HAWAIIAN GAZETTE

M. RAPLEE,
DIRECTOR OF THE GOVERNMENT PRESS

HONOLULU:
WEDNESDAY, NOV. 8, 1871.

BY AUTHORITY.

TUESDAY the 28th of November is the anniversary of the recognition of Hawaiian Independence by the Governments of France and Great Britain, and will be kept as a public holiday. F. W. HUTCHISON,
INTERIOR OFFICE, Oct 28th, 1871.

MONDAY the 11th of December, being the birth day of His MAJESTY the KING, will be observed as a public holiday. All government offices will be closed.
FERD. W. HUTCHISON,
INTERIOR OFFICE, Oct 28th, 1871.

NOTICE.—In consequence of the decease of Daniel C. Waterman, late Consul for Chile in this Kingdom, the undersigned has designated Cornelius S. Bartow, Esquire, to perform the duties of Chilian Consul until the pleasure of the Chilian Government shall be made known.
CHARLES C. HARRIS,
Minister for Foreign Affairs.
Foreign Office,
Honolulu, Oct. 24, 1871.

On the nomination of the Board of Education, Mr. J. E. Mott Smith has been appointed an Agent to grant marriage licenses for the district of Kaohsiung, Island of Oahu, in place of Mr. J. L. Naili; and Mr. E. H. Rogers in the same capacity, for the Island of Molokai, in place of S. Kapihe and S. Paulo.
FERD. W. HUTCHISON,
Minister of Interior.
Interior Office, Oct. 24th, 1871.

Supreme Court, A. D. 1871.

Amended Rules of Court and additional Rules of Court made at a Term of the Supreme Court begun and holden at Honolulu this second day of October, A. D. 1871, at the first day of said term.

RULE VII is hereby amended by striking out its first sentence.

RULE XXVI is hereby repealed.

The following rules are hereby made and adopted, viz:

RULE XXXIV: In all cases of appeal the Magistrate or Clerk of Court shall forward to the Appellate Court the costs, which, on acquittal, reversal of judgment, or entry of a nolle prosqui, shall be refunded to the defendant.

RULE XXXV: In all commitments in execution of sentence, the printed forms of mittimus furnished by the Clerk of this Court shall be used.

RULE XXXVI: The Circuit Justices shall observe the Probate Rules prescribed by this Court, and at each Circuit Term shall exhibit their records to the presiding justice for his inspection.

And it is ordered that the Clerk do furnish the Marshal and each Magistrate with a copy of the 34th and 35th rules, and each Circuit Justice with a copy of the 36th Rule.

Witness our hands and seal of the Supreme Court, at Honolulu, this second day of October, A. D., 1871.

(Signed) ELISHA H. ALLEN,
Chief Justice.
ALFRED S. HARTWELL,
Associate Justice.
WALTER R. SEAL,
Clerk of the Supreme Court.

John E. Bannard was this day duly examined and qualified a Master in Chancery.
By order of the Justices of the Supreme Court.
WALTER R. SEAL, Clerk.
Honolulu, October 26th, 1871.

Notice is hereby given that Kalauao Bridge, Koolaupoko, Oahu, will be closed to traffic for a few days on and after Monday the 23th instant, for the purpose of repairs. GEO. R. LOUD,
Road Supr's Office. Road Sup'r.
Nov. 7th, 1871.

Mr. T. R. Meyers Proctor has been appointed by the Board of Education, School Agent for the district of Kaohsiung, Island of Oahu, in place of Mr. J. L. Naili, and Mr. J. R. Williams, in the same capacity, for the districts of Ewa and Waianae, Island of Oahu, in place of Mr. S. W. Kalahiwa.
By order of the Board of Education,
W. J. ALLEN, Secretary.
Honolulu, Oct. 24, 1871.

THE last Quarterly Custom House Statistics, published in this paper, contains some figures worthy of consideration at this time. The total loss of the Arctic whaling fleet, has thrown out of business calculations a large amount of money, some $200,000 as it has been calculated, most of which, as wages to seamen, would have been expended in this town in purchasing goods, and the balance in procuring supplies for the ships. So much money has been taken from trade, and just so far as it reaches, has a direct effect to depress and slacken business.

In calculating, however, the real loss to our trade, it is not necessary to assume that the whole amount named above is represented, for the goods that would have been exchanged for this money, though still on hand, are not lost, but represent a value equal to the money that would have been received, less the profits of the seller, and hence the actual damage to trade is, that of loss of profits and the cost of interest in carrying stocks, until the market revives and they are disposed of in other quarters.

But though business has suffered in one direction, we need not apprehend stagnation, or even a tight money market, if we can discover a balance to credit of trade in other directions; and the general balance-sheet shows that we have not bought beyond our means. The loss, then, becomes relative, and may be borne with patience, while business is recovering itself in other channels.

The Table for Domestic Exports for the past nine months shows very clearly that our resources are increasing, and that we may rely upon them for any temporary deficiency that may happen. It appears that for the nine months of the present year, these exports have reached the sum of $1,383,434, and that for the corresponding months of last year they were $2,128,441, showing an increase of the present above last year of $254,993.

These figures mean that, allowing trade to have met with no reverses this year, we would have been just so much better off—or with just so much more means for extending business.

So much more money has been brought into the country, and has been added to our general business resources, and our producers are able to buy so much more goods as those figures indicate in value.

Just this amount of means, above those of last year is placed at our disposal, wherewith to pay for what we eat, drink, wear and use, or in other words, to pay for the goods which have been imported.

If some lines of goods, as happens just now, are likely to remain in traders' hands in the shape of stock, and the importations of this year have not been largely in excess of the last, we may be certain that our increased means for producing will, in due time, restore the consumption to its usual rate, and that trade will not fall below the general average in the footing up of amounts.

That we have not over-imported, and thereby brought ourselves into a corner, is also shown by the general statistics, as the imports of the present are in excess of last year by only a few thousand dollars, and the balance at the end of the year will show largely in favor of our exports.

We have then, in this showing, a guaranty that we are able to meet, without any disastrous derangement of business, the loss that has come upon trade from the mishap to the whaling fleet—that the gap has in reality been provided for, so that the misfortune, from a trade point of view, will be only temporary. Especially so, as all believe that the Arctic fisheries will not be abandoned altogether.

Our domestic exports of course form the substantial basis of our exchanges; they are the measure of our resources and capacity of business; it is through them that we must hope for extension and growth. Our trade capacity may be increased and enlarged by gains derived from the sea, from passing ships and passengers, but in the main, if our soil is productive, we shall be certain of having in ourselves resources on which to rely for profits, as well as to meet losses, either temporary or permanent.

WE publish below a correspondence, giving a fair and dispassionate estimate of the extreme loss that may be sustained by the Treasury on account of the loss of the Arctic fleet of whalers. At the utmost, the loss sustained by the falling off of receipts at the Custom-house, will be inconsiderable, with the certainty that these losses will be fully reimbursed during the next year through the increased activity of the business which has been temporarily suspended on account of an unfortunate disaster. Even supposing,—which is far from being the case—that our prosperity entirely depended upon this one source of commerce, we are not in a desperate condition. Those who are able to stand the pressure during the present year, may, no doubt, count upon receiving a reward during the next year. We all know, however, that we are not pushed to the verge of ruin by a single disappointment. We know that, though, perhaps, temporarily embarrassed, we shall "come out right in the end."

It has been said, that, because a merely temporary check has happened to the merchants and traders of Honolulu, upon which they, in the first flush of their disappointment, may perhaps consider as a fatal disaster, the Government should, also, entirely suspend all public improvements, and forego certain necessary and almost indispensable works because of an anticipated embarrassment in local business.

Now, we look upon the duty of the Government, under these circumstances, in a very different light. This, in our view, is the time for the Government to push forward all public works contemplated, and to give those who may be, temporarily, embarrassed by the loss of expected business, employment, and thus, as far as possible, not only furnish the mechanic and laborer with a means of subsistence, but through them give trade to the merchant and shopkeeper.

A good winter's work to the mechanic on public buildings, will entirely recompense him for the loss of a few weeks' busy employment during the "fall season," and the furnishing of his wants, and the various incidental requirements will go far to ease the local trader, and provide him means for meeting his liabilities.

Does it not appear that at the present time, a sufficient amount of the loan authorized by the Legislature of 1868, to perfect the projected public buildings should be negotiated, and that the money, (as it would certainly be,) distributed among mechanics for labor, among traders for supplies to mechanics, and among importers for materials? It strikes us that from sixty to a hundred thousand dollars distributed among our population by this means would be very acceptable at present, and would go far to ameliorate the hard times which many anticipate.

CORRESPONDENCE.

MR. EDITOR,—During the last two weeks the universal topic of conversation in town has been the disastrous loss of the Arctic fleet of whalers, and speculations have been rife among all classes as to its probable consequences and inferences on the prosperity of the Islands for the next year or two. The subject has been discussed by the leading papers and opinions expressed—both that it will cause very small ultimate loss, and that the effect will be so strongly felt that the revenue derived from Customs during the coming year will be merely nominal, and that in consequence all large jobs of Government work should properly be abandoned for the present. Without stopping to inquire into the policy of a Government abandoning heavy work which they may be engaged upon, because of a stringency in the money market, and thus throwing out of employment, directly and indirectly, hundreds (it may be) of workmen, and thereby adding to the general depression, I shall pass on to the question of how, and to what extent, will the Hawaiian Treasury be affected by this disaster.

In this letter, the argument is based upon the Table of Custom House Statistics as prepared by W. F. Allen, Collector-General of Customs for the year 1870, and upon an estimate that the whaling fleet which would have made this their port for refitting for another cruise, would have disbursed, in paying off of crews and in supplies, the sum of $250,000, from which must be deducted, say $50,000, for the six or seven vessels which have escaped in safety.

The loss to the Treasury will be—first, from the loss of tonnage, wharfage, storage and Custom House fees of the lost vessels, and after that from the depression in trade, and consequently smaller importations of goods.

The first loss from decreased duties will be from the smaller amount of spirits withdrawn from bond for consumption. From a careful examination of Table 7 of the Statistics, I conclude that about one-quarter of all spirits taken out of bond during the year are for direct use in the fall season; then from Table 9, the duties on spirits for 1870 were, in round figures, $57,000. As a portion of the fleet has escaped, it will be safe to estimate the loss under this head at about $12,000. But it is always an open question for debate, and many of the residents of Honolulu will always think that a loss of revenue from a decreased consumption of spirits is a net gain to the community. From Table 8 the value of goods paying duty at the Honolulu Custom House is found to be $1,269,594 05. This, it must be remembered, is the invoice value of goods abroad; to this must be added the cost of importation, say 30 per cent.; then the importer's profit, say 15 per cent.; then the jobber and retailer's profit, say 25 per cent., making a total of nearly $2,275,000 before said goods reach consumers. Now, from this take the estimated loss to the trade of the Islands of $200,000, or say 1-11 of the total, and allowing a consequent diminution of importation, we find from Table 9 of Custom House Statistics, that 1-11 of the duties on goods would amount to $12,000; this added to the loss on spirits would make $24,000, to which add say $6,000 for loss of wharfage, storage, towage and Custom House fees, making a total of say 30,000, which probably is an outside figure of the possible loss. From this there would be something to deduct for a certain amount of productive labor turned into other wealth-producing channels of industry, and every one can add to the calculation according to their own ideas for the amount of loss caused by a general depression, which is nearly always sure to follow all great losses of property.

I will call attention to the fact that the estimated loss to the Islands is a smaller sum than the loss which would result from a fall of one cent per lb. in price on the sugar crop of the Islands. A loss caused by a fall in the price of sugar is felt over the whole Islands, whereas the present loss is felt very severely in Honolulu and scarcely at all off of Oahu.

In closing, I will merely add that the calls for economy are particularly in place at this time, for no one can foresee the future, and all should be prepared as far as lies in their power to meet any change of circumstances whatever. A proper economy is at all times, places and circumstances a duty which everyone owes to himself as well as to the community at large, in order to an assured prosperity.

X.

A Sleigh Ride in the Arctic Ocean in Mid Winter.

AN EIGHT DAYS' JOURNEY IN DOG SLEIGHS IN JANUARY, WITH THE THERMOMETER BELOW ZERO.

We had made a prosperous season, having taken more than the average catch of oil among a fleet of ships which had been more than usually successful. The weather was exceedingly cold, the sea boisterous—frequently, as we were bowling along before the wind at a rapid rate, submerging our decks. It had swept away three of our boats and shore the others. But what cared we? Our ship was a good one, sound and staunch in every part. She came like a bird from the bulldozer billows, seeming to gain greater speed at every attack. We knew that to pass through the straits and through the islands to the southward was but the work of a few days, and that after passing them our good luck would soon carry us to the beautiful tropical islands of the south. Our fond anticipations of a pleasant voyage and a quick return were soon to be blasted. We were destined at an unlucky moment to be cast upon the inhospitable Arctic shoreless, to see our good seamen tack crumble to pieces before our eyes, and themselves thrown upon the charity of the rude people of these regions, themselves half starving. We saw a part of our crew, who, with in but a few hours before were full of hope, plunged into the ice-cold water—struggling a moment, and then for ever disappearing beneath its fangs. Alas! their fate was apparently less horrible than that of their companions, who, cast upon the inhospitable shores of the frozen north, and before them months of misery—a constant struggle with cold and hunger, with only a faint hope that they would live to see their friends return again at the opening of the next summer to take them off. Our countrymen were at peace; Arctic shores had no more terrors for them. They, in their peaceful beds beneath the sea, were at rest.

We were wrecked on the north side of East Cape. It is a low rock of land extending like the sea just at the entrance from the north into Behring Straits. If we had passed that point, almost the whole Pacific world have been between us; we could have chosen our own track. It was on the Eighth of October, the thermometer was standing at 14. Imagine, reader, the state we were in when we landed, having reached almost unconscious to the shore of that low and dangerous point, obliged to throw ourselves upon the hospitality of the new people there, who, with the hyperbolean of barbarous people, had only scantily provided for their own wants during the long winter which was to follow. They received us, however, and were willing to share their scanty fare with us. Months were passed by Captain B. and myself in this inhospitable place. We at last heard from Captain C., who was wintering at Plover Bay, about two hundred miles to the southward from us. He had cordially invited Captain B. and myself to come down and share with him the stores which had been laid in for him for the long winter. Leaving our men under the care of trusty officers, in whom we could place the utmost confidence, we started on Saturday, January 7th, 1871, from Onhalen on East Cape to Plover Bay. The thermometer was—we do not know how many degrees—below zero. The snow, having fallen in great depth, was as dry as the sands of a desert.

I shall give, as briefly as possible, a diary of the eight days' travel, written during the journey, commencing on Saturday, Jan. 7th:

The weather has been good for some time past, but misfortune seems to follow us. This morning commences a fearful gale from the south, accompanied with snow. Everything reminds us of where we are: that is, in Siberia, the time, mid-winter, and were we in different circumstances, starting on such a journey in such a gale would seem little short of madness, as we are not provided with suitable clothing, but the inducement of living among our own people and living on white man's fare is very great, so off we go, with the thermometer I should think several degrees below zero. Capt B. and his guide start an hour or so ahead of us. I find sleigh riding and dog driving altogether a different affair from what I took it to be. Seeing the natives sitting quite unconcerned on the sleigh, I expected to do so also, but was very much mistaken. I was capsized three times in going the first fifteen miles, the dogs dragging me along at the rate of about six miles an hour, on very rugged ice. Not daring to let go the sleigh for fear of being lost in the thick snow storm that was blowing in our faces, covering dogs, sleighs and men; looking for all the world like moving piles of snow. After a series of mishaps in the shape of break-downs, capsizes, and other stoppages, we arrived at a small village, Imaharin, consisting of six houses, where we find Capt. B. and his guide. We stop for the night. Find pot-bellyed children numerous, dogs scarce, and the people generally very poor and filthy, but have plenty of meat, having been very successful in catching seal, latterly, which is quite a treat to us, it being fresh.

Sunday, Jan. 8th.—The storm still continues with unabated violence, and our guides say it is not safe to proceed. The natives treat us very kindly, regaling us with seal-meat wherever we go, and we, unaccustomed to such good fare, eat like glutions.

Monday, 9th.—Weather more moderate. One of the natives gave Capt. B. one dog, making his team consist of 5 dogs. At 11 A. M. we start again. Passed one village of four houses, our inferior sleighs breaking down occasionally, and Capt. B. capsizing frequently. The route taken being very rugged, and very up-hill work, sometimes, we have to climb, the dogs not being able to drag us and our sleighs up; and going down the hills at a fearful rate, overrunning the dogs. Night overtakes us, our guides take the wrong road, we have to take the sea-ice around the base of a precipitous point of land for about half a mile, sometimes climbing over boulders from ten to twelve feet in height, then toiling through snow-drifts several feet deep, then again into deep holes, breaking down occasionally, and capsizing often. After about an hour and a half of this kind of traveling, we get on the smooth ice, and make good time to a village of five huts, arriving about 10 P. M. Repair our sleighs and are treated very kindly. Weather clear, calm and cold. Made about 20 miles.

Tuesday, 10th.—At daylight started again—a company of ten sleighs—all the natives seeming to take a great deal of interest in our welfare. The principal part of this day's journey has been over good roads; sometimes over places as smooth as glass. About mid-day we descend one hill at a speed of about 15 miles an hour, dragging the poor dogs after us, some tail first, and in fact all kinds of shapes, until we reach the bottom. Capt. B. gets capsized, his dogs run away, and when he is recovered he looks more like a moving pile of snow than a man. We pass three small villages of deer-men, who know nothing of the sea-coast, only in the way of trade. They live entirely on the deer. At about 7 P. M. we arrive at a very large village, Lotuse, having traveled fully 45 miles. A few of the natives here are very saucy. It appears they were ill-treated on board some whaleship on one occasion. The natives about this part of the country do not seem to be over-provided with food, and not having any to spare for our dogs, they were not fed yesterday. The children in this house are unusually filthy, even for Esquimaux. Marks of the last scratchings are plainly visible on all parts of their bodies.

Wednesday, 11th.—Off again before the dawn of day, two of our company stopping. A strong breeze from northwest, increasing to a gale with snow storm so thick that we could not see the third sleigh from us, the sleighs being not more than two yards apart. Notwithstanding the baleful storm, the unevenness of the country, the stoppages, break downs, and innumerable impediments, after a three hours' drive, accomplishing about ten or twelve miles, we arrive at a village of three houses called Napaberk. It is really astonishing how we get along at all. For my part I was a little frightened, and was agreeably surprised when we arrived at the huts, where we were treated very kindly. Our stockings, boots and other wearing apparel are dried by the young women who entertain us with singing in the evening, accompanying each other very well. We have raw codfish for supper,—the first we have seen. Capt. B. lost his lines frozen during our uncomfortable drive of this morning. Dogs very hungry—no food for them. We appear to be strange animals in the eyes of these people. They are quite astonished at white men being able to endure this Siberian winter traveling. They are also quite amused at our calling their infernal messes, never giving it a thought that we do so from necessity.

Thursday, 12th.—Fine weather; light wind from north. How different the traveling from yesterday! We start from Napaberk early, and in an hour strike the plain, making good speed. Pass three herds of reindeer, one herd so close that had I had a gun we would have turnished on venison at the first stopping place. We do some very fast traveling over quite a level country, covered with ice and snow, the stillness only broken by the monotonous pattering of the dogs' feet through the crusted snow. We make a good forty five miles; pass several small villages, and arrive, at sundown, at Kinn, the principal village on Big Island, without incident. Our dogs get a good supper (the first they have had for three days) of fresh walrus meat, of which said fresh, raw, frozen, walrus meat, I myself partook a fair quantity, not having eaten anything since last evening. I have to bill my sleigh herself, it having arrived at its destination. I am provided with another, and we retire to bed, but not to sleep. What with the vermin, the filth, and the abominable stench of lamp-smoke, raw meat, and sixteen dirty, stinky, reeking specimens of humanity crowded in a compass of about 12 feet by 7 feet, I will not say how I enjoyed myself. I was only too glad to have a place to put my head on.

Friday, 13th.—After giving the dogs about three and a half hours' rest, we start again at midnight, along the south side of the island. Sometimes we find very good traveling, and again we are bowling through the snow over points of land around which we could not sleigh, on account of the broken state of the ice. From the high hills we can spy a number of clear water patches, in which the natives catch the walrus and seal, evidences of which we see along our route in the shape of deposits of the meat, with immense pieces of ice piled up as a protection against bears by night, and the flocks of crows that soon clear out of this from sho off by day. We obtain the amount boy we about twelve miles from our last night's lodgings; make fast (this is a small island—the residence of Capt. R. by guide, Tapitoe—where we feed the dogs a few minutes. Here Tapitoe stays for the time being. Off again for Indian Point, over good ice, a strong north wind blowing, with snow and bitter cold, for several miles. A native boy runs ahead of the sleighs with the dogs at full speed. He was only beaten by the astonishing doggedness of the dogs. We take the low land of Indian Point close to some very precipitous hills, and for about five miles drive over smooth, level ice, were hard by constant traveling, at a speed really astonishing—that is, considering the distance our dogs have traveled with little or nothing to eat. About 7 P. M., we arrived at the settlement of Ngewahuck, on Indian Point, consisting of forty-six houses, making about thirty-five miles traveling in less than six hours. Put up at the house of my guide, Tungungh, where I am treated very kindly, having deer meat, both raw and cooked, deer tallow, mixed with snow, and also walrus hide and frozen meat—in reality, Christmas Day to me. We find here a different language, can not understand a word, although my knowledge of the other was very limited. On our arrival, the crowd of men, women and children that assembled to see the white men who had traveled so far in the winter time, was so great I could hardly move without using persuasive argument. The whole country we have passed through is entirely made of anything in the shape of trees,—not even the smallest kind of a shrub is to be seen. All seems bare, barren and desolate. The same oppressive stillness reigns everywhere; the houses all along our route are the same as at Onhalen—the same dog-hole with the peak a little on one side of the centre.

Saturday, 14th.—After a good night's rest I am called to breakfast on raw walrus-hide and liver. I find a strong gale blowing from north, with heavy snow. Capt. B. and myself visit several of the native houses; we find no difference between these and others—some are filthy, some are tolerably clean,—that is, for Esquimaux, who do not acknowledge the existence of water, except for drinking purposes. In the course of our migration from hut to hut we are accompanied by a host of young men and boys of all ages, making the navigation tedious as well as difficult. Had we not been accompanied with guides, it is difficult to say how long it would have taken us to make the transit, let the distance be ever so short; notwithstanding, we are treated very kindly, and are followed only out of curiosity. Supper of deer-meat, with the usual accompaniment of tallow and snow, and wind up with deer-blood soup with small roots. Another day spent in good spirits, buoyed up with the hope that it will be the last I shall be obliged to pass in Indian houses. We propose to start for Plover Bay to-morrow morning early, and expect to reach the schooner before nightfall. This day visit Lutaken, at the house of Enock; he relates the Capt. Holt affair in 1851.

Sunday, 15th.—On the road again—thick snow-storm. Some little time after starting, we (that is my guide and I,) overtake the company who started some time before us. We number thirteen sleighs, some of them drawn by the most miserable specimens of dogs I ever saw; but some of them are really good teams. My guide and I take the lead, as usual, having the best teams. In passing through a ravine leading to Marcus Bay from the south, we visit a boiling spring, having a very sulphurous taste. This ravine runs out into the bay, where we find the last gales have drifted the loose snow away, leaving only the frozen snow, which has immense gutters along our route for about one mile or more, making navigation very uncomfortable as well as dangerous. Turn-overs occur frequently, sometimes sleigh, dogs, and driver going almost out of sight in the gutters. On the descent into the Bay, some of the sleighs take the navigation out of the hands of both dogs and drivers and come to the bottom in one mingled mass of sleighs, dogs, and men. We find good sleighing to the head of the Bay, where we enter another ravine leading to the south-west. Here the snow is soft and traveling tedious, at times the dogs going hardly out of a walk. At the end of this we ascend a steep hill—men walking, the poor dogs hardly able to drag the sleighs up. Upon reaching the top rested a few moments. I noticed an unusual amount of ice about the mouth of one of my dogs. Upon examination I found a coating of ice a full half-inch in thickness on his tongue. He had, dog-like, been traveling with his tongue hanging out of his mouth. From this we make flying time for about six miles, and arrive on board the schooner Hannah B. Bourne, of San Francisco, Capt. C.; find in him an old friend, who received us all kindly. We are in every way capable of appreciating the magnitude of civilized association, and enjoy a good supper of cooked meat; bread and butter, coffee, and other luxuries of civilized life, of which our poor shipmates stand so much in need. We sleep on civilized beds, with blankets over us. We have traveled a full 200 miles, in five traveling days of not two hours' run.

LEGAL NOTICES.

SUPREME COURT of the Hawaiian Islands in Probate. Order of Notice of Petition for Administration.

In the Estate of ROBERT LETT, of Honolulu, Oahu, deceased, Intestate—Before Mr. Justice Hartwell.

On reading and filing the Petition of Robert Lees, of Honolulu, Oahu, alleging that Robert Lett, of Honolulu, Oahu, died intestate at Honolulu, Oahu, on the 23d day of October, A. D. 1871, and praying that Letters of Administration issue to him, the said Robert Lees.

It is ordered that SATURDAY, the 18th day of November, A. D. 1871, be and hereby is appointed for hearing said Petition, when and where the said Robert Lees, is to appear before this Court, at Honolulu, at which time and place all persons interested may appear and show cause, if any they have, why said Petition should not be granted, and that this Order be published in the English language for three successive weeks in the Hawaiian Gazette newspaper, in Honolulu.

Dated Honolulu, H. I., October 31st, 1871.
ALFRED S. HARTWELL,
Justice of the Supreme Court.
Attest: JOHN E. BANNARD, Deputy Clerk. 43-3t

SUPREME COURT OF THE HAWAIIAN ISLANDS in Probate—In the Matter of the Estate of SAMUEL MONTGOMERY, late of Honolulu, deceased. At Chambers, in the Court House, Honolulu, before Hon. A. S. Hartwell, Puisne Associate Justice of the Supreme Court, the 19th day of October, 1871.

On reading and filing the petition and accounts of William L. Green, Administrator with the Will annexed, of the Estate of Samuel Montgomery, late of Honolulu, deceased, wherein he asks to be allowed $[illegible], and charges himself with $[illegible], and asks that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him and his sureties from all further responsibility as such Administrator.

It is ordered that FRIDAY, the 24 day of November, A. D. 1871, at 10 o'clock A. M., before the said Justice at Chambers in the Court House, Honolulu, be and the same hereby is appointed as the time and place for hearing said Petition and Accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said property. And that this order, in the English language, be published in the Hawaiian Gazette, a newspaper printed and published in Honolulu, for three successive weeks previous to the time therein appointed for said hearing.

Dated Honolulu, H. I., this 19th day of October, A. D. 1871.
ALFRED S. HARTWELL,
Justice of Supreme Court.
Attest: JOHN E. BANNARD, Deputy Clerk. 41-3t

SUPREME COURT OF THE HAWAIIAN ISLANDS, Oahu, ss.—Sitting Term, A. D. 1871. AD VI, Petitioner for Divorce, vs. JONATHAN M. ACHIE, Libelee.

It appearing to the satisfaction of the Court, that the above named Libelee is not a resident of the Hawaiian Islands, but that he resides at Lahaina, Maui, and that his residence is unknown to the Libelant, and that the ends of justice cannot be attained by the service of the usual Order of Court, it is ordered that said Libelee do appear before this Court, at the next Term thereof, to be holden at Honolulu, on the 2d day of October, A. D. 1872, and answer the libel of said Libelant, and that a copy of this Order be published in the Hawaiian Gazette, for three successive months, the last publication to be three months previous to said next Term of this Court.

By the Court.
WALTER R. SEAL, Clerk.

I certify to verify the foregoing to be a true and correct copy of the original Order in the above entitled cause, now on file in the Office of the Clerk.

Witness my hand and the Seal of the Supreme Court, this 24th day of October, A. D. 1871.
WALTER R. SEAL, Clerk.
41-4t

CIRCUIT COURT, 1st Judicial District, HAWAIIAN ISLANDS, In Chambers. Estate of J. A. CUMMINS, late of Honolulu, deceased. On reading and filing the Petition of E. H. Thomas and H. Foster, Executors named in the Will of the Estate of C. A. Cummins, late of Lahaina, deceased, showing that it is necessary to sell the real estate of said deceased, to pay the debts of said deceased, and for the purpose of paying the legacies, as in said Will provided, and praying for a license to sell the same, and for a license to sell the whole of said Estate, for the purpose of paying the legacies, and for a license to sell the whole of said Estate, for the purpose of paying the debts of said deceased, and for a license to sell the whole of said Estate, for the purpose of paying the legacies, as in said Will provided.

It is ordered that SATURDAY, the 25th day of November, A. D. 1871, be and hereby is appointed for hearing said Petition, when and where the said Petitioners are to appear before this Court, at Lahaina, Maui, at which time and place all persons interested may appear and show cause, if any they have, why said Petition should not be granted, and that this Order be published in the English language for three successive weeks in the Hawaiian Gazette newspaper, in Honolulu.

Dated Lahaina, Oct. 25th, 1871.
ALFRED S. HARTWELL,
Judge of Circuit Court, 1st Circuit.
Attest: [illegible], Deputy Clerk. 41-3t

IN CHAMBERS, 1st Judicial District, HAWAIIAN ISLANDS. Estate of THOS. KEOKI, of Honolulu, deceased. On reading and filing the petition and accounts of Thomas Keoki, Administrator of the Estate of Thomas Keoki, of Honolulu, deceased, praying that a time may be appointed by the Court for the hearing and allowing of the accounts, for the disposition of the property belonging to the estate, and for the discharge of the Administrator.

It is ordered that TUESDAY, November 28, A. D. 1871, at 10 o'clock A. M., be and the same is appointed for the time for hearing said petition and accounts, at which time and place any interested may appear and show cause why the same should not be granted, and why present evidence as to who are entitled to the said property.

Dated Honolulu, Oct. 26, 1871.
ALFRED S. HARTWELL,
Judge 1st Jud. Dist. H. I.

IN CHAMBERS, 1st Judicial District, HAWAIIAN ISLANDS. Estate of THOS. KEOKI, of Honolulu, deceased. On reading and filing petition of [illegible], praying that a time may be appointed by the Court for the hearing and allowing of the accounts, for the disposition of the property belonging to the estate, and for the discharge of the Administrator.

It is ordered that TUESDAY, November 28, A. D. 1871, at 10 o'clock A. M., be and the same is appointed for the time for hearing said petition and accounts, at which time and place any interested may appear and show cause why the same should not be granted, and why present evidence as to who are entitled to the said property. And it is further ordered that the Petitioner give notice to the heirs of said deceased, by causing this order to be published in the Hawaiian Gazette, a newspaper printed and published in Honolulu, for three successive weeks previous to the time therein appointed for said hearing.

Dated Honolulu, H. I., this 19th day of October, A. D. 1871.
ALFRED S. HARTWELL,
Judge 1st Jud. Dist. H. I.

Supreme Court, Hawaiian Islands

JOHN KOII UNAUNA, of Lahaina, Maui, having resigned his license as a Practitioner at Law, on the 14th day of September, A. D. 1871,

It is hereby ordered that the same be accepted and that publication be made of the same in the *Honolulu Gazette* and *Ka Au Okoa* newspapers, with further notice that said J. K. UNAUNA is no longer authorized to act as Counsel or to be entitled as an Attorney at Law in any Court of Record in this Kingdom. By order of Court.
WALTER R. SEAL, Clerk.
Honolulu, Oct. 26th, 1871. 43-3t

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Honolulu, November 1st, 1871. 49-1m

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