COMMERCIAL.

THURSDAY, NOV. 6, 1856.

The arrival of sixteen or eighteen whaleships since our last issue has imparted a lively aspect to our harbor and town. We have now in port about forty vessels, all told, with five or six new arrivals each day. In our memoranda will be found the latest reports from about 120 whalers yet to arrive. When it is recollected that each vessel coming in with 1,000 barrels of oil pays off to her officers and crew some $3,000, a large portion of which is spent on shore before the vessel sails again, it will be seen what an impetus must be given to all kinds of trade here. The later arrivals from the North, as usual in former years, improves the general average of the fleet, and we judge that the season's average will be fully up to our highest figure mentioned a few weeks since, viz:—900 bbls to each vessel. If this estimate be true, the season will be a profitable one to the fleet.

A new feature has arisen in the dispatch of bone for the United States. The manifest of the *Yankee* will show some 50,000 lbs. bone shipped with clean bills lading through to New York, at 1½c per pound, covering all expenses. A clipper line of packets receive it at San Francisco, and as they generally carry "dry" merchandise, we think this will in time become a favorite mode of sending bone home. The *Flying Cloud* will probably take the bone shipped by the *Yankee*, and land it in New York in 120 days after leaving this port. High prices are now ruling in the Eastern States for whalebone, (caused no doubt by the fancies of the ladies for balloon skirts.)

During the past week we have had only one departure for the Coast, the *Flying Dart*, which sailed for Koloa to take in a cargo of sweet potatoes. She will leave Koloa about the 6th or 8th, and probably take 1200 or 1500 bbls of very fine potatoes. The *Yankee* sails to-morrow for San Francisco and takes a full freight, consisting in part of about 10 tons beef tallow, 30 tons rice, 20 tons sugar, 50 tons salt, 50 tons oranges, 30 tons assor'd case goods, and 40 to 50,000 lbs. bone. We go to press before her manifest is made out.

The whaling bark *George* was sold at auction yesterday, by order of the assignees of Swan & Clifford. The vessel was put up as she lay, with boats, sails, rigging and fixtures, and sold for $3,600 cash, Messrs. Melchers & Co. being the purchasers. She will require a large outlay to refit her for sea, but is yet a good vessel for whaling.

OIL AND BONE.—We hear of a sale of 75 bbls. at 56c per gal. Consular rates in paying off crews are 40c for whale, $1 00 for sperm, and 35c for bone.

RICE.—Considerable sales have taken place, and we notice a sale of 60,000 lbs., for export by the *Yankee*, on private terms. The supply of inferior qualities is still large.

SUGAR.—We notice no change in prices, which hold at 6½ @ 7¼ per lb. Stock is not large.

COFFEE.—Stock in market small—held at 12½c for green—14c for Kona coffee.

EXCHANGE—holds firm at 12 @ 14 per cent. for Whalers' Bills on the U. S.

LATEST DATES, received at this Office.

San Francisco	Oct. 11
Panama, N. G.	Sept. 15
New York,	Sept. 5
London	Aug. 22
Paris	Aug. 20
Hongkong	July 25
Sydney, N. S. W.	June 18
Tahiti	July 10

Ships Mails.

For SAN FRANCISCO; per Yankee, Friday, 10 A. M.
For LAHAINA, per Kamoi, on Friday.
For HILO, per Kamamalu, soon.
For KAUAI—This day.

PORT OF HONOLULU, H. I.

ARRIVALS.

(For full reports of Whalers arrived, see Shipping List on 4th page.)

Oct. 30.—Am clip. sh Robbin Hood, Pierce, 18 days from San Francisco, bound on to Shanghae—sailed same day.
30.—Am wh sh Hibernia, Hunnewell, fm Hilo, 450 wh.
30.—Am sch E. L. Frost, Hempstead, fm Shantar Bay.
30.—Haw. schs John Young, and Louisa, both from Kauai.
31.—Sch Liholiho, Thurston, fm Hilo, Hawaii.
Nov. 1.— " Kamamalu, fm Molokai.
1.—Haw wh bg Victoria, Corsen, fm Arctic, 400 wh, 4,500 lbs bone.
1.—Am wh ship Montauk, French, from Ochotsk, 970 wh,
1.— " " " Sarah Swift, fm Ochotsk, 900 wh, 16,000 lbs bone.
1.—Am wh sh Kutusoff, Wing, fm Kamschatka, 1000 wh, 10,000 lbs bone.
1.—Am wh sh Frances Henrietta, Drew, 1100 wh this season, 14,000 lbs bone.
1.—Am sh Gladiator, Whitfield, 21 ds from San Francisco.
1.—Fr wh sh Manche, Lalanne, 900 wh this season, 9000 lbs bone.
1.—Am wh sh Eliza Adams, Hawes, fm Ochotsk, 2050 wh, 25,000 lbs bone.
2.—Am wh sh Nanticon, Luce, fm Ochotsk, 700 wh, 8,800 lbs bone.
2.—Am wh ship Fabius, Wing, fm Och., 40 sp, 1400 wh, 12,000 lbs bone.
2.—Am wh sh Com. Preble, Prentice, fm Och., 1100 wh, 16,000 lbs bone.
2.—Am wh sh Emerald, Halleck, fm Och., 140 sp, 500 wh, 7000 lbs bone.
2.—Am wh sh Florida, Williams, 975 wh, 10,000 lbs bone.
2.—Fr wh sh Pallas, Couppey, fm Och., 850 wh 9000 bn,
3.—Haw sch John Dunlap, Candage, fm Kauai.
4.—Am wh bark Baltic, Bronson, from Lahaina (outside.), sails to-day for New Zealand.
5.—Am wh sh Robt. Morrison, Pease, fm Och., 115 sperm 1,300 whale. (N.B.—By a mistake of the printer, the report of this vessel on the 4th page is given to the Robt. Edwards.)
5.—Br. brigantine Banner of Bristol, 35 days from Callao.
6.—Am. brig Agate, Allen, last from Fox Islands, 100 bbls. oil, lot of bone, &c. [Previously reported lost.]
6.—Am. whale ship Henry Kneeland, Whalon, 50 sperm, 300 whale
5.—Haw. schr Kamoi, Chadwick, 48 hours from Lahaina.
(Four whalers from Lahaina lying off and on.)

DEPARTURES.

Oct. 30.—Sch Rialto, Molteno, for Lahaina.
30.—Sch Kamoi, Chadwick, for Lahaina.
Nov. 1.—H. B. M.'s ship Alarm, Curry, for Valparaiso.
1.—Haw. sch John Young, Taber, for Koloa.
2.—Am sch Flying Dart, Freeman, for San Francisco.
3.—Am wh bk Cossack, Tripp, for New Bedford.
4.— " " " Neptune, Comstock, to cruise off Cala.
4.—Sch Liholiho, Thurston, for Hilo, Hawaii.

MEMORANDA.

REPORT OF THE SCHOONER "E. L. FROST," FROM SHANTAR BAY, OCHOTSK SEA—PREPARED BY T. T. DOUGHERTY, ESQ.

Robin Hood, McGinley,	650	Republic, Austen,	1000
Manuel Ortez, Heustis,	500	Gustave, Gillies,	800
E. F. Mason, Jernigan,	900	Jason,	1000
Lewis, Allen,	2000	Rosseau, Pope,	400
Warren, Wilcox,	650	Roman, Devol,	500
Ontario, Tooker,	1200	Vernon, Gardner,	350
Gen. Williams, Miller,	1650	Ocean, Norton,	500
Montezuma, Forsyth,	400	Young Phœnix, Toby,	18 whs.
Cowper, Dean,	550		
Chandler Price, Addbrook,	1100	N. S. Perkins, Fish,	1000 oil, 3000 skns
Eugene, Pendleton,	700		
Benj. Tucker, Barber,	800	Phillip 1st, Sisson,	1200
Venice, Lester,	200	Adeline Gibbs, Pomeroy,	1300
Harvest, Spencer,	1000	India, Long,	1900
Delaware, Homan,	750	California, Manchester,	500
Chas. Carroll, Hunting,	1000	Chas. Phelps, Layton,	12 whales.
George & Mary, Walker,	1000	Corea, Fish.	800
Phœnix, Williams,	1500	Omega, Sanborn,	1100
Montreal, Grey,	600	Champion, Grey,	1100
Abraham Barker,	400	Europa, Pease,	800
Junior, Andrews,	400	Washington, Holly,	900
Dartmouth, Heath,	250	Barnstable, Fisher,	750
Harmony, Hempstead,	700	General Scott, Clough,	1000
Hawaii, Cook,	500	Sheffield, Green,	1000
Cambria, Pease,	500	Oscar, Cross,	1750
Newton, Sherman,	650	Congress, Stranburg,	1100
George, Jenny,	650	Euphrates, Killmer,	1200
Onward, Norton,	400	Three Brothers, Cleveland,	900
Electra, Brown,	700	Corinthian, Russell,	1000
Natchez, Bellows,	1200	Alice, Penny,	350
United States, Holt	200	Olympia, Ryan,	1100
Canton Packet, Borden,	1000	Moctezuma, Tinker,	1000
Pacific, Snell,	600	Draper, Sandford,	350
Franklin, Richmond,	500	Menkar, Bloomfield,	150
Jirah Swift, Earl,	900	Metacom, Woodbridge,	500
Prudent, Hamilton,	900	Rebecca Sims, Gavitt,	600
Maringo, Skinner,	900	Hoogley, Cole,	700
Maria Theresa, Davis	700	Delta, Dubey,	600

The above report only includes the Shanter Bay fleet, the majority of them whaling in and about the Bay at the time of our leaving. The ice this season has been in larger bodies, and continued in the Bay longer than at any other period which has materially affected the whaling in consequence of the whales running under the ice the moment they were struck, and the boats obliged to cut to save themselves from being stove; the ice continued in the Bay till after the 20th of August, there being but few whales. Many of the ships intend stopping late in hopes that the whales may return as they have heretofore.

Brig Tarquina, belonging to Messrs. Allen & Co., was stove in the ice, her stem wrenched entirely off about 2 inches inside of the wood ends, and her stern-post started off about 2 inches being at the time surrounded with heavy ice, and leaking badly; after a few days the ice opened and they succeeded in reaching the harbor of Ficklestoff, Island of Ficklestoff, where the vessel was hauled up at high water, and a survey held upon her to ascertain the practicability of repairing her for a voyage to Honolulu—the surveyors pronouncing it to impossible to repair her to perform the voyage with the means at Capt. Weaver's command, and recommended for the benefit of all concerned, that the vessel be condemned, and sold to the highest bidder, which was accordingly done, and was purchased by Capt. Fisher, of ship *Barnstable*.

Ship *Mount Vernon*, Capt. Nye, was stove by the ice, in Shantar Bay, about the 12th day of June, and commenced to fill. The Barnstable at that time being close at hand, Captain Nye sold and abandoned the vessel to Capt. Fisher of the Barnstable, who succeeded in saving all hands and about 190 barrels of sperm oil, with some few other articles—the vessel at the time being about full of water, and in a short time sunk.

Ship *Alexander Coffin*, Captain Purrington, ran ashore during a thick fog on one of the Kuril Islands. After great difficulty she was got off, and upon trying the pumps, was found to be leaking very badly. She was immediately put away for Ajan, where she arrived safe, and was condemned, the vessel receiving serious damage. Much surprise was expressed that Capt. Purrington succeeded in bringing her in at all, leaking at the rate she was, even whilst lying still in the harbor. The ship was bought by the master of a Russian vessel—Capt. P. shipping part of his oil on board the Rebecca Sims, and part on board the Metacom and Menkar, at the rate of 20 cents per gallon freight to the U. S. The total amount shipped, we understand, was about 2,000 barrels.

Quite a number of ships received damage from contact with the ice, and will require considerable repairs upon their return to Honolulu. The loss of anchors and chains have been much less than the two preceding years. T. T. DOUGHERTY.

The following report is the latest from these vessels:

Italy, Weld,	700	Petrel,	500
Hudson, Marston,	700	Braganza, Jackson,	400
Wm. Thompson,	4 wh	Salamander,	600
Callao, Howland,	3 "	Cleone, Simmons,	12 wh
Triton, White,	4 "	Good Return, Wing,	1200
Arnolda, Sarvent,	2 "	Wm. Thompson, White,	1000
Emerald, Halleck,	5 "	Triton, Doria,	800
Omega, Sanborn,	9 "	Arab, Grinnel,	600
Albion, Hinds,	450	Illinois, Covell,	1 wh
Endeavour, Horsely,	250	L. C. Richmond, Cochran,	1000
Martha, Drake,	700	Coral, Manchester,	500
Thomas Nye, Smith,	700	Adeline Gibbs, Pomeroy,	900
Cornelius Howland, Luce,	450	Ocmulgee,	500
Navy, Wood,	275	Robert Morrison, Pease,	1300
Trident,	350	Pocahontas, Butler,	2 wh
Oregon, Eldridge,	450	Janus, Winslow,	2 "
Wm. Badger, Braley,	20	Lydia, Leonard,	30
Splendid,	2 wh	George Washington, Allen,	200
Nimrod,	750	Ohio, Barrett,	600
Omega, Hawes,	350	Parachute, Corey,	3 wh
Navigator, Fisher,	400	J. D. Thompson, Waterman,	800
Northern Light, Chapel,	20		

The *Flying Cloud*, as we learn from Capt. Pierce, of the *Robin Hood*, was to load at San Francisco for New York, and would not therefore come to this port to load oil.

REPORT OF BRIG AGATE.

Off and about St. Paul's in the month of September: Orizimbo, Rowley, 700; Cleone, 1100; Albion, 800; Callao, Howland, 500; New England, Smith, 400; Hudson, 600; James Maury, Curry, 400.

VESSELS IN PORT.—NOV. 5.

H. B. M. Ship Havannah, Harvey.
H. I. M.'s corvettte Embuscade, Gizolme.
Am clipper sh John Gilpin, Ring, loading oil and bone for U.S.
Am bk Yankee, Smith, soon for San Francisco.
Br. bk Cynthia, for freight or charter.
Am. clipper ship Pampero, Coggins, loading oil.
Br. bk Ariana, Zifuentes, soon for Manila.
Am. sch E. L. Frost, Hempstead.
Am. sh Gladiator, Whitfield, loading oil.
" Br. brigantine, ———.

WHALERS.

Bark George.	Brig Victoria, Corsen.
Ship Bart. Gosnold, Stebbins.	Fr. sh Manche, Lalanne.
" Charles Carroll, Tuttle.	Ship Sarah, Swift.
" Huntsville, Grant.	" Eliza Adams, Hawes.
" Syren Queen, Phillips.	" Kutusoff, Wing.
" Mogul, Clark.	" Francis Henrietta, Drew.
Bark Lark, Kibbling.	" Nauticon, Luce.
" Sarah Sheaf, Loper.	" Fabius, Wing.
" Black Eagle, Edwards.	" Com. Preble, Prentice.
" James Andrews, Kelly.	Fr. sh Pallas, Couppey.
Ship John Howland, Taylor.	Ship Florida, Williams.
" Lancaster, Carver.	Bark Baltic, Bronson.
" Montauk, French.	" Robt. Morrison, Pease.
" Henry Kneeland, whaler.	

Coasters in Port.

Sch Pfiel, Schievenbeck, repairing.
" Kamoi, Chadwick, soon for Lahaina.
" Kamehamena IV., Gulick, repairing.
" Kamamalu, soon for Hilo.
" John Dunlap, Candage.
" Excel, Autonio, for Kauai.
" Maria, Peterson.
" Rialto, Molteno, soon for Maui.

IMPORTS.

SAN FRANCISCO—per ship John Gilpin: 200 bbls beef, 6 casks tow lines, 160 bbls beef and pork, 10 casks bread, 5 do wh line, 8 do flour, 5 cs mdse, 2 boxes specie.

Per sch E. L. Frost: 18 cases champagne, 22 do claret, 10 do brandy, 5 do Madeira, 3 doz gin in stone, 4 cords wood, 30 small spars, 1 case clothing, 3 pkgs guns, 1 copper cooler, 1 mincing machine, 1 hose-tub and hose, 3 iron stalle anchors, 5 chain cables, 5 pkgs oil, 800 bbls whalebone.

Per ship Gladiator: 11 anchors, 3 chain cables, 80 cords oak wood, $10,000 coin, 199 boxes of codfish.

EXPORTS.

For NEW BEDFORD—per bark Cossack: transshipped from bark James Andrews, 14,173 gallons oil.

PASSENGERS.

From SAN FRANCISCO—per John Gilpin—Thos. Clayht, Wm Naylor.

For SAN FRANCISCO—per Flying Dart—Mr. Jones and daughter.

For SAN FRANCISCO—per Yankee—Mrs. A. G. Jones and family. G. W. Luce, John Rivett, Capt. A. Tuttle, Mr. F. Way, Wong chong.

DIED

In this city, Nov. 1st, FREDERICK HANKS EVERETT, son of A. P. Everett, Esq., aged six months and nine days.

In this city, Oct. 31, HUGH JOHN, infant son of Jeremiah and Margaret O'Neil, aged five months.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Services at present in the Court House, up stairs—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuuanu avenue, corner of Tutui street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark Pastor. Pulpit supplied at present by Rev. Messrs. Armstrong and Bishop. Services, in Hawaiian, every Sunday at 9½ A. M. and 3 P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

SMITH'S CHURCH—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2½ P. M.

PLACES OF AMUSEMENT.

ROYAL HAWAIIAN THEATER—Corner of Hotel and Alakea streets—Messrs. Graves & Wilder Managers. Performanee, every other night in each week.

PORT OF LAHAINA, MAUI.

ARRIVALS

Oct. 28.—Am wh bark Wolga, Crowell, fm Och., 8 sp, 1000 wh, 13,000 bone.
31.—Am wh sh Rosseau, Pope, fm Och. 300 wh, 4000 bone.
31.—Am wh sh Ocmulgee, West, fm Och., 85 sp. 1000 wh, 7000 bone.
31.—Am wh sh Good Return, Wing, fm Kamschatka, 1,400 wh, 12,000 bone.
Nov. 1.—Am wh bark Cleone, Simmons, from Kodiac 1,600 wh, 16,000 bone.
1.—Am wh sh Majestic, Percival fm Och., 250 wh, 2000 lbs bone.
1. Am wh sh Coral Manchester, fm Och., 80 sp, 950 wh, 10,006 bone.
1.—Am wh sh Omega, Hawes, fm Och., 500 wh, 4000 bone.
1.—Am wh sh Cor. Howland, Luce, fm Och., 600 wh, 8000 lbs bone.
1.—Am wh ship Henry Kneeland, Whalon, fm Och., 50 sp, 300 wh, 3000 bone.
1.—Am wh sh Jeannette, Pierce, fm Japan, 30 sp, 690 wh, 6000 bone.
1.—Am wh sh Petrel, Tucker, fm Arctic, 500 wh, 4000 bn.
3.—Am wh sh Wm. Thompson, White, fm Kodiac, 1000 wh 8000 bone.
3.—Am wh sh Washington, Holly, fm Och., 950 wh, 12,000 lbs bone.
3.—Am wh sh Columbia, Folger, fm Bonnin Island, 100 sp.
3.—Am wh sh Braganza, Jackson, fm Kam, 900 w, 7000 b.
3.—Am wh sh Menkar, Bloomfield, fm Och., 300 w, 3500 b.
3.—Am wh sh Wm. C. Nye, Soule, fm N. Zealand, 900 wh, 9000 bone.

PRESIDENTIAL ELECTION.—Last Tuesday, Nov. 4th, was the day for election of the President of the U. S., in which political strife the whole American people were probably engaged to a degree never before known. It is utterly impossible to predict here the result of the contest, but we have been furnished with the following extract from a letter lately received from an old politician, in New York State, who is well "posted up" in political matters:

"NEW YORK, AUG. 1856.—There is nothing heard of now save politics. * * * * The whole country is in a blaze of excitement, discussion, &c. I think there is not a contingency of the election of Mr. Buchanan. He will doubtless be elected by the people. Mr. Fillmore has many of the old line whigs, but such men as Rufus Choate have very generally given their adhesion to Mr. Buchanan. I think the Republicans would have done more and probably carried the north had they not been so foolish as to talk of disunion; and they have manufactured too many dead men in Kansas. The fight there has been a humbug, north and south, and the farce is about played out."

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter neatly done up in wrappers, five copies for 50 cents, or twelve copies for a dollar.

TERMS.—Six Dollars per annum.
Single Copies 12½ cents each.

AGENTS FOR THE COMMERCIAL ADVERTISER.

Lahaina, Maui	C. S. BARTOW, Esq.
Makawao, E. Maui	L. L. TORBERT, Esq.
Hilo, Hawaii	Capt. J. WORTH.
Kawaihae, Hawaii	Capt. JAS. A. LAW.
Kona, Hawaii	THOS. H. PARIS, Esq.
Koloa, Kauai	Dr. J. W. SMITH.
San Francisco, Cal	L. P. FISHER, Esq., Mer. Ex.
New Bedford and U. S.	B. LINDSEY, Ed. Ship List.

THE PACIFIC
Commercial Advertiser.

THURSDAY, NOVEMBER 6.

NEXT to the printing press, the steam engine is now regarded as the most powerful agent in the spread of commerce and civilization throughout the world. The press, by its diffusion of knowledge in every branch of science, literature and art, wields an all-powerful influence over the intellect and mind of man. But while the press thus aids the mind, the steam engine aids in no less degree the arm, increasing man's power a thousand fold, and thus increasing the amount of labor that he is able to perform. Both these agencies, when free and working together, tend to unite the different parts of a nation, as well as to bring together the remote nations of the earth, and to give them a greater influence over each other. But it is especially when the steam engine is applied as a motive power to vessels that its influence is felt perhaps the greatest. California and Oregon would never have been what they now are, even with their gold-producing valleys, but for the aid of steam, which has served them in travel and trade, beyond all former experience. Next to her gold fields, it is the *steam engine*, in connection with the press, and united with that indomitable energy which has accompanied them, that has built up along the bays, rivers, and valleys of California, the flourishing cities and villages which there exist. It is the steam engine that now ministers to the wants of her population, adding yearly to their wealth, and contributing to their comfort and happiness.

We stated in our last issue that the charter which was granted in 1853 to the Hawaiian Steam Navigation Company by this Government, giving to that Company the *monopoly* of steaming among these Islands for ten years, had been annulled by the Supreme Court, as the company had not complied with the terms of their charter. The following is the decision of the Court in the matter, as published in the Polynesian:

"In conclusion, we would say that, if we were able to discover a *bona fide* intention on the part of the company to carry out their contract and furnish the Islands with the requisite steam facilities, we should long hesitate to decree their privileges forfeited; but this we cannot discover, while on the contrary, it appears plain to us, upon the most satisfactory evidence, that there is and has been a lack of any such intention. We think that justice, equity, and a due regard for the public good, require that other parties who may be willing to furnish the requisite steam facilities for the Islands, should no longer be prevented from so doing, by the exclusive privileges conferred upon Garret W. Ryckman and others. We think the Company have forfeited the privileges of their grant, and we see no good reason why we should not declare the same forfeited, under the powers conferred upon this Court by the 13th Article of the same grant. We do, accordingly, adjudge and decree all the exclusive rights and privileges, and exemptions, granted by the Hawaiian Government to Garret W. Ryckman, Emery T. Pease, William A. Lighthall, Perry G. Childs, and Richard H. Bowlin, associated under the name and style of the Hawaiian Steam Navigation Company, and their associates and successors, to be forfeited, and we hereby "declare the same forfeit."

In making this decision, the Court has not only decreed justice in the case, but has expressed the unanimous will of the public. Monopolies, as a general thing, are injurious to the prosperity of a country. Sometimes they may be productive of more good than evil, but not often. It is unfortunate for our young Kingdom that both these agents of commerce—the steam engine and the printing press—have heretofore been fettered by monopolies and restrained from a full development of their power by a misjudged policy of the government—a policy which at the time of its adoption was deemed wise, but has proved detrimental in both cases to the commercial interests of the nation. Free and unrestrained competition in every business is always productive of the best results. At the time the monopoly in steam was granted, it was believed that the parties who asked for it were fully able and ready to carry out the requirements of their contract; but experience has shown that such belief was incorrect, for up to the day of the annulling of the charter, no steamer has ever been built by the Company for inter-island navigation, nor has one ever been introduced at all adapted to the trade.

The Company to whom the charter was awarded sent down from San Francisco the *S. B. Wheeler*, a frail North river boat, totally unfit to go out of sight of land. And although the boat did manage to run between the Islands for a year or two, yet on several occasions her escape from disaster was only a miracle. Then came the *Sea Bird*, a staunch boat of her class, but in size entirely out of proportion for the service needed. Lastly came the *West Point*, a poor worthless boat, with weak machinery and a patched-up boiler, picked up for service here after having been laid aside as unfit even for the inland California service, and which ought to have been condemned on her first arrival here. Neither of the three boats sent here by the Company were built for or adapted to the inter-island navigation, which, as we all know, is over rough channels and subject in the winter months to strong gales.

The *Sea Bird*, after a few trips, returned to San Francisco; the *West Point*, owning to her poor machinery, or some other cause, was lost at Koloa, Kauai; and the remaining boat, the *S. B. Wheeler* or *Akamai*, has been used for the last year as a towboat for this harbor, but is now laid by. In the matter of inter-island navigation we are about as badly off as we were ten years ago, when a week was a short passage from Kauai to Oahu, only 125 miles; and ten days from Honolulu to Hilo, (280 miles,) was something worth recording, as very remarkable.

The coast is once more clear for the introduction of steamers by any parties at home or abroad who may choose to do so. There are no legal obstuctions existing, and we think that none will hereafter be raised, should any individual or company choose to undertake the establishment of inter-island steamers. But who is to undertake it? If done at all, it must either be by the Government, by domestic capital or by foreign capital. As a general rule, it is not wise for governments to undertake what properly belongs to individual enterprise, so long as there is any chance that private enterprise will supply the wants of the country. Government work is usually executed with double the outlay which is required when private capital is employed, or if bounden contracts are made, the work is too often performed only in a superficial manner. When it becomes clear, however, that private enterprise cannot or will not undertake a work absolutely needed, it is right and proper that the work should be undertaken by the government. If individual capital however, can be induced to establish a line of steamers among these islands, it would be but justice for the government to aid the undertaking, not only by granting every facility needed, but by offering a bonus for the establishment of the line. Without making a monopoly, an annual grant by this Government of $5,000 to any company which would introduce two or three suitable steamers and sustain them in compliance with certain provisions, would be far cheaper than for it to undertake the work itself. Such a bonus might be discontinued whenever the line of steamers becomes profitable to its owners.

We doubt whether private capital here at the islands can ever be brought to establish a steam line among the group. Capital is too limited, and commands too high a premium to be withdrawn from other channels, for so great an outlay as this would require. Our only hope then is to induce foreign capitalists to embark in the enterprise. There can be no doubt that a company with abundant means to procure *suitable vessels*, and to establish them in the trade, would after the first twelve months receive a handsome return on their investment. We have good grounds for this belief in the fact that the steamer *West Point*, poor as she was, was building up a profitable trade at the time she was lost. She ran mostly to Kauai, and averaged a trip each week, her receipts being about double her expenses, while on her last trip, in which she was wrecked, her receipts would have been four times her expenses. A faster and more commodious vessel would do a much better business.

But *what kind* of vessels are wanted? This is perhaps the most important question connected with the subject of inter-island navigation, and one on which there is difference of opinion. Some hold that side-wheel boats are the only kind that will answer, but others, competent engineers, think propellers would be found best. For large vessels and ocean steamships there can be no doubt that side wheels are the most reliable; but for smaller vessels, especially where rigged with spars and sails (a convenience, if not a necessity in the island trade) propellers have been found less expensive and less liable to damage. The size needed is from 250 to 350 tons measurement. A vessel of larger tonnage would be found too expensive. There is a class of English propellers of about the above sizes, running as coasters between England and the European ports, rigged with schooner or brig rig, which are used in the rough channels, and which would probably be serviceable here where the trade wind blows steadily for eight or nine months, and can generally be relied on in passages from East to West.

A merchant, speaking the other day about steamers, suggested that the gun-boats in the English navy, a large number of which have recently been built, might be found adapted as coasters here. It is quite likely, now that the war is ended, an application from this Government to purchase one or two of them at cost would be acceded to. They have these good qualities—that they are strongly built, and fitted with powerful engines; but whether their capacities for freight and passengers could be adapted to our wants is another question. We suppose their cost, aside from their armament, is not far from £4,000 to £5,000 each, as they are built plain and for service only.

In conclusion, we would state for the benefit of any parties who might feel an interest in the matter, that no steam vessel should be sent here that is not fully adapted to the trade, and pronounced so by those who have been here and know the wants of the Islands. We are informed that there are parties in New York who are anxious to establish steamers here. We know of no one abroad who is so fully conversant with this subject, or in whose judgment we should place greater confidence than Wm. A. Lighthall, Esq., now connected with the Vanderbilt line in New York, who was formerly in the employ of the Hawaiian Steam Navigation Company, and who proved himself a complete master of his business, and a skillful, practical engineer. A vessel built for the trade should be a propeller, that comes as near a clipper brig or large schooner as possible in her build, rig, and sea-going qualities, capable of steaming eight to ten knots an hour, and adapted to burning coal or wood as required. She should furnish good dry stowage for 100 tons freight, worth $4 or $5 per ton, capacity for carrying 50 head of cattle, at $4 per head, with good cabin accommodations for twenty to twenty-five passengers, at $5 to $10 each, according to distance, and one hundred native deck passengers, at $1 to $2 each. Two such steamers, well managed, making weekly trips each way from Honolulu, would be found to pay a profit and largely increase the trade and travel. Instead of conflicting with the coasters now in employ, they would be a real benefit to them by increasing the commerce and travel in the Kingdom, and affording to agriculturists and planters greater facilities for getting their produce to market.

CLIPPER RACE TO THE SANDWICH ISLANDS. Between San Francisco and Honolulu there has plied for a long time a class of very fast vessels, justly celebrated for their speed, and the track has always been one where more or less racing is continually going on. The weather between the two points is generally uninterruptedly fine, and the strong trade winds are favorable, affording a fair test of the sailing qualities of the competing vessels. The old fashioned way of steering for the Islands was to stand first well to the southward, until meeting, the northern edge of the trade winds, and then beating away for the port of destination. This method has been abandoned by the packets plying regularly between the two ports, which now steer as nearly straight all the way as possible, except in the winter months, when the passage is much more difficult to make, owing to the irregularities of the trade winds.

Wednesday morning, the race of the season commences, and the following vessels, sailing within a few hours of each other, are entered for the contest, with what chances of success we leave all to judge:

Names.	*Tons.*	*Masters.*	*Last passage.*
Sh Flying Cloud,	1782	Cressy,	11 days.
Sh Sea Serpent,	1337	Whitmore,	10 days.
Sh John Gilpin,	1088	Ring,	12 days.
Sh Gladiator,	649	Whitfield,	——
Bk Yankee,	342	Smith,	9 days, 21 hrs.
Sch Flying Dart,	146	Freeman,	13 days.

The best passage *ever* made was accomplished by the clipper ship *Kingfisher*, in 1855, in nine days and twenty hours from port to port.

In the coming race, the *John Gilpin*, *Yankee* and *Flying Dart* take down cargo; the *Sea Serpent*, *Flying Cloud* and *Gladiator*, go down in ballast.

We shall watch the result of this race of so many *crack* clipper vessels with much interest, and shall hope to receive the report of the contest by the return of the *Yankee*, in about 35 to 40 days. We doubt not each commander will strain every nerve to win, and there will no doubt be some pretty hard "carrying sail." Lookout, boys! stand by the halyards! Hoist away the studding-sails; splice the mainbrace well, and some one will win.—*Alta, Oct. 7.*

We give below the result of the "clipper race," as near as we have obtained the facts. The race came off just as the trades had ceased for the season, hence the long passages reported. The captains with whom we have conversed report fresh winds from N. W. for 200 or 300 miles from San Francisco, then very light breezes from S. E. to S. W. barely sufficient to fill the sails. The *Sea Serpent*, which made the shortest run, was only in ballast, the *Yankee* full freighted. Their course was very nearly straight.

Arrived at Honolulu.	*Left bar S. F.*	*Passage.*
Oct. 23, sch Flying Dart, Freeman,	Oct. 6, 6 P M,	16 dys 12 hr
" " sh Sea Serpent, Whitmore,	" 9, 6 P M,	14 dys
" 24, bk Yankee, Smith,	" 8, 2 P M,	15 dys 16 hrs
" 28, H. B. M. S. Alarm, Curry,	" 9.	19 dys
" 30, sh Robin Hood, Pierce,	" 11, 12 M,	18 dys 18 hrs
" 29, John Gilpin, Ring,	" 10,	18 dys
Nov. 1, Gladiator, Whitfield,	" 11, 12 M,	20 dys 18 hrs

NOTES OF THE WEEK.

☞ *Three* numbers of the "Commercial" have been issued since the departure of the last mail for the United States. They can be procured at our counter either single or together, in wrappers, ready for mailing.

A HAWAIIAN FUNERAL.—The funeral procession which accompanied the corpse of the son of John Piikoi (a chief) on Saturday last was a novel and unusual sight, and illustrates the fondness of the Hawaiians for display. The escort partook somewhat of a ludicrous imitation of royalty, consisting first of the lad's horse with its equipage, saddle, &c., and with a pair of red-topped boots strung across the saddle. Then followed the hearse, and after it two hundred females, all dressed in deep mourning and mounted on horseback in Hawaiian straddle-fashion. Each female had a string of yellow lauhalas (wreaths) around her neck, with long black riding dresses, reaching to the ground. After the females came about one hundred and fifty men, also on horseback, all dressed in black, with crape on their left arms. After passing through the principal streets, the procession went out to the new tomb recently built by Mr. Piikoi, on his farm at Waikiki, where tents had been erected, and after the coffin was deposited in the tomb, a feast was served up in original Hawaiian style.

☞ Our patrons in San Francisco are assured that their notices inserted in the "*Commercial*" will receive a wide circulation throughout the Pacific, especially among merchant and whaling vessels, which visit many ports in the South and West Pacific. Our edition varies weekly from 900 to 1400 copies. L. P. Fisher, Esq., at the Merchants Exchange, will attend to any orders for us.

ACCIDENT.—An accident occurred on Saturday at the Steam Flour Mill. The "connecting rod" of the engine broke, and there being a high pressure of steam on, the engine had its own way for a short time, slinging the rod around, and breaking other parts of the engine. In attempting to let off the steam or water from the boiler, the Chinaman tending the engine got very severely scalded. The delay in grinding was only for a day or two, the mill being again at work.

☞ By a notice in another column it will be seen that the Annual Meeting of the Sailor's Home Society will be held on the evening of Nov. 17, for the choice of Trustees, and other business. The "Home" is now about completed, and we have no doubt is meeting the wishes of its patrons. We understand from the manager that its apartments are well filled, and that the conveniences and comforts afforded are appreciated by those who stop at the Home.

HONOLULU HARBOR.—It may be a matter of interest to captains and merchants abroad to know that this port is now furnished with a new tow-boat of sufficient strength to tow in any ship that may visit this place. She is placed under the charge of the pilots. It adds much to the safety of any port to have the aid of a good steamer, but here it has always been considered a necessity. The channel of the harbor is now being accurately re-surveyed by the officers of H. B M.'s Ship *Havannah*, and we learn that the surveys made thus far show a depth of 23 feet on the lee side of the channel, which side has been rarely used owing to its proximity to the reef, but now with the aid of a tug vessels of that draught can with safety be brought in at high tide. The survey, however, was undertaken, mainly to determine whether it is practicable to cut another channel into the harbor, or alter the present one.

☞ We have been requested by Capt. Jas. Smith and others to notice the charge made in the last *Polynesian* against the clipper ship *Sea Serpent*, of stealing a boat from the harbor and setting it adrift. Capt. Smith, R. Coady, Louis Anthon, and several others residents were on board the S. S., and left her after she got under weigh, and we are requested by them to say that the statement is wholly unfounded and unjust. Capt. Whitmore