COMMERCIAL.

WEDNESDAY EVENING, OCT. 21, 1857.

We note the arrival of the barks *Fanny Major* and *Messenger Bird* this morning, the former bringing a full assorted cargo from San Francisco, and the latter in ballast, from Hakodadi, with ugh she has for some time been announced as past due with a cargo of China goods. The market is therefore happily relieved of an expected accession to its already plethoric condition.

Dates from San Francisco are to the 3d inst. We see nothing interesting in the market reports as affecting our Island produce. Sugar and Coffee remain about the same as at last accounts. If any change is discernible, it is that Coffee showed a slight upward tendency and Sugar was not so firm. We quote below prices of some leading articles.

Trade has been tolerably brisk this week, although the market appears rather overstocked with goods, and prices rule low. Money continues rather scarce, but must shortly come more freely into circulation. Whalers are coming in slowly, and those in port are shipping freely their oil and bone. We are enabled to give but a few quotations this week.

BREAD—Imports per *Fanny Major* foot up about 30,000 lb. The market continues very much depressed. There have been sales to the shipping at nominal rates. Sales of 12,000 lb, damaged, at auction, at 2½c.

CORN—Small sales at 2c for domestic. Market well supplied.

FLOUR—Imports per *Fanny Major*, 250 quarter sacks, most or which go into bakers' hands direct. We quote California and Domestic at $12.

TOBACCO—Best brands are in demand, and sales have been made at 37½@42c.

BEANS—Sales of fresh Maui at 3c.

EXCHANGE—The shipping agents are advancing money at 12 ⅌ cent., but bills are not easily obtained in the street at anything over 8@10 ⅌ cent. We hear that the *Fanny Major* brought a very small amount of coin from San Francisco.

SAN FRANCISCO MARKETS.

FRIDAY, Oct. 2, 1857.

A good business was done to-day in general merchandise, and from first hands there were interesting sales of sugar and rice. The firmness in the sugar market continues, predicated mainly on orders from Chile. The receipts within a day or two have amounted to 876,530 lbs, notwithstanding this accession, the market has further advanced.

FLOUR—Jobbing sales, from $9 50 @ $11.

WHEAT—Sales of 500 sacks, private; 260 do, at 3c.

BARLEY—Sales of 900 sacks at $1 55.

OATS—Sales of 200 sacks at 2c.

GUNNIES—Sales of 50 bales at 15c.

CANDLES—Sale of 100 boxes Phœnix at 23c ⅌ lb.

RICE—7,000 lbs re-clean Calcutta at 6c; 6,000 lbs Batavia at 4½c; and 50 tierces Carolina at 6½c ⅌ lb.

PULU—Sales of Sandwich Island 51 bales at 15c.

COFFEE—A heavy stock and the receipt of additional large supplies, had thoroughly broken the market down at the close of June. Rio was dull at 11½c @ 11½c; Java at 18½c; and Sandwich Island at 11½c @ 11½c ⅌ lb. Later some large offerings of Rio at auction, were sold for 10½ @ 11c.

SUGAR—China and Manila at 9c @ 9½c.

SALES AT AUCTION.

SUGAR—20 half-bbls coffee-crushed at 14½c; 53 mats China No. 1 at 9½c; and 248 do do, slightly sweated, at 9½c @ 9¾c ⅌ lb.

COFFEE—110 bags Sandwich Island at 12½c ⅌ lb.

TEA—159 half-chests Souchong at 36½c @ 37½c; and 47 cases Young Hyson at 79½c ⅌ lb.

BREAD—7 puncheons navy and pilot at 4c ⅌ lb.

RICE—300 mats China No. 1 at $5 @ $5 50 ⅌ 100 lbs.

MUSTARD—30 cases French at $1 62½ ⅌ doz.

CIGARS—50,000 German at $6 ⅌ M.

SHERRY—10 ¼-casks at $1 50 ⅌ gallon.

DRIED BEEF—13 bales at 3½c ⅌ lb.

NEW BEDFORD OIL MARKET.—Aug. 31.

SPERM—There is rather more inquiry for sperm, and the recent news from England has produced an upward tendency among holders. The transactions since our last include sales of 200 bbls at 130 cents per gallon, and 600 do do at a price not transpired. Also 200 bbls "weighing a little heavy," at 129 cts per gallon.

WHALE.—The market for whale has been quiet since our last. The only sales coming to our knowledge are 225 bbls. South Sea brought on speculation at 72 cts, and 200 bbls humpback at 71 cents per gallon.

WHALEBONE.—The transactions for bone since our last embrace sales 8,000 lbs. Ochotsk at 128 cents, and 4,000 do do at a price not mentioned, but understood at an advance upon 125 cents.

LATEST DATES, received at this Office.

San Francisco - - -	Oct. 3	Paris - - - - - -	Aug. 22
Panama, N. G. - -	Sept. 16	Hongkong - - - -	July 9
New York - - - -	Sept. 5	Melbourne, N. S. W.,	July 15
London - - - - -	Aug. 23	Tahiti - - - - - -	Aug. 27

Ships Mails.

For SAN FRANCISCO, per Fanny Major, about Novembdr 1.
For LAHAINA and KALEPOLEPO, per Maria & Ka Moi to-day.
For MANILA, per Fortuna, about Oct. 23.

PORT OF HONOLULU, H. I.

ARRIVALS.

[For full reports of Whaleships, see 4th page.]

Oct. 15—Am wh ship Rainbow, Halsey, fm Kamschatka, 700 wh, 6000 bone.
16—Sch Kamehameha IV., from Kohala.
16—Am wh ship John Howland, Taylor, from Kodiack, 900 wh, 9000 bone.
16—H. B. M.'s screw sloop Plumper, 19 guns, Richards, 37 days from Valparaiso.
16—Am wh ship Florida, Fish, fm Kodiack, 700 wh, 7000 bone.
18—Am wh ship Arctic, Beedman, from Bristol Bay.
18—Am wh ship Saratoga, Slocum, frm do do.
18—Schrs Mary L. and Hakaleleponi, from Maui, with potatoes.
18—Wh ships Caroline, Gifford, fm Hilo, and Young Hero, Long, from Lahaina, arrived off the port, and sailed again for southern cruises.
19—Sch Kalama, Hooper, fm Kawaihae via Lahaina.
19—Am wh ship Emerald, Hallock, from Bristol Bay and Kodiack.
20—Sch Kinoole, fm Kona, Hawaii.
20—Sch Kaonoi, fm Lahaina.
21—Sch Maria, Molteno, fm Lahaina.
21—Am bark Fanny Major, Lawton, 18 days from San Francisco.
21—Am wh sh Silver Cloud, Coggeshall, 450 wh, 5000 bone.
21—Am bark Messenger Bird, Homer, 37 days from Hakodadi, Japan, in ballast.
21—Am wh ship Janet, West, fm Ochotsk, 400 bbls.
21—H. B. M.'s paddle steamer Vixen, Meacham, 19 days from Marquesas Islands.
22—Am wh ship Benj. Tucker, Barber, from Kodiack and Bristol bay, via Lahaina, 750 bbls wh 6000 bone.
22—Am wh sh Jas Maury, Curry, fm Kodiack, 800 wh.
22—Schs Favorite, from Kahului, and Alice fm Kona.
23—Brig Hero, from Christmas Is with cargo of lumber.

☞ Two whalers with signals set for pilots are telegraphed, but we have not obtained their reports.

DEPARTURES.

Oct. 16—Kamoi, for Lahaina.
19—John Dunlap, for Kauai.
20—Kekauluohi, for Kona, Hawaii.
20—Am wh ship Good Return, Wing, for southern cruise.
21—Sch Kalama, Hooper, for Lahaina.
21—Sch Kinoole, for Molokai.

MEMORANDA.

[Correspondence of P. C Advertiser.]

WHALERS AT PAPEETE, TAHITI:

June 30—Zone, Fish, of Fair Haven, last from Rorotonga, 800 sperm voyage, 800 sp on board, 450 sp, season.

July 18—Monticello, Baker, of Nan., put back leaking, 1200 sp, voyage, 1200 sp on board, 250 sp, season.

August 25—Morning Light, Norton, of New Bedford, last from Atacames, 150 sp, 630 wh, voyage, 380 wh on board, 380 wh, 1870 lbs bone, season.

Capt. Fish, of bark *Zone*, Tahiti, June 30, reports as follows: Edward Cary, Winslow, of Nantucket, spoken at sea, lat. 25 S., long. 174-30 W., last from New Zealand, June 5, with 1100 sp. voyage, 150 sp, season; Two Brothers, Childs, of New Bedford, same lat. and long., do do, June 17, 500 sp, 800 wh, voyage; Alpha, Caswell, of Nantucket, same do do, June 17, 650 sp, voyage, 680 on board.

PAPEETE, Tahiti, September 8th, 1857.

WHALER AT ROROTONGA.

June 21—B. Corning, Beach, of N. B., last from New Zealand, 800 sp, voyage.

Capt. West, of the *Janet*, reports:—Aug. 1, bark Cynthia, Scofield, 3 whales; 24 officer, and some of the crew had left the vessel, and she had but 10 or 12 working men; Sept. 9, brig Hawaii, Rabe, 25 barrels; Aug. 30, Roman, 800 or 900 bbls; Sept. 9, Kingfisher, 1300 do.; do. bark Harmony, 1300 or 1400 do.; do Philip 1st, Sisson, 1300 do. Via Lahaina, we hear from bark Alice, Penny, 900 bbls.

Bark *Italy*, Babcock, had taken 6 whales, and 1400 bbls from the wreck of the *Natchez*, and sailed for Honolulu.

☞ Capt Barber of the *Benj. Tucker*, reports spoken June 29, ship *Cincinnati*, of Stonington, 2 whales; Sept 12, *Baltic*, 600 bbls.

☞ Captain Halsey, of the *Rainbow*, reports having spoken lat. 47, bark *Baltic*, 600 bbls.

☞ Sailed from New Bedford for the North Pacific Ocean, Aug. 16, 1857, bark *Harvest*, of Fair Haven, Capt. Charry; Aug. 20, ship *Scotland*, Capt. Joshua Weeks, junr.; Aug. 24, ship *Roman 2d*, Capt. Abraham Debarr; Sept. 3, ship *George & Susan*, Capt. Robert Jones; advertised to leave for the same destination, Sept. 20, ship *Roseau*, Capt. Paul Greene; Oct. 1, ship *George Rowland*, Capt. G. P. Pomeroy.

☞ In the Panama *Star and Herald* of Sept. 16, we notice the arrival at Punta Arenas, Aug. 19, of the schooner *E. L. Frost*, Austin, and again her departure to cruise on the 22d, but no report of her oil is given.

☞ At Port Townsend, Washington Territory, Aug. 26, ship *Eli Whitney*, loading for Sydney, will probably touch at Honolulu. Also, bark *Jenny Ford*, Sargent, loading for Honolulu. At Port Ludlow, brig *Advance*, loading for Honolulu.

☞ Spoken about the middle of June, off Bonin Island, by ship *Henry Tuber*, the ship *Ocean Rover*, Veeder, of Nantucket, 1500 sperm.

☞ Bark *Messenger Bird* sailed from Hakodadi Sept. 14, in company with bark *Bhering*, fm Honolulu bound to Petropaulaski.

☞ Capt. West, of the *Janet*, reports that Mr. John Cannon 1st officer of the *Hawaii*, with his boat's crew were stove by a whale, and all drowned.

IMPORTS.

From SAN FRANCISCO—per Fanny Major, Oct 21—100 kegs white wine, 3 tierces and 29 bbls salmon, 7 half-bbls herrings, 8 cases hams, 20 baskets champagne, 1 pipe paper, 1 bale carpeting, 7 do furniture, 1 do glass, 1 do models, 1 do paper hangings, 38 do Cantabrian wine, 50 casks and 20 bbls beer, 15 bbls whisky, 3 cases poison, 121 packages sales, 1 bell rocker, 2 qr casks sherry wine, 3 boxes cinnabar, 7 qr casks 20 ⅌ and 2 bbls brandy, 1 box gin, 5 do claret, 2 bales cassia, 1 bag wax, 5 coils rope, 219 casks navy bread, 2 pipes and 5 bales printing paper, 1 case books, 25 cs dry goods, 5 jars medical wine, 2 jars chow chow,

25 cs oysters, 320 qr sacks flour, 57 cs pilot bread, 25 bxs candles, 15 casks hams, 2234 M shingles, 92 sacks oats, 267 do potatoes, 8 boxes cheese, 100 empty kegs, 8126 ft siding, 1 buggy and harness, 6 tierces pork, 4 boxes apples, 15 sacks onions, 3 half bbls rum, 2 qr casks port wine, 1 do sherry wine, 4 hat-bxs hats, 1 demijohn, 4 hives of bees.

VESSELS IN PORT.—OCT. 22.

U. S. S. St. Marys, Davis.
H. B. M.'s steamship Vixen, Meacham.
Am clipper ship Hound, Stevens, loading oil.
H. B. M.'s steamship Plumper, Richards.
Am clipper ship John Land, Bearse, loading oil.
Am ship Harriet and Jessie, Janvrin, loading oil.
British bark Gambia.
Ship John Marshall, Pendleton, in ordinary.
Br brigt Recovery, Mitchell.
Br bark Faith, Gates.
Am clipper ship John Gilpin, Ropes, loading oil.
Am clipper ship Fortuna, Scudder.
Am bark Fanny Major, Lawton.
Am bark Messenger Bird, Homer.

WHALERS.

Ship Ville de Rennes, Guedoit.	Ship Janet, West.
Huntsville, Grant.	Bark United States, Wood.
Gen Williams, Miller.	South America, Walker.
Florida, Fish.	Tybee, Freeman.
Saratoga, Slocum.	Mercury, Hayden.
Arctic, Beedman.	Sarah Sheaf, Loper.
Emerald, Hallock.	Silver Cloud, Coggeshall.
Addison, Lawrence.	Schr Pfiel, Fish.

INTER-ISLAND TRADE.

For LAHAINA—per Maria, Oct. 16——102 bbls pork, 100 do beef, 50 do bread, 50 do flour, 2 do pitch, 103 packages mdse, 2 horses, 1 canary bird, $6,500 in specie, 5 foreign and 29 native passengers.

For KAHULUI—per Moi Keiki, Oct 15—4 bags flour, 7 barrels salmon, 6 pkgs mdse, 100 gunny bags, 13 bags blacksmith's coal, 200 laths, 1 coil rope, 1 scythe, 70 bdls hoop iron, 600 feet lumber, 1 pkg specie, 263 do shooks, 46 kegs heads, 2 plows, and 11 passengers.

From KAHALA, HAWAII—per Kamehameha IV., Oct 16—379 goat skins, 30 hogs, 125 fowls, 100 bags beans, 1 canoe, 20 bunches bananas, 20 bundles tobacco, 9 hides, 150 squashes, 30 bags onions, and 90 passengers.

From KONA, HAWAII—per Kinoole, Oct 19—5000 oranges, 25 hogs, 1 cow, 1 horse, 3 doz fowls, 1 doz turkeys, 10 bags sweet potatoes, 1 case preserves and butter.

For LAHAINA—per Kamoi, Oct 17—30 pkgs mdse, 55 kegs white lead, 1 bbl vinegar, 1 do alcohol, 14 bbls soda water, 43 do provisions, 5 pkgs brandy, 2 pieces stove pipe, $7000 specie, 2 foreign and 12 native passengers.

From LAHAINA—per Kamoi, Oct 20—8 boxes tobacco, 5 bdls sugar cane, 1 bdl bread fruit, 1 Mormon, 1 foreign and 4 native passengers.

From KAWAIHAE—per Kalama, Oct 19—8 bundles tobacco, 1 bag pulu, 140 bbls beef, 150 hides, 30 goat skins, 2 kegs butter, 7 pigs.

From LAHAINA—per Maria, Oct. 21—5 bbls slush, 19 bxs tobacco, 2 horses, 1 canoe, 5 hides, 150 empty boxes.

For LAHAINA and KAWAIHAE—per Kalama, Oct. 21—60 bbls salt, 50 do beef, 130 bags flour, 12 cs mdse, 12 bndls hoop iron, lot bar iron, 1 foreign and 10 native passengers.

PASSENGERS.

FOREIGN.

From SAN FRANCISCO—per Fanny Major, Oct 21—Mrs Eliza H. Edwards, Miss Anna Stott, John Chestnut, David H Ellis, A J Miner, Charles B Wilder, Joseph Emanuels, Jos. Solomon, Utai, Achuck, Ahai.

COASTWISE.

From LAHAINA—per Maria, Oct 21—S Alexander, Mr Cunningham, Barney Cassidy, and 30 on deck.

From KONA, HAWAII—per Kinoole, Oct 20—Rev T E Taylor, T G Thurston, and 25 on deck.

From LAHAINA—per Kinoole, Oct 20—A K Clark, and lady.

From KAWAIHAE—per Kalama, Oct 16—E P Adams, E Coffin, 32 deck passengers.

PORT OF LAHAINA.

ARRIVALS.

Oct. 8—Draper, Sanford, fm Kodiack, 200 wh, 2000 bone.
9—Emily Morgan, Chase, fm Japan, 100 sperm
16—Caulaincourt, Labaste, 20 sp, 1380 wh, 14000 bone.
16—Gen. D'Hautpoul, Darmandarits, 25 sp, 1225 wh, 12000 bone.
16—Gen. Teste, Lemercia, fm Kod., 100 sp, 700 wh, 7000 bone.
19—Napoleon III., Morell, 1100 wh, 7000 bone.
19—Sea Breeze, Jones, 600 sp, 50 wh.
19—Newburyport, Crandall, 400 wh, 3000 bone.
19—Ocean Wave, Baker, 600 wh, 5000 bone.

DEPARTURES.

Oct. 17—Young Hero, Long, for New Zealand.
19—Lexington, Fisher, for " "
19—Isabella, Lyons, for " "

BIRTH

At Makawao, East Maui, on the 3d inst., the wife of Mr. J. RIVETT, of Sacramento, California, of a daughter.

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—Corner of Fort and Beretania sts.—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. 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. 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.

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.

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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, OCTOBER 22.

THE foreign news received yesterday is of considerable interest. The latest advices from India received in England are discouraging. The large city of Delhi, which is the head quarters of the mutineers, still held out against the British forces, and accounts represent the insurrection and hostility to the British rule as spreading throughout the Empire. What the end will be it is impossible to determine.

The most interesting of the news received is that relating to the temporary failure of the Atlantic telegraph. Perhaps we cannot give a better summary of this affair than is contained in the following which we find in the San Francisco *Herald*:

The failure to lay the Trans-Atlantic Telegraph cable successfully, so far from discouraging, has had the effect of heightening to a great degree the confidence of all the scientific gentlemen connected with the undertaking. The source from whence the greatest difficulty had been anticipated, turns out to be exactly the reverse—the electric communication being greatly improved by the submersion of the cable in deep water. This favorable result is attributed to two leading causes, the low temperature of the water and the compression on the pores of the gutta percha with which it is enveloped. There is, in this one fact, great cause for increased confidence. Another most encouraging feature is the success attending the laying of the cable over the only sudden declivity that occurs on the whole contemplated line, the bottom changing suddenly from a depth of four hundred and ten to seventeen hundred fathoms without producing the slightest strain or injury, and the cable exhibiting a remarkable pliancy and flexibility. It has also been successfully demonstrated, that the cable could be spliced, even during a heavy sea, the two ends on board the *Niagara* and *Agamemnon* were joined and let down to the depth of two thousand fathoms. In addition to these ascertained triumphs, it has been proved, that the present cable, in size, composition, flexibility and toughness, is exactly suited to the purpose, and the unanimous expression of the naval officers and scientific gentlemen interested in this great object is, that a form of submarine telegraph could not be adopted more suitable in every respect for the object intended to be accomplished.

The cause of the whole difficulty appears to have been the ignorance of the person who acted as *brakeman*, and tended the running out of the cable over the rollers provided for that purpose, as in the momentary absence of Mr. Bright, who was in charge of that operation, he put a "dead nip" on the cable at the moment when it required easing or letting go more freely.

A variety of opinions have been expressed as to what it is best to do under the circumstances.—Some have proposed that the present cable be sold for the purpose of communicating with India, and that the undertaking be abandoned till next year, when the whole of a new cable should be shipped on board the monster steamer *Great Eastern*, and laid. The reasons given by one writer why the *Great Eastern* should be employed, are as follows:

1. This monster vessel will be large enough to stow all the wire required, and which I would suggest should be coiled upon reels, so that there would be no chance of fouling, as in the "unfaking" of a coil.

2. She will not "pitch," and if she does, there may be a trunk constructed through her bottom amidships, which would obviate the danger experienced in paying her cable over the stern.

3. By the cable being on a series of reels a high speed may with safety be used, and thus save much slack being carried away by currents and deviations in the course, which a slow speed must necessarily be attended with.

On the other hand the Board of Directors, assisted by the commanding naval officers employed in the work, and by Capt. Harrison, future commander of the *Great Eastern*, were in earnest consultation, and have taken hold of the subject with renewed courage and confidence. Capt. Harrison, an experienced navigator of the Atlantic, differs slightly with Lieutenant Maury as to the season of the year when the Atlantic is freest from storms and foul weather. His opinion is, that "the month of October and the first portion of the month of November, more particularly when the equinoctial gales have been severe, are usually free from any sea or atmosphere that would be injurious to an expedition like the present." From a close investigation of the subject, we arrive at the conclusion that the effort to lay the cable—so far from being an abiding failure—has determinedly shown its entire practicability, the thorough competency of the gentleman in charge—their determination and zeal—the excellence and adaptability of the cable itself, and that of the measures employed for laying it across.—"There is no such word as fail."

An Ancient Cannon.

In the open space of ground, which was until recently enclosed in the walls of the fort, and which we have before suggested should be planted with trees and set apart for a public square, lie a number of old cannon which were once mounted on the walls and before the invasion of *le plus brave* Admiral Tromelin, were wont to bellow forth their *pu aloha* on State occasions and the arrival of men-of-war. The French during their short occupancy, exerted themselves with a degree of industry worthy of a better cause, and threw all these guns over the ramparts, spiked and defaced them as much as they were able, and there they have lain ever since, silent but expressive witnesses of what has caused the consumption of many a ream of foolscap in the Foreign Office and many a wax candle at Rosebank.

Among the rest is a brass (or composition) field-piece, a 32-pounder, which is an object of considerable curiosity both on account of its age, and the speculations—for they can scarcely be anything more—to which its history gives rise. It bears the year in which it was cast, 1686, in plain figures on the breech, surmounted by the following words in Latin: *Kelleri Tiguro Helvetii, F. Duaci*, being the imprint of the founder. Its weight, 5240 pounds, is marked on it. Above this is the shield of the Bourbons, the *fleur de lis*, with a crown and sun, and the motto, *Pluribus nec Impar*—a free translation might read, "hard to beat." Above this is another heraldic device of two lions rampant, a coat of arms, and the words "*Le Mareschal de Humieres*," which have been much defaced by the vandalism practised upon them with chisels. Then we have another motto which is singularly appropriate for such a death-dealing instrument as this might have been:—*Ultima Ratio Regum*—The Last Resort of Kings. Just on the muzzle is the name with which the piece was no doubt christened—for in the days of *Le Grand Monarque* they baptized cannon—*Le Divertissant*, or, The Diverter; a *nom de guerre* which betrays a sort of grim humor in the French Department of war one hundred and seventy-one years ago.

Louis the Fourteenth was at war with all Europe in 1686, for then the celebrated League of Augsburg was entered into by the princes belonging to the German Empire, in order to prevent the further encroachments of France. This was joined by Holland and Spain, and finally by England, and then came the eight years war which terminated at the Peace of Ryswick, 1697. The Palatinate was overrun by the French, and the protestant inhabitants slaughtered and exterminated. Where then was *our* cannon? Was it in the army of de Noailles, "breathing out threatenings and slaughter" against the Spaniards, or did it wake the echoes among the hills of Piedmont, where zealot soldiers fought for modes of faith?

"Mark where his carnage and his conquest cease!
He makes a solitude, and calls it—peace!"

Or perchance it was in the fleet with De Tournay when he defeated the combined squadrons of the Dutch and English off Beachy Head in 1691, or still later, when the English in turn defeated De Tournay. But all our speculations are in vain—the old gun cannot tell us its eventful history, for the French (they ought to have respected its memory) spoiled its voice by driving a spike in its throat, thus nailing its powers of speech.

It was probably cast in Switzerland, for the Swiss of those times were cannon founders, and we observe the word "Helvetii" on the breech. By some means it found its way to New York, from Egypt, (where it was in Bonaparte's army) and, in 1822, it was brought to these Islands in the ship *William & John*, Captain Ebbetts, as we learn from our fellow-townsman Captain John Meek, who received it on board the brig *Pedlar*, under his command, and on its being purchased for Kamehameha II, by Kalaimoku, (or Mr. Pitt, as he was familiarly called by foreigners) it was landed on the wharf near the residence of Mr. James Robinson. It was paid for in sandal wood—one hundred and fifty piculs—worth in China five thousand dollars. Such is the history of this old gun, so far as we know, and there is no telling what stirring incidents "by flood and field" it has passed through. Now it is deemed no better than old metal, and a proposition was made the other day to purchase it for 12½ cents per pound, and recast it—perhaps into pots and pans, or matter-of-fact machinery.—"What a fall was there, my countrymen!" But a better fate awaits our gun; the King has very properly determined to preserve it as a relic of the past, and, remounted on a new carriage, it will occupy an honored position in the palace yard.

LOSS OF THE WHALE SHIP INDIAN CHIEF.—A letter from Messrs. Gilman & Co., dated Lahaina, Oct. 19, gives the following particulars in relation to the loss of this vessel:

"Capt. Baker of the bark *Ocean Wave*, from the Arctic, reports the loss August 25 of the ship *Indian Chief*, Huntley, by the staving in of the bow of the ship by a cake of ice. The shock was so light that it was not thought to be serious. The captain however gave orders to try the pumps, and found that the ship was filling fast and had barely time to take to the boats. The ship had 560 barrels stowed down this season and was boiling out at the time of the accident, and went down with "hot pots." The captain, first and second officers and men, after being exposed some three days in the open boats, in very unclement weather, succeeded in reaching Plover Bay. The captain thinks that the third mate's boat must have been lost—as he was not a very energetic man, and it required all the energy of the captain and officers to keep the men alive—when they were not rowing they were kept pounding one another to keep up the circulation and drive off the stupor caused by the cold weather. Captain Huntley and officers went on board the brig *Oahu*, where they were when the *Ocean Wave* left the Fox Islands, September 23."

NOTES OF THE WEEK.

NAVAL.—His I. M's frigate *La Perseverante*, of 60 guns, Rear-Admiral Lugeol, whose arrival we noticed last week from Tahiti, *via* Hilo, sailed on Sunday morning for San Francisco, where we learn she goes for repairs. She took a mail. The following is a list of her officers:

Lugeol, *Contre-Amiral, Commandant-en-Chef.*
Couprent Desbois, *Capitaine de Vaisseau, Cap. de Pavillon.*
De Lapelin, *Capitaine de Fregate, Chef d'Etat-Major.*
Bigot, *Chirurgien Principal de Division.*
Le Roy, *Chirurgien de Seconde Classe.*
Theret, *Chirurgien de Troisieme Classe.*
Gagneur, *Aumonier de la Division.*
Louvel, *Lieutenant de Vaisseau, Officier en Second.*
Magen, *Lieutenant de Vaisseau, Aide-de-Camp de l'Amiral.*
Esnault et Lapersonne, *Lieutenants de Vaisseau.*
De Stalande et Narfot, *Enseignes de Vaisseau.*
Clement, *Enseigne de Vaisseau, Officier d'Ordonnance.*
Papin, *Sous-Commissaire de la Division.*
Le Bras, Nicole, Moye, De Cinter, Le Borgne de Keramboquer, De Turenne, Hamelin et Michel, *Aspirants de Marine.*

On Friday arrived H. B. M's screw surveying sloop *Plumper*, 10 guns, Captain George Henry Richards, 37 days from Valparaiso. She is bound for Vancouver's Island, on survey duty, and sails this afternoon. Her officers are:

George Henry Richards, *Captain.*
William Moriarty, *Senior Lieutenant.*
Richard C. Mayne, *Second Lieutenant.*
John A. Bull, *Master.*
William Elliott, *Paymaster.*
Samuel Campbell, M. D., *Acting Assistant Surgeon.*
Philip J. Hankin, *Mate.*
Daniel Pender and Edward P. Bedwell, *Second Masters.*
James L. Croker, *Clerk.*
George A. Browning and Edwin R. Blunden, *Master's Asst's.*
Frederick O. Powell, *Naval Cadet*, (to join H. M. S. *Satellite.*)
Francis Brockton, Edward Lewis and William Holloway, *Assistant Engineers.*
R. Bayley, *Boatswain.*
H. G. Downing, *Carpenter.*

Yesterday at 4 P. M. arrived H. B. M. steam paddle ship *Vixen*, 19 days from Nukahiva, having left Callao August 26. She reports that the French authorities at the Marquesas had had some difficulty with the natives in the celebrated valley of Typee, where the cannibals desired to sacrifice a woman on the occasion of some of their heathen orgies, but the French governor interfering saved the woman, not however without a show of resistance on the part of the natives, which resulted in several of them being shot before quiet was restored.

Admiral Bruce had gone to Valparaiso to await the arrival of the new Admiral of the Pacific squadron, who was shortly expected from England.

The *Magicienne* had gone to Panama, and the *Retribution* to Callao.

The *Vixen* will remain on the station for some time, and probably visit Hilo. She carries six heavy guns—one ten inch, one eight inch, two thirty-two's and two twenty-four's. The following is a list of her officers:

G. F. Meacham, *Commander.*
J. More, *First Lieutenant.*
Philip J. Patrick, *Second Lieutenant.*
Edward C. Ball, *Master.*
James Holt, *Surgeon.*
George Jeffreys, *Paymaster.*
R. H. Carroll, *Assistant Surgeon.*
Frederic Sutton, *Chief Engineer.*
H. Fox, George Hanley, C. Powell, J. Chapman, *Midshipmen.*
Augustus Bovell, *Master's Assistant.*
Messrs. Jones and Patterson, *Naval Cadets.*
Alfred Kiddell, *Clerk.*

THE LATEST FROM THE FLEET.—From our extra edition, which was printed for the mail by the *Perseverante*, we copy the following:

In the shipping list (4th page) we issue the latest advices received at this port up to this date. We regret to announce the loss of the ship *Indian Chief*, Capt. Huntley, of New London. She was lost by contact with the ice in the Arctic Ocean, during the latter part of August, having on board about 800 barrels of oil. One boat's crew reported lost. Capt. Huntley is on board the brig *Oahu*, and is hourly expected.—The bark *Newton*, reported in a former issue, is the only other vessel as yet heard from as lost. Reports are coming in more favorably than those received earlier in the season, and the prospect is that the general average will be larger than that of 1856. From the reports which have been received so far, it appears that the Kodiack ground has had very few whales this season, the vessels there not averaging more than five or six whales. Those ships that left the Kodiack for Bristol Bay have generally met with success, and improved their catchings. The Arctic ground, where four or five vessels cruised, has abounded with whales, but the weather has been so rough that the ships have returned with but little over the general average. The Ochotsk ground, it is now thought, will prove to have been the best this season, and the average catch for vessels cruising in that sea will be large. In the Japan Sea whales have never been known to be so scarce as during the present season. One or two whales are the usual report from that ground.

The freighting of oil and bone for eastern ports is very active. The ship *John Land*, Bearse, master, has about 5000 bbls. on board, and will be the first ship leaving for New Bedford. She will sail early in November. The *Harriet & Jessie* and *John Gilpin* are also loading. The ship *Hound* has been chartered, at current rates, by D. C. Waterman to Messrs. C. A. Williams & Co., to take the cargoes of the *India* and *Chas. Phelps*. She will sail soon after the arrival of these vessels, or about November 15 to 20.

FRESH WATER AT KAWAIHAE.—A letter from Messrs. Macy & Spencer states that the spring which had been discovered near the beach at Kawaihae, had been traced about one hundred feet above high water mark, and is evidently mountain water. The stream runs at the rate of 120 barrels per hour, and no doubt exists now in the minds of residents at that port, that an abundance of water can be in future obtained for shipping. The discovery of the spring suggests the idea that other springs may exist on the leeward side of that island, although it is generally thought that the substratum is too porous to retain water. Because the surface of all Kona is of that porous nature, it does not follow that no solid basis exists below it. Attempts have been made to procure fresh water in that district, and its discovery at Kawaihae only renders it more probable that it can yet be found there by perseverance. About twenty years ago Mr. Thurston dug a well eighty feet deep about a mile from the shore, but found only brackish water. Since which efforts have not been made that we are aware of.

NEW DREDGE DIPPERS.—The *John Gilpin* brought out from Boston two new iron dippers for the dredge boat. They are substantially made of wrought iron, and weigh about 1500 pounds each. They have been much needed, for in cases of accident heretofore, the dredge has had to remain idle while repairs were being made. Speaking of the dredge reminds us of a fact recently brought to light. Where the boat is now at work at the foot of Fort street, there is a large deposit of black lava sand, the same as is used in covering our streets. This black sand has no where been met with in the harbor work except in this spot, directly under the lee of the old crater of Punchbowl. It makes hard work for the dredge, as it is heavy as iron. *Query.*—Did the trade winds prevail at the time this sand was emitted from the crater, and is it to be found the same distance from the hill in any other direction?

A HINT.—"An ounce of prevention is better than a pound of cure," is a trite proverb always worth remembering. But its application is more difficult. The frequent alarms of fire suggest that in many houses too little care is taken of that stern enemy of man's labor—fire—and of matches, which originate it. Few houses are provided with tin match-safes and yet there is no cheaper and surer protection against accidental fires from matches than these boxes. We often see matches lying carelessly around, where the slightest accidental friction can ignite them and cause damage. Every house ought to be provided with a match-safe, in which they should be kept.

OAHU COLLEGE ENDOWMENT.—Advices received from the United States, give strong assurance that the effort to endow the above named institution will be successful. A number of the leading monied men there interested in the islands, had pledged a thousand dollars each, and Messrs. Beckwith and Armstrong had no doubt of success.

ALARMS OF FIRE.—On Monday noon there was an alarm of fire which proceeded from a pitch-kettle on the wharf. We have seldom seen so many people gathered in one spot in Honolulu as were congregated around the kettle on this occasion in the short space of five minutes. Another alarm occurred at half-past one on Tuesday morning, which proceeded from a house in Adams' yard on Hotel street, occupied by Mr. Ramsay. The fire is supposed to have caught from a lamp, and had, when discovered by the watch at the government house, consumed a part of a table and the window sill. A few buckets of water extinguished it. It was a narrow escape, as the trade wind was blowing quite fresh at the time, and the neighborhood is comparatively crowded with houses of combustible materials.

THE BONDS OF SOCIETY.—The following passage which occurs in "Zenobia," is full of truth. The cause of many of the little disturbances which arise in a small community, too often exists in the want of a full knowledge of each other. "Do members of this great human family ever meet each other in social converse, and freely open their hearts, without a new and better strength being given to the bonds which hold in their embrace the peace and happiness of society? To love each other, we chiefly need but to know each other. Ignorance begets suspicion, suspicion dislike or hatred, and so we live as strangers and enemies, when knowledge would have led to intimacy and friendship."

SINGULAR STONE.—On the road to Waiolae, and about half a mile this side of the telegraph station, there is a very singular stone lying near the main road. It possesses a sonorous property, and when struck with a stone gives a ringing sound like a large brass kettle or sugar boiler. And what is more singular, the sounds emitted on each side are very different from the others. The stone is six or seven feet in diameter and two feet thick, nearly round, and lying on another stone of about the same size. It is supposed to contain some metallic ore, which imparts to it its peculiar properties, though large stones generally have this property more or less.

BEES AT LAST.—We notice the arrival, by the *Fanny Major*, of three hives of bees, alive and well, and what will insure their preservation, the hives are still well stocked with honey. Capt. Lawton has brought them for sale. They are from the neighborhood of San J