

By Authority



It has pleased Her Majesty the Queen to appoint the Honorable John Mott-Smith to be Minister of Finance, vice Hon. Hermann A. Widemann, resigned.

Iolani Palace, Honolulu, July 28th, 1891. 2827-4: 1386-11

It has pleased Her Majesty the Queen to appoint His Excellency the Hon. John Mott-Smith to be a Commissioner of Crown Lands, vice Hon. Hermann A. Widemann resigned.

Iolani Palace, Honolulu, July 28th, 1891. 2827-4: 1386-11

Certificate of Registration of Copyright

DEPARTMENT OF THE INTERIOR, Honolulu, H. I.

Know all men by these presents, that in accordance with the provisions of Section 2, Chapter 3 of the Session Laws of 1888, H. M. WHITNEY has filed in the office of the Minister of the Interior an application for a Certificate of Copyright for a book entitled "The Tourist's Guide through the Hawaiian Islands," descriptive of their Scenery and Society, compiled and edited by Henry M. Whitney, 1890, which said application is accompanied by the copy of the said book...

Now therefore this certificate is to grant unto the said H. M. Whitney, his heirs and assigns for the term of twenty years from the 6th day of August, 1890, the exclusive right to print, reprint, publish, use and vend the said book throughout the Hawaiian Kingdom.

In witness whereof, I have caused this certificate to be signed at Honolulu, this 6th day of Aug. 1891, and the seal of the Department of the Interior to be hereunto affixed.

C. N. SPENCER, Minister of the Interior. 1891: 1385-11

Sale of Lease of the Government Land in Kaupo, Maui.

On THURSDAY, August 27, 1891, at 12 o'clock noon at the front entrance of Aliolani Hall, will be sold at Public Auction, the lease of the Government land called "The Nakala Mountain Tract" in Kaupo, Maui, containing an area of 3960 acres more or less.

Term. Lease for 9 years. Open price, \$20 per annum, payable semi-annually in advance. C. N. SPENCER, Minister of the Interior. Interior Office, July 24, 1891. 1385-21

Hawaiian Gazette

10-PAGE EDITION.

TUESDAY, AUGUST 4, 1891.

The Hon. J. Mott-Smith has been appointed by Her Majesty the Queen Minister of Finance vice Hon. H. A. Widemann resigned.

Dr. Smith is well-known to the older residents of the Islands as having filled both office of Minister of Finance and Interior some twelve or fifteen years since, and is familiar with all the duties connected with his new office.

We congratulate the country upon this appointment as under the circumstances one of the best that could be made by Her Majesty, and one which all classes will approve.

Among the through passengers on the Monowai was Col. Alex. Campbell, World's Fair Commissioner to Australia and New Zealand. Col. C.'s mission is to urge the Colonial Governments to take part in the coming Columbian Exposition at Chicago. He has once before visited Honolulu and Australia in connection with the Sydney and Victorian Exhibitions held two or three years since. During his stay here, Col. C. called on the American Minister and the Consul-General, and at the office of this paper, where he left valuable documents relative to the Chicago Exposition, which he assures us will be on a scale of magnitude never before attempted by any nation. The plans of grounds and buildings which he left here sufficiently indicate this.

The study of leprosy—its con-

tagiousness, treatment and cure—is engaging the attention of the medical fraternity in every part of the world, and any facts which tend to throw additional light on the subject will be eagerly received. Our attention has been called to an article in the April number of the Occidental Medical Times, written by Dr. S. B. Swift, resident physician of the leper settlement on Molokai. It is illustrated with portraits of three lepers who are referred to. This article is reprinted on the first page of to-day's issue, with the exception of two or three paragraphs and the portraits. It relates chiefly to the case of Keann, who it will be remembered was sentenced to death for murder some three years since, and afterwards relieved, on condition that he should be inoculated with leprosy virus, which was done, and the virus took effect, developing the disease to such a degree that he was sent to the leper asylum on Molokai. Dr. Arning, at whose suggestion the experiment was made in the interest of science, claims that it proves clearly that leprosy can be and is propagated by inoculation, and that this instance furnishes proof of the correctness of the theory.

Dr. Swift has had opportunities to study the history of Keann, and to become conversant with some of the peculiarities of this disease, and has not been able to agree with Dr. Arning in his published conclusions. He shows that Keann belonged to a leprosy family, and was tended while in jail by a leper, and concludes that the vaccination made by Dr. Arning served only to hasten the development of a disease already in his system. To those interested in the subject, the article will be read with interest, and it furnishes another instance where "doctors will disagree."

ADMIRAL BELKNAP ON THE PACIFIC CABLE. We publish on our fourth page of this issue a most interesting and, to Hawaii in particular, a most important letter addressed by Admiral Belknap, U. S. N., now in command of the U. S. Asiatic Squadron, to the editor of the Japan Herald, on the subject of Trans-Pacific telegraph cables. It will be remembered that Admiral, then Captain Belknap, was at these islands in 1874, in command of the U. S. S. Tuscarora, which was provided with complete deep-sea sounding apparatus, and was employed in making several lines of soundings in the Pacific, of which one was from this group to the Bonin Islands to these. Of these two lines, including a further distance of 500 miles from the Bonin Islands to Japan, the admiral says: "As regards the proposed line for a cable from Yokohama to the west coast of the United States via the Bonin and Hawaiian Islands. I consider it not only practicable but certain that a cable will be laid by that route in the not distant future."

Furthermore, the Admiral states that a preliminary survey for a cable line to Brisbane, from Honolulu, via the Phoenix and Fiji groups, has already been made by the Tuscarora, and that the greatest depth found in 107 soundings was 3,448 fathoms, "so that that route may be deemed to be practicable."

We have had a great deal of talk both in and out of the legislature about the necessity of this cable, and had the hands of those gentlemen who were seriously prepared to take the matter up been supported instead of, as was actually the case in some instances, hindered and thwarted, the question might have been nearer settlement than it is.

Two Acts referring to telegraph cables were passed by the Legislature of 1890, one referring to the inter-island cable prolonged the period granted for completing the line, and the other granting assistance in constructing, laying and maintaining a line to the coast. With this latter Act to help, a gentleman resident here, went hence to San Francisco and Washington and used every endeavor to enlist legislators, capitalists and engineers to take the matter up, but

found again and again that independent of financial or mechanical difficulties, there was some occult opposition which seemed to convert almost imminent success to disappointment. The United States Government is prepared to undertake another survey between the Coast and these Islands, and will take soundings between the positions of the Tuscarora, but it is tolerably certain that about 3,115 fathoms is the greatest depth between this and the Coast, and that the floor of the ocean is suitable for the reception of a cable.

Not only the Legislature of 1892, but public opinion throughout the group, backed by good, earnest financial assistance, must be evoked before the much-desired cable is an accomplished fact. Always remembering that the gods aid those who aid themselves, we can turn to other people for assistance with a better assurance of success, if we had something, of an inter-island cable for instance, to point to as an earnest of determined action.

FOREIGN GLEANINGS. The American harvest will be good in quality and amount, but the failure of the Indian and Russian supplies it is of the utmost importance that the English crop should not be short. In the chief wheat counties the crop is above the average, and in the other counties up to the average. The harvest will be late and the prices high, so there is a prospect of the English farmer seeing a break in a long series of disastrous years.

The judges of the International Art Exhibition in Berlin have awarded gold medals to the American artists Fordis, Stanhope, Shannon and McEwen, and to the American architect Waterhouse. At a meeting held in London presided over by Lord Dufferin it was resolved to raise the necessary funds by inviting public subscriptions to erect a suitable memorial to Sir John Macdonald, late Premier of Canada, in St. Paul's Cathedral.

The Times (London July 20th) summarizes the harvest prospects of the world as follows: In Russia there is a grave deficit; the peasantry are starving, and there is small hope of relief. In India there is a serious anxiety, and famine prevails over a considerable portion of the country. Madras, Rajputana, and the Punjab are the greatest sufferers. There is drought in Bengal. Bombay alone promises a good harvest.

The Council of Arts in London gave an enthusiastic reception to the Chicago World's Fair delegates on the 20th July. A number of the most distinguished of the councillors was present. After a collation Sir Richard Webster proposed the health of the commissioners and the success of the World's Fair. He said that every assistance that could be afforded would be cordially given and all hoped the fair would prove a great success.

A telegram received at Washington states that the International Postal Congress at Vienna adjourned on the 25th of June. It further states that "of its results, perhaps the most important is the admission of the Australian colonies to the Postal Union, which takes effect July 1, 1892. The only civilized countries now remaining outside of the union are Cape Colony and the South African republics, which will probably come in at the next Congress, making the Postal Union universal in fact as well as name. The other interesting changes noted are the proposed issue of postal cards with paid reply for international service, reduction of the registry fee to 25 centimes (5 cents) and an increase in the maximum size of a package of sample from 8x4x2 inches to 12x8x4, indemnity for lost registered articles and international co-operation in the prosecution of counterfeiters of postage stamps."

All these proposed changes are steps in the right direction, particularly that of providing international reply-postal cards. At present if a person in France sends an inquiry to Hawaii soliciting an answer, he enclosing a French postal stamp, which is of no use whatever here, whereas under the improved system he prepays his reply.

THE TRANS-PACIFIC CABLE.

Views of Admiral Belknap.

TO THE EDITOR OF THE JAPAN HERALD: DEAR SIR: Referring to the editorial in your issue of the 25th inst. concerning the proposed submarine cable across the Pacific, I beg to say that while the Tuscarora's survey—made in 1874—did not promise feasibility for the northern route, owing to the great depths met at certain localities of ocean, on the route taken, I submitted the opinion to the Government of the United States at the conclusion of that survey, that a more northerly line of soundings would probably develop a route of depth sufficiently moderate for the purpose in question.

Such route would skirt closely the Eastern coast of Dai Nippon and Yesso, the Kurile group and the islands of Kamtschatka to Cape Kaslof in lat. of about 54 deg., 30 min., N.—thence eastward to Atou the north westernmost island of the Aleutian chain—whence the route eastward, along that chain and across the Gulf of Alaska to Puget Sound is all plain sailing, easy and practicable. I do not understand that there is insurmountable difficulty attendant upon the successful laying of a telegraphic cable in depths of 4,000 fathoms or 4,600 fathoms and more, but to grapple and raise a cable for repairs at those great depths would tax the skill and ingenuity of the seaman and engineer to the utmost, as all will recognize who have ever had occasion to haul back from great depths any weight whatsoever light. When the fact is recalled that the pressure increases a ton per square inch—approximately stated—for every mile of descent, the enormous strain and friction upon wire or rope and appliances, working in four and five miles depths will be more strikingly apprehended.

The point selected for the midway station of this northern line was Glory of Russia Bay, Tanaga Island, a harbor of easy access, good anchorage, deep, safe, capacious and with sandy beach, and fresh water in abundance close at hand. But commercially and financially considered, investment by such line would probably never pay—and the likelihood of a cable being laid across that region of the Pacific's doubtless very remote—unless, indeed, unexpected political developments demand telegraphic communication by that route.

As regards the proposed line for a cable from Yokohama to the west coast of the United States via the Bonin and Hawaiian Islands, I consider it not only practicable but certain that a cable will be laid by that route in the not distant future.

The people who look upon the vast waters of the Pacific as their commercial home and dominion, are about entering upon an epoch of great and varied development, growth and prosperity. Japan on the north west of this great ocean is daily growing in importance among the nations and enlarging her maritime horizon; to the south west a great nation—Australia—is fast arising, destined soon—with her sister country New Zealand—to dominate commercially and politically the greater part, if not all, of Polynesia; to the north east the transcontinental railroads and trans-Pacific steamship lines, coupled with the enormous natural resources of that region, are stimulating with tireless energy and marvellous power the growth and wealth of populations already met all along the west coasts of the United States and of the Dominion of Canada, while the digging of the canal across the Isthmus of Nicaragua—likely to be opened to traffic within the next decade—opens new vistas of commerce which will profoundly affect the old commercial routes of both the Atlantic and the Pacific. No Asiatic country will probably be more benefited by this new avenue for maritime enterprise and expansion than Japan; nor should be overlooked, in this fore-awakening of widespread progress and development over the vast area of the Pacific, including the opportunities afforded by the numerous rich island groups in mid-ocean, the commercial promise and stimulating effects that will spring from the possibly not distant opening of the Siberian railway, now in process of construction by the Government of Russia.

Bearing this picture in mind, a glance at a chart of the Pacific will indicate to the most casual observer the great importance and inestimable value of the Hawaiian Islands as a strategic point and commercial center. Situated in mid-North Pacific the group looks out on every hand towards grand opportunities of trade, political aggrandizement and polyglot intercourse. Not to connect the great bases of commerce and political power—within the Pacific—by means of a telegraphic cable, with such marked point of observation and opportunity, would be folly indeed for the coming statesmen as well as for the rising men of high commercial aims and great enterprises.

To doubt that such consummation will be ultimately reached is to discredit the hitherto commercial courage, tireless purpose and business prescience of the Anglo-Saxon race, for whether under the imperial flag of England, the starry ensign of the Great Republic or the probable independent banner of Australia, the destinies of the Pacific lie, in good measure, in the hollow of the hands of the great kindred peoples who aside from the admirable quarter occupied by Japan are impregnably planted on the most commanding positions and resourceful country of its vast shores, already giving a common language to the formulas of its commerce and asserting dominant control of its political thought and action.

In a lesser degree the Bonin Islands must also be regarded as an important point in the Pacific as a telegraphic station and coal depot in the coming day of cable extension and increased commercial activity.

The distance from Port Lloyd of the Bonin's to the entrance of Yokohama Bay is some 500 miles. On that line the Tuscarora made 14 soundings—only 9 of which were in depths greater than 500 fathoms. The deepest cast was had in 2,455 fathoms—2 1/2 statute miles—the single depth beyond 2,000 fathoms found on that line.

The laying of a cable to Port Lloyd from Cape King or its immediate vicinity would therefore be an easy matter. Between Port Lloyd and Honolulu 50 soundings were made, the deepest being in 3,287 fathoms or 3 1/2 statute miles. The depths were found to be irregular and the contour of the ocean bed anything but a plateau like the bed of the Atlantic where the cables connecting Europe with North America were laid. Indeed, the existence of six submarine mountains was disclosed varying in height from 7,000 to 12,600 feet. As the distance between the soundings, however, was from 49 to 100 miles or more,

it is believed that the acclivities of these elevations are so gentle that no serious obstruction to the successful laying of a cable would result from such irregularity of the ocean bed in that region.

The routes from Honolulu either to San Diego or to San Francisco present no special difficulties. On both lines with the exception of one submarine elevation found on each route, the descent of the ocean bed from the coast of California to the Hawaiian Islands is gentle and regular and the bottom most favorable for the reception of a cable. The deepest water found on the San Diego line was 3,054 fathoms; on the San Francisco line 3,115 fathoms—both depths close to the islands or some 300 miles only from Maui of that group.

The money recently appropriated by Congress for the further work on the routes will be expended by the U. S. Hydrographic Office in making a supplementary survey. Soundings will be made between the positions or stations of the Tuscarora surveys; the shorter intervals will thus determine more closely and perfectly the contour of the ocean bed, preparatory to the actual laying of the cable.

The San Francisco line will doubtless be adopted, not only because of the greater importance of that city as a commercial centre but also owing to the fact of shorter distance as compared with the route to San Diego.

When once cable communication is established between North America and the Hawaiian Islands, extension to other points in the Pacific will surely follow. Australia, now sending her European mails across the continent of America, already clamors for direct telegraphic touch with the United States and the Dominion of Canada. In connection with her neighbor and sister colony New Zealand, she is fast becoming such a giant in increase of population, growth of wealth, and fervor of political aspiration and demand, that she will be apt to get what she wants or know the reasons to the contrary.

The preliminary survey for a cable line to Brisbane from Honolulu via the Phoenix and Fiji Groups has already been made. This was done by Captain J. N. Miller, U. S. N., then in command of the Tuscarora. The deepest water found in the 107 soundings made was 3,448 fathoms so that that route may be deemed to be practicable.

I am sir, your obedient servant, Geo. E. BELKNAP, Rear Admiral, U. S. N. Yokohama, Japan, June 29, 1891.

The Trans-Pacific Mail Service.

A dispatch from Washington under date of July 16 announces that the Postal Department has finally taken steps to put the Postal Subsidy law into operation. The formal notice of the department inviting proposals for ocean mail contracts was issued on that day. Proposals are invited from steamship companies for carrying American mails to foreign countries in vessels of American build, of the best construction and highest speed in their respective classes, over routes minutely described.

The American ports from which service is proposed to start are Boston, New York, Philadelphia, Baltimore, Newport News, Norfolk, Port Tampa (with service from Mobile), New Orleans, Galveston, San Francisco, Seattle and Tacoma. Absolutely new service for American ships is invited for transatlantic lines from New York, Boston and Baltimore, a line to Buenos Ayres from New York and one from Philadelphia, a line from Port Tampa to Venezuela and the east coast of South America. A line to the same ports is projected from New Orleans and Galveston, and a new line from New Orleans to Aspinwall, calling at the ports on the north coast of Central America and ports of the Spanish Main. A new line on the Pacific coast from San Francisco to Chili and to the west coast of South America is proposed, and a new line from Seattle or Tacoma to China and Japan; also a new line from San Francisco to Melbourne.

A Memorial.

The following is taken from the Illustrated London News: A memorial cross has been prepared at the expense of the National Leprosy Fund to be erected at Molokai in the Hawaiian Islands, in memory of Father Damien, the devoted Roman Catholic missionary at the leper hospital settlement there. The cross, which was designed and executed by Messrs. J. Whitehead & Sons, Vincent Square, Westminster, under the supervision of Mr. Edward Clifford, has cost £200. It is of polished and unpolished pethe-red granite. The central feature of the work in the front face is a sculptured portrait in white marble by Mr. Jos. Whitehead. The inscription is deeply cut and gilded upon the three lower steps, and is in the English and Hawaiian languages, as follows: "Joseph Damien de Venster; born Jan. 3, 1840, died April 15, 1889. Greater love hath no man than this, that a man lay down his life for his friends; John 15:13. This monument is raised to his memory by the people of England." Mr. H. R. Armstrong has undertaken to ship the monument free of cost to Molokai.

PERSONALS.

Mr. C. B. Wells, manager of the Waihee Sugar Plantation, is in town. Mr. Geo. C. Hewitt, manager of the Naalehu Plantation, Kauai, is in town. Advice by the last steamer report Hon. A. S. Cleghorn as having arrived in New York, en route for England, for which he sailed July 18th. While in Chicago he visited the grounds which are being prepared for the great fair to be opened in 1893. Mr. Baruffield, the artist, returned from Kona in the steamer Hall, where he has been spending several months. Dr. J. Wight, the veteran sugar planter of Kohala, is making a short visit to Honolulu, and is staying with his daughter Mrs. T. May.

Hawaiian Hardware Co., Ltd.

MONDAY, August 3.

"Now good digestion waits on Appetite; and health on both." —SHAKESPEARE.

We've been waiting for weeks for a big shipment of Fischer's wrought steel ranges and have had to lose sales because they were delayed in reaching us. We're all right now—a warehouse full of them and every size you ask for.

These ranges merit more than a passing notice, and we are going to tell you something about them you never knew before. Housewives don't like to get new stoves because there's a something about them that's unpleasant. A sort of dread that the dampers won't work, or the stove will not draw, crops out, and the good wife prefers to suffer "the ills that are rather than fly to those they know not of." The term "range" suggests bricks and mortar, and a weeks' fuss and dirt in placing in position. Not so with the Fischer—there's no bricking up to do. All there is to it is to place it where you want and connect the pipe. Your range is ready to receive the meats and in less than the time it usually takes to cook things, your food is on the table, more palatable than it has ever been before.

You wonder why the Fischer range should be better than any other stove? We'll tell you. In this country the matter of fuel is a very large item of expense. As you have turned over a new leaf and intend economizing where you never thought of before, you may begin on your coal and wood. It is a positive fact that the Fischer range uses only about one-half the quantity of fuel any other stove does. That's one point.

Every one who uses the ordinary stoves knows that once in so often the fire bricks burn out or break. The fire bricks in the Fischer range are made of steel, and you could not break them if you'd let the wheels of a loaded dray run over them. That's another good point.

The ovens, as with every other part, are constructed of wrought steel, and it is an acknowledged fact that this material will absorb the heat quicker, more evenly, more intensely and retain it much longer than one made of cast iron. The heat is more moist, consequently the food, when prepared, is not so dry and void of nutrition, besides being more palatable. Two or three good points in one.

The walls of the Fischer range are double with asbestos between the two sheets of steel, thus making them more durable, and prevents the radiation of too much heat into the kitchen, as does the cast stove or range. It also protects the lining from being torn out when cleaning the flues. The joints of the oven are riveted closely, thus preventing ashes, dust, soot or coal gas coming in contact with the food and making it worthless. Now then! These are a few of the good points in the Fischer Wrought Steel Range. Do you want one?

They burn wood or coal, and each has the hot water pipes in position ready to attach to the boiler. The larger ranges have the broilers attached and the smaller ones have everything ready if you wish to add the broiler. If you simply want to broil a steak or a fish, just light a charcoal fire in the broiler and in a few minutes you have a delicious morsel for a meal.

We can't tell you all about them, the best thing to do is to come and look at them.

HAWAIIAN HARDWARE CO., LTD., (Opp. Spreckels' Block), FORT STREET.