## Official Correspondence.

HONOLULU, April 15th, 1863.

SIR:—Since addressing to you my previous note of this date, I have received a special command from the King to request you, if you can possibly spare the time, in his name, to survey the harbor, and particularly the outward reefs and soundings contiguous thereto, and to make such suggestions as you may think conducive to the greater safety of vessels entering or leaving the harbor, by way of the placing of new buoys, altering the position of the present, erection of a light-house, or otherwise.

You are perhaps aware that although several surveys have been made, instances of vessels getting aground are of frequent occurrence, and that several instances have occurred within the last few years of vessels being totally lost on the reefs, within sight of this city.

It is His Majesty's belief that a new and more exact survey, under the direction of an officer of your science and experience, would tend to prevent such disasters to ships in future, and be, in reality, an important service rendered to the ship-owners and insurance offices of Great Britain, and of all other maritime nations.

His Majesty, in the recent example of your successful efforts to save the American bark *Florence* while on fire within his waters, (for which I have had already the honor to thank you in His name,) finds a proof that your natural disposition will lead you, so far as may be compatible with the other exigencies of your duty, to accede to his request, which has for its object the greater safety of British, and of all other shipping.

I am happy to have had another occasion to assure you of the high respect with which

I have the honor to be, Sir,

Your most obdt. humble servant,

R. C. WYLLIE.

To Capt. GEO. HENRY RICHARDS, Commanding H. B. M.'s Surveying Ship *Hecate*, in port.

H. M. SURVEYING SHIP "HECATE," HONOLULU, April, 1863.

SIR:—In reply to your letter of the 15th instant, representing to me that His Majesty the King was very desirous that I should make an examination of the channel leading into the harbor of Honolulu, and offer such suggestions in regard to its improvement, by the erection of a light-house, placing of buoys, etc., as would lead to the greater facility of entering, and to the safety of ships in general, I have the honor to acquaint you that I have caused a plan of the channel to be made, showing the soundings at different stages of the tide, as likewise the depth to which its bed is capable of being dredged, by means of a steam dredging machine. On this plan, which I beg now to forward to you, I have also shown the positions I would recommend for the erection of lights and the placing of beacons.

The harbor itself is spacious, sufficiently so to accommodate over 200 sail of vessels properly moored, and it is capable of being very much enlarged by means of the dredge; but the narrow channel leading to it will not, at present, admit of the safe passage of vessels drawing over 21 feet of water.

It appears to me, therefore, considering the increasing importance of these Islands, and looking to the vast increase in the tonnage of vessels, both of war and commerce, during late years, that it is a great desideratum to deepen this channel, and from the examination I have made, I entertain no doubt but that at a moderate cost, and within a comparatively short interval, probably one season, this result might be effected, and a channel of at least 26 feet at low water, or 29 at high, be obtained, which would admit the passage of the largest frigates and of most ships of the line of the present day.

I do not limit the improvement to this depth; I think a greater may be obtained, but that the one I have mentioned would be the result of dredging over a comparatively limited space, as will be seen by the plan, I repeat that I entertain no doubt.

As regards the light-house, I take the liberty of enclosing the copy of a report addressed at their request to the Committee of the Cook Light-House Fund, remarking that in place of the piles which in that document I recommended to be driven on the western side of the channel, on a more critical examination, I think that spar buoys would be preferable. The positions of these buoys will be found marked on the plan.

I will merely add that press of time has precluded the possibility of making a new plan of the inner harbor. Its capabilities, however, are so well known, and so easily susceptible of improvement when the requirements of commerce shall demand it, that the omission is of little or no importance.

In conclusion, may I request that you will convey to Prince Kamehameha my acknowledgments for the valuable assistance I have received from Mr. Prendergast, Civil Engineer, in the performance of this work, which gentleman the Prince was kind enough to attach to me for the occasion.

I have the honor to remain, Sir,

Your very obedient servant,

GEO. HENRY RICHARDS.

To His Excellency R. C. WYLLIE, Esq., Minister of Foreign Affairs, &c., &c., &c.

[COPY.]

HONOLULU, April 9th, 1863.

With reference to Resolution No. 6, carried at the general meeting of the subscribers to the light-house proposed to be erected as a monument to the late Captain James Cook, we, the undersigned, have examined the reefs at the entrance of the harbor, and beg to report, for the information of the Committee, as follows:

1. We consider the most suitable spot for the erection of a harbor light to be on the eastern elbow of the channel, at present marked by a buoy, the 3d from the outer spar buoy.

The lantern should be elevated from 30 to 50 feet above the sea, not less than the latter height.

2. The light should be fixed, bright, and of the 4th or 5th order of Fresnell, according to the means at the disposal of the Committee.

The 4th order is recommended.

3. In connection with this light, a lantern, colored red, should be placed on the spot known as the West Spit, at present marked by two piles. It should be placed about ten yards outside, or eastward of the piles.

With these aids, we consider that a vessel of any size that the draught of water on the bar will admit, propelled by steam or towed, may enter the harbor at all times, and under all circumstances.

We recommend also, that without any delay, two piles should be driven on the western side of the channel, abreast the spar and second buoys.

The spots for these piles, as well as for the proposed lights, are shown on the accompanying chart. The piles would be of great assistance to small vessels working into the harbor.

(Signed,) GEO. HENRY RICHARDS.

To the Committee of the Cook Light-House Fund.

HONOLULU, April 20th, 1863.

SIR:—I have the honor to acknowledge the receipt this day, from your own hands, of your letter, enclosing copy of one addressed by you to the Committee for a Monument to the late Captain James Cook, and conveying to me a plan of our harbor, according to the survey executed by yourself at the express request of His Majesty the King, who generally takes the initiative in everything tending to the public good.

That your survey will benefit this Kingdom, as well as British and other foreign residents and ship-owners generally, I am quite certain; and, I am equally certain that my Sovereign, to whom it is my duty to submit the whole documents, sensible that this important service has been rendered, at his own personal instigation, will feel most grateful to you, your officers and crew for performing it.

Meanwhile, I pray you to accept the warm thanks of His Majesty and His Government, through my humble medium.

I have addressed to the Committee for the erection of a Monument to Captain Cook a letter, embodying so much of your communication to me as concerns them.

Much regretting, in common with the King and His Government, and with many others, that your stay with us has been so short, and wishing you a quick, pleasant and safe passage to England, with renewed assurances of high respect,

I have the honor to be, Sir,

Your most obdt. humble servant,

R. C. WYLLIE.

To Capt. GEO. HENRY RICHARDS, Commanding H. B. M.'s Surveying Ship *Hecate*, in port.

FOREIGN OFFICE, April 20th, 1863.

GENTLEMEN:—I have had the honor to receive from Captain Richards, of H. B. M.'s ship *Hecate*, a copy of his letter to you of the 9th instant upon the subject of the most eligible site for a light-house as a monument to the late Captain James Cook; and I have the honor to inform you that in a letter, this day received, from the gallant Captain, amongst other things, he says: * * * "In place of the piles which in that document (meaning his letter to yourselves) I recommended to be driven on the western side of the channel, on a more critical examination, I think that spar buoys would be preferable."

I have every confidence that you will give to all the recommendations of Captain Richards the weight due to his acknowledged science and great experience.

I take occasion to add that, having for many years interested myself to promote a monument in memory of Captain Cook, if you will publish your Resolutions with a list of the subscribers, I shall immediately issue a circular to all the King's foreign agents to collect subscriptions, and to remit the amounts, to me, for your use.

If you erect on the eastern side of the harbor a light-house in memory of Captain Cook, it is highly probable that the subscribers for a monument to the late good King, Kamehameha III., (of whom I am proud to be one,) will erect a similar light-house on the western side; but upon this subject, I must take the orders of my Sovereign.

With much respect to you, collectively and individually,

I have the honor to be, Gentlemen,

Your most obdt. humble servant,

R. C. WYLLIE.

To Capt. MEEK and the other Gentlemen forming the Committee for a Monument to the late Capt. James Cook.

☞ We are informed that the Governments of Great Britain and France, through their respective Representatives at the King's Court, have simultaneously and most respectfully invited His Majesty to adopt, for the safety of life and property at sea, the Regulations adopted by them, and that they are under the consideration of His Majesty's Law Advisers.

The Regulations are of great public interest, and therefore we publish them below.

### Regulations for Preventing Collisions at Sea.

PRELIMINARY.

Article 1.—In the following rules, every steam-ship which is under sail, and not under steam, is to be considered a sailing ship; and every steam-ship which is under steam, whether under sail or not, is to be considered a ship under steam.

RULES CONCERNING LIGHTS.

Art. 2.—The lights mentioned in the following Articles, and no others, shall be carried in all weathers between sunset and sunrise.

Art. 3.—Seagoing steam-ships when under way shall carry:

*At the foremast head*, a bright white light, so fixed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the ship, viz.: from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 5 miles.

*On the starboard side*, a green light, so constructed as to throw a uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

*On the port side*, a red light, so constructed as to show a uniform, unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles.

The said green and red side-lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Art. 4.—Steam-ships, when towing other ships, shall carry 2 bright white masthead-lights vertically, in addition to their side-lights, so as to distinguish them from other steam-ships. Each of these masthead-lights shall be of the same construction and character as the masthead-lights which other steam-ships are required to carry.

Art. 5.—Sailing ships under way or being towed shall carry the same lights as steam-ships under way, with the exception of the white masthead-lights, which they shall never carry.

Art. 6.—Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides in the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

Art. 7.—Ships, whether steam-ships or sailing-ships, when at anchor in roadsteads or fairways, shall, between sunrise and sunset, exhibit, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of 8 inches in diameter, and so constructed as to show a clear uniform and unbroken light, visible all round the horizon, and at a distance of at least one mile.

Art. 8.—Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head, visible all round the horizon,—and shall also exhibit a flare-up light every fifteen minutes.

Art. 9.—Open fishing boats and other open boats shall not be required to carry side-lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels, such lautern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

RULES CONCERNING FOG SIGNALS.

Art. 10.—Whenever there is fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes; viz:—

(*a.*) Steam-ships under weigh shall use a steam-whistle placed before the funnel, not less than 8 feet from the deck.

(*b.*) Sailing ships under weigh shall use a fog-horn.

(*c.*) Steam-ships and sailing ships when not under weigh shall use a bell.

STEERING AND SAILING RULES.

Art. 11.—If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Art. 12.—When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship, with the wind on the port side, is close-hauled, and the other ship free, in which case the latter ship shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

Art. 13.—If two ships under steam are meeting end on, or nearly end on, so as to involve risk or collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Art. 14.—If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her starboard side shall keep out of the way of the other.

Art. 15.—If two ships, one of which is a sailing ship, and the other a steam-ship, are proceeding in such directions as to involve risk of collision, the steam-ship shall keep out of the way of the sailing ship.

Art. 16.—Every steam-ship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam-ship shall, when in a fog, go at a moderate speed.

Art. 14.—Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

Art. 18.—Where by the above Rules one of two ships is to keep out of the way, the other shall keep her course subject to the qualifications contained in the following Article.

Art. 19.—In obeying and construing these Rules, due regard must be had to all dangers of navigation, and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above Rules necessary in order to avoid immediate danger.

Art. 20.—Nothing in these Rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

### Regles a Suivre pour Prevenir les Abordages en Mer.

PRELIMINAIRE.

Article 1.—Dans les règles qui suivent, tout navire à vapeur qui ne marche que'à l'aide de la voiles est considéré comme navire à voiles; et tout navire dont la machine est en action, quelle que soit sa voilure, est considéré comme navire à vapeur.

REGLES RELATIVES AUX FEUX ET AUX SIGNAUX EN TEMPS DE BRUME.

Art. 2.—Les feux mentionnés aux Articles suivants doivent être portés, à l'exclusion de tous autres, par tous les temps entre le coucher et le lever du soleil.

Art. 3.—Les navires à vapeur, lorsqu'ils sont en marche, portent les feux ciaprès:

*En tête du mât de misaine*, un feu blanc placé de manière à fournir un rayonnement uniforme et non interrompu dans tout le parcours d'un arc horizontal de 20 quarts du compas, de façon qu'il puisse être vis-ible à 5 milles au moins de distance, par une nuit sombre mais sans brume.

*A tribord*, un feu vert établi à leurs bords respectifs, prêts à être montrés instantanément à l'approche, et assez à temps pour prévenir l'abordage. Ces fanaux portatifs pendant cette exhibition sont tenus autant en vue que possible, et présentés de telle sorte que le feu vert ne puisse être aperçu, de bâbord avant, et le feu rouge de tribord avant.

Pour rendre ces prescriptions d'une application plus certaine et plus facile, les fanaux sont peints extérieurement de la couleur du feu qu'ils contiennent, et doivent être pourvus d'écrans convenables.

Art. 7.—Les bâtiments tant à voiles qu'à vapeur mouillés sur un rade, dans un chenal, ou sur une ligne fréquentée, portent depuis le coucher jusqu'au lever du soleil un feu blanc placé à une hauteur qui n'excède pas 6 mètres au dessus du plat bord, et projetant une lumière uniforme et non interrompue tout autour de l'horizon à la distance d'au moins un mille.

Art. 8.—Les bateaux pilotes à voiles ne sont pas assujetis à porter les mêmes feux que ceux exiges pour les autres navires à voiles; mais ils doivent avoir en tête de mât un feu blanc visible de tous les points de l'horizon, et de plus montrer un feu de quart d'heure en quart d'heure.

Art. 9.—Les bateaux de pêche non pontés et tous les autres bateaux également non pontés ne sont pas tenus de porter les feux decôté exigés pour les autres navires; mais ils doivent, s'ils ne sont pas pourvus de fanal mani sur l'un de ses côtés d'un glissoire verte, et sur l'autre d'un glissoire rouge, de façon qu'à l'approche d'un navire ils puissent montrer ce fanal en temps opportun pour prévenir l'abordage, en ayant soin que le feu vert ne puisse être aperçu de bâbord, et le feu rouge de tribord.

Les navires de pêche et les bateaux non pontés qui sont à l'ancre, ou qui ayant leur filets dehors sont stationnaires, doivent montrer un feu blanc.

Ces mêmes navires et bateaux peuvent, en outre, faire usage d'un feu visible à de courts intervalles, s'ils le jugent convenable.

SIGNAUX EN TEMPS DE BRUME.

Art. 10.—En temps de brume, de jour comme de nuit, les navires font entendre les signaux suivants toutes les cinq minutes au moins, savoir:—

(*a.*) Les navires à vapeur en marche, le son du sifflet à vapeur qui est placé en avant de la cheminée à un hauteur de 2m. 40 au-dessus du pont des gaillards.

(*b.*) Les bâtiments à voiles, lorsqu'ils sont en marche, font usage d'un cornet.

(*c.*) Les bâtiments à vapeur et à voiles, lorsqu'ils ne sont pas en marche, font usage d'une cloche.

REGLES RELATIVES A LA ROUTE.

Art. 11.—Si deux navires à voiles se rencontrent courant l'un sur l'autre, directement ou à peu près, et quil y ait risque d'abordage, tous deux viennent sur tribord, pour passer à bâbord l'un de l'autre.

Art. 12.—Lorsque deux navires à voiles font des routes qui se croisent, et les exposent à un abordage, s'ils ont des amures différentes, le navire qui a les amures à bâbord manœuvre de manière à ne pas gêner la route de celui qui a le vent de tribord; toutefois, dans le cas où le bâtiment qui a les amures à bâbord est au plus près, tandis que l'autre a du largue, celui-ci doit manœuvrer de manière à ne pas gêner le bâtiment qui est au plus près. Mais si l'un des deux est vent arrière ou s'ils ont vent du même bord, le navire qui est vent arriere ou qui apergoit l'autre sous le vent, manœuvre pour ne pas gêner la route de ce dernier navire.

Art. 13.—Si deux navires sous vapeur se rencontrent courant l'un sur l'autre, directement ou à peu près, et qu'il y ait risque d'abordage, tous deux viennent sur tribord, pour passer à bâbord l'un de l'autre.

Art. 14.—Si deux navires sous vapeur font des routes qui se croisent, et les exposent à s'aborder, celui qui voit l'autre par tribord manœuvre de manière à ne pas gêner la route de ce navire.

Art. 15.—Si deux navires, l'un à voiles l'autre sous vapeur, font des routes qui les exposent à s'aborder, le navire sous vapeur manœuvre de manière à ne pas gêner la route du navire à voiles.

Art. 16.—Tout navire sous vapeur qui approche un autre navire de manière qu'il y ait risque d'abordage, doit diminuer sa vitesse, ou stopper et marcher en arrière s'il est nécessaire. Tout navire sous vapeur doit en temps de brume avoir une vitesse modérée.

Art. 17.—Tout navire qui en dépasse un autre gouverne de manière à ne pas gêner la route de ce navire.

Art. 18.—Lorsque, par suite des règles qui précèdent l'un des deux bâtiments doit manœuvrer de manière à ne pas gêner l'autre, celui-ci doit néanmoins subordonner sa manœuvre aux règles énoncées à l'Article suivant.

Art. 19.—En se conformant aux règles qui précèdent, les navires doivent tenir compte de tous les dangers de la navigation. Ils auront égard aux circonstances particulières qui peuvent rendre nécessaire une dérogation à ces règles afin de parer à un péril immédiat.

Art. 20.—Rien dans les règles cidessus ne saurait affranchir un navire, quelqu'il soit, ses armateurs, son capitaine ou son équipage, des conséquences d'une omission de porter des feux ou signaux, d'un defaut de surveillance convenable, ou enfin d'une négligence quelconque des précautions commandées par la pratique ordinaire de la navigation, ou par les circonstances particulières de la situation.

### About Eating.

However hard or dull the times, men *must* eat, and they choose, of course, the cheapest and best. Where these two are found combined, as our itemizer knows from personal inspection of Henry Walton's "New World Restaurant," success is the natural consequence. The opening on last Saturday afternoon was *recherche*, so much so that the most fastidious *gastronome* could not have grumbled. Other restaurants must look to their laurels.

☞ The *Advertiser* does not like the list of reigning Sovereigns for 1863 which we published last week. It is right: to understand it would pre-suppose some knowledge of the countries therein referred to. The article was quoted from the *Leipzig Illustriste Zeitung*, and that fact might have taught the *P. C. A.* some modesty; but perhaps it does not know such a place as Leipzig, nor that the journal in question is a trifle larger than itself, and enjoys a European reputation.

☞ H. B. M.'s Ship *Hecate*, Capt. Richards, left this port on Tuesday last, for Australia and home. The pleasant, courteous intercourse of the Captain and his Officers with the residents here, and the quiet, orderly behavior of the crew, will make them agreeably remembered hereafter.

## Estrays.

PUBLIC NOTICE IS HEREBY GIVEN, THAT in accordance with the provisions of Section 1 of the Act entitled "an Act to amend Section 287 of the Civil Code, in relation to Pounds," approved on the 23d day of August, 1862, all estrays on the Islands of Maui and Molokai will be impounded in the Government pounds the number of days prescribed below from the date of the impounding, when, if not claimed by the owners, such estrays will be sold by the respective pound-masters at public auction, viz.:

District of Lahaina, Maui, 15 days.
" Olowalu " 15 "
" Kaanapali " 15 "
" Kahakuloa " 15 "
" Kalepolepo " 15 "
" Honuoula " 15 "
" Kaupo " 20 "
" Hana " 30 "
" Hamakualoa 15 "
" Hamakuapoko 15 "
" Wailuku " 15 "
" Manawai, Molokai, 15 days.
" Kalae " 15 "
" Kalaupapa " 15 "

L. KAMEHAMEHA,
Minister of the Interior.

Interior Office, March 10, 1863. 46 tf


POLYNESIAN

# MARINE JOURNAL

PORT OF HONOLULU.


## ARRIVED.

Apr 17—Hamburg bark Fetisch, Hartmann, 333 tons, 74 days fm Port Stanley, F I, with cargo of wrecked bark Pauline, fm Bremen; to Ed Hoffschlaeger & Stapenhorst. Anchored outside, and entered port next morning.

19—Am wh sh Mount Wollaston, Willis, from Hilo. See "Port of Hilo," *Polynesian*, April 18. Off and on.

Haw sch Moikeiki, Napela, fm Kahului and Lahaina, with 80 kegs sugar, 200 pumpkins, 200 sticks sugar cane, 60 bndls poi, lot native produce and effects; 3 cabin and 12 deck passengers.

20—Haw sch Hannah, Antone, fm Hilo, with 300 kegs sugar, 160 bags do, 2 do pulu, 6 bdls pia, 34 hides, 4 bags fungus, 4 hogs, 4 cabin and 20 deck passengers.

Am wh bk Gratitude, Herendeen, N B, 337 tons, 10 mos out; fm South Pacific sperm whaling grounds; last fm Paita; 400 sperm since leaving home, and on board. Off and on.

Am wh sh Corinthian, Lewis, N B, 401 tons, 7½ mos out; last fm Port Carlos and Paita; 170 sperm since leaving home, and on board.

21—Haw sch Kalama, Johnson, fm ports on Kauai, with 12 cds firewood, 3 bags fungus, 50 goat skins, lot of old guns, shot, etc, and 6 deck passengers.

Haw sch Jeannette, from ports on Kauai, with 5 cords firewood, 30 kukui planks, nat freight, and 5 passengers.

22—Haw sloop Live Yankee, Kapuahi, fm Hilo, with 3 bbls tallow, 54 hides, 4 bndls goat skins, 12 bags coffee, 5 bags pia, 41 bags fungus, 43 bales pulu.

Haw sch Moiwahine, Kuheana, fm ports on Kauai, with 22 cords firewood, 20 hides, 2 bbls tallow, 1 horse, 1 cabin and 17 deck passengers.

23—Am clip sh Don Quixote, Johnson, 1,439 tons, 18 days fm San Francisco, en route for Hongkong, with Chinese passengers, freight and cargo. Anchored outside for water and supplies.

Haw stmr Annie Laurie, Marchant, fm ports on Kauai, with 154 kegs sugar, 244 mats do, 1 horse, 1 mule, 5 hogs, 5 bbls molasses, 3 cabin and 23 deck passengers

24—Am wh bk Hercules, Dexter, N B, 335 tons, 8 mos out, 230 sperm since leaving home. Off and on

Am wh sh Europa, Crosby, Edg, 400 tons, 6 mos out, 60 sperm since leaving home. Off and on.

25—Haw sch Kamehameha IV., Clark, fm Maliko, with—— Kilauea, telegraphed.

## SAILED.

Apr 15—Am wh sh Euphrates, for Arctic.
16—Am wh bk Martha 2d, for Arctic.
18—Am packet bark Comet, Smith, for San Francisco.
19—Am wh sh Mount Wollaston, for crse and Ochotsk.
20—Haw stmr Annie Laurie, for Nawiliwili.
Haw sloop Emily, for Molokai.
21—Am wh bk Gratitude, for crse and Ochotsk.
Am wh sh Corinthian, for Arctic.
H B M steam sloop Hecate, for Fanning's, South Pacific Islands and Sydney.
Am wh sh Reindeer, for Arctic.
Haw sch Kamoi, for Lahaina and Kahului.
Haw sch Moikeiki, for Lahaina and Kahului.
22—Haw sch Kalama, for ports on Kauai.
Haw sch Jeannette, for ports on Kauai.
23—Haw wh brig Victoria, Fish, for the Arctic.
24—Am wh sh Europa, for the Arctic.
Am wh bk Hercules, for the Ochotsk.
Haw sch Hannah, for Hilo.

☞ To sail to-day, Am clip ship Don Quixote, for Hongkong; sch Moiwahine, for ports on Kauai.

## IMPORTS AT HONOLULU.

(Cargo of wrecked bark "Pauline," from Bremen.)

From PORT STANLEY, Falkland Islands—per Fetisch, April 17—Beer, bbls 500; clothing, cs 6; canvas, cs 4; cordage, pkgs 23; cigars, cs 11; candles, bxs 100; crackers, pkgs 14; cutlery and hardware, pkgs 17; coals, tons 161½; dry goods, bales 39, bxs 2; fire-bricks, 5,000; groceries, bxs 11, cs 2; hams, cs 15; hats, cs 3; iron, bndls 456, bags 3; lamps, cs 2; liquors, cs 10; lead, rolls 14, kegs 26; matches, cs 48; oil casks, bbls 204; oil barrels, 45; paints, cs 2; perfumery, bxs 9; pipes, bxs 200; stationery, cs 2; sugar moulds, 30; salt, bbls 344, cs 60, bags 164; soda, csks 4, cs 22; sugar kegs, 1,485; sheep, 18; shepherd dogs, 2; tiles, 2,000; unspec mdse, cs 4; a quantity of hay and oats.

## PASSENGERS.

*For San Francisco*—per Comet, April 18—P S Wilcox and son, C A Williams, Mrs Coady and three children, Judge Hardy, wife and four children, Wm Love and wife, Mrs S Savidge, Miss Lizzie Johnson, Dr Hillebrand, Alfred Bush, Mr Miller and wife, Mr Greenwell, Mrs E H Allen, two children and servant, Mr Leonard, Capt Lawton, A W Carter, John Hackfeld, Geo Risely, son and servant, Capt Sherman—34.

*For Howland's Island*—per Odd Fellow, April 17—W Kinney—1.

*From Port Stanley*, Falkland Islands—per Fetisch, April 17—Carl Wilhelm—1.

## DIED.

In this city, April 20th, THOMAS EVANS, (colored,) a native o Atexandria, District of Columbia, aged about 65.


# ALES, WINES AND LIQUORS.

PALE ALE, J. C. MARZETTI & SONS.
" " Bass & Co.'s,
" " H. Deetjen's.

LAGER BEER

Bottled by And. Muller, in cases of four dozen each.

SUPERIOR BORDEAUX WINE,

SUPERIOR HOCK WINE,

SHERRY in QUARTS & PINTS

PORT WINE, IN QUARTS AND PINTS,

FRENCH COGNAC, FRENCH CLARET,

HOLLAND GIN, KEY BRAND,
(IN SQUARE BOTTLES.)

CHERRY CORDIAL.

ALSO—Crushed and Powdered Sugar, Sweet Oil, Shelled Almonds, Sauer Kraut, Vinegar. For Sale by
51 2m MELCHERS & Co.

CROCKETT & HARPER'S
BLACKSMITH SHOP,
ON THE ESPLANADE.

NEAR THE NEW CUSTOM HOUSE. CARRIAGE work and other kinds of work in their line executed promptly and at reasonable rates.

N. B.—Horse shoeing, and all kinds of work pertaining to the Farrier's department, will receive especial attention, and be warranted to give perfect satisfaction. 51 1y


## Dissolution of Co-Partnership.

THE CO-PARTNERSHIP HERETOFORE existing between Daniel Burns and George J. Emmes, as Ship Carpenters, is this day dissolved by mutual consent. Either partner is authorized to sign in settlement of outstanding debts.

D. BURNS,
G. J. EMMES.

Honolulu, 11th April, 1863. 51 1m*

THE SUBSCRIBER having purchased the interest of D. Burns in the Ship Carpenter and Calking business, will hereafter carry on the same in his own name. Thankful for past favors, he trusts by strict attention to business, to merit a share of public patronage.

51 1m* G. J. EMMES.


HONOLULU
STEAM BISCUIT BAKERY!

SHIP BREAD REBAKED!!

Orders from the other islands promptly attended to.
ROBERT LOVE,
Nuuanu Street.

☞ Orders in Honolulu for shipping to be left with Messrs. Wilcox, Richards & Co., Queen St. 50-tf

OIL CASKS! OIL CASKS!

2,000 BBLS. OIL CASKS

SHORTLY EXPECTED TO ARRIVE,

AND WILL BE OFFERED FOR SALE BY
50 1m C. BREWER & CO.

MUSIC.

A NUMBER AND VARIETY OF PIECES, COMPOSED FOR the Pianoforte by Mr. Rudolph Sipp, for sale at the "Polynesian" Office, up stairs. 51 1m

REMOVAL.

DR. CHARLES F. GUILLOU has removed his dwelling from Dr. Wood's mansion in Hotel street, to the "EDEN HOUSE," at South East corner of Chaplain and Nuuanu Streets, where he will hold himself in readiness to receive the orders of such of his patients as may need him out of office hours. ☞ Entrances on both Chaplain and Nuuanu streets. 47 3m

100,000 ENGLISH FIRE and ARCH Bricks;
150 barrels Cement, warranted the best in the market.
For sale by
5 tf H. HACKFELD & CO.

Advertisements.

Wilcox, Richards & Co.

Ship Chandlers & Commission Merchants,
*Dealers in General Merchandise.*

Keep constantly on hand a full assortment of Merchandise, for the supply of Whalers and Merchant vessels.

AGENTS FOR THE
REGULAR DISPATCH LINE OF PACKETS
BETWEEN
Honolulu and San Francisco!

Bark "COMET," Capt. Jas. Smith.
" "YANKEE," Capt. A. Taylor.
Ship "YOUNG HECTOR," Capt. Jno. Paty;

One of the above vessels will be dispatched regularly every three weeks, or oftener.

Freight and Passengers taken at the lowest rates.

All the above vessels have superior accommodations for Passengers, for whom every comfort will be afforded.

Through Bills Lading will be given at Honolulu, for merchandise to New York or Boston, the freight being reshipped a San Francisco, on board first class clippers, without extra expense to shippers.

Shippers can also procure at Boston or New York, through Bills Lading, for freight shipped via San Francisco, of Messrs. Glidden & Williams, Boston, and Messrs. W. M. Coleman & Co., New York. Messrs. McRuer & Merrill, Agents for Regular Dispatch Line at San Francisco. 25 tf

BUTTER

MYER'S CELEBRATED

MOLOKAI

Butter

AT

50 Cents per lb.!

The best Butter made on the Islands!

RECEIVED FRESH
BY EVERY SCHOONER!
*NOW SELLING AT*

J. STEWARD'S,
Hotel Street.

☞ For the last three years, I have disposed of no other than MYER'S superior quality of BUTTER, and shall not keep any other quality—either at 37 1-2 cents or any other price per pound—therefore there need be no fear of mistakes.

47 2m*

BUTTER! BUTTER! BUTTER!

MYERS'
CELEBRATED
Molokai Butter!
AT
50 cts. per lb.!

THE BEST BUTTER
Made on the Islands

RECEIVED FRESH
BY EVERY SCHOONER!
NOW SELLING, AT

S. SAVIDGE'S,
Fort Street.

Other Dairy Butter,
37½ Cts. per lb.

45 tf

Water-Coolers!

OF EVRY BEST quality and different styles;
For sale by
41 vonHOLT & HEUCK.


SUPREME COURT. APRIL TERM, 1863.

IT IS HEREBY ORDERED THAT, IN ANY Probate cause hereafter to be heard, either before the full Court, or before a Judge at Chambers, no Attorney's fees whatever shall be allowed. By order of the Court.

50 tf JNO. E. BARNARD, Clerk.


Advertisements.

ALDRICH, WALKER & CO.

HAVE JUST RECEIVED, per

BARK "YANKEE,"

AND

SHIP "WILD HUNTER,"

THE FOLLOWING, which will be disposed of at low rates:

Bales Everett S. Sheetings,
" 4-4 N. Market Bro. Cottons,
" Heavy " " "
" Brood Brook A. A. Ticks,
" Blue Blankets,
" Gray "
Cases York Denims,
" Brood Brook Denims,
" 4-4 Bartlett Bleached Cottons,
" 7-8 Porter I.,
" Sprague's Prints,
" Merrimac Prints,
" Dragon ½ ℔ Tobacco, (choice article,)
" Men's Calf Oxford Ties,
" " " Boots,
3 Ply Belting, 3, 4, and 5 in.,
Boring Machines,
Oos, Lamps, Lanterns, &c., &c., &c. 50-1m

ALDRICH, WALKER & CO.!

....HAVE....

JUST RECEIVED!

AND

OFFER FOR SALE

AT

At Low Rates!

..... EX .....

BARK YANKEE,

228 HOURS FROM SAN FRANCISCO!

BALES P. R. DENIMS;
Bales Globe Drills,
" Eng. Gray Drills,
" Amoskeag Ticks,
" Panama do,
" Brown Cottons,
" Canton Bro. Drills,
" Falls Stripe Shirting,
" Wabash do,
Cases Pilot Jackets,
" mixed Flannel Shirts,
" blue do do,
" red do do,
" Hickory do,
" Bartlett bleached Cottons,
" Nashua Brown Flannels,
" " Bleach'd do,
" Grain L. Boots,
" Kip do,
" Calf do,
" Oxford Ties.

HARDWARE, &c.

Cases Hunt's Handled Axes,
" Axe Handles,
Bar Spring Cast Steel,
Bar Oct. do,
Kegs Cut Nails, ass'd sizes,
Reel Lead Pipe,
&c. &c. &c.

T

A superior lot of Oolong Tea, in 10 and 15 lb. boxes.

ON HAND

Fire Proof Roofing,
California Lime,
40-in. Burlaps,
Sugar Kegs,
Kona Coffee,
Round, Bar and Sheet Iron,
Polar Oil (extra quality),
Sperm do do,
Paint Oil,
White Lead,
Turpentine,
Currant Wine. 39


In the matter of the Estate of John Ely, deceased.

THE LAST Will and Testament of John Ely, deceased, late of Kahua, in the District of Hilo, in the Hawaiian Islands, having been duly admitted to probate by the Supreme Court of the Kingdom, sitting as a Court of Probate, on an appeal, on the 18th day of March, A. D. 1863, whereby Benjamin Pitman was appointed executor of the same.

Pursuant to an order of the Court of Probate made in this matter, notice is hereby given that Benjamin Pitman has assumed the trust as executor of the estate of John Ely, deceased, and that all persons who are creditors of the estate or who claim any right to any portion of the estate, otherwise than as legatees under the said Will, are required to present their claims for adjustment and payment on or before the first day of August next ensuing the publishing this notice, or the same shall be forever barred, to Benjamin Pitman, as executor as aforesaid, or to Asher B. Bates, at Honolulu, Hawaiian Islands, his lawful Attorney.

All persons having any portion of the estate of John Ely, deceased, in their possession, are requested to deliver the same to Asher B. Bates, of Honolulu, within thirty days, that the same may be inventoried.

Honolulu, 10th April, 1863.

BENJAMIN PITMAN,
Executor of John Ely, deceased,
By ASHER B. BATES,
Attorney in fact.
50-6t

## NOTICE.

THE UNDERSIGNED HEREBY GIVE PUBlic notice that, by virtue of an agreement with each the other this day entered into, we will not, nor our servants or agents will not sell, give or deliver any spirituous liquors or substances to any native subject or subjects of this Kingdom, be he high or low, rich or poor. That we will not deliver or give any native subject, or subjects of the Hawaiian Islands, any spirituous liquors or substances upon either the verbal or written order or writing of any person or persons whatsoever. And that they have constituted themselves a Committee of Surveillance, Inspection or Watch over each the other, and all other persons holding licenses to sell spirituous liquor either at wholesale or retail, and will prefer complaints against any and every person or persons violating, or in any way or manner evading any of the Liquor Laws of this Kingdom to the end, that such person or persons so violating or evading the Liquor Laws may be criminally prosecuted therefor.

JOSEPH BOOTH,
G. W. HOUGHTAILING,
WM. E. CUTRELL,
WILLIAM WOND,
JAMES VAUGHN,
JAMES LEMON,
JAMES DAWSON,
WM. HUGHES.

Honolulu, April 8, 1863. 50 3m

## Notice.

THE UNDERSIGNED HAVE THI