*, a long step toward the pacification of Ireland will have been taken.

Mr. Disraeli as the new Premier of England is the theme of articles which would be tedious by their number were they not so varied in their tone. Some writers affect to consider the exaltation the reward of merit. M. Forcade in the Revue des Deux Mondes is in ecstasies, and talks of his "illustrious friend" as though he were the greatest prime minister England ever possessed. Ingenious critics search through Mr. Disraeli's novels and reproduce a few of their characteristic expressions. Punch sketches him as receiving from the House of Commons the present of a birch, as the new headmaster,—after the manner of Eton. Another of the satirical papers has a cartoon in which he is entering the royal presence as Vivian Grey, who has been "sent for." But the best effort in this direction is an engraving in which he is represented as at the top of a greasy pole waving his cap, while Gladstone and Russell are at the foot tired with fruitless attempts to climb it.

THE PACIFIC
Commercial Advertiser.

SATURDAY, MAY 16.

News of the Morning.

The topic of absorbing interest the past week has been the proposed subsidy to the California steam line. The discussion before the Committee on commerce has elicited a great diversity of opinion *pro* and *con*, and the arguments have been very full. The Committee will probably report to the house, on Monday or Tuesday, and the main question, whether it shall be granted, will probably be decided during the week. It is claimed by the supporters of the measure that it will pass by a small majority, while those opposed also claim a large majority against it.

In the Assembly yesterday, the very liberal appropriation of $63,838 was passed for the military. This includes about $5,000 for the volunteer corps. The item of $10,000 for Minister to Washington was postponed at the request of the Minister of Foreign Affairs, and that of $5,000 for Foreign Missions passed. The vote was a tie—speaker deciding it, by his vote in favor. The record on this question shows the real state of parties in the House—eight out of the 26 representatives recording themselves *as ministerial supporters.*

The election for representatives in South Kona takes place to-day, and so far as we hear, but two candidates are in the field—A. F. JUDD, Esq., of this city, and PAHUKULA, a native of the district, who can command a strong support, if he makes the effort. The KONA PACKET which will be due about Tuesday, ought to bring advices of the election.

On the next page, we insert the particulars of the poposed French polar expedition. From another source we learn that it will not arrive at Honolulu till January, 1869, so as to start from here as early in the spring as is practicable. It is liberally endowed, the sum of $120,000 having already been pledged towards it. Whoever first enters the open Polar Sea, will be the great hero of the nineteenth century—be he Frenchman, Briton or Yankee.

It is pleasant to have the dull monotony of our island life relieved with an occasional Concert. Last week no less than three choirs were rehearsing for concerts—the Kawaiahao, Kaumakapili and Fort Street church. This latter is assisted by several amateurs, and it is proposed to give a concert on Friday May 29, for the purpose of raising funds to pay for the new organ now building in Boston for the church. The programme embraces a greater variety than has been customary on former occasions. The concert on Thursday evening next at Kaumakapili church, will well repay those who attend, if we may judge from previous performances there.

We look for the next mail by the ship WM. WILCOX early next week. If she sailed on the 2d, she will be due on the 20th, as the average of passages during the month of May is 18 days. She will bring New York letters and papers to April 10th.

The National Republican Convention meets in Chicago on Wednesday next, May 20, to nominate candidates for President and Vice President. General Grant will unquestionably be the nominee for the former position, and some person from New York or Pennsylvania will be selected for the vice presidency—probably some one as yet hardly thought of.

The bark CLARA R SUTIL will sail for San Francisco on Tuesday next, taking the regular foreign mails, which will close at the post-office about noon. She ought to make the passage over in eighteen or twenty days.

The KILAUEA has been thoroughly overhauled during the past week, inside and out, and for her looks pretty trim. Her machinery works finely, and her speed is good. On her last trip up, she arrived at Lahaina at four o'clock A. M. She leaves for Kona on Monday next. Why not send her around Hawaii the next trip following?

The weather, which for two weeks past, has been stormy, wet and unpleasant, with a dark gloomy atmosphere prevailing, has improved a little the past day or two, though our usual clear and sunny skies have not returned. Madame Pele has succeeded in disturbing the meteoric elements around us very considerably of late.

The outward stream of passengers still continues, nearly every vessel taking a full complement. It is said that rats always forsake a sinking ship. We trust there is no occasion for the simile to be applied to us. Certain it is, that we are not making the progress which our vaunted superiority of climate and resources would warrant us in expecting.

Hon. John Ii, while riding to church at Ewa last Sunday, fell or was thrown from his horse, and sustained severe injury.

The remarks of several of the leading London press on the accession of Disraeli to the Premiership, will be found on our fourth page.

The Legislature.

The reports of the Assembly given to-day include Thursday's proceedings. By special resolution Mondays, Wednesdays and Fridays have been set for the consideration of the Appropriation Bill, which has been acted on as far as the Department of Foreign Affairs and War.

A long and spicy debate took place on Wednesday on the motion to vote $10,000 salary to the Minister, the same as for the previous biennial period. A number of the representatives favored a reduction to $8,000, but there appeared to be no preconcert of action on the motion, and the result was a mortifying split among the representatives, a majority voting for $10,000, which amount passed by the strong vote of 22 to 14.

Now it would facilitate matters very much, and hasten the business of the Assembly, if the representatives could meet in caucus and decide on some concert of action regarding items or bills where any doubts exist as to whether they should be supported or opposed. For instance, on this item of the Minister's salary, had they met together, discussed the measure, and learned that the salary was raised solely at the special request of the King at the last session, that there was little probability of decreasing it, and unwise to attempt it, two hours of debate might have been saved. So on other items of the bill, and on any laws before the House, there should be some discussion prior to the meeting, so that any action taken may be as unanimous as possible. If it be found best to reduce any items or oppose any bills, it can thus be done unitedly and knowingly. In this way, all misunderstandings may be avoided, harmony preserved, and the business of the session expedited.

We notice that the proceedings of the House are conducted rather loosely, and not strictly up to parliamentary practice. For instance, on Wednesday, the House being in Committee of the Whole on the question to vote $10,000 salary to the Minister of Foreign Affairs, Hon. E. H. Boyd in the chair. The chairman was allowed to vote. According to parliamentary usage, the presiding officer can only vote in case of a tie. It was of no great consequence in this matter, but shows the carelessness of the House in allowing the violation of established rules.

The bill to reduce the horse tax, which was brought in last week by Mr. Keawehunahala, proposed to change the reading of the present law, so that the tax would be fifty cents instead of one dollar on horses over two years old. The Ministers opposed the measure, contending that the decrease of revenue would be large. An amendment was made to include all horses, and after some discussion, the bill was referred to a select committee, headed by its originator. The committee reported back the bill on Thursday, with the following changes:

1.—All horses valued under $50, to pay 50 cents tax.

2.—All horses valued over $50 and under $100, $1 tax.

3.—All horses valued over $100, $1 tax and one per cent. on the excess over $100.

The principle on which the new bill is based is so equitable that it received the support even of the Ministers, and passed its second reading almost unanimously. As it applies *to all horses of any age*, none can now escape taxation, and the probability is that it will yield at least two-thirds the amount of taxes collected under the old law, which was $30,000 a year.

The reduction of the horse tax has long been called for by the common people, and it is a very popular measure. It was amusing to see how the Ministers changed their base, from strong opposition to a united support of the measure. Last session, when they controlled the House, every proposition of the kind was voted down instanter, and a member was hardly allowed to open his mouth on the subject. But times change.

The Ministers are still governed by the same narrow-minded policy which has so long characterized them. In every bill presented by them in which public notice is required to be given, they seek to require by law that such notices be inserted only in the *Gazette* and *Au Okoa*, the circulation of which papers is not one-third that of the independent papers. All persons should be allowed to advertise in such papers as they choose.

As far as the Appropriation Bill has been acted on, there has been no reduction from last session's appropriations, but on the contrary an increase of $23,000.

The balance of $160,000 in the treasury may prove to be a curse to the country, by creating prodigality in our expenditures, and advancing many items in the Budget beyond a prudent limit. Some of these, once raised, will be very difficult again to reduce, should the revenue, from any cause, show a falling off.

While the Assembly should be liberal in voting appropriations for roads, barbors and necessary improvements, it should listen with extreme caution to all motions for increase of salaries. Where a person, in the service of Government, is engaged in outside business, his salary should never be raised, and in some instances it may be well to reduce it. So with such officers as have perquisites. The Legislature should know just what these are, and how much they amount to. A few years ago a gentleman was employed by Government to take charge of a bureau, which he held for some years, receiving a large percentage of the income. On investigation by the Legislature, it was found he was receiving an income larger than any person in the public service except the King, and he soon after left the country, withdrawing some forty or fifty thousand dollars. While every faithful officer—foreign er or native—should be granted a generous support, no one should be allowed to receive double what it is supposed he is paid. All such leaks should be stopped.

Roads and Internal Improvements.

While the Legislature is liberally voting away the public income, increasing salaries beyond the legitimate calls of the public servic, while it proposes to vote a large sum for steam subsidies, and for a palace, and a still larger one for the military, the great and vital necessity of providing good roads throughout the country should not be overlooked nor undervalued.

It is one of the chief duties of every government to open good thoroughfares through the various sections of the country, that travel may be facilitated, and the farmer and producer get his produce to market without incurring delays and expenses that consume its value. Here is one of the great drawbacks we labor under—it costs so much to get produce to market, owing mainly to poor roads, harbors and conveyances, that there is little or no incentive to increased labor in the more remote sections.

Every session of the Assembly brings scores of petitions from each of the islands, but more especially from Hawaii, praying for improved roads. These documents are formally referred to a Committee, and in too many instances are reported back with the simple suggestion that they be laid on the table till the appropriation bill is taken up. Thus the matter is deferred, and when the bill comes up it is found that so many extras have already been inserted in it and passed, that it is too late to entertain any motion for increased road expenditures.

Thus the people of Maui have been compelled to tramp, tramp, tramp for thirty years over an execrable amountain road, when the judicious expenditure of a few thousand dollars would have opened a nearly level road around its base, connecting Lahaina by a good cart road with the fertile Wailuku district and the still larger districts of East Maui. The road made recently from Maalaea bay to McGregor's landing, shows what can be done and also furnishes data for the cost. Two or three miles more of similar work will connect Lahaina and East Maui. For this new work, whatever appropriation may be required should be voted at once.

But Hawaii, more than any other island, needs the vigorous aid and assistance of the Government. The whole mountain district of that large island—from Kau to Kohala, from Kohala to Hamakua, and from Hamakua to Hilo and Kau—half a million acres, more or less—is a beautiful, healthy and exceedingly productive belt, capable of sustaining a population of half a million. In its present condition, almost inaccessible from bad roads, it is virtually a *terra incognita*.

Having recently ridden through the lee country of Hawaii, from Kahuku to Kohala, our notes regarding it and the roads there may serve to throw a little light on this subject, as many of our government officers have scarcely traveled over that island, and know little or nothing of its wants.

From Kealakekua to Kau the mountain road runs at an elevation of three or four thousand feet, and from two to five miles from the sea. It is the same track which has been traveled for twenty or thirty years, and varies in width from four to twenty feet. In most places, however, it is little else than a simple horse-path, varying in roughness from the almost impassable lava *aa* to the smooth mountain turf, which is met in small patches.

Over the *aa* streams, which vary from one to five miles in width, the road is a disgrace to the nation. The only exception is a short line of some eight miles of road recently constructed between Kapua and Kahuku, by the Hon. W. T. Martin, now a member of the Legislature. It was commenced by him, with a width of six feet, with two more feet on each side for the embankment and to strengthen the roadway. This made the road, really, about ten feet wide, and being firmly built, and the embankment having sloping sides, it has well withstood the late heavy earthquakes. After making four miles of this broad gage, he received orders from the Interior Department to reduce the width to *four feet*, and the remaining three or four miles is of this width, and so narrow that two pack mules can not pass each other. We saw an instance where two animals being unable to pass, one had to turn back to find a place where he could turn out of the road. This "penny-wise and pound foolish" system marks too many of the roads on Hawaii, where the Government appear to think that every dollar spent is thrown away. Even over the *aa* streams, the width ought not to be less than ten feet, so that carts can use it when necessary.

Through other sections, where it can be more easily made, the width should be from ten to twenty feet. Mr. Martin's work has been well done, and the road is as straight for miles and almost as level as a railroad. We felt, as we rode over its smooth, well-graded and sodded surface, at a pace of not less than six miles an hour, that the man who can construct such a road as that, may safely be entrusted with the road superintendance throughout that island. No one can ride over it without admiring his skill.

From Kapua (twenty-seven miles south of Kealakekua) to Kalaoa (twenty-eight miles north of Kealakekua) a total distance of fifty miles, the road runs through a fine belt of mountain country, frequently through beautiful groves of Koa, tutui, ohia and breadfruit trees, where orange and coffee trees are abundant, and where grass grows spontaneously from one to two feet high, leaving the inference that all the hay required in Honolulu might be gathered here. Though stony, and in some places exceedingly so, fruit trees and cane thrive everywhere. In riding along, one alternately sees groves of mammoth banana, orange and coffee trees, intermingled with cotton, awa, sweet and Irish potatoes, taro, &c. On every side the richest tropical luxuriance exists.

Through this district a good broad cart road should be built, and a liberal appropriation made for it. It cannot be finished in two years, but a beginning should be made. People will never locate in this fine but secluded district until the roads are improved. Not long ago three robust farmers came here from California to locate, having a little capital each, who wished to settle on Hawaii, and make for themselves a home in our mild climate. They visited that island, traveled through Kona, saw the beautiful country and the bad roads, and returned disgusted with the idea of locating in a country where they could not get their lumber, timber and produce to market without more expense than it was worth. Their experience is that of hundreds who come here with more or less capital, and with the intention of settling down.

Between Kealakekua and Kailua the roads are better than in the remaining portion of the section referred to. As a natural consequence, the population has become more dense, and there are more life and energy displayed in it than in almost any other part of Hawaii. Everywhere neat farmhouses dot the country, and the evidences of thrift and industry are seen. The roads even here might be improved by filling in the ravines, thus lessening ascents and descents of the hills.

From Kalaoa to Kawaihae, a distance of twenty-five miles, the road leads over several wide streams of *aa* and *pahoehoe*, and is almost impassable. A horse that can travel two miles an hour over it, makes good time. Probably little or no improvement has been made in it for the last twenty-five years. Were each of His Majesty's ministers required to travel over these Hawaii roads once a year, as a part of his official duty, there would doubtless be some changes seen.

What is needed on Hawaii is this: *a good mountain road around the entire island*, not less than ten nor more than twenty feet wide. Such a road with branches to the seaports, would open up a rich section of forest and farm lands, that are now comparatively waste and uninhabited. It will cost money—not less than sixty thousand dollars. But the road once well built, will last with slight annual repairs, for twenty-five years or even fifty. Its cost should not be begrudged. It is the duty of the nation to provide good roads, and that island, which is supposed to contribute to the exchequer one third of the revenue, ought to receive in return a larger proportion of the expended funds than she does.

The work should be placed in good hands, and inefficient agents should have nothing to do with it. No very large appropriation ought to be made this year, but enough to complete surveys, and make a commencement in the construction of good roads in each district. It will take ten years, at least, to finish the work, and the sooner it is begun, the sooner will that island be opened up to a thriving and industrious population, and a return in the way of increased value of property and increased produce be realized, and its forests of Koa and other timber become available.

The Steamer Subsidy.

MR. EDITOR:—I believe you did an injustice to many opponents of the subsidy to the California, Mexico and Oregon Steamship Co., in your last issue, with reference to the grounds of those in opposition, and propose to recall a few of the objections urged against it.

The propositions of the company first excited some surprise in the minds of business men, from the fact that the company stated that they were losing money on the one steamer running with a subsidy of $5,600 per trip, and yet proposed to run a second with a subsidy of $8,125 per trip. It was plain that there must be greater loss on the second boat than the first, unless the company intended to furnish a vastly inferior vessel, such as they furnished the Mexican Government for a war vessel, that they expected to run off the sailing vessels, and by exorbitant rates of freights make up their losses, or by displacing the packets, and then demanding a higher rate of subsidy when the term expired for which this was asked. Either one of these courses, which are characteristic of steamship companies, or wondrously philanthropic motives not common to that class of business corporations, actuated them in their offer, and neither of those courses, it is admitted, would be favorable to our interests. It is true the company could well afford to agree not to charge over $6 per ton, for two years, for in the pursuance of their most natural course, they would have to carry for less than that, for that length of time, in order to run off the packets. Considerations of this nature were well calculated to excite profound thought among planters and merchants.

Men who regarded political morality in the country of some value were surprised to learn that the machinery for lobbying private bills through the Legislature, which has proved so baneful an influence in California, was to be established here; that ample provision was made for convivial influences, lobby agents engaged, and all those subtle manipulations so common in California politics were to be among the first blessings of steam communication.

It was shown to the Committee that it has always been the policy of steam lines, and the practice of this one, to drive off all opposition, and then raise the rates of freight and passage; that this Company did so in the Oregon trade, and that the citizens of Portland were obliged, at great loss, to run an opposition line for their own protection; that the increase of freights to $10 per ton would tax the products of the Kingdom $150,000 per year; that it was not always easy to get together sailing vessels of the proper description to replace those driven off; that it would be hard to obtain such, especially when an established line was ready to oppose them by a reduction of rates, whenever such opposition became of enough importance; that freights had already been higher since the steamer ran than before; that influence sufficient had been brought to bear to prevent the lumber vessels which used to lay on the route from doing so, and consequently so much competition was prevented; that sugar and molasses, our chief products, were to a very small extent carried by steam from any sugar growing country; that carriage by steam was naturally more expensive than sail, and that consequently it would enhance the cost to the consumer, the cost of imports, and decrease the net result to the planter and shipper of shipments; that these were the causes which led to the discontinuance of steam between Mauritius and Europe, and the employment of sail for sugar and molasses carriage between the West Indies, Europe and the United States; that the other exports of the Islands were not large enough to warrant the subsidy, and that the limited market for their sale probable for the next two years prevented their increase, except at loss to the producer; that on no other route in the world was everything so favorable to sailing vessels, and such regularity and dispatch possible; that we were already, and had been for two years, in more frequent communication with San Francisco than we would be with eighteen trips by steam, and that the regularity of such communication was nearly as great; that with the ten trips already guaranteed to us, and the sailing vessels which would be kept employed in the trade, ample facilities of communication were provided, doubtless greater than those enjoyed by any other nation of equal size, wealth and importance in the world.

It was urged that the principle of subsidies was useless for so short a term; that at the end of two years we should be worse off than now; that this subsidy was only aiding the Company during the time they would be making temporary losses to enable them subsequently to subject us to high charges; that subsidies were given by maritime nations to enable their citizens to compete with others in commerce; that we occupied a favorable position in this respect; that our carrying trade was the subject of competition; that we were forfeiting that position, and would be unnecessarily paying money to ask people to do what their own interests were leading them to do; that it was derogatory to the dignity of this Government to subsidize vessels *not under its own flag*.

In behalf of the Company, the advantages suggested were of a nature very indefinite and problematical. It was said that steam always helped a country, and yet it had to be admitted that sometimes steam lines were prematurely established, and sometimes failures. The saving of interest and insurance was urged with great force; but the figures showed that if based upon the eight extra trips for two years, which is all the advantage our subsidy really brings us, that it included less than a quarter of the business of the country, for but one-half of it is with California, and more than half of that will be done by the ten trips we already have. It was shown that the saving of interest to us would be small; that owing to the way we do our business, but little of that advantage would come to us, most of it being to the advantage of San Francisco; but still if the whole amount claimed be admitted, one and a quarter per cent. on half the trade of the country, it was more than offset by the extra cost of carriage by steam. The same reason keeps the West India and Mauritius planter from employing steam.

It was urged that we needed labor and capital; but it was shown that labor and capital were worth more in California than here, and therefore could not be expected to come here. It was asserted, and not denied, that were it not for the restrictions placed by the laws of this country upon the emigration of natives, that the greater demand of California would take away what labor we now have. The existence of those laws, and their necessity, is proof that we cannot compete on even terms with other interests for the labor of our own people. It was shown that we have no room for the profitable employment of more capital at present; that the rate of interest is decreasing among us, and capital is idle; that any stimulation of our products just now would be disastrous; that the cultivation of a few hundred tons of rice would not supply the demand, and that our present supply of sugar was greater than could be profitably disposed of, and would be so till California was more thickly settled and demanded more, when we would naturally grow enough to supply the demand. A want of labor is felt, but that cannot be expected to come from California to this place.

In answer to the general argument of the benefits of steam communications, it was shown that it was chiefly beneficial where a new country of great resources and large markets to supply were placed in connection with old countries, where the surplus of population and capital could be drawn to the new; where it was necessary to connect some outlying territory to the other parts of the same nation, or when the trade of two countries of immense populations demanded it. None of these conditions exist here. It was acknowledged that some time in the future it might be that the second steamer would be necessary; but that now the Hawaiian interests to be served by it for two years did not justify the subsidy.

It was also urged upon the Committee that the result of bringing small places into frequent communication with great cities, had always resulted in more benefit to the large cities; instances were cited of towns in the United States which had a fair foreign trade of their own, but which deserted them for the larger cities as soon as the travelling facilities were increased; it was urged that the tendency of the absorption, by the large centres, of all trade, and of making small places tributary to large ones, which we see everywhere working, was the result of steam communications. Victoria once subsidized a steamer to San Francisco; but the fact was soon shown that such frequent communication tended to make Victoria merely a commercial dependency of San Francisco, without foreign trade of her own, and now the steam between the two ports is entirely in the interest of San Francisco.

It was urged that a temporary subsidy for two years might result in encouraging lavish expenditure, and when the subsidy was withdrawn, its renewal would be demanded by the company or the steamer withdrawn, while if left to its own resources and the demands of the trade, the expenditures would be based upon such resources and be more likely to be permanent; that should the attempt to run a second steamer fail after the two years, it would damage the interests of the islands more than aid them.

It was admitted by those favoring the subsidy that such would be the course of trade, and that direct trade with Europe and Atlantic states would doubtless cease. It is plain, then, that the cost of living would be increased, our lines of foreign packets would be withdrawn; the carrying of oil freights would go into the hands of others, and every interest of the Hawaiian islands would pay tribute to San Francisco, and especially to the line of steamers which could and will control our trade, and the Hawaiian islands would soon be a mere commercial dependency of San Francisco.

This result was looked forward to by the San Francisco merchants, and to hasten it they petitioned congress to subsidize a line of steamers. This result is, in the course of events, natural and inevitable; but that this Government should pay for its consummation does not seem so plain. The United States Government of course is actuated by its own interest. That political dependency should follow the commercial dependency of this country is just as natural and inevitable. We could not, if we would, stop this irresistable conclusion, but we certainly are not called upon to hasten it.

It was urged that the Financial condition of this country did not warrant such a subsidy, that this Government should devote its resources to the opening of inland roads, where none existed, rather than pay for sea roads, as the line was called, where one already exists and which belongs to another power; that the building of light houses, and support of them, free of expense to the commerce of the port, of breakwaters, improvement of harbors, and aiding inter-island steam navigation and Hawaiian industrial enterprises, demanded every dollar of the revenue, and that the throwing open of public lands free to actual settlers would do more to invite labor and capital and stand more to their credit with posterity than bequeathing it an annual debt of $5000 per year. It was urged that the anticipated expense of this Government was $8 per head to its inhabitants, while that of the United States was but $4—and that for a small nation of 60,000 inhabitants to pay a subsidy of over $3 per head of its taxable population to a foreign line of steamers was unprecedented and unwise.

A word as to the action of the ministry in this matter; some of the cabinet have deemed it their duty instead of favoring a fair discussion of this matter on its own merits, to assume the part of log rolling agents of the private interests involved, they have with the usual tendency of small minds failed to see anything but interested motives in the opponents of this measure, and have publicly accused them of such. The spectacle of cabinet ministers entering into, and with, the lobbying schemes of private interests, is not a pleasant one. A dignified exposition of their views before the Assembly and a willingness to leave the decision of the Representatives of the people most interested would have been a better one.

The sacrifices which they are willing to make for the success of this measure excite great surprise, they opposed the reduction of the public revenue $10,000 a year on the horse tax question, till in some way the passage of the subsidy seemed to hang upon it, when lo! they yield to the reduction, that their pet scheme may not be prejudiced. This seems to be the only rational interpretation of their conduct. No wonder the Representatives wish to curtail the ministerial salaries, that men of less extravagant public and private tastes may take their places.

That steam communication between these islands and San Francisco is assured to us is not doubted, and that it will increase in accordance with well known laws is believed; that political and commercial considerations, solely in the interest of California, led to its establishment is a fact, and that it will succeed with all its results may be held certain; but that this people should pay for it is not so manifest.

H. A. P. C.

MR. EDITOR:

I respectfully beg leave to inform you that H. I. M.'s Commissioner and Consul has placed in our hands the sum of 375 francs, to be applied to the relief of the poor people who have been injured by the earthquake of the 2d inst., to be disposed of without any distinction between Catholics and Protestants—misfortune being the only reason for granting assistance.

I have been very happy to comply with the desire of Mr. Beranger, and you would oblige me very much by acknowledging in your paper the offering, and returning our thanks to our benefactor.

Your most obedient servant.
CHS. POUZOT,
Catholic Priest.

Hilo, April 20, 1868.

A VOCAL & INSTRUMENTAL CONCERT,

IN AID OF THE FUND FOR THE

RELIEF OF THE PEOPLE OF KAU,

WILL BE GIVEN

AT KAUMAKAPILI CHURCH, BY ITS CHOIR:

—ON—

THURSDAY EVENING NEXT, MAY 21,

Commencing at a quarter to 8 o'clock.

TICKETS, $1 each for Reserved Front Seats

625 **Back Seats, 50 Cents.** 1t

NOTICE.

MR. C. H. ROSE WILL ATTEND TO MY BUSINESS during my absence from the Islands.

E. P. ADAMS.

Honolulu, March 17, 1868. 625 1m

NOTICE.

THE UNDERSIGNED, INTENDING TO leave this Kingdom, hereby requests all persons indebted to him to make immediate payment, and those having claims against him will please present the same.

C. F. PFLUGER.

Honolulu, May 13, 1868. 624 4t

NOTICE.

A SPECIAL MEETING OF MECHANIC ENGINE CO. No. 2, will be held at their Rooms THIS (SATURDAY) EVENING, May 16th, at 7½ o'clock. A full attendance is required. Per Order. JAMES W. McGUIRE, Foreman.

625 1t

ATTENTION, HOOKS!

A SPECIAL MEETING OF HOOK AND LADDER CO. NO. 1, will be held THIS (SATURDAY) AFTERNOON, at 5 o'clock, at the Room of the Company. By Order.

625 1t G. W. HOUGHTAILING, Foreman.

ROSE MARKET, KING STREET.

G. RISELY

HAS OPENED THE ABOVE MARKET for the sale of

PORK AND PORK SAUSAGE,

—ALSO—

Beef Sausage, Corned Pork and Beef, Spiced Beef, &c., &c. G. Risely has made the best Pork Sausage ever made on these Islands, and he will do it again.

Thankful for past favors, he will be most happy to supply all who may favor him with a call. 625 1y

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FIRE WOOD.

WE ARE PREPARED TO FURNISH FIRE WOOD of the best quality, Ohia, Koa or Neneleau, at our landing, near Hilo Bay, in quantities to suit.

HITCHCOCK & BROTHER,
Hilo, Hawaii.

☞ For particulars inquire of

625 3m CASTLE & COOK, Agents

ESTRAYS.

TWO LARGE BULLOCK, ONE black and one spotted white and black. Also two Heifers, colors black and red. The same to be had on application to E. P. CHURCH.

625 1t At Punahou.

JANION, RHODES & CO., Commission Merchants,

Victoria, Vancouver's Island.

N. B.—Particular attention paid to consignments of Sandwich Island Produce.

Victoria, V. I., January 1, 1863. 625-1y

Carmine Ink.

THE BEST QUALITY, IN ASSORTED sized bottles. For sale by

625 1m H. M. WHITNEY.

Selling Off! Selling Off!

SELLING OFF!

At Cost Prices and Below!

FROM THIS DAY,

AT THE STORE OF C. F. PFLUGER,

—THE—

Entire Stock of Clothing!

PLAIN AND FANCY

DRY GOODS!

Boots, Shoes and Hosiery,

GENTS.' FURNISHING GOODS!

&c., &c., &c., &c.

—ALSO—

ONE SUPERIOR NEW ROSEWOOD 3 STRING COTTAGE PIANO.

- 1 Superior large ½-inch thick Gilt Mirror.
- 2 Superior large Koa Glass Show Cases.
- 1 Superior double Koa Glass Show Case with Stand.
- 1 Large square 4 feet high Show Case.
- 1 Revolving Showcase, with clock-work complete, in running condition.
- 1 Superior Koa Side-board.
- 1 Superior Koa and Kou polished Centre Table.
- 1 Black Walnut fancy Etager.

All the above will be Sold for Cash or Approved Paper.

Ladies and Gentlemen of Honolulu please call and convince yourselves of the fact.

C. FRED. PFLUGER.

Honolulu, May 13, 1868. 625 6t

Letter Sheets,

WITH MAP OF THE HAWAIIAN ISLANDS printed on them, can be had at the Bookstore.

624 **Price 12½ Cts., or $1 per Dozen.** 1m

The National Republican Convention, which is to convene at Chicago on the 20th of May, will comprise 634 delegates, including those from the southern States, 418 have already been chosen, 216 more are to be elected from the following States: Illinois, 32, May; Iowa, 16, May 7; Minnesota, 8, May 13; Kansas, 6, March 25; Nebraska, 6, April 29; Nevada, 6, April 8; California, 10, March 21; Oregon, 6; New Hampshire, 10; Delaware, 6; Virginia, 20; North Carolina, 18; Alabama, 26 Louisiana, 14; Texas, 12; and a remainder of the delegates for Maine and Massachusetts, in which States alone is the district system observed. There are threatened contesting delegations (in whole or in party) from Pensylvania, Maryland, and California.

California, Oregon and Mexico Steamship Co.'s

San Francisco and Honolulu Route.

The Company's Fine A 1 Steamship

"IDAHO!"

F. CONNER, Commander,

Will run between Honolulu and San Francisco by the following Time Table:

DEPARTURES.	ARRIVALS.
From Honolulu........May 9	At San Francisco.....May 22
From San Francisco...May 28	At Honolulu..........June 9
From Honolulu........June 15	At San Francisco.....June 28
From San Francisco...July 4	At Honolulu..........July 16
From Honolulu........July 21	At San Francisco.....Aug. 3
From San Francisco...Aug. 10	At Honolulu..........Aug. 22
From Honolulu........Aug. 28	At San Francisco.....Sept. 10

Rates of Passage have been Reduced

—TO—

CABIN, - - $50 | STEERAGE, $30

Through Freight to Portland and Victoria will be taken at reasonable rates, and

LIBERAL ADVANCES MADE ON ALL SHIPMENTS PER STEAMER.

Insurance guaranteed at lower rates than by sailing vessels. Particular care taken of shipments of Fruit.

All orders for Goods, to be purchased in San Francisco, will be received and filled by return of steamer.

624 3m H. HACKFELD & CO., Agents.

For Bremen or Hamburg.

THE HAWAIIAN CLIPPER,

R. W. WOOD,

H. JACOBS........MASTER,

Will be Dispatched for either of the above Ports,

Immediately on her return from San Francisco,

For freight or passage, having superior Cabin accommodations, apply to [625 2m] H. HACKFELD & Co

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THE FINE

SCHOONER LILIU,

Will Run Regularly to Hana, Maui, touching at Molokai occasionally.

For freight or passage, apply to the Captain on board, or F. S. PRATT, at the office of (625 6m) C. A. WILLIAMS.

THE

SCHOONER OWANA!

Will ply as a Coaster to Ports in Koolau, Oahu.

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Hawaiian Packet Line

FOR

SAN FRANCISCO!

THE FINE CLIPPER BARK

Clara R. Sutil!

N. C. BROOKS, Master.

Having the greater part of her cargo engaged,

Will have Immediate Dispatch for the above Port.

For Freight or Passage, having Superior Accommodations for Cabin and Steerage Passengers, apply to

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THE FINE NEW CLIPPER SCHOONER

"ALASKA,"

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Having a large portion of her cargo already engaged.

Will have Immediate Dispatch for the above Port.

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CAPT. NIKA.

Carrying the Hawaiian Mail without Subsidy!

Will leave Honolulu Every Saturday, at 4½ P. M., Returning, will leave Nawiliwili every Tuesday afternoon. For Freight or Passage apply to

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FOR VICTORIA, V. I.

THE A 1 BRITISH BRIG

Robert Cowan!

J. A. GARDINER, MASTER.

Will Sail for the above Port on Tuesday, May 12.

For freight or passage apply to

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NEW GROCERIES!

Per IDAHO.

NEW GOLDEN GATE EXTRA FAMILY FLOUR,
New Graham Flour,
Oatmeal, Buckwheat, Rye Meal,
Boxes White Maccaroni,
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Best California Hams,
Best Streak Bacon,
Smoked Beef, Smoked Salmon,
Pacific Codfish,
Dried Peaches,
Japan Tea in papers, assorted brands,
Japan Tea in papers, Fan brand,
Best Comet Tea in papers, Standard brand,
Cases Table Fruits,
Cases and bxs Saloon Bread
Cases Hatch's Cream Cheese,
Cases Jellies in glass—quarts and pints,
Tins Crackers, assorted,
California Oats and Bran,
Fresh Cranberries,
Maple Sugar,
New Onions, Russian Turnips,
Clear Pork, Brine Hams,
Split Peas, Sparkling Gelatine,
Boxes Pure Starch,
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ALSO, ON HAND.

Japan Tea in Jars and Boxes,

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Large Supply of best Family Groceries!

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HOMER'S ILIAD, BY EARL DERBY, 2 Volumes.
Confucius and the Chinese Classics.
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