

Vol. XXX,—No. 26.

HONOLULU, H. I., TUESDAY, DECEMBER 23, 1884.

Whole No. 1504.

### The Weekly Pacific Commercial Advertiser

IS PUBLISHED  
EVERY TUESDAY MORNING.

Town and Island Subscriptions, when paid in advance, \$5 a year; \$2.50 for six months.  
Foreign Subscriptions, \$6.50 per year, including postage.

THE DAILY  
Pacific Commercial Advertiser.

Per annum ..... \$8 00  
Six months ..... 5 00  
Per month ..... 1 00  
Per week ..... 0 25  
Daily and Weekly together to one subscriber, per annum ..... 12 00

SUBSCRIPTIONS PAYABLE ALWAYS IN ADVANCE.

Communications from all parts of the Pacific will always be very acceptable.

Persons residing in any part of the United States can remit the amount of subscription dues for these papers by Postal Money Order.

### BY AUTHORITY.



#### Interior Department.

M. Kaanuu, Esq., is this day appointed an agent to grant marriage licenses for the district of Koolauloa, Island of Oahu.

CHAS. T. GULICK,  
Minister of Interior.  
Interior Office, Dec. 3, 1884. 301 wde23

#### Interior Department.

Thursday, December 25th (Christmas Day) and Thursday, January 1st (New Year's Day) will be observed as National Holidays, and all Government Offices throughout the Kingdom will be closed.

CHAS. T. GULICK,  
Minister of Interior.  
Honolulu, December 12, 1884. 315 wde30

#### Fish Stalls at Auction.

On Friday, December 26, 1884, at 12 o'clock, noon, at the front entrance of Aliolani Hale, will be sold the choice of stalls at the Honolulu Fish Market for the term of one year from 1st January, 1885.

CHAS. T. GULICK,  
Minister of Interior.  
Interior Office, Honolulu, Dec 15, 1884.  
320 wde23

#### Finance Department Notice.

For public information, the Department of Finance makes the following statement concerning the issue of Certificates of Deposit, and the funds on Special Deposit to meet the same:—

Total amount Certificates outstanding ..... \$706,500  
From this amount is deducted the amount of \$10 Certificates outstanding, which are redeemable in silver ..... 57,810  
Leaving a balance redeemable in gold coin \$648,690  
From this balance is deducted the uncurrent silver, for the conversion of which steps are taken ..... \$13,000  
And for deposit of U.S. trade dollars 27,000 40,000  
Leaves a total amount redeemable in gold \$608,590  
Against this amount the Treasury has the following on Special Deposit, viz:—  
In American gold coin ..... \$325,000 00  
In silver at par value ..... 283,690 00  
And in Special Deposit to make silver equal in bullion value to Certificates outstanding ..... 39,716 60  
\$648,406 60

F. S. PRATT,  
Reg. Public Accounts.  
Department of Finance, Honolulu, Dec. 16, 1884.  
322 de20-wde23

### LIST OF LICENSES

Expiring in the Month of December, 1884.

#### RETAIL—OAHU.

- 1 P. A. Dias, King St
- 2 Kwong Fui Lung, Hotel street
- 3 King Bros, King street
- 4 Arai, School street
- 5 C. J. Fisher, corner Fort and Hotel streets
- 6 Ah Yee, Hotel street
- 7 Low Fook Kee, Nuananu street
- 8 Yee Ying Yau, " "
- 9 Ah Hee, " "
- 10 Ah Sam, Kaneohe
- 11 Young Wo, King street
- 12 Alo, Beretania street
- 13 Lok Chung, Nuananu street
- 14 Mlaw Kee, Maunakea street
- 15 J. L. Rosenberg, cor Fort and Merchant streets
- 16 Tom Yuen & Co, King street
- 17 Wong Chung, Maunakea street
- 18 Wong Quing, King street
- 19 Ben Joe Ebue, Nuananu street
- 20 Tong Wo & Co, " "
- 21 See Chung, Emma street
- 22 E. B. Wood, King street
- 23 Wong Kwong Keet, Fort street
- 24 Lam Poi, Maunakea street

#### RETAIL—HAWAII.

- 1 Yee Chong, Honouapo, Kau
- 2 E. A. Bietenberg, Maalepu, Kau
- 3 Chas Michels, Hilo
- 4 Gee Sing, Honoli, Hilo
- 5 Kneeh Wo, Hilo
- 6 Akana, North Kona
- 7 Leupahoehoe Sugar Co, Hilo
- 8 Chung Sai, Hilo
- 9 Akau, Kailua, N Kona
- 10 Koki, Hilo
- 11 Chi Mau, Puuao, Hilo
- 12 Hiu Kalepo o Ka Palanala Kalapuna, Puna

#### RETAIL—MAUI.

- 3 J. L. Smith, Hana
- 4 J. J. Halstead, Ulupalakua
- 5 Young Yen, Paia
- 6 Chung Atong, Lahaina
- 7 Lee Hop & Co, Wailuku
- 8 Ah Poe, " "
- 9 Ah, " "
- 10 Wing Wo Tao Co, " "

#### BUTCHER.

- 1 Awana, Makawao, Maui
- 2 C. U. Dudoit, Lahaina, Maui
- 3 Chas Williams, Hamakua, Hawaii

#### BOAT.

- 2 D. Taylor, Lahaina
- 3 G. C. Beckley, Hilo
- 4 Makahi, Lahaina

#### FIRE ARMS.

- 1 C. B. Wilson, Kona, Oahu

#### VICTUALING.

- 7 Ah Sam, Kaneohe, Oahu
- 8 Wing Chong, Hotel St, Oahu
- 9 A. Yow, Hamakua, Maui
- 10 Oswald Scholz, Lihue, Kauai
- 11 Ah Poe, Wailuku, Maui
- 12 Ahona, Wailuku, Oahu
- 13 H. J. Nolte, Kapoliuni Park
- 14 C. N. Arnold, Wailuku, Kau
- 15 Outi, Lahaina

#### AUCTION.

- 16 Lyons & Levey, Queen street
- 17 L. Severance, Hilo, Hawaii

#### DRUG.

- 36 C. S. Kittredge, Hilo, Hawaii

#### WHOLESALE.

- 11 Len Wo York Kee & Co, Hotel street
- 12 Sing Chong & Co, " "
- 13 F. T. Lenchau & Co, Nuananu street
- 14 Wing On Wo & Co, " "

#### BILLIARDS.

- 11 R. Mason, Halawa, Kohala
- 12 E. Smith, Wailuku, Kau
- 13 Chas Williams, Hamakua, Hawaii

#### PEDDLING.

- 11 Lakaalo

#### PORK BUTCHER.

- 14 Hong Chong, Wailuku, Maui
- 15 D. Warnboldt, Lihue, Kauai

#### CAKE PEDDLING.

- 17 Sam Ung

#### SALMON.

- E. Malalua 297-de30

## THE PACIFIC COMMERCIAL ADVERTISER.

Tuesday, December 23, 1884.

#### CAPTAIN TRIPP'S MISSION.

For the information of some malicious people, we give the following extract from the Report presented to the Legislative Assembly by the Minister of Foreign Affairs. Under the heading "Mission to Central and Western Polynesia," the Minister says:

"The Board of Immigration having had occasion to arrange with the owner of the schooner Julia to convey to their homes a number of Gilbert Island laborers whose terms of service had expired, and that vessel being also about to make a recruiting voyage in the South Seas, advantage was taken of the opportunity by His Majesty to send friendly greetings to the Sovereign Chiefs of various islands at which the Julia would call. Capt. A. N. Tripp having been appointed to the command of the vessel, received a Royal Patent as His Majesty's Special Commissioner for Central and Western Polynesia, and was instructed to deliver His Majesty's letters in person to the Chiefs to whom they were addressed. Mr. F. L. Clarke was attached to the expedition as Secretary to Captain Tripp, and was instructed to make collections for our National Museum at every available point on the voyage. Captain Tripp was cordially received by the various Sovereign Chiefs of the islands he visited, and very friendly replies have been received to His Majesty's letters. Captain Tripp also ascertained that a very good

feeling in favor of this country, as compared with others seeking labor, existed at the New Hebrides. Unfortunately the Julia was wrecked on her return voyage, and Captain Tripp, not having yet reached Honolulu, I am without any formal report from him. Mr. Clarke has returned, bringing with him a small portion of the collections he has made. He reports that it is probable that a considerable part of the remainder may have been saved from the wreck."

The editor of one of the evening papers asks a number of questions about this mission which simply serve to show his own ignorance. The Julia went to Fiji and the New Hebrides on Mr. Cooke's business solely, and the "mission" was finished when the vessel left the Island of Kuria on her southward voyage.

The editor in the other evening paper insults Captain Tripp and Mr. Clarke by saying that they wish to "shield themselves from investigation of their conduct." Such an insinuation is a disgrace to the man who wrote it, and to the paper that publishes it. We had occasion some months ago, when these gentlemen were both absent, to notice scurrilous remarks that appeared in the Opposition press, which gave great pain to the ladies of their families, and are astonished at the *Daily Bulletin* condescending to a similar base line of conduct.

#### "ALWAYS SHAMELESS."

The editor of the *Gazette* is evidently determined to live up to the standard of the epithet we lately bestowed upon his paper—"always shameless." His attack upon the Secretary and Copyist of the Foreign Office is about as mean a thing as we have fallen in with lately. The insinuation of what is false is worse than a lie; and however "dove"-like those whom (in company with other Government servants) he thus slanders and endeavors to injure may be in the eyes of this editor they must necessarily resent being held up to a public obloquy, which is wholly unmerited, merely that Mr. Atkinson may have an opportunity of saying something nasty about Mr. Gibson.

The *Gazette* also says that the planters "have been allowed to go on expecting the arrival of Japanese from day to day," and insinuates that they were purposely kept in the dark on this subject by the Government. The editor of that sheet should look up his files before he talks so positively. The morning after the arrival of the S. S. "Australia," which brought the news to the Government, an announcement of it appeared in the editorial columns of this journal, in the following terms: "Various matters have, however, caused delay. Arrangements have been made for the transport of 800 instead of 600, as first announced as the pioneer lot, and they are to come by the Pacific Mail Steamship Co.'s January steamer direct from Yokohama to Honolulu." No plainer or more prompt announcement of the fact could have been offered than that which we were permitted thus to make. Are we right in supposing that the forgetfulness of the editor of the *Gazette* of what the ADVERTISER said on 3d December last was as much of purpose as the proverbial deafness of "those who will not hear?" From his usual course of conduct we are certainly justified in indulging in such a supposition. After all, there are some strong symptoms of *dementia* in such conduct; and we will not be severe enough to believe that our contemporary is altogether answerable for some of the transparently untruthful and malicious things which he says when his mind wanders.

#### WEARING APPAREL.

The ladies have for a long time been credited with all (or nearly all) the vanity that attaches to the wearing of fine apparel. They have been supposed to be the half of the world for whom "fashions" have a peculiar, an almost tyrannical fascination, but we incline to the belief that under cover of the dust raised by men in their fierce denunciations, their ridicule and good natured jests against the fashions, many of the male sex strive to conceal their own weakness for a certain set and cut of coats, trousers, vests and other articles of male vesture.

Many a man who laughs at his wife's or daughter's compliance with fashion's dictates, and declares that he cannot see why women will be so silly as to wear this, that or the other dress because it is the style, takes fine care that his tailor shall cut his clothes in the prevailing mode. There are those of the sterner sex who insist upon having their new clothes "feel comfortable" when they put them on, but even they would stare at the tailor who told them he didn't follow the fashion, but cut the garments to suit the wearer. Take, for example, the staid, middle-aged, somewhat portly, and eminently well conducted merchant whom everybody would say had a soul above the petty details of how his clothes shall be cut as long as they "fit" him. In his tailor's hands he becomes a lay figure on which is to be fitted a coat, for example. His own predilections incline him to the slab-backed, square-tailed, high-collared garment of ten years ago, but he assumes the much more elegant coat of the period (which he secretly thinks makes him look like a dude) and doesn't dare discard it because it is in "the style." He may not like the head covering that his hatter commends to his notice as being "the latest thing out in hats," but he gets it or something like it. As for shoes; well, anyone who may have noticed how men will crowd their toes into the absurdly narrow tips of the "quill-toed" corn-generators of the period, will understand how potent is fashion's decree with the strongest minded of men.

No reference need be made to dudes for they live simply to be in style. As for young men generally, they must be well dressed, which is one thing, and a large number think it imperative to do so fashionably, which is quite another.

Our young maidens (and old ones too for that matter) are more to be pitied than blamed, often, for following a fashion because it is such; but they should not have to bear the whole odium of being ridiculous in this matter, for the men are often quite as silly as they.

#### THE "JULIA" EXPEDITION.

What is known as the "Julia" expedition has, from its inception, been the object of those sneers in which a certain class of the community (nineteenths of whom are alien residents, who have no intention of ever becoming Hawaiian citizens) love to indulge in regard to anything done by the Gibson Ministry, and anything in which the King takes an interest. The latest phase of this talk has the form of innuendo as to what wonderful "disclosures" are to be made in Court or otherwise, if certain claims of the Pacific Navigation Company arising out of the "Julia's" voyage and wreck are not promptly settled by the Government. We will not give Mr. A. F. Cooke the discredit of originating this innuendo, the King's enemies are quite capable of inventing it, and against them we raise the cry, borrowed from the national anthem of another monarchy "Confound their

Politics. Frustrate their Knavish Tricks, God Save the King."

Being well assured that neither His Majesty, nor his Ministers, nor Captain Tripp, nor Mr. Clarke have anything to fear from the fullest "disclosures" about the "Julia" expedition we have sought permission to publish the official report made by Captain Tripp on his return to Honolulu, which was unfortunately too late to be embodied in the Departmental report of the Minister of Foreign Affairs. To-day we publish the report in full; the appendix consisting of various letters from island rulers and a contemporary narration of the war on Nanoute will appear to-morrow.

We leave these documents to speak for themselves and will merely add the case in Court from which some of our contemporaries are vainly expecting "disclosures" to gloat over, is not to come off, as at Mr. Cooke's request the claim on the Government is to be settled by arbitration.

#### EXPORT OF COIN.

The coin shipped by the Mariposa on Monday amounted to \$12,686 63, of which \$12,019 50 was in American gold pieces. For some weeks past the available exchange has been considerably short of the demand for it, because very little produce is going forward at present; and, on the other hand, the demand for exchange has been larger than the actual requirements of the period, because many held over remittances during the time when exchange was high, awaiting the present time. Under the circumstances, the shipment of gold may be looked upon as very small. From this time forward sugar will come forward more freely, and exchange ought to be comparatively plentiful.

#### GOLD AND SILVER.

In another column will be found a statement published by order of the Government, showing the amount of the old silver certificates outstanding and of the coin which is in the Treasury for the purpose of their redemption. This shows that the Treasury still holds gold against these notes to the extent of more than half (about 53 1/2 per cent.) of their amount. Moreover there is also in the "Special Deposit" \$39,716.60, being 14 per cent. on the amount of silver held against notes redeemable in gold, being the amount which it would cost to convert that silver into United States gold coin. The position of the Treasury, therefore, in regard to its liability to redeem the silver certificates is strong, and this after having already paid out about a quarter of a million in gold for these notes.

#### Bridges on Hawaii.

Mr. C. N. Arnold, the energetic Road Supervisor for the Island of Hawaii, reports that the following bridges, ten of which were built by the Pacific Bridge Co., and five by himself have been finished. Commencing at Hilo, the bridges cross the following streams, the length of span being stated: Panoa, 36 feet; Pukawainaku, 40 feet; Honolii, 150 feet; Pahoehe, 80 feet; Papeaie, 65 feet; Aleiamai, 85 feet; Kawai-nui, 80 feet; Pepeekeo, 40 feet; Honomu, 100 feet; Kolekole, 85 feet; Umumu, 110 feet; Opea, 50 feet; Nanui, 80 feet; Waikomai, 65 feet; Pohakupuka, 50 feet.

The bridges built by the Bridge Company are what is called the "Pratt-Gorrel" truss; those built by Mr. Arnold are the "Modified Howe" truss (iron) covered.

In building the Honolii bridge it was necessary to go down twelve feet below the water for a suitable foundation for the abutment on the Hilo side of the stream. The foundation was laid at that depth in hydraulic cement packed in bags (some 490 being used). The bags became firmly cemented together and the abutment is one homogenous mass connected by a causeway with the shore.

None of the bridges are less than 20 ft. above average high water mark, and the chances are that no fresher can rise high enough to carry them away.