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1873 KOHALA, HAWAII. 1y

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836 Market St., oppo. Fourth St., San Francisco  
1895-1y

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Flour, Paints, Oils and General Merchandise.  
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Steam Engines, Sugar Mills, Boilers,  
Coolers, Iron, Brass and Lead Casting  
Machinery of Every Description  
—Made to Order.—  
Particular attention paid to Ships' Black  
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1856-y

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1856 y

**HAWAIIAN WINE CO.**  
**FRANK BROWN, Manager.**  
28 and 30 Merchant Street, - Honolulu, H. I.  
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**MR. W. F. ALLEN,**  
HAS AN OFFICE OVER MESSRS. BISHOP &  
CO., corner of Merchant and Kaahumanu  
streets, and he will be pleased to attend to any  
business entrusted to him. 1856-6m

**BISHOP & COMPANY,**  
ESTABLISHED IN 1858.  
—BANKERS.—  
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—AND THEIR AGENTS IN—  
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and Yokohama, Hogo, and Nagasaki, Japan.  
The Bank of British Columbia in Victoria, Van-  
couver, Nanaimo, and Westminster, B. C.; and  
Portland, Oregon.  
And the Azores and Madeira Islands.  
1856-y

**DR. R. W. ANDERSON,**  
SUCCESSOR TO  
**DRS. ANDERSON & LUNDY**  
**DENTISTS,**

**Hotel St., opp. Dr. J. S. McGrew's**  
—GAS ADMINISTERED—  
Keep your friends abroad post-  
ed on Hawaiian affairs by sending  
them copies of the HAWAIIAN  
GAZETTE, semi-weekly.

## WILSON'S TRACTION ENGINE.

The Havo it is Creating on the  
Volcano Road.

AN INSTRUMENT OF DESTRUCTION.

Deep Holes and Long Gullies are the Re-  
sults of the Latest Alleged Improve-  
ment in Freightling Between Hilo and  
the Volcano House—An Open Letter.

The following letter from D. H.  
Hitchcock is self-explanatory:

AN OPEN LETTER TO THE MINISTER  
OF THE INTERIOR.

SIR:—The Volcano road has at last  
reached its terminus, the crater of  
Kilauea. Public moneys to the amount  
of a greater width than a scant six-  
teen feet, and of a greater depth of  
ballast. The roadbed, as I have said,  
is scarce sixteen feet wide, and of  
course the outer edge of those sixteen  
feet is not as heavily ballasted as  
the center. Then the whole width of  
the roadway between the ditches, or  
rather holes, on each side of the road,  
will not average over twenty feet, so  
you can see that, even for two car-  
riages or wagons to pass, requires that  
both drive off the "macadamized"  
roadbed, and to pass the traction en-  
gine, which cannot run off the ballast-  
ed part of the road, it becomes neces-  
sary for the carriage to drive almost  
off the roadbed.

This road has opened up a very large  
tract of some of the best agricultural  
land in the country, and settlers were  
asked to take it up and commence im-  
provements. This has been done to  
such an extent that, from the thir-  
teenth mile up to the twenty-third,  
not a single lot remains untaken on  
the road, and, in most of the cases,  
large improvements have been made.  
These men, who have settled there,  
had a right to suppose that the road  
would be kept for the use of carriages  
and wagons, and not for "traction en-  
gines." But in this they are disap-  
pointed, and Wilson has virtually the  
"monopoly" of the said road.

It is now not over two months since  
the traction engine was started on the  
road, under a permit from the Super-  
intendent of Public Works, who, in  
his great wisdom, thought that the  
public ought not only to give Wilson  
this monopoly, but pay him \$5 a  
month for his using the road, to the  
great inconvenience of the traveling  
public generally.

Now, what has the engine done for  
the road? I will not say anything  
about the lower part of the road, or  
that part lying below the thirteenth  
mile, as for the most part the road  
there runs over a hard rocky bottom;  
but between the thirteenth and twen-  
ty-third mile, the road has been built  
over a deep, clay soil. Heretofore this  
has been by far the best part of the  
said road, being well ballasted and  
dressed with a top dressing of old a-a,  
which had worn smooth and even  
most of the way, only needing a few  
repairs, and these mostly, needed below  
the Mountain View House. Between the  
eighteenth and twentieth miles was  
the smoothest part of the whole road.  
It was a pleasure to drive over it.  
Now the engine has been over the  
most of that ten miles five trips up and  
down, and what is the state of that  
part of the road today? It is full of  
as rugged right out of the good road  
bed, in many places the stones com-  
prising the lower bedding of the road  
have been bodily turned up onto the  
surface, off the road, leaving a soft  
mudhole for a carriage to sink into.  
Before, there were only a few places  
on that stretch of road, that had a cen-  
tral ridge, and those not high, but  
which would be easily filled by a few  
days work. Now, this central ridge  
extends for the most part over this  
section of the road, varying from a few  
inches in height to two feet. I even  
learned this morning, that a buggy be-  
ing driven over the road this morning,  
actually scraped the ridge, with the  
axles of the buggy. Where before it  
was smooth driving, it is now like  
driving over a frozen sea, with all its  
hollows and ridges. Where before  
one could drive over the road even in  
a rainy day, and hardly get any mud  
on to his carriage, now one's carriage,  
after driving over it, looks as though it  
had been through the Slough of Des-  
pond. Water is standing everywhere  
the whole length of the road in the  
holes and depressions made by the en-  
gine, and practically the road has been  
so torn up and used up that it is with  
difficulty that vehicles can pass over  
it. It will cost the Government I be-  
lieve at the present time to put the  
road in as good order as it was before  
the engine ran over it, not less than  
\$5,000, and if the engine is still per-  
mitted to run, there will be no need  
of removing the present gang of pris-  
oners to Puna or anywhere else, as  
they will have all they want to do  
to keep the road in such repair that  
the new engine can get over it, to say  
nothing of carriages driving over it. I  
learn that Road Supervisor Moore has  
written, protesting to the Superin-  
tendent of Public Works, on the mat-  
ter, but gets no answer from him.

Now, Mr. Minister, what right has  
Rowell to grant to Wilson the right to

use a traction engine on this or any  
other public road, to the inconveni-  
ence of the traveling public and cost  
of the Government. Have the set-  
tlers and those owning lots in Oiaa,  
on that road, no rights that the Su-  
perintendent of Public Works is bound  
to respect? Must they be at the mer-  
cy of Wilson and his engine? Must  
we all, as taxpayers, be mulcted in  
dollars to keep a road in repair for one  
man to use? Complaints and protest-  
s have been made to the Puna  
Road Board, but that board is power-  
less as against the will of the Superin-  
tendent of Public Works. The chair-  
man of said board has frequently  
represented this matter to the authori-  
ties in Honolulu, but as yet has re-  
ceived no satisfaction from them. Now  
what is to be done? You may think  
that it is ill-feeling on my part that  
prompts this letter. But let me assure  
you that I have been patiently watch-  
ing the matter, and now write, only  
from my knowledge, and personally in  
the case. I like to see Mr. Wilson's push  
and energy, but I want it directed  
in some other channel than that of  
ruining the finest road ever built on  
these Islands.

Hopeing that the matter will be set-  
tled forthwith, and that the engine  
may be enjoined from further use of  
said road,  
I remain, your truly,  
D. H. HITCHCOCK.  
Hilo, Hawaii, Oct. 1, 1894.

AT THE PLAY.

"A Wife's Devotion" Attracts Quite  
a Large Audience.

"A Wife's Devotion" drew quite  
a large audience to the Opera  
House last evening, in spite of the

hard rain that fell just at the time  
the audience was arriving. The  
play itself is an interesting one,  
although the plot is of the old  
melodramatic order, and has plenty  
of blood and thunder in it. This,  
however, is relieved by a consider-  
able amount of humor, which is, at  
times, of a boisterous kind.

Mortimer Snow took the part of  
Gilbert Medland, the hero, and  
played it with his usual ability.  
The whole plot, of course centered  
in him, but Al. Hallett, as Solomon  
Isaacs, an English Jew, was a  
source of great amusement, and  
was applauded to the echo several  
times. His make-up was very  
good, and his accent, a combina-  
tion of the cockney and the He-  
brew, was fine.

Miss Dalgleish, as Kate Med-  
land, was very good, especially  
in the more impassioned scenes.  
At the end of the first act, where  
she is stricken blind, her acting  
was very powerful, and called forth  
a burst of applause. The support  
was the same as usual. Between  
the first and second acts, Miss  
Stockmeyer, the soubrette of the  
company, danced, and was appre-  
ciated to the extent of two recalls.

Tomorrow evening, Augustin  
Daly's great success, "A Night Off,"  
will be presented. The play is a  
pure comedy, bordering slightly  
upon the lines of farce, and is en-  
joyable from start to finish.

**The Arawa Arrives.**  
The Canadian-Australian liner  
Arawa arrived at 9 o'clock last ev-  
ening. The vessel left Sydney one  
day late and encountered rough  
weather all the way. She brought  
only three cabin passengers for  
Honolulu, her freight amounting  
to one hundred bales of bags.  
The Arawa will continue her voy-  
age to Vancouver at noon today.  
Her cargo from this port will be  
2000 bunches of bananas, 96 bales  
of wool, 51 sacks of coffee and 51  
sacks of rice. No later advices were  
received by the steamer.

**The Sugar Trust.**  
PHILADELPHIA, Sept. 22.—It is  
currently reported that the Sugar  
Trust will shut down some of its  
refineries next week for an indefi-  
nite period, in order to work off a  
large stock of refined sugar. Prices  
declined to again today, which  
makes the decline for the week to

## A TRIP UP THE KONA COAST.

Kalakaua's Summer Residence at  
Kailua, Hawaii.

TIPS THAT PASS OUT OF SIGHT.

A Country Post Office After the Style  
Written off by Confagration Jones—  
Letters Thrown to the Winds, but  
Which Reach Their Owners After All.

The trip along the coast of Hawaii,  
in the W. G. Hall, of the Inter Island  
service, is a most interesting one. The  
coast, although at places bleak and  
dreary looking, in others blossoms, if  
not like the rose, at all events with a  
strong resemblance to the coffee plant.  
There are a number of small hamlets  
scattered along the coast, and the  
steamer stops often enough to allow  
the enterprising tourist to go ashore  
and take in the sights of a genuine na-  
tive town.

One of the largest, as well as the  
most interesting, of these villages, is  
Kailua, the first stop made on Hawaii.  
To say it is the "largest" does not  
mean much, for it has only a few  
houses, and, if seen on any but  
"steamer day," only a few more people  
living there than would occupy one  
good sized boarding house. But on  
the days when the Hall comes in,  
especially when she comes from Hono-  
lulu, the place simply swarms with  
people, who come from miles around  
to get their letters and the newspapers  
which let them know that the outside  
world still exists.

The great show place of Kailua is  
the house built by Kalakaua, where  
he used to come when the affairs of  
State became so heavy that his kingly  
shoulders bent beneath the strain.  
The house is a large, commodious one,  
and has an air of perfect comfort  
throughout the whole of it. Cool,  
large rooms, splendid wide verandas,  
which seem to invite one to swing a  
hammock on them, and lie there for  
the rest of one's life, are the main  
features of the place. Those who care  
to, can, by the judicious use of half a  
dollar, given to an old native woman  
who has the keys, visit this former  
abiding place of royalty, and look it  
over to their heart's content. It has  
not much furniture in it now, but if  
what little remains is any sample of  
what used to be, the furnisher certainly  
had good taste. Everything is still  
kept scrupulously clean, and the floors  
and walls look as though they were  
scrubbed every day.

Kalakaua abounds. There are pho-  
tographs of him, paintings of him, and  
busts of him, in every room in the  
house. Kalakaua must have spent  
the last few years of his life doing  
nothing but sitting for his portrait.  
Besides the pictures, there are other  
evidences of the dead king. One of  
them is a seal, the use of which can  
only be surmised. It is rusty, and  
shows that it has not been used for  
years, but it still gives good impres-  
sions, and shows the crown and the  
double K as plainly as when used by  
Rex himself.

Many pictures of Hawaiian Royalty  
adorn the walls of the different rooms.  
One of Liliuokalani, taken some  
years ago, before she was queen, hangs  
in the parlor. Kapiolani is there, sev-  
eral of the earlier kings, and Kala-  
kaua's mother, are all shown. Claus  
Spreckels and Gibson are given prom-  
inent places on the walls, and minor  
celebrities abound. The king must  
have had a fancy for ballet dancers  
and variety actresses, for there are  
many of these, the majority of them  
dressed—in dresses—in lights, and  
as few of the latter as the law allows.  
From the windows there is a beauti-  
ful view. Back of the house, toward  
the land, the slopes of Kona rise, dot-  
ted here and there with little white

houses, and patched with coffee plan-  
tations. In front, the waves come  
dashing against the stone and cement  
breakwater built by the king, the foam  
flies in the air, and beyond, the blue  
Pacific spreads out toward the infinite.  
No wonder the king loved to go there.  
No one, with any sense of the beauti-  
ful, could wish for a lovelier home, a  
more delicious climate for a *dolce far  
niente* life and be easier satisfied.

At all the villages along the coast,  
the Chinese seem to rule the roost.  
All the larger stores are owned by the  
enterprising Celestials. They do not  
seem to be like the average Chinaman.  
They have lived among the natives  
for so long that they appear to have  
taken on some of their characteristics,

to have been softened, so to speak,  
and not to have the suspicion that  
every white man they meet is going  
to rob them, or get the best of them  
in some way. They are, in fact, the  
"solid citizens," the men who have  
the money, and they are looked up to,  
and held in awe by the average na-  
tive. Most of the white men live back  
from the coast, on the plantations,  
and not in the villages, so the Chinese  
have uninterrupted sway along the  
sea shore.

At Kailua there are four general  
merchandise stores, all owned by the  
followers of Confucius. They all keep  
an assorted stock, and one can buy  
anything, from a cigar to a sewing  
machine. In a corner of the yard in  
which one of these stores stands, is a  
curious contrivance for cleaning coffee.  
It is the same, a Chinaman said, as that  
is used in China for cleaning rice—the  
same, probably, that has been in use  
since the time of Confucius. This one  
consists of a cement hole, and a heavy  
beam, with a wooden pounder on its  
end. On one end of this beam, a Chi-  
naman stands, and his weight raises  
the end with the pounder on it. He  
steps off, and the pounder descends on  
the coffee in the cement hole. The  
stepping on and off process continues  
until the coffee is clean. By this  
method, about twenty-five pounds of  
coffee can be cleaned in an hour; by  
machinery, 2500 pounds are cleaned  
in a day. The argument seems to be  
in favor of machinery, but there are  
many of the other kind in use in  
Kona.

Another interesting place, and one  
which has an historical interest as  
well, is Kealakekua Bay. Here it  
was that Captain Cook was killed,  
and where his admiring English  
friends put up a stone monument in  
his honor. Those who have read  
"Confagration Jones" book about  
Hawaii, will remember his description  
of a country postoffice. At Ke-  
alakekua, Kona, is just the sort of one  
he describes. When the steamer arrives,  
the native postmaster solemnly brings  
a table to the beach, and opens the  
mail sack. When he gets at the let-  
ters, he calls out the name on the en-  
velope. The one to whom the letter  
belongs calls out "here" and the digni-  
fied official throws the letter in the  
direction of the sound. If the owner  
gets it, he gets it; if he doesn't, he  
doesn't. But long practice has made  
them expert, and they can catch a  
letter on the fly with as much uncon-  
cern as they would take it out of a  
postoffice box.

The Hall is a most comfortable ves-  
sel. Everything possible is done to  
make the trip pleasant, and Captain  
Simonson is a host in himself. Wil-  
liam White, the purser, is also a very  
pleasant traveling companion, and  
finds time, in spite of the many du-  
ties of his trip, to make himself liked  
by all the passengers. The table is  
good, and many a worse steamer  
could be found than the one which  
plies between Honolulu and Punaluu.

**NEARLY DROWNED.**  
Two Ladies, Known in Honolulu,  
Have a Narrow Escape.

The following account of a narrow  
escape from drowning of two ladies,  
will be of interest to Honolulu peo-  
ple. The Mrs. Phillips mentioned is  
a sister of J. P. Bowen of this city,  
and Miss Craig is well known to  
several residents here:

BELMAR, N. J., Aug. 26, 1894.—The  
rescue of two women from drowning  
was witnessed late this afternoon by  
more than one hundred guests of the  
various hotels at Belmar.

Mrs. E. P. Phillips, of New York,  
a pretty woman, who is a guest of  
the Neptune House, went in bathing  
with Miss Craig, a prominent  
Brooklyn young woman. Both of  
the women are considered expert  
swimmers.

While her husband, who was attir-  
ed in a bathing suit, stood on the  
beach, Mrs. Phillips, with Miss  
Craig, swam for some distance out,  
and at times were lost to sight by  
the huge breakers washing over  
them. When three hundred yards  
out, the women locked arms and at-  
tempted to float. A big breaker  
came along and broke over them.  
The wave carried them under, and  
when their heads came up again they  
were struck by another huge  
breaker.

When they came up to the surface  
for the second time each of the wo-  
men gave a scream for help. Mr.  
Phillips took in the situation from  
ashore and quickly hastened in search  
of the bathing masters. The life  
savers lost no time and were quickly  
at the side of the women, who were  
then screaming as loudly as possible.

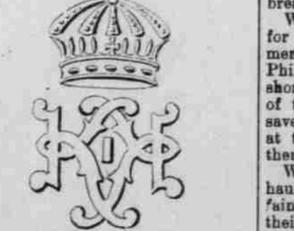
With difficulty both women were  
hauled into the life boat. They  
fainted away, and were carried to  
their rooms at the Neptune House,  
in an unconscious condition. It was  
some time before consciousness was  
restored. At a late hour this even-  
ing the women were reported to be  
recovering.

A petition signed by a number of  
prominent business men, making  
serious charges against Customs  
Officer Lambert, was handed Col-  
lector Castle yesterday. Lambert  
was dismissed from the force dur-  
ing the day.

"I would rather trust that medicine  
than any doctor I know of." Says  
Mrs. Hattie Mason of Chilton, Car-  
ter Co., Mo., in speaking of Chamber-  
lain's Colic, Cholera and Diarrhoea  
Remedy. For sale by all Dealers,  
BESSON, SMITH & Co., Agents for H. I.



AL. H. HALLETT.



KALAKAUA'S SEAL.  
(The private seal used by the late King.  
From an impression taken at Kailua, in  
the King's old summer resort.)