BY AUTHORITY.

WM. JOHN E. BARNARD has been appointed Clerk of the Supreme Court, the Commission to bear date the 5th Oct. 1876. By order of the Justices of the Supreme Court.

10th October, 1876.

The license to practise medicine and surgery granted to Dr. A. S. Nickels on the 20th day of October, 1874, has been cancelled this day.

W. L. MOKUENA,
Minister of the Interior.

Interior Office, 9th Oct. 1876.

The following persons have been registered as TAX COLLECTORS, under the provisions of Section 108 of the Civil Code:

Oahu.

Honolulu	George E. Lane.
Ewa and Waianae	A. Kaulia.
Waialua	J. Armitage.
Koolauloa	J. Pomaikai.
Koolaupoko	John K. Waldron.

Maui.

Lahaina	J. C. Kawaiu.
Wailuku	J. Alolo.
Makawao	J. A. Nakuina.
Hana	J. P. Kalua.
Molokai and Lanai	J. A. Kaohiwa.

Hawaii.

Hilo	J. W. Kaumakaiwa.
Puna	J. K. Kalama.
Kau	W. C. Harris.
S. Kona	S. H. Nalaiha.
N. Kona	J. G. Hagai.
S. Kohala	S. P. Kaihali.
N. Kohala	Jaques Wood.
Waimea	J. Williams.

Kauai.

Hanalei	H. J. Wana.
Anahola	J. Kapahulehua.
Lihue	J. Pahinui.
Koloa	J. Piianaiula.
Waimea	J. H. Kapuaiki.
Nihoa	J. Kaeo.

JOHN S. WALKER, Minister of Finance.

Finance Department, Oct. 24, 1876. 31

DEPARTMENT OF THE INTERIOR

PUBLIC NOTICE:

TENDERS WANTED

— FOR —

Inter-Island Steam-Communication!

THE MINISTER OF THE INTERIOR IS prepared to receive tenders for carrying the Hawaiian Inter-Island Mails and keeping up a Regular Steam Communication between the Hawaiian Islands, in accordance with Act approved on the 16th day of September, A. D. 1876.

The Steamer must be not less than Five Hundred (500) Tons Hawaiian Measurement, substantial and well found, and accordingly A 1 at Lloyd's, or of equal class; she must have a speed of not less than Nine (9) Knots per hour at average speed of Engines, and must be ready to commence her first Inter-Island Trip not later than January 1st, 1878. The subsidy will commence and be paid monthly from the end of the first month in which she may have performed her appointed Trips.

The said Steamer must make not less than two (2) Trips each month from Honolulu around the Island of Hawaii, touching at the usual Ports and back to Honolulu; one (1) Trip each month to Hilo or Kona, alternating; and touching at the usual Ports, and back to Honolulu; and one (1) Trip each month around the Island of Kauai, touching at the usual Ports.

The Dimensions, Sig. Materials of, and other particulars required of the proposed Steamer to do this work should be specified in her Tender.

If two or more Tenders appear to His Majesty's Government to be in other respects nearly equal, and one or more Tenders engage to build the Vessel and Machinery in this Kingdom, the Tenders so situated have the preference.

The parties who may obtain the Contract will be allowed to import, free of duty, all Materials required for the construction and use of the vessels employed in the service, and they will also be entitled to all the British Privileges and Protection that have been accorded to Sugar Makers. Laws to be duly approved on the 1st day of August, 1874, entitled "An Act to Encourage Steam Navigation with Foreign Countries."

The Rates of Freight and Passage must not exceed the rates of similar cargo and passengers carried by the Steamer KILAUEA—especially for Deck Passengers.

All Tenders must be sent in this Office on or before THURSDAY, the 23d day of November, A. D. 1876, and no Tenders asking for over Twelve Hundred and Fifty Dollars ($1,250) per month or for a longer time than Ten (10) Years can be received.

The Minister of the Interior does not bind himself to accept the lowest or any Tender, and satisfactory Bonds will be required from the contracting parties for the due performance of the contract.

W. L. MOKUENA,
Minister of the Interior.

Interior Office, Honolulu, Oahu, Oct. 9th, 1876.

Quarantine Regulations and Rules Adopted by the Board of Health, October 2nd, 1876.

Section 1. No person shall be allowed to board any vessel arriving off the ports of this kingdom, previous to the pilot.

Section 2. All pilots are hereby instructed, upon boarding vessels, to make strict enquiries as to the health of the passengers and crew. If they are satisfied from the statements made that no contagious disease exists or has not for a period of eighteen days previous, they will hoist a white flag, and are at liberty to bring the vessel to anchor or to a wharf as the captain may desire. Should the pilot, upon the statements made, have reason to suppose that disease exists, or has existed within eighteen days past, he will raise the yellow flag to be hauled, and await the arrival of the port physician, who will report to the Board of Health, and the pilot will await the order of the said Board.

Section 3. No person shall leave or visit any quarantined vessel, or any house or enclosure that shall have been set apart for quarantine purposes by the Board of Health, unless by written permission of the Board.

Section 4. Under no circumstances provided for as above, shall clothing or personal baggage be allowed to be put ashore, before having undergone such disinfecting precautions as may be ordered by the Board of Health.

Section 5. No mail shall be landed from any vessel having small-pox on board or having had small-pox on board during the passage, except by written permission of the President of the Board of Health.

N. B. Section 1, 18, 19 and 20 of Chapter 16 of the Penal Code of this Kingdom, relating to the public health, read as follows:

"Section 7. Notice shall be given by the Board of Health of all regulations made by it, by publishing the same in the Government Gazette, or wherever there is no such newspaper, by causing them to be posted in three public places of the town or district; and such notice of said regulations shall be deemed legal notice to all persons." (Civil Code, Section 284).

"Section 8. Every person who shall violate any regulation of the Board of Health, after the same shall have been published, as provided in the last preceding section, shall be fined not exceeding one hundred dollars." (Civil Code, Section 285.)

"Section 18. The Board of Health may from time to time establish the quarantine to be performed by all vessels arriving at any port of the kingdom; and may make such quarantine regulations as it shall judge necessary for the health and safety of the inhabitants." (Civil Code, Section 286.

"Section 19. The quarantine regulations so established shall extend to all persons and all goods and effects arriving in such vessels, and to all persons who may visit or go on board of the same." (Civil Code, Section 287).

"Section 20. Any vessel which shall refuse to submit to quarantine, or which shall leave the quarantine ground before the expiration of the quarantine imposed upon her, or which shall be the means of clandestinely introducing into this kingdom any contagious disease, or any disease dangerous to the public health, shall be liable to seizure, confiscation and sale, for the benefit of the public treasury." (Civil Code, Section 288).

Licenses Expiring in Oct. 1876.

RETAIL.

1—Dr. F. B. Trautmann, corner Fort & Merchant Sts.
4—Ah Fou, 51 Ladder street, Honolulu.
5—Ah Yee, Kalihi, Kona.
8—Wilder & Co., Fort & Queen street, Honolulu.
10—R. C. Hall & Son, corner King & Fort street, Honolulu.
11—Ah Wana, Merchant street, Honolulu.
12—Ah Hoffman, M. D., cor. Merchant & Kaahumanu st.
13—Wong Ge & Co., Nuuanu street, Honolulu.
15—Wong Chong Tai & Co., Hotel street, Honolulu.
16—M. Phillips & Co., Kaahumanu street, Honolulu.
17—F. Wundenberg, Queen street, Honolulu.
18—Ahiu & Kaulia, Eleele, Kona, Kauai.
19—F. C. Achung, Kalaa, Kona, Hawaii.

WHOLESALE.

1—E. Hackfeld, Kaahumanu street, Honolulu.
2—Rolle & Co., Queen street, Honolulu.
4—Thelen & Co., corner Queen & Fort streets, Honolulu.
10—R. C. Hall & Son, corner King & Fort st., Honolulu.
12—Allen & Robinson, Nuuanu street, Honolulu.

JUGGING SPIRIT.

9—Frank Brown, Merchant street, Honolulu.

RETAIL SPIRIT.

27—James Olds, Empire House, Honolulu.

DISTILLING.

7—Jas. McKenzie, Hana, Kaahumanu.

AUCTION.

1—T. W. Everett, Maui.

BUTCHER.

1—Jas. Bell, Kohala, Hawaii.
1—Julius Jaeger, Kohala, Hawaii.
4—R. Walker, Metropolitan Market, Honolulu.
8—Jas. Bell, Kohala, Hawaii.
9—Hanson Wash, Kohala, Hawaii.

VICTUALLING.

2—Ah Chai, Nuuanu street, Honolulu.
11—Robert Andrew, Kalihi, Kona, Oahu.
12—Peter Fernandez, Smith's Lane, Honolulu.

HOUSE.

4—S. Kapihaka, No. 27.
9—James Holcomb, No. 16.
10—Charlie, Nos. 19 and 21.

CAKE PEDDLING.

1—Ah Ho.
10—Ah Kew.

NOTICE RELATING TO COINS.

Notice is hereby given that the following resolution passed His Majesty's Privy Council on the 28th instant.

RESOLVED, That this Council hereby fix the rate at which the following silver coins shall be taken at the Treasury, viz: SPANISH, MEXICAN, and PERUVIAN QUARTER DOLLARS at twenty-five cents each, or equal to an American quarter dollar. JNO. E. WIDEMANN,
Minister of Finance.

Finance Department, Sept. 29th, 1876.

S. B. DOLE, Esq., has been duly appointed and commissioned as a Master in Chancery.

By order of the Justices of the Supreme Court,
JNO. E. BARNARD, Clerk Supreme Court.

Honolulu, 9th October, 1876. 414 2t

The following persons have been this day appointed Agents to take acknowledgements to contracts for labor in accordance with provisions of an "Act to amend sections 1 and 2 of an Act for the protection of parties to contracts, enactment by Section 2417 of the Civil Code, approved on the 26th day of July A. D. 1876, approved the 15th September, A. D. 1876:

L. Severance	Hilo, Hawaii.
J. W. Kaauwaiki	Hilo, Hawaii.
Simon K. Kaai	North and South Kona, Hawaii.
G. W. L. Kalauokalani	Honolulu, Oahu.
J. K. Kaohelaulii	Honolulu, Oahu.
C. K. Lapaio	Makawao, Maui.
T. N. Nevis	Wailuku, Maui.
Lazar Abolo	Lahaina, Maui.
D. Kamaiopili	Lahaina, Maui.
J. W. Kalua	Lihue, Kauai.

W. L. MOKUENA, Minister of Interior.

Interior Office, October 14th, 1876.

HAWAIIAN GAZETTE

AN INDEPENDENT JOURNAL,
DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY
HENRY M. WHITNEY.

WEDNESDAY, OCTOBER 25.

WE have received copies of a circular issued in San Francisco and two or three newspaper articles, reflecting severely on the contracts made between some of our planters and Mr. Spreckles. The facts do not justify the publication of such articles. When in 1868, the San Francisco Refiners contracted for a part of the Hawaiian Sugar, no such complaint was made. Again, in 1872 and 1873, when contracts were renewed, no such outcry was raised. It should be borne in mind that at least two-fifths of the sugar crop is fit only for refinery purposes. The crop of 1877 will amount to 15,000 tons, and the contracts referred to only cover two-fifths of it, or 6,000 tons, so that the refinery has secured by contract about the amount which it would have purchased, and the price paid is certainly as high as the average prices the same quality has realized of late years in San Francisco, while the price which the planters get is larger than they would obtain if the same sugar were sold in San Francisco. The balance of the sugar crop of 1877 not contracted for is at least 8,000 tons—a larger amount than was shipped for sale in 1874 or '5. Offers are being received here from abroad by planters and their agents, by each steamer, for the purchase of their sugar on the spot at existing rates, and it should not surprise any one if the sales, made here during 1877, should prove to be very considerable. Where such sales can be made for cash, it is undoubtedly the wisest course for them to adopt.

The Alden Process.

We alluded two weeks since to the project which is on foot for starting desiccating works in this city, under the above mentioned patent. We believe this enterprise to be a very important step in the direction of the development of some of the latent resources of the country, and we wish it every success. There are a multitude of fruits, vegetables and other articles, which have hitherto been doomed incapable of preservation, but which, when subjected to this rapid process, are placed beyond the reach of fermentation and decay, and retain for months all the flavor and freshness which have heretofore been regarded as the attribute only of the cooked article. Taro, which might be produced here in almost unlimited quantities, can be preserved by drying so that it will keep for years and will then, when cooked, produce poi that cannot be distinguished from that made from the taro fresh from the patch. If a taste for taro could be created abroad,—and as it can be prepared for the table in such a variety of forms, this would not be difficult,—it might be made a formidable rival of the potato. As it could be furnished at a very low price, it would be especially adapted for provisioning ships and armies. And then we have the sweet-potato, and the bread-fruit, which do well here, and which are produced in small quantities at the present time, only because of the limited market. If prepared by the Alden process for exportation, there is no doubt but that they would speedily become popular additions to the diet of the world, thus furnishing congenial employment to multitudes of our people. In the matter of beef, which probably can be raised here as cheaply as anywhere on the face of the earth, it has already been proved by thorough tests, that when preserved in this manner it is a valuable article of food. Tons of it are annually thrown away which might easily be utilized, and made a source of wealth to the country.

It would be a misfortune to have the business of the country confined to the production of one or two staples, and hence we rejoice at the prospect that the energies of our population may be enabled to flow simultaneously through a variety of channels.

Development of National Resources.

THERE is on these Islands a general and wide-spread feeling that if Hawaii is ever to arouse herself from her lethargy, and to shake off the dust and cobwebs of inertia, and lack of enterprise, which, unfortunately, have been allowed to accumulate in years past, she must do it now. The present is a time of vast opportunities. The concessions of our powerful and generous neighbor in favor of free-trade have the effect of giving us two dollars, for some of our staples, where we have been receiving but one. If this cannot wake us up and stimulate to new enterprises, and an increase of trade, and the inauguration of live and wide-awake schemes for the development of the varied resources of the country, our case must be hopeless indeed. Among the few good things done by the late legislature was the passage of an act which was drawn up with great care, designed, as stated in its title, "to aid the development of the resources of the Kingdom," and providing for the construction of landings, roads, and water courses, laying of buoys, and for all other improvements which may be calculated to enlarge and further agricultural enterprises. In order to initiate and provide for an intelligent carrying out of these works of internal progress, His Majesty the King is required to appoint, with the advice of the Privy Council, a commission of three persons who shall visit all the agricultural districts of the Kingdom, and investigate all matters pertaining to the quality and extent of arable land, and the crops for which it is best suited, and also the feasibility of constructing roads, bridges, landings, and water courses. From data thus acquired they are to make written reports to the Minister of Interior, which are to include estimates of the cost of the proposed works, surveys, and such recommendations as may appear to them to be desirable.

The law may be imperfect in some of its details, but that can be best ascertained by actual trial. The appointment of a commission who shall visit in person the various districts of the country, and carefully examine their capabilities and requirements, cannot fail, especially if the reports are published, to result in great good, even if the Government should stop there, and fail to carry into effect any of the works of internal improvement contemplated in the act. An executive intent on securing national prosperity and progress would seize upon the opportunities granted by this law, and would, with energy and alacrity, put it into the execution. But we can hardly hope that the present ministry will commence work in this direction, where it has permitted similar opportunities to pass unimproved. An intelligent administration, with the good of the country at heart, would never permit the appropriation of $25,000 for the water supply of Honolulu, which is made session after session, to remain unexpended, while they see the value of the water-works depreciating year after year by reason of the shrinkage of the water supply, and the Metropolis every season, as at the present time, subjected to the risk of being ravaged from one end to the other by fire for want of an adequate amount of water for extinguishing conflagrations. An honest executive would have made use of this liberal appropriation for the sake of avoiding the frauds which are every summer perpetrated upon the citizens of this town, by the infraction of the contracts which the Government enters into, in consideration of the water-rates, to furnish them with a reasonable amount of water for their gardens and for domestic purposes. We would earnestly urge the Government to do its share in the great work of introducing a new era—an era of prosperity, for Hawaii, by every possible encouragement to enterprise, remembering that its interests are the interests of the people.

Another Arctic Disaster

Twelve Ships Crushed in the Ice.

13 Whalers Lost During the Season!

On Friday last the American whaleship Three Brothers, Capt. Owen, arrived from the Arctic Ocean, bringing 130 seamen from the vessels cruising there. The details which we publish below tell the story in full, but briefly it is this: During the latter part of August, the ice packed in very heavy and surrounded the fleet of whalers, drifting them northeast past Point Barrow, from whence escape seemed impossible, as the season was far advanced. The only hope for the officers and crew was to desert their vessels, which they did, and traveled on the ice several days till they found the remainder of the fleet to the southeast of Point Barrow. Some fifty of the sailors preferred to stay by the deserted ships, and run their chances of wintering in the Arctic Ocean, and escaping in the spring of 1877.

Including the Illinois, which was run into and sunk in June, and the Arctic, which was stove in by the ice and sunk in July, there are thirteen ships reported as lost during the season, out of eighteen vessels cruising there. Of the remaining five, three will probably return to this port, and two will go to San Francisco.

The loss of the Arctic fleet will cause a scarcity of whalebone, and probably, raise the price from $2.10, where it stood when last reported, up to $3.00 and over. Oil will probably advance also. This disaster will terminate the Arctic whaling business, or else lead to the introduction of steam whaling there as is now done in the Greenland seas.

The following reports will be read with interest:

Report of Bark Three Brothers.

Sailed from Honolulu for the Arctic Ocean on the 29th of March. Touched at Kauai the 31st, and on the 19th of April passed into Behring Sea, through the 171 passage; made the ice on the 23d, and Cape Navarin on the 24th; the weather was cold, but much less ice than I expected to see. On the 28th fell in with ship Morengo, with Capt. Fraser and the officers and crew of the bark Illinois on board. The latter had been run into by the Morengo and sunk, a few days previous. Took on board of my ship an officer and boats crew of the wrecked people. Cruised in Arctic Sea two or three weeks, and saw but very few whales. Passed into Behring Straits May 14th, and got a bowhead that day. On the 16th had a smart S E gale, and lost the starboard bow boat. Cruised in the Straits until June 26, and then passed into the Arctic Ocean, and commenced wallrusing. Took about 1600 walrus during the month, which made us 1600 barrels oil. Worked up the east shore towards Point Barrow, and passed Icy Cape July 12th, and Point Belcher on the 14th. Here we heard of the bark Arctic being lost, having been crushed in the ice. The captain and crew worked across the ice, and we in company with the barks Onward and Desmond, sent a boat to their relief, and got them on board of our ships on the 18th inst. Transferred some of them to the Cornelius Howland and Rainbow the same night. From this date worked up the east shore again slowly, and continued in company with the barks Rainbow and others. The Rainbow got ashore on the 24th, and they had to break everything out to get her off. Assisted him to get off, and we got up to Point Barrow the 27th of July. Could not get any further with the ships, and had to wait there until August 14th, before we saw any whales. From this date until the last of the month, took 9 whales in the vicinity of the Point. Having had much westerly and southwesterly winds, and been troubled a good deal with the ice, and nobody on account of westerly wind, we found it a much more icy season than we anticipated, and the latter part of August, about the 24th, the ice closed in on the land, and beset the most of the fleet, and drifted them to the outward outside of the ground ice, passing the Point on the 27th, where two of us were anchored, protected by the ground ice, yet packed in by a heavy and impenetrable body of ice, extending far away to the northwest, north and northeast, and in this the ten ships were drifting helplessly past. We lost sight of them on the 28th, and as day after day passed without nothing but ice, ice, ice to westward, our situation began to look serious. On the 9th of Sept. we saw a large party coming from the outward, through the lagoons, with boats crowded full of people to the number of twenty in a boat, which told us of the loss of their ships; abandoned, helplessly beset in the ice. And they found us still cosed in by the same great pack as they had drifted to for 50 or 60 miles during the ten days previous.

And now there seemed grave apprehensions of the future, for although there are probably two or three vessels outside of us, we could not see them on account of the ice, and even to the end of the ice, or to open water, on account of there being no boat passage, and the impossibility of transporting boats over land. So they all returned to Point Barrow and commenced building Winter quarters, and having a store of Government Stores, to make a common stock out of all the scanty stock of provisions on board the four vessels, namely: The Rainbow, The Three Brothers, Florence and Clara Bell. The two latter vessels laying eight and sixteen miles to the S. W., but just as hopelessly beset as we were. And so body to be fed and support the winter, a strong party was to keep constantly out in the boats, looking for whales, and catch all that they possibly could for food for us to eat.

All of this and many more things were thought of and contemplated, and arrangements to send some parties to the S. W. to try and communicate with the outside vessels. But it was unexpectedly worked out by the hands of Providence in a much brighter and better way, even after the outcast of His great work, which to us seems so surprising, that we, the officers of men a Merciful Ruler provides, and to Him be our thanks due. The winds breezed up from the Eastward on the 11th of September, and freshened by the 15th so that the Florence set signals that she could be worked out, and all the wrecked people departed for her, and we the officers, thought if that day we can but get out and away to the S. W. This raised our hopes that we, too, could soon get out, but as day after day passed and did not spring one strip, and the young ice was nearly freely, it began to look as if we were fast presents of an Arctic Winter-home, with no pleasant thoughts. All the time a strong Easterly gale had been blowing, that we thought 48 hours of such a gale would surely relieve us, and yet we had it for six days and no signs of relief. But when we did finally begin to despair, the same invisible Hand opened for us a narrow passage to go feet in width, and we pushed out, thankful, indeed, but I fear not in such a manner as we ought. We went immediately down to the Charlotte for consultation, and I proposed that as the Florence had been delayed up for 5 days, and not thinking we should see her, to release Captain Cogan from going, and leave him to pursue his season, and I would take all the wrecked people on board and look for the Florence, and, failing to find her, would take them to Honolulu as quick as I could do, and if Captain C. should come out in time to make his appearance that the Rainbow should give the Three Brothers one good whale. This was agreed to by all, and each represented himself perfectly satisfied, and, wishing Captain C. better fortune, we left him to pursue his whaling, while we went to look for the Florence, and the result was we did find her, and took on board two-half his people, and proceeded to St. Lawrence Bay, made all final arrangements and sailed for our respective ports of destination, and were in company until we came out through the Outlack pass age on the 27th of September. From thence to lat. 30 N. had a stormy and unpleasant passage. From thence to port had a pleasant. Took the Trades in lat. 27 N. I have 130 passengers, exclusive of my own ship's company, all well, but deserving of much charity. There were about 50 men left behind on board their ships, preferring to remain behind rather than to take the chance of reaching the shore.

My season's catch was as follows: 1050 barrels walrus oil; 400 barrels bowhead oil; 13,000 lbs whalebone; 3000 lbs walrus ivory. Also report bark Kathleen, Sept. 19th, with 500 barrels oil and 14,000 lbs whalebone. No report from Northern Light or Norman alone, Wallrusing on the 18th of July, when they were doing well.

L. C. OWEN, Master, Bark Three Brothers.

P.S.—Bark Florence of San Francisco took the balance of the wrecked people to that port. Her report is 600 bbls walrus oil and 1 bowhead.

Report of the Catch of the Abandoned Vessels up to the Time of Their Loss.

Bark Arctic Barnes, 150 bbls walrus oil, 1 bowhead.
Ship Cornelius Howland, 1000 bbls walrus oil, 4 bowhead.
Bark James Allen, 1200 bbls walrus oil, 7 bowhead.
Bark Java Bl, 400 bbls walrus oil, 2 bowhead.
Ship Josephine, 1000 bbls walrus oil, 3 bowhead.
Bark Onward, 800 bbls walrus oil, 8 bowhead.
Ship Morengo, 1000 bbls walrus oil, 2 bowhead.
Ship St. George, 1200 bbls walrus oil, 1 bowhead.
Bark Camilla, 150 bbls sperm oil, 3 bowhead.
Bark Desmond, 600 bbls walrus oil, 2 bowhead.
Bark Clara Bell, 400 bbls walrus oil.

List of Ship Wrecked Persons per Bark Three Brothers.

Ex Arctic, Capt Benjamin Whitney.

Ex Java, Capt James Fisher; mate, Thos McPherson; 2d do, John Babcock; 3d do, John Morgan; 4th do, Thomas Smith; cooper, John Cook; boat-steerers, Geo Bell, (Dick, Davis, and Daniel, Hawaiians); cook, Robt Plunkitt; boy, Mike Ow; 1st crew, Pa Papa, Solomon, Jas Dowell, Jim Lemona, Bill Rotumah, Simon, William George, David (Hawaiian), John Kaoo, Dan (Hawaiian), John Cake, Tom Moses, Ellick, Arthur Sylvia, Hibernia, Barrow, Manuel Marcuse, Ben Jones, Jim Pomeroy, Jas Martin, (Bill, Henry, Hawaiians), Geo Adams—27.

Ship St George—boatsteerer, James Sullivan; crew, George (Hawaiian), John Cure, Alex Isaiah, Joe Santo, Augustus Lewis, Marcus De Rey, William (Hawaiian), Francis Wann, Jim Lopez, Simon Fisher—11.

Ex Aurora Barrow—mate, Philip H Ouery; 2d do, Frank Jones; 4th do, Gilbert Parmenter; boat-header, Mr Adams; crew, E Mills, Andrew Hopkins, Harry Jackson, Owen McCanon, John H Taber, M Farey, Geo Mooney, John Fie, Wm Association, John Cole, Geo Bolger, Bismarck, Jim Fara, Jim Sylvia, Lepo—19.

Bark James Allen—second mate, Thomas W Manchester; third mate, Albert A Epes; fourth mate, James Karns; boatsteerers, Frank Francis, John Coffin, Joe F Coffin; crew, Augustus Carson, John Grey, Ah Tua, Augustus Cobleck, Mike Frank, Joe Strong, John Flory, John Ross, Ben Cannon, John de Costa, Manuel St Anna, Jack Purpoose, B Kapaunea, Jack Assocsh-a, Harry Campbell, John Sylvia, Andrew Simson, Bradlock, William Linn, James Fisher; Cook, Simon Raggs—27.

Ship Cornelius Howland—second mate, J Rice; third mate, Manuel Francisc; boat-steerers, Timothy H Arcia, Edward Wheeler, Samuel Brown; crew, Friday, Jack Associsho, Peter Gomez, Harry Kwakka, Tobe Association, Joaquim Pracey, David Tahiti, Nicholas Prak, David Rotstogo, Wallace Humphrey, Jim Lake (Hawaiian), George Association, Spun Yarn, John Jason, J Solabola, John Force, Manuel Gonsales, Jack Owen; cook, Charles Williams; steward, Pedro Luan—23.

Bark Clara Bell—second mate, Thomas Randall; third mate, Aaron Cuffey; fourth mate, Henry T Devoll—3.

Bk Onward, mate, Moses S Walker; 2d do Andrew P Robinson; 4th do Chas Weir; boat header, Jas Prosser; boat steerers, Geo Gallipar, Sam Rotumah, Harry Jeffers; crew, Jack (Hawaiian), Joe L McKas, Arthur Johnson, David Murray, Bob (Tahitian), C H Abbott, Jose Nicholas, Jim Williams, Joe Peters, Peter (Hawaiian), Toby, Jim Poss, Geo Cullen, Jim Association, Jim Adams—22.

Bk Camilla, third mate, Robt Mooney; boat steerer, Andrew Dorsain, Harry (Hawaiian), Ah Boston; cook, Jim Charley; crew, P Perry, Rev Jones, (Henry, Tom (Hawaiians), Wm Whitney, (Bill, Charlie, Hawaiians), Harry Nissen, Chas Seiah, Ben Cruise, Sam Pahua, Antone Domingo—17.

Ship Josephine, boat header, Sam Graves; 2d mate, Louis F Potter; 3d do A F Simmons; 4th do F Morgan; boat steerer, Joe Cruise, John Carter, Joe Bobbins; cook, Wm Dairy; crew, Sam August, B Pierce, S Rainy, Wm Hanlinson, Antone Francis, S Roberts, Jim Sylvia—13.

Bk Desmond, Capt F M Green; mate, N Mayo; 2d do Joe Whitford; boat header, A Coster; boat steerer, H Chapen, Sam (Hawaiian), crew, Chas Seward, Jim Dayton, A Brown, Geo Wilson, J Henry—11.

Ship Morengo, steoman, David (Hawaiian).

Boy Frolen, Wm Wright—these last two have been passengers on board the Three Brothers nearly all the season. Total, 130.

Report of Bark Arctic.

Left Honolulu March 20, 1876, bound to the Arctic Ocean. Had very bad weather on the passage up to the Fox Islands. Went through the 172 Passage April 19, and had good weather from there up to Cape Navarine. Made the ice off Cape Thaddeus April 23. Saw a few whales off shore. Got in close to Plover Bay May 12, no ice there. Found plenty of ice in the Straits and also plenty of walrus. Got the first walrus May 22, off King's Island. Went through Behring's Straits into the Arctic Ocean on the 31 of June. Stowed down the last bit of walrus July 24, on the 4th of July was off Point Hope in company with the Onward, steering to the northward. Had light southerly winds, no ice in sight.

July 5th, light winds from south, steering to the northward along the land in company with the bark Onward. Passed Icy Cape, saw scattering ice off shore, and plenty of walrus in the water.

July 6th, first part fresh southerly winds and pleasant weather—steering along the land, which was distant six miles. Saw the ice 12 miles off shore. Baffled to by the wind. Saw walrus on the ice and hoisted for them, but drove them off without getting any. Stood off shore to the ice, the wind dying out to a calm, and it coming in a thick fog, anchored in 14 fath: me of water. The Onward about two miles off. Found the current running about four knots an hour. At 8 P. M. the ice surrounded us, and striking the bark very heavy, was obliged to heave up the anchor and drift with the ice to keep from being stove. Drifted along between the ground ice and the pack ice, the ice striking the vessel very heavy and rolling her from one side to the other—the ice getting under the bark's bottom and lifting her up, tearing copper and sheathing off.

July 7th.—Begins with a thick fog. Ship still in the ice. At 7 a. m. the fog lifting, found we had drifted about 30 miles to the northward, Sea Horse Island, in sight. At 10 P. M. the ice opened a little, and the wind breezing up from the S. E. Made all sail and worked the ship to the south; clear water about 12 miles off. At 3 p m the wind breezing up and heading to the SW, and the ice packing all around us. Made the bark fast to a large floe of ice, laying quite easy until half-past eleven; the ice then beginning to work and grind around the bark, one large cake of ice working and striking the vessel very hard under the counter. Hearing a loud cracking under the counter as of plank breaking, sounded the pumps and found 30 inches water in the hold. Started the pumps, and taking off the run mantle found the water coming in with a rush each side of the stern post, about 6 feet from the water's edge. It looked as though the wood ends were started from the stern post each side. Sounded the pumps again and found the water had gained 16 inches in ten minutes. Commenced getting the boats and provisions on the ice, the bark filling fast and the ice grinding around her very heavy. At 1 a m on the 8th the ice packed solid around the vessel, holding her up; all hands on the ice. The hold filled so quick that we could not save but a very small quantity of provisions. At 4 p m on the 9th the ice loosening around the ship, she fell over on her side, carrying away her fore top-mast and main top-gallant mast, and settling fast. At 8 a m of the 10th nothing was to be seen of the ship's hull, but about one half of the port side.

By observation on the ice, Refuge Inlet bore W. distant 30 miles. All hands started for the shore, hauling one whale boat and the yawl boat, with what provisions we could carry. Hauled the whale boat about 2 miles, when the ice being so full of hummocks, found it would take a number of days to haul her to the shore, and so were forced to abandon her, the men carrying what they could on their backs. At 5 A. M., on the 11th, the first party reached the shore, and at 12 M., the second party arrived. At 9 A. M. of the 12th, the third party with the yawl boat arrived, and 3 P. M. the fourth and last party came, making the ship's company complete, all landed safely on the land, but with very little provisions, and only one shift of clothing. Landed at Wooly Inlet pretty well used up.

July 13th, the second and third mates with a party of men, started south to try and find a ship; they travelled by land, walking as far as Sea Horse Islands, where they found three ships laying at anchor; the barks Three Brothers, Onward and Desmond; they sent three boats to our assistance, as soon as they heard that we required it. At 3 P. M. on the 13th the wind breezing up from the S. S. E. the ice commenced opening and moving off shore, and on the morning of the 17th, the shore being all clear of ice, the captain with the rest of the officers and crew started south, some in the small boat, and the rest by land, walking along the shore. In about three hours after we started, we fell in with two boats, one from the bark Three Brothers and one from the Onward, who were looking for us. They took us all in the boats, and we arrived on board of the ships July 18th where we were kindly received by Captains Owen, Lapham and Green.

REST. WHITEY.

(CIRCULAR.)

Regulations under Reciprocity Treaty with the Hawaiian Islands.

TREASURY DEPARTMENT,
Washington, D. C., Sept. 11, 1876.

To Collectors of Customs and others: Under the Convention for Commercial Reciprocity between the United States and His Majesty the King of the Hawaiian Islands, concluded on the 20th day of January, 1875, and promulgated by the President of the United States on the 3rd day of June, 1875; the Act of Congress approved August 19, 1876, to carry the same into effect, and the proclamation of the President dated September 9, 1876, it is provided, among other things, that the following specified goods, wares, and merchandise, of the growth, manufacture, or production of the Hawaiian Islands, shall be introduced into the ports of the United States, free of duty, from and after the date of the President's proclamation declaring that he has evidence that the legislature of the Hawaiian Islands have passed laws on their part to give full effect to the provisions of said convention, and so long as the same shall remain in force, viz: "arrowroot; castor oil; bananas, nuts, vegetables, dried and undried, preserved and unpreserved; hides and skins, undressed; rice; pulu; seeds, plants, shrubs, or trees; muscovado, brown, and all other unrefined sugar, meaning thereby the grades of sugar heretofore commonly imported from the Hawaiian Islands and now known in the markets of San Francisco and Portland as 'Sandwich Island sugar;' syrups of sugar-cane, melado, and molasses; tallow."

I. Such goods, wares, or merchandise, of the growth, production, or manufacture of the Hawaiian Islands, will be admitted free, as above provided for; but before allowing such admission, collectors of Customs will require importers or consignees to produce proper invoices thereof, with affidavits of the owner or shipper at such Islands attached thereto, accompanied by certificates of a consular officer of the United States in one of the following forms, as the case may require:

FORM No.....

Foreign Owner's Oath where Goods have been actually purchased.

I, A. B., do solemnly and truly swear, that the goods, wares, and merchandise, described in the invoice now produced and hereunto annexed were actually purchased for my account, or for account of myself and partners, in the said purchase, and that said invoice contains a true and faithful account of the actual cost thereof, and of all charges thereon; that no discounts, bounties, or drawbacks are contained in the said invoice but such as have been actually allowed, and that said goods, wares and merchandise are the growth, product, or manufacture of the Hawaiian Islands.

(Signed A. B.

Sworn to and subscribed before me, at ....., the ..... day of ....., A. D. 18...; and I do further certify that I am satisfied that ....., who subscribes the foregoing oath, is the person he represents himself to be; that he is a credible person, and that the statements made by him under said oath are true.

.....
[L. S.] [*Signature of proper Consular Officer.*]

FORM No.....

Foreign Owner's Oath in cases where Goods have not been actually purchased.

I, A. B., do solemnly and truly swear that the invoice now produced and hereunto annexed contains a true and faithful account of the goods, wares, and merchandise therein described, at their market value, at ....., at the time the same were (procured or manufactured, as the case may be,) and of all charges thereon; that said invoice contains no discounts, bounties, or drawbacks but such as have been actually allowed; and that said goods, wares, and merchandise are the growth, product, or manufacture of the Hawaiian Islands.

(Signed) A. B.

Sworn to and subscribed before me, at ....., the ..... day of ....., 18...; and I do further certify that I am satisfied that ....., who subscribes the foregoing oath, is the person he represents himself to be; that he is a credible person; and that the statements made by him under said oath are true.

(Signed) .....
[L. S.] [*Signature of the proper Consular Officer.*]

II.—In case there is no consular officer of the United States at or near the port of shipment, the said certificates shall be made by two respectable merchants or inhabitants of the place, and the affidavits may be taken before a local magistrate or other officer duly authorized to administer oaths.

Collectors will also require importers or consignees of such goods to file at the custom-house, in addition to such evidence, their own affidavits, certifying that, to the best of their knowledge, information and belief, the goods are of the growth, production, or manufacture of the Hawaiian Islands; and may also require the production of such further evidence as they may deem necessary to protect the revenue from fraud.

III.—The exemption from duty herein provided for does not apply to any goods, wares, or merchandise in bonded warehouse, or imported in the United States prior to September 9, 1876, the date of the President's proclamation, stating that he has received satisfactory evidence that the legislature of the Hawaiian Islands have passed laws on their part to give effect to the convention aforesaid.

IV.—Collectors will see to it that all goods, wares, and merchandise claimed to be free of duty under such convention are, upon entry, duly examined and appraised with the same care and thoroughness as goods which are liable to duty.

V.—Collectors are also instructed that the privileges of the said convention and law apply only to goods, wares, and merchandise, the growth, product, or manufacture of the Hawaiian Islands, when imported directly from such Islands.

JAS. P. CONNT,
Acting Secretary.

NEW ADVERTISEMENTS.

For Sale,

THAT DESIRABLE PIECE OF LAND lying between the properties of Messrs. McCully, Winter, Mrs. Chamberlain and Pumahoa, and having a frontage of nearly half a mile on the Metcalf road to Moanalua Valley. There are 27 acres in the piece, 14 acres of it flat level land, suitable for suburban residences, and the balance, 13 acres, is suitable for trees and pasturage. There is a small dwelling house and a well of water on the place. This offers a fine opportunity to purchase a homestead. Inquire of

J. PORTER GREEN.

615-tf

Notice of Foreclosure of Mortgage

NOTICE IS HEREBY GIVEN that pursuant to a power of sale contained in a certain deed of mortgage, dated 7th day of March, A. D. 1876, made between Keahipaumoku and Kikel, her husband of the one part and H. R. Hollister of the other part and recorded in Liber 46 on pages 187 and 188, in the Registry Office in Honolulu, to secure the payment of four hundred dollars in one year from the date thereof with interest after at the rate of one and one quarter per cent. per month. The said H. R