

LOCAL AND GENERAL.

Buy an Aermotor. Hon. Paul Neumann has returned. No incandescent lights now-a-days. The Hilo Journal is an over "preserved" affair. The Honolulu Diocesan Magazine is out for the quarter. The Yamashiro Maru arrived with a lot of immigrant laborers. Nearly all drapings have been removed from the buildings of Honolulu. Work on the new iron market on the Esplanade is progressing rapidly. Mr. Geo. Dall drew the plans for the new school building to be erected at Hilo. Some newly furnished rooms to rent on Hotel street, opposite the Y. M. C. A. hall. Tenders are asked for bids for the erection of a schoolhouse at Hilo, and for others on Maui. Just read Messrs. H. Hackfeld & Co.'s new announcement elsewhere and see what they have to offer. Messrs. Castle & Cooke will transact the business of Mr. Jas. B. Castle during his absence from the Kingdom. Mr. E. I. Spalding will attend to the business affairs of Spreckels' bank during Hon. W. G. Irwin's temporary absence. There are a few people who evidently have places worn on every steamer, for they are always there when a steamer leaves. The Hawaiian Hotel dining room presents a very lively appearance these days, but Mr. Lucas, the Steward, keeps all in perfect order. The association having in charge the monument fund are pushing their work. Thousands of receipts have been sent out, with more to follow. Mr. John Sheldon returned from Kaala. Koolan, the early part of this week. On his return, he found his house in ruins and all his valuables gone. The S. F. Call of February 23d says, Edgar Saltus, the well-known author, is expected to arrive in San Francisco in a few days, on his way to the Hawaiian Islands. At a meeting of the Hawaiian Baseball League, held yesterday, it was decided to open the season on April 11th. A committee was appointed to prepare a schedule of games. Burglars entered the premises of Mr. Jas. Campbell at Kapiolani Park Saturday night, and carried off costly rugs, dresses, etc. A watchman was on the premises, but did not see anyone around. Her Majesty the Queen has appointed the following gentlemen to be members of her Privy Council of State: Hon. R. F. Bickerton, J. O. Carter, C. B. Wilson, W. H. Cornwell and F. S. Pratt. Capt. King temporarily fills the captaincy of the Kinau, made vacant by Capt. Lorenzen's appointment as port pilot. It will likely be decided by the return trip of the Kinau who will be her permanent captain. The officers of the Union Iron Works for the ensuing year are: President, A. J. Cartwright; Vice President, Robt. More; Treasurer, J. N. S. Williams; Secretary, G. E. Boardman; Auditor, W. A. Bowen. Hon. Charles B. Wilson March 9 assumed the duties of Marshal of the Kingdom in place of Mr. C. L. Hopkins, resigned. Mr. John C. White, the Fire Marshal, succeeds Mr. Wilson as Superintendent of the Water Works. A San Francisco paper of February 23d has the following item: The wedding of ex-Assemblyman Louis J. Frank of Redwood City and Miss Tessie Hyman, an acknowledged belle of Honolulu, will take place on the 3d prox. Her Majesty Queen Liliuokalani, accompanied by Mrs. C. A. Brown, Mrs. C. B. Wilson, and Mrs. C. Clark, occupied the parlor car placed at their services by Manager Dillingham for an excursion over the Oahu Railway Tuesday. A tourist returning from the Volcano by the Kinau reports having been "scared out of six months growth." He stated that while standing on the floor of the crater a chasm suddenly opened just before him to a depth he did not stop to calculate. The U. S. Congress adjourned at 12 noon March 4th. The usual compliment coming from the party in the minority was not paid Speaker Reed. His own party had to present the resolution. This is the third time in the history of the American Congress that this act of courtesy, etc., has been refused the speaker.

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A number of captains of whalers came by the Alameda. A large audience was present to hear the Bohemian Girl. J. W. Luning was married to Mrs. M. M. Gray on Saturday. Some land on Nuuanu street below School street is for sale. The Rice Evangeline Company took a drive to the Pali Saturday. The Catholic Bishop of Fiji was a through passenger by the Mariposa. Airs from the opera of Mikado are again becoming popular about town. Commander John J. Read has been ordered to the U. S. S. Iroquois for duty. The Triton killed a 100-barrel sperm whale off Lanai last Sunday afternoon. Lord Raynam is ill. Dr. F. L. Miner is attending him at the Hawaiian Hotel. In about three weeks, by the Oni Maru, another lot of Japanese laborers are expected. The stockholders of the O. R. & L. Co. elected their officers, February 28th, for the ensuing year. Rev. H. H. Gowen has given a definite announcement that he has no intention of returning to Honolulu. Floral tributes were both great and many for different members of the opera company Saturday evening. An interesting letter from Ponape appears in another column. The natives seem to be holding their own bravely. The body of Emma Abbot was cremated at Pittsburg February 16th in accordance with a provision of her will. Capt. M. Staples returned to Honolulu by the Alameda. After attending to some business he will return to the States. Many of the through passengers of the Mariposa took advantage of the vessel's stopping by taking in Honolulu sights. Mr. J. D. Pope will deliver his oration on "Emmet and his lady love, Sarah Curran," at the Y. M. C. A. hall Wednesday evening. Mr. C. J. Lyons, assistant in charge of meteorology, has laid on our table a copy of his Report of Meteorology, a small pamphlet of twenty-five pages. One of the Japanese immigrants has been taken to the hospital on account of pleurisy, the result of contracting a severe cold en route from Japan. The passengers on the Alameda appreciated the music of the Hawaiian Band at the wharf; the bandmaster, Prof. H. Berger, was almost covered with leis. Frederick Stein, reported among the foreign items as being a brother-in-law of the Emperor of Japan, was not married to one of the royal family, but probably to a plebeian woman. If the ladies step into the Popular Millinery House when they go shopping they will surely find something that will suit them in the dress material line. See N. S. Sachs' new announcement in this issue. The funeral of Antone Marshall, about 58 years old, took place Friday afternoon at 3 o'clock. The deceased was a former native of the Azores, but had long resided on the Islands. He died at 12:30 Friday morning, and was buried in the Catholic cemetery. Mr. Arthur T. Robinson, a sugar planter from Mauritius, called at our office on Friday. He visits these islands to inspect our method of planting and harvesting cane, as well as our mill work. He will go to Maui next Monday, thence to Hawaii, returning in time to take the Mariposa on April 9 for Sydney. We bespeak for him the kind attentions of planters and others he may meet on his tour.

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Rainfall for February, 1891.

Table with 2 columns: Location and Rainfall amount. Locations include Oahu-Government Station, Kulaokaha, Honolulu Town, Lower Nuuanu, Electric Station, Nuuanu, Luakaha, Nuuanu, Waikiki (Park), Honouliuli, Ewa Plantation, Maui-Kula, Von Tempsky, Spreckelsville, Hawaii-Pepeekeo, Okaia, Hilo, Paunani, Moore, (300 elev.), Paunani, Lyman, (1,100 elev.), Waimea, North Kohala, Ostrom, Kailua, Volcano House, Pohoiki, Kanae-Kealia (beach), Lihue, Koloa.

Where stations are very near together, only the record of oldest one is given, except in case of marked difference. All reports will appear in the annual or official report. Observers are earnestly requested to send in returns promptly. C. J. Lyons.

THE BOHEMIAN GIRL.

The Fourth Performance by the New York Opera Company. Saturday evening the New York Opera Company gave their fourth performance at the Hawaiian Opera House, on which occasion they presented Balfe's romantic opera in four acts "The Bohemian Girl" with the following cast: Arline..... Miss Camille Moori Gipsy Queen..... Miss Fannie Myers Buda..... Miss L. Carmen Thaddeus..... Mr. Robert Stantini Count..... Mr. Silvain Langlois Devilshoof..... Mr. Wm. H. Hamilton Florestin..... Mr. Edward Torpi Officer of the Guard..... Mr. C. Dean First Gipsy..... Mr. Chamberlain Every seat in the house was taken and many had to stand. It was a very fashionable audience and also an enthusiastic one. In the royal box were His Ex. Governor Dominis, Hon. A. S. Cleghorn and Capt. Shepard of the U. S. S. Mohican. Of the execution of this opera, we cannot speak in too high terms of praise. It was undoubtedly the best performance the company has yet given, though it must be said that their previous performances were excellent. There is a good deal of dialogue in "The Bohemian Girl," and at times considerable humor which was most enjoyable. To produce a change of opera at each performance (three in one week) is not an easy task, but to place them upon the stage in so excellent a manner, both musically and dramatically, as this company has done, is a feat of which they have a right to be proud, and for which they have earned the thanks of all opera loving people. It is not our intention (with one exception) to speak of the cast singly, but to speak of the presentation of the opera as a whole. It was well presented throughout, everyone doing their best and thoroughly deserving the unstinted applause that was awarded during the evening. As Mr. Edward Torpi on this occasion made his first appearance in a role, it would not be right to go further without referring to his excellent work as Florestin. He is a splendid comedian and made quite a hit. Tuesday evening the company will present Verdi's opera in four acts entitled "Rigoletto" or the fool's revenge. Reserved seats may be secured at Mr. Levey's office.

THE MAIL BILL PASSED. The Mail Contract bill has passed at last, in just the shape in which it has been favored by the Examiner. As it stands now, it is not a subsidy grab, but a clean provision for honest compensation for service rendered the public. The bill provides for contracts for carrying the mails on steamers of American build. Ships of the first class are to be of not less than 8,000 tons burden and 20 knots speed. Those of the second class are to be of at least 5,000 tons and 16 knots. Those of the third class are to reach 2,500 tons and 14 knots. Those of the fourth class are to be of not less than 1,500 tons and 12 knots. The vessels of the first three classes are to be built in accordance with the plans of the Navy Department and are to be suitable for use as cruisers in time of war. The pay is to be \$4 per mile for each outward voyage to steamers of the first class, \$2 per mile for steamers of the second class, \$1 per mile for those of the third and 66 2/3 cents for those of the fourth class. If the Alameda and Mariposa should meet the requirements of the Navy Department they would fall in the third class, and would draw \$1 per mile, or \$7,200 per voyage. At the rate of a voyage per month this would give the Oceanic Company \$86,400 a year. But it is probable that the company will immediately try to gain the benefit of higher rates by building larger ships and running them oftener. A fortnightly service with vessels of 5,000 tons would pay \$14,400 every two weeks, or \$74,400 a year. The difference would be worth having. The passage of this bill means the salvation of our Australian and Asiatic lines from Canadian competition. It also means, in all probability, the improvement of the Panama service, the extension of the Pacific Mails lines down the west coast of South America, and the establishment of steam communication with Tahiti and other ports of the Pacific. It will be a great thing for San Francisco. And now that we are to have the ships, when are we to be allowed to have something to carry in them?—Examiner, March 3.

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OUR SAN FRANCISCO LETTER.

Per O. S. S. Alameda, San Francisco, March 7, 1891. (From our special correspondent.) Sugar Market and News. NEW YORK, March 7th.—Cuban centrifugal 96 deg. 3 11-16, granulated 65-10. The local sugar market is quiet and without feature with the exception of an advance of one-half cent per pound for white sugar, which now rules at 6 1/2 cents. Hawaiian is still arriving at a lively rate and finds its way to the consumer as fast as it can be put through the refinery. Just before the close of the session of Congress, a bill was passed which permits refiners of sorghum sugar to withdraw spirits free of the internal revenue tax for use in refining and to redistill the same under proper Government regulations. This will be a great benefit to the sorghum sugar men. The Shipping Bills. The Lower House of Congress gave the shipping bills, tonnage, etc., passed by the Senate, about as cold a reception as was accorded the Pacific Cable Bill, and on the wind-up of business they were all defeated, with the exception of a compromise measure known as the Marine Postal Subsidy Bill. It was made a part of the Postoffice Appropriation Bill, and appropriates \$1,250,000 for the transportation of foreign mails in American vessels. The defeat of these important measures was foreshadowed in our last advices and was largely due to the stubbornness of Congressmen Clinie and Geary, the Democratic members from California, who persistently opposed the measures, despite the urgent requests of the leading merchants of this city and the Democratic State Central Committee. Had these gentlemen not been possessed of the idea that the measures were undemocratic, the tonnage bills, granting bounties to both steam and sailing vessels, would undoubtedly have been passed. When the Republicans saw that the bills were doomed to defeat, they succeeded in having them re-committed for the purpose of arranging a bill more satisfactory to the Democrats. This they succeeded in doing, and the result was the Marine Postal Subsidy Bill, the provisions of which are as follows: The Postmaster-General is authorized to contract, after due advertisement, with the lowest responsible bidders for terms not less than five nor more than ten years, with American citizens, for carrying mails on American steamships between points of the United States and such foreign ports, excluding Canada, as in his judgment will best promote the postal and commercial interests of the United States. The compensation to be paid for mail service is as follows: First class \$4 per mile; second class \$2 per mile by shortest practicable route for each outward voyage; third class \$1 per mile; fourth class two-thirds of a dollar per mile for the number of miles required by the Post Office Department to be traveled on each outward voyage. The Postal Subsidy bill as above briefly outlined was signed by the President and is now a law. While it is far from being what was desired and expected from Congress, it is a step in the right direction, and far better than nothing. It will give the Australian, Hawaiian, and Asiatic steamship lines a chance for their lines in the fight against the subsidized Canadian trans-Pacific steamship lines, and will probably result in the improvement of the Panama service, a semi-monthly service to Australia, the extension of the Pacific Mail Company's lines down the west coast of South America and the establishment of steam connection with Tahiti and other isolated Pacific ports. The Pacific Cable Measure Defeated. Since last advices to the ADVERTISER, Congress has had more or less of a struggle with the Pacific Cable bill, and at one time just before the session reached its closing hours there were bright prospects for the success of the measure. The bill went through the Senate all right as an amendment to the Diplomatic and Consular Service bill, but the Democrats in the House fought the cable amendment hotly from first to last, and finally refused to accept it. A conference was ordered with the Senate, and as a result the latter body was notified that the House would not accept the amendment. This action took place in the last hours of the session and as it threatened to defeat the passage of the Diplomatic bill in this Congress, the Senate was forced to recede from its amendment and the bill was finally passed with the cable clause stricken out. As Congress was on the point of adjourning, it was impossible to present the cable measure as a separate bill and it was defeated. It is generally believed by the friends of the bill that it would have fared much better if it had been brought up on its own merits as some of its strongest opponents strenuously objected to its being tacked on to the Diplomatic and Consular Bill. The principal cause of its failure, however, was the Democratic doctrine which involves against all forms of subsidy. This being the case the prospect for the measure in the next Congress will be very poor as that body, particularly in the House, will be overwhelmingly Democratic. Great disappointment is expressed in commercial circles in this city over the defeat of the Cable Bill, as it was regarded as of vast importance to San Francisco commercially and to the nation politically. To show the attitude of the House regarding the measure it is only necessary to state that upon the motion to refer to accept the Senate's cable amendment to the Diplomatic Bill, there were 202 ayes and no dissenting vote. In connection with the cable question it will be interesting to know that a dispatch from New York intimates that the failure of the bill to pass was largely due to the machinations of one Celso Casar Moreno. This individual made himself very conspicuous in Washington during the latter part of the session and opposed the Cable Bill on the ground that the cable would be laid without any financial assistance from the Government. He recalled the fact that in 1879 the United States Government granted a charter to a company of which Moreno, J. C. Flood, Leland Stanford, and several

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other California millionaires were members, to lay a cable across the Pacific to China, via Honolulu. This company was guaranteed a subsidy of \$1,000,000 by the Hawaiian Government, but Moreno declared to the opposing members of the Pacific Cable Bill in the House, that if the United States would renew the old charter, his company were ready to go ahead at once and lay the cable without one cent of subsidy. Moreno in San Francisco is denounced as a rank old fraud, but there is good evidence to show that his empty mouthing in Washington assisted in defeating the Cable Bill. San Francisco News. John C. Quinn has been made Collector of Internal Revenue succeeding the late William H. Sears. W. K. A. Johnson has been succeeded as agent of the Pacific Mail Company by J. M. Dow who is now agent at Panama. It is said that Williams, Dimond & Co. may again become local agents. The Harbor Commissioners have awarded the contract to complete the seawall across Market street to the San Francisco Bridge Company for \$83,987. Governor Markham has signed the bill appropriating \$300,000 for the World's Fair and preparations will be made at once to collect the display. Some of the patients treated with Koch's lymph at the various hospitals show great improvement while others are no better. Dr. Beck of San Francisco has a letter from Sir Morell Mackenzie in which he considers the lymph good for lupus and possibly leprosy but not for tuberculosis. Commodore T. H. Allen the well-known stevedore is dead. Senator George Hearst, the millionaire miner, turfman and politician died in Washington on the 28th ult. after a long illness. M. M. Estee, C. N. Felton, A. P. Williams, M. H. de Young, and George C. Perkins are mentioned as his successor. A \$12,000 Towage Bill. J. D. Spreckels & Bros. have the distinction of earning possibly what is the largest towage bill assessed against a vessel during the past ten years. On the 23d ult. a report was received that a ship was in distress near Point Reyes and two of Spreckels' tugs the Relief and Active and two of the opposition the Wizard and Sea King started on a race for her. The Relief beat them all out. When the Relief came up to the ship it was discovered that she was the Jessomene from Newcastle, N. S. W., which had been partially dismantled in the same storm in which the Elizabeth was lost. She drifted up under Point Reyes where her anchors were thrown out and held her until the tug came. At that time a terrible storm was raging and the vessel was in imminent danger of going ashore. "Want a tow?" asked Captain Haskell of the Relief approaching the Jessomene. "Yes! Give you \$500 to take me to San Francisco," replied Captain Zeal of the Jessomene. "Twelve thousand!" replied Captain Haskell. "Make it six." "No. Twelve thousand," replied Haskell again. "Give me a lift then." That settled the bargain. Captain Zeal, acting for the underwriters, has refused to pay, and Spreckels has libeled the vessel. A hot fight is assured in Court, though Pilot Dolliver says that the tow was worth not \$12,000, but \$20,000. Shipping News. The new cruiser San Francisco has been ordered to Chile to protect American interest. The Baltimore and Pensacola are already there. The Cunard Company will this summer build two new 12,000 ton vessels for the transatlantic fleet. Five days is the time they are expected to make across the ocean. Two new vessels for the English navy, the Royal Arthur, of 7,700 tons, and the Royal Sovereign, of 14,150 tons, were launched at Portsmouth, Eng., on the 26th inst. Queen Victoria and the Prince of Wales both witnessed the launch. The Canadian Pacific Company's round the world excursions by the new steamers Empress of India, Empress of China and Empress of Japan are pronounced a great success. An attempt was made to sink the coasting steamer Corona on her last trip from San Diego. Some one cut the rudder lines and tried to open a lower port. The Alameda has about 6,000 bags of sugar bound for the Colonies to make up a deficiency in the Colonial market. J. D. Spreckels & Bros. have libeled the ship Hesperides and bark Alex. McNeil for salvage done to separating the vessels after they had collided in a recent storm on the bay. The sealer J. H. Lewis has returned to port with nine men in irons. There was a mutiny on board. She sailed on the 11th. T. P. H. Whitelaw has bought the wreck of the Elizabeth for \$200. He also bought the right to salvage all property below the low water line for eighty per cent of the value of the goods saved. The brig J. D. Spreckels arrived on the 27th inst., having broken the round-trip record to Kaulaui. She left San Francisco Jan. 29th, and returned in 29 1/2 days. Her three last round trips were 36, 35 and 29 1/2 days. This is a splendid record. Supreme Court—At Chambers. BEFORE BICKERTON, J. TUESDAY, MAR. 10. In the matter of the petition of Anna A. Perry for perpetuation of testimony. Ordered to attend at examination. W. F. Frear for petitioner. L. A. Thurston against. BEFORE BICKERTON, J. THURSDAY, MARCH 12. In re estate of Henry W. Auld. Petition of Lilian H. Auld, executrix, for allowance of accounts and discharge. Ordered that the account be approved and the executrix discharged. This is the way the Sun, of New York, hits off the delights of travel in Russia: "Official: You cannot stay in this country, sir. Traveler: Then'll leave it. Official: Have you a permit to leave? Traveler: No, sir. Official: Then you cannot go. I give you twenty-four hours to make up your mind as to what you shall do."

THE AVERAGE BABY.

One little head of golden hair, Two little cheeks so round and fair, Two little lips with fragrant sighs, One little nose and two blue eyes, Two little hands as soft as a peach, Two little feet with five toes each, Two little smiles and two little tears, Two little legs and two little ears, Two little elbows and two little knees, One little grunt and one little sneeze, One little heart but no little sins, Plenty of skirts and lots of pins, One little cloak and plenty of frocks, One little hood and two little socks, A big disposition to haul and to pull, One little stomach that's never full, One little mouth of the rose's tint, One little bottle of peppermint. Plenty to eat and lots to wear— And yet this baby's cross as a bear. —Chicago Herald. Saturday's Matinee. Under the circumstances of having such a short public notice the Opera House was very well filled to hear Rice's Evangeline Company. The entertainment consisted of a variety of songs, dances, impersonations and an exhibition of the phonograph. Mr. E. E. Rice presided at the piano, giving some splendid selections. The songs of Misses Karl, Earl, Paul, and Cole were not up to the expectation of those gathered to hear them, but their kicking, judging from the look of many surprised faces, certainly reached the highest point. Mr. Geo. K. Fortescue, in his burlesque impersonations of Little Lord Fauntleroy and the bashful little girl "in love with the man in the moon," was simply immense all around. There is enough both of Mr. Fortescue and his acting to keep an audience in an uproar for an entire evening. But the best of all, perhaps, was the phonograph exhibition. Under charge of Mr. McMahon quite a number of songs