COMMERCIAL.

WEDNESDAY EVENING, SEPTEMBER 8, 1858.

The business of the past week has been large for the season, but money seems scarce among the retailers, and goods forced off at auction bring lower prices than we remember to have seen for a long time. Some large sales "to arrive" continue to be made per *Teutonia*, soon due from Bremen, and also from the vessels on the way from Boston.

The *John Land* sailed for Calcutta on the 2d, with only a brief delay in port awaiting the arrival of the mail per *Yankee*.

The *Candace*, from Bremen, arrived on Sunday, bringing a well selected cargo of German goods, out of which considerable sales have been made, but mostly on private terms. The *Candace* has made a very good passage out, and will remain to load oil for Hamburg.

The *Yankee* is up for San Francisco to sail on the 15th, and will probably take a full freight; we hear of 200 brls of oil going on board, and also 50 tons of salt and some pulu. The clipper *Flying Eagle* sails to-day for New York with a cargo of guano and sundries, invoiced at about $71,000.

The market for produce continues dull; the sugar plantations at Hilo are sending considerable quantities of mat-sugar to market, but of the finer qualities of keg sugar the supply is light. In molasses, nothing is doing, and the stock on hand is small; advices from the California market are not considered favorable to shipments. The market for salt continues depressed, with an enormous stock on hand of both foreign and domestic.

There have been some transactions in real estate, by which additional evidence is furnished that there is no buoyancy whatever in the market, and sales can only be effected at a sacrifice. We instance the sale of the "Carter" premises at auction for $1,010, considered extremely low. We hear that Capt. Collins' dwelling in Nuuanu has been sold at about $3000

The transactions in staples this week have been few, and our quotations are necessarily limited.

OIL—A lot of superior polar oil was offered at auction and withdrawn. We quote good polar at 40c for small lots.

MALT LIQUORS—A parcel of ale and porter, in wood, was sold on private terms. Bottled ale continues scarce, and commands liberal prices. The *Portena*, from Liverpool, is expected to bring a considerable lot to hand.

DRY GOODS—Heavy lots of printed muslins have been forced off at auction, bringing low prices, 8c @ 9c; prints, desirable style, are scarce; denims are also quite scarce.

MATCHES—Are lower now than ever before. [illegible] auction at 58c @ 87½c a gross.

CASE GOODS—Market well supplied with most descriptions. Sales of oysters, best brands, at $6 50 @ $7 50; brandy peaches, at $7 for half gallons, and $5 12½ for quarts.

TEAS—Good qualities of black are wanted; with inferior the market is well stocked, sales at 30c to 50c.

EXCHANGE—We hear of whalers' bills being offered at a small discount, but there is little doing in exchange [illegible] San Francisco none offering.

LATEST DATES, received at this Office.

San Francisco	Aug. 17	Paris	July 5
Panama, N. G.	July 30	Hongkong	June 25
New York	July 29	Melbourne Vic.	Mar. 11
London	July 7	Tahiti	Aug. 17

Moon's Phases at Honolulu for September.

	dy.	h.	m.
New Moon,	7	3	50·5 M.
First Quarter,	14	6	52·2 A.
Full Moon,	22	4	55·6 A.
Last Quarter,	29	3	27·4 A.

Ships' Mails.

For San Francisco—per Yankee, about 15th inst.
For Lahaina—per Kamoi, about Saturday.
For Hilo—per Liholiho, to-morrow.
For Kauai—per Excel, to-day.
For Kona—per Kekauluohi, on Saturday.

PORT OF HONOLULU, H. I.

ARRIVALS.

[*For full reports from Whaleships, see list on 4th page.*]

Sept 2—Am wh sh Gay Head, Lowen, from the Arctic, 350 wh, season.
3—Am wh sh Harvest, Charry, from Kodiack, clean.
3—Sch Moi Keiki, Hall, from Kahului.
3—H. I. M.'s corvette Eurydice, Pichon, 16 ds fm Tahiti.
4—Am wh sh Brooklyn Rose, fm Kodiack, 350 wh season.
4—Haw wh bk Cynthia, Sherman, from Kodiack, 1200 wh, season.
4—Sch Liholiho, Lovett, fm Hilo.
5—Dan bk Candace, Schau, 132 ds fm Hamburg.
5—Sch Keoni Ana, fm Kauai.
6—Am wh sh Draper, Sandford, from Kodiack, 1300 wh, season.
7—Sch Excel, Antonio, from Kauai.
9—An Am brig, probably the Glencoe with lumber.

DEPARTURES.

Sept 2—Am wh bk Union, Hedges, to cruise.
2—Sch Kamoi, Chadwick, for Lahaina.
4—Sch Maria, Molteno, for Maui.
4—Sch Moi Keiki, Hall, for Kahului.
6—Am wh bk Harvest, Charry, to cruise.
6—Am brigantine Josephine, Stone, for Jarvis Island.
6—Sch Keoni Ana, for Kauai.

MEMORANDA.

Report of French ship Caulaincourt, Labaste,

LAST FROM BHERING STRAITS. SPOKEN:

June 21—Bk Paulina, N B, clean.
25—Bk Helen Mar, N B, clean.
25—Ship Jas Maury, N B, 2 whales. This ship lost two anchors and two chains in Bhering Straits.
30—Bk Augusta, 1 whale.
July 12—Saratoga, N B, 2 whales.
13—ship Wm Thompson, N B, 3 whales.
18—Bk Hercules, N B, 3 whales.
18—Ship Christopher Mitchell, N B, 2 whales.
22—Bk Metropolis, Honolulu, 1 whale. This vessel had done well in trading.
22—Brig Agate, Honolulu, 2 whales. This vessel had also done well in trading with the Indians, and had obtained from them furs, whalebone, oil and ivory.
28—Ship Addison, 2 whales; Marengo, 1 whale; Speedwell, 3 whales; Baltic, 2 whales; Champion of Edgartown, clean; Braganza, 1 whale; Harmony, 4 whales.

All the above vessels were cruising in the sea north of the Bhering Straits and in the Arctic. [The report of several vessels on the Kodiack we omit, as we have published later returns from them.]

Capt. Labaste remarks further: "That day I was in company with 11 vessels, amongst which were the *Architect* and *Hibernia 2d*, trying to pass the Straits of Ounimak, but [illegible] to succeed on account of the current and head wind. All the other vessels I have seen had equally decided to leave the [illegible] seas, for the islands or the coast of California, despairing [illegible] the greatest mistake in their calculation on the [illegible] seas. All had however the appearance of a lucrative season [illegible] in May the vessels saw whales in great quantity, and the few whales too that have been taken were all caught in the first days of that month. Unluckily advancing towards the north the vessels were stopped by the ice, which was this year in much greater quantity, and consequently more dangerous than former years. Many vessels have thereby sustained damages, and the French vessel *Napoleon III.* was entirely lost, her bow being stove in by the ice. The American vessels *Hercules* and *Braganza* have picked up the crew, who were all saved, and a few hundred barrels oil. After all, the Bhering season has this year been the worst that the oldest whalemen remember. Much ice, much fog, much wind and whales only in May. The year 1858 will undoubtedly be remarkable in the whaling industry, and will always be cited as one of the most disastrous that ever happened.

Report of Ships in the Arctic Ocean.

BY SHIP GAY HEAD, WM LOWEN.

June —Ship	Manche	1 whale.
July 20—Ship	Addison, Lawrence	2 whales.
Bark	Augusta, Taber	1 whale.
Brig	Agate, Comstock	1 do.
Ship	America, Bryant	3 whales
Brig	Antilla, Molde	1 do.
Bark	Baltic, Bronson	2 whales.
Ship	Ben. Tucker, Barber	clean.
"	Braganza, Jackson	1 whale.
"	Caravan, Bragg	1 do.
"	Champion, Coffin	clean.
"	Chris. Mitchell, Manchester	2 whales.
"	E. F. Mason, Smith	1 whale.
"	Emerald, Halleck	clean.
"	Erie, Jernegan	1 whale.
"	Fabius, Smith	1 do.
Bark	Favorite, Smith	1 do.
"	Fortune, Anderson	3 whales.
Ship	Goethe, Austin, (Brem.)	3½ do.
Bark	Harmony, Austin	3 do.
"	Hercules, Athearn	3 do.
Ship	Hibernia, Edwards	1 whale.
"	Hudson, Marston	1 do.
"	Jason, Hache, (French,)	clean.
"	James Maury, Curry	2 whales.
"	Japan, Dimon	clean.
Bark	Java, Raynor	1 whale.
"	Jireh Swift, Earl	1 do.
"	John & Elizabeth, Lester	clean.
Ship	Marengo, Skinner	1 whale.
"	Majestic, Macomber	3 whales.
Bark	Mary & Susan, Stewart	2 do.
Ship	Metacomb, Hinds	clean.
"	Montreal, Sowle	do.
"	Milo, Soule	2 whales.
Bark	Metropolis, Comstock	1 whale.
Ship	Nassau, Murdock	clean.
"	Nil, Grandsaigne, (French)	do.
Bark	N. S. Perkins, Kibben	1 whale.
Brig	[illegible], Fehlber	clean.
Ship	[illegible]gee, Green	4 rips'ks.
"	[illegible], Sanborn	1 whale.
"	Omega, Whalon	1 do.
"	Polar Star, Weeks	clean.
"	Rousseau, Green	do.
"	Saratoga, Slocum	2 whales.
Bark	Sarah Sheaf, Loper	1 whale.
"	South America, Walker	3 or 4 ripsacks.
"	Speedwell, Gibbs	3 whales.
"	Trident, Tabor	clean.
Bark	Tybee, Freeman	1 whale.
Ship	William & Henry, Grinnell	clean in June.
"	William Thompson, Childs	3 whales.
"	William Tell, Austin	clean.
Bark	Helen Mar, Worth	do.
"	Paulina, Soon	do.
"	George & Mary, Walker	1 whale.
Ship	Mary, Jenks	clean in June.

[Captain Lowen also furnished a report from about 30 Kodiack vessels, but as we have published later, we omit it.]

☞ Ship *Lucas*, Daggett, arrived at Koloa, Kauai, on Friday, Aug. 27, took in about 800 bbls. potatoes and 70 head of cattle, and was to have sailed again on Saturday last for Victoria, V. I.

Whale ship *Philip I.*, with her inventory, has been purchased at New London for $3000. She will be fitted for a whaling voyage from New London.

The Am ship *Europa* is expected in latter part of September from San Francisco, to load for United States.

Ship *Polynesia*, Capt. Stott, hence April 1 with cargo of oil and bone, arrived at New Bedford July 17,—107 days passage.

☞ The Hawaiian schooner *Alice* (late *John Dunlap*) was advertised to leave San Francisco for Victoria, V. I., on the 17th ultimo.

☞ The *Cynthia*, Hawaiian whaler, will discharge her oil, consisting of about 1200 barrels, on board the Danish bark *Candace*, for Bremen, as soon as the latter vessel has discharged her merchandise. The *Cynthia*, will be immediately refitted to make a cruise on New Zealand

☞ Dutch bark *Mary Ann*, from Australia for San Francisco with passengers, was to leave Tahiti August 17, to touch at Honolulu.

☞ The *Draper*, Sandford, has hauled alongside the *Golden Eagle*, and will tranship some 400 barrels of this season's [illegible], previous to cruise and home.

Report of Capt. Sherman, bark Cynthia:—Left Cook's Inlet August 12, reports the following ships on Kodiack: Aug 8, Francis Palmer, 400 brls; Marcia, N B, 500 brls; Jefferson, S H, 550 brls; 12th, Architect, N L, 100c, gone to Bristol Bay.

Report of Ship Brooklyn, Rose:—July 30, George, N B, clean; Aug 4, Jireh Swift, 1 whale and 2 mud-diggers; 9th, George Washington, of Wareham, 1 whale; Europa 2d, clean; Gypsey, 400 wh, none this season; Adeline Gibbs, 3 whales; 14th, Augusta, S H, 2 whales. Last July, heard from South American, 100 brls muscle-diggers; Mary & Susan, 2 whales; Harmony, 3 do; N S Perkins, 1 do; John & Elizabeth, ½ do; Ocmulgee, 1 do; New England, clean; Emerald, do; Japan, do; Victoria, 1 whale; Montreal, clean; Sarah Sheaf, 1 whale; Ben Morgan, 3 do; Lark, 3 do; Iris, 6 do.

Bark Rose Pool, Fisher, 23 days from Bristol Bay, reports—Spoke, June 25, bark George, F H, clean; Aug 5, ship [illegible] Edwards, N B, 1 whale; 5th, ship Uncas, N B, 1 do; 13th, [illegible] Omega, F H, 1 do; ship Martha, F H, clean. Ship Omega spoke and heard from the following vessels in Bhering Straits and Arctic:—July 18, Geo. & Mary, 1 whale; Marengo, 1 do; Ocmulgee, 4 graybacks; Favorite, 1 ripsack; Speedwell, 3 whales; Omega, of Edgartown, 1 do; South America, 4 ripsacks; Japan, clean; Milo, 3 whales; Rosseau, clean; William Tell, do; John & Elizabeth, 1 whale and 1 ripsack; Mary & Susan, 2 whales; Majestic, 2 whales and 3 ripsacks; Jason (Fr) clean; Caravan, 1 whale; Benjamin Tucker, clean; Eliza F Mason, 1 whale; Hibernia, 1 do; Addison, 2 do; Dromo, clean; Metacom, 1½ whales; Jireh Swift, 1 do; William C Nye, 2 do; 27th, Gypsey, clean.

Whaleships to Arrive at Sandwich Islands, Fall of 1858.

OFF FIRST SEASON—1857.

American, Pease,	Edgartown	Fabius, Smith,	New Bedford
Europa, Mantor,	do	George, Silva,	do
Ocmulgee, Green,	do	George & Susan, Jones,	do
Omega, Sanborn,	do	Old, Howland, Williams,	do
Oscar, Lander,	Mattapoisett	Gypsy, Manter,	do
Dromo Cole,	Warren	*Harvest*, Charry,	do
Neva, Hand,	Greenport	Hercules, Athearn,	do
Caroline, Pontiss,	do	Hibernia, Booker,	do
Jefferson, Hunting,	Sag Harbor	Hibernia 2d, Edwards,	do
Wm. Tell, Austin,	do	Hillman, Little,	do
Augusta, Tabor,	do	Java 2d, Raynor,	do
Monmouth, Ormsby,	Cold Spr'g	Jireh Swift, Earl,	do
Architect, Fish,	New London	Jno. Wells, Woodbridge,	do
Delaware, Kenworthy,	do	Levi Starbuck, Jernegan,	do
Electra, Brown,	do	R.C. Richmond, Hatha'y,	do
Faith, Wood,	do	Manuel Ortez, Hazard,	do
Geo. & Mary, Walker,	do	Majestic, Macomber,	do
Lark, Perkins,	do	Marcia, Billings,	do
Merrimac, Long,	do	Maria Theresa, Coop,	do
Montezuma, Homan,	do	Mary & Susan, Stewart,	do
N. S. Perkins Kibben,	do	Metacom, Hinds,	do
N. England, Hempstead,	do	Midas, Tallman,	do
Ripple, Chadwick,	do	Moctezuma, Tinker,	do
Arab, Grinnell,	Fairhaven	Montreal, Sowle,	do
Adel. Gibbs Withington,	do	Nimrod, Howes,	do
Belle, Brown,	do	Ohio, Barrett,	do
Erie, Jernegan,	do	Orozimbo, Pease,	do
Favorite, Smith,	do	Paulina, Steen,	do
Harriet, Charry,	do	*Phœnix*, Lambert,	do
John A. Robb, Baker,	do	Robt. Morrison, Tilton,	do
Martha, Manchester,	do	Robt. Edwards, Wood,	do
Omega, Whalon,	do	Roman 2d, DeHart,	do
Oregon, Tobey,	do	Rousseau, Green,	do
Rebecca Simms, Harris,	do	Scotland, Weeks,	do
Speedwell, Gibbs,	do	St. George, Pease,	do
Geo. Washington, Brightman,	Wareham	Thomas Nye, Holly,	do
		Union, Hedges,	Sag Harbor
America, Bryant,	New Bedford	Uncas, Luce,	New Bedford
Chand. Price, Holcomb,	do	Washington, Purringt'n,	do
Eliza F. Mason, Smith,	do	Wm. C. Nye, Soule,	do
Eliza Adams, Thomas,	do	Wm. Thompson, Childs,	do
Endeavor, Wilson,	do	Young Phœnix, Shockly,	do
Euphrates, Heath,	do	Nile, Diston,	do
Geo. Howland, Pomer'y,	do		

OFF SECOND SEASON—1856.

Champion, Coffin,	Edgartown	Caravan, Bragg,	New Bedford
Mary, Jenks,	do	Carolina, Harding,	do
Rose Pool, Fisher,	do	C. W. Morgan, Fisher,	do
Vineyard, Caswell,	do	China, Thompson,	do
Hobomok, Marchant,	Falmouth	Cicero, Courtney,	do
Benj Rush, Wyatt,	Warren	Condor, Whiteside,	do
Bowditch, Martin,	do	Contest, Ludlow,	do
Brutus, Henry,	do	Cowper, Dean,	do
Covington, Newman,	do	Danl. Wood, Morrison,	do
Cincinnati, Williams,	Stoningt'n	Eliza, Cornell,	do
Newburyport, Crandall,	do	Empire, Russell,	do
Tybee, Freeman,	do	Fanny, Beedry,	do
Shepherdess, Watrous,	Mystic	Florida, Fish,	do
Timour, White,	Sag Harbor	Fortune, Anderson,	do
Splendid, Pierson,	Cold Spring	*Gay Head*, Lowen,	do
Agate, Comstock,	New London	*Gen. Pike*, Russell,	do
Benj. Morgan, Sisson,	do	Gov. Troup, Milton,	do
Brooklyn, Rose,	do	Jireh Perry, Cannon,	do
Columbus, Edwards,	do	Josephine, Allen,	do
Dover, Jeffrey,	do	King Fisher, Palmer,	do
Frances Palmer, Green,	do	Lagoda, Willard,	do
Dromo, May,	do	Louisa, Hathaway,	do
Iris, Belles,	do	Massachusetts, Green,	do
Jno. & Elizab'h, Eldr'ge,	do	Mary Frazer, Rounds,	do
Arctic, Beedman,	Fairhaven	Milton, Halsey,	do
Amazon, Eldredge,	do	Minerva, Crowell,	do
Japan, Diman,	do	Morea, Manchester,	do
Sharon, King,	do	Morning Light, Norton,	do
South America, Norton,	do	Nassau, Murdock,	do
Tahmaroo, Robinson,	do	Ocean Wave, Baker,	do
Lexington, Fisher,	Nantucket	*Rainbow*, Halsey,	do
Massachusetts, Chatfi'd,	do	Rapid, West,	do
Phenix, Hinkley,	do	Saratoga, Slocum,	do
Adeline, Tabor,	New Bedford	Sea Breeze, Jones,	do
Addison, Lawrence,	do	Thos. Dickason, Plaskett,	do
Caroline, Gifford,	do	*William Wirt*, Osborne,	do
Rambler, Willis,	do	Chris. Mitchell, Manchester,	
Reindeer, Ashley,	do		New Bedford
Silver Cloud, Coggeshall,	do	Polar Star, Weeks,	do

OFF THIRD SEASON—1855.

Walter Scott, Collins,	Edgart'n	F. Henrietta, Drew,	N. Bedford
Sarah, Swift	Mattapoisett	Isabella, Lyons,	do
Antelope, Potter,	Newport	James Maury, Curry,	do
Prudent, Hamilton,	Greenport	Kutusoff, Wing,	do
Emerald, Halleck	Sag Harbor	Marengo, Skinner,	do
Corea, Fish,	New London	Mercury, Hayden,	do
Hudson, Marston,	Fairhaven	Milo, Sowle,	do
J. Coggeshall, Lambert,	do	Navy, Wood,	do
Northern Light, Chapel,	do	Olympia, Ryan,	do
Wm. & Henry, Grinnell,	do	Parachute, Corey,	do
Wolga, Crowell,	do	Roman, Devoll,	do
Brighton, Tucker,	Dartmouth	Sarah Sheaf, Loper,	do
A. Frazier, Newell,	New Bedford	South America, Walker,	do
Arnolda, Sarvent,	do	Trident, Tabor,	do
Baltic, Bronson,	do	Vigilant, McCleave,	do
Barnstable, Fisher,	do	Warrior, Huntley,	do
Ben. Tucker, Barber,	do	Norman, Ray,	Nantucket
Draper, Sandford,	do	Wavelet, Swain,	New Bedford

OFF FOURTH SEASON—1854.

Montauk, French,	Sag Harbor	Braganza, Jackson,	New Bedf'd
Sheffield, Green,	Cold Spring	Columbia, Folger,	Nantucket

OFF FIFTH SEASON—1853.

Charles Phelps, Eldredge, New London

HAWAIIAN.

Antilla	Black Warrior,	*Cynthia*,	E. L. Frost,
Gambia,	Harmony,	Hawaii,	Italy,
Kauai,	Metropolis,	Oahu,	Victoria,
Wailua,	Pfiel,	Vernon.	

FRENCH.

*Napoleon III,	Elizabeth,	Espadon,	Jason,
Caulaincourt	Nil,	Gen. Teste,	La Manche,
	Ville de Rennes,	Gen. d'Hautpool.	

RUSSIAN—Grafer Berg, Turku, Constantin. BREMEN—Goethe.

Off first season,	86 ships	French ships,	10
second season,	77 "	Hawaiian,	16
third season,	36 "	Russian,	3
fourth season,	4 "	Bremen,	1
fifth season,	1 "		
Total number of ships,			234

N. B.—The names of ships that have arrived are put in *italic*. The *Napoleon III*, (*) lost, July, 1858.

PASSENGERS.

FOREIGN.

From Tahiti—per Eurydice, Sept 3—Mrs Clifford, Mrs W Sumner, Mrs J Sumner, T Restowald, wife and 4 children, Gericke, wife and 4 children, Stephens, M Etienne, P Keil, A Ligwald, Harperer, Capt Lemercier, of the General Teste, Capt Knowles, of the Wild Wave, 4 male and 2 female servants.

From Hamburg—per Candace, Sept. 5—J Bollmann.

COASTWISE.

For Lahaina—per Kamoi, Sept 2—Dr McKibbin, Geo Emmes, George Thomas, A E K Burnham, Mrs McDougall, Miss Miller, 3 Catholic Missionaries, Master Bailey, and 10 on deck.

IMPORTS.

From Hamburg—per Candace, Sept 5—183 cs, 9 pkgs mdse, 10 pkgs paper, 13 bxs perfumery, 5 kegs paints, 200 casks ale, 25 do porter, 1 cask cheese, 7 bxs silk, 9 cs stockings, 10 kegs lentils, 20 do peas, 20 do beans, 3 casks raisins and hams, 3 do raisins and corks, 1 cs violin strings, 1 do umbrellas, 1 bx lacquered tin ware, 1 do gilded mouldings, 2 kegs shot, 1 do sardines, 2 bxs books, 32 bales gunny bags, 1 bx terra cotta ware, 2 bxs toys, 8 do shoes, 1 do thread, 2 do brass ware, 1 cask confectionery, 5 do clothing, 1 do lead pencils, 6 crates crockery ware, 4 bxs currants, 5 bdls 52 coils rope, 100 bxs candles, 3 do samples, 1 do hats, 80 cans linseed oil, 10 bxs paint, 20 do matches, 50 do clay pipes, 30 demijohns barley grits, 30 do pearl sago, 20 do oat grits, 10 bxs port wine, 1 do indigo, 2 do sardines, 10 do maccaroni, 10 do vermicelli, 50 do fish, 53 casks bread, 3 bxs powder, 1 do mineral seltzer water, 1 do sandpaper, 1 do wax, 15 do loaf sugar, 33 kegs crushed do, 2 casks claret, 5 do rosin, 2 bxs iron ware, 20 cs claret, 16 do sherry, 22 do cogniac, 7 do glasses, 170 bdls hoop iron, 4 kegs zinc, 80 bars iron, 2 bdls do, 20 bdls nail rods, 25 do zinc, 1 do iron ware, 1 pkg steel, 2 bxs bath brick, 200 demijohns vinegar, 233 tons coal.

EXPORTS.

For New York—per ship Flying Eagle, Sept 8—1294 tons guano in bulk, 44 casks cocoanut oil, 6153 gallons; 69 bundles whalebone, 6721 lbs; 1 box skulls; 11 bales wool, 2380 lbs; 9 cases and 2 kegs curiosities, 2 boxes books of accounts and personal papers, 2 trunks clothing, 3073 hides, $983 goat skins, 3 brls and 8 boxes old copper, 4 casks tallow, 16,118 lbs; 1000 horns, 1 box marine armor, 2 kegs coffee, 6 do sugar, 500 sheep skins. Value—foreign produce, $745 80; dom. do, $13,653 52; transhipped, $57,217 25. Total, $71,616 57.

VESSELS IN PORT.—SEPTEMBER 8.

H. B. M. S. Havannah, Harvey.
H. I. M.'s corvette Eurydice, Pichon.
Haw wh bark Cynthia, Sherman.
Am wh sh Gay Head, Lowen.
Am wh ship Brooklyn, Rose.
Am wh ship Draper, Sandford.
Danish merchant bark Candace, Schau.
Am clipper sh Golden Eagle, Harding.
Am clipper ship Flying Eagle, Bates.
Am ship John Marshall, Pendleton.
Am bark Yankee, Smith.

PORT OF LAHAINA.

ARRIVALS.

Sept 3—Am wh bk Rose Pool, Fisher, fm Kodiack, 100 wh, 1000 bone, this season.
3—Fr wh sh Caulaincourt, Lebaste, fm Arctic, 200 wh, 2000 bone, season.
5—Am sh Yorick, Soule, 1269 tons, 14 ds fm San Francisco, to load oil.

THE PACIFIC Commercial Advertiser.

THURSDAY, SEPTEMBER 9.

It would be difficult to describe the intense feeling that has pervaded the community during the past two weeks caused by the suspense hanging over the action on the French Treaty. It could hardly have been more so had a destructive earthquake been expected. One day it is reported that the treaty is signed, the next that it isn't, and so forth. To cap the whole the *Polynesian* comes out and with a perfect contempt of the public feeling, owns itself gagged, as follows:

> In view of the amount of interesting matter brought by the two mails which have recently arrived, and to make room for copious shipping intelligence, we withdraw the leader prepared for this week's paper. Of the political matters which have occupied the attention of the public during the last few days, we shall have our say at a more convenient opportunity.

What a collapse! The smell of that powder and the untimely appearance of the bright Imperial tri-color was too much for the nerves of the editor, and appears to have knocked all his steel pens into *pi*. The "interesting matter" proved under the circumstances, quite uninteresting, which was as much as to say that "the leader" had some remarkably dry points in it. However, the public appear to have come to the conclusion to bear up manfully under the circumstances and "possess their souls in patience," till the fate of the Minister's work is known.

The gist of the whole matter is here. His Majesty has been unwilling to ratify the document with its obnoxious clauses, and his Ministers, who have more brass than ever Judas possessed, are determined *he shall sign it* in some form—as the only alternative of a general collapse in the Ministry. Immediately on its rejection by His Majesty on the 30th, it is reported that the Minister of Foreign Affairs essayed to bring about some such arrangement, by which it could still be signed. The period limited having expired, this could only be effected by attaching another article, remedying this default. We understand that the strictest secresy has been enjoined on the subsequent proceedings.

The position in which His Majesty has been placed is very like that in which the attempt to annex the Islands to the United States placed him. The ratification of this treaty as it came from France will be a virtual cession of a portion of the Sovereignty of the kingdom to France. The Ministers *may* succeed in their unrighteous work, but not, if we understand Kamehameha IV.

P.S. We have good reason to believe that the treaty was signed yesterday, and that the French, English, and Hawaiian versions, as ratified by the King, are now in the possession of the French Commissioner. Whether it has been modified, otherwise than alluded to above remains to be seen. We are assured, however, that the provisions in regard to the use of the French language, and that enforcing the new tariff remain unaltered. We hope we may be mistaken in regard to this, and that whatever has been the final action of His Majesty, it may be such that neither he nor his people may regret it, nor wish to revoke it.

THE TREATY PASSED!

Just as our paper was ready for the press, the Extra Polynesian was placed in our hands, containing the Treaty with France, as accepted by this government and passed yesterday the 8th inst. For want of time and space, we defer comments on it till our next issue. It will be noticed, however, that it is not the same as came from France, or rather that it is amended and has not the Emperor's signature.

The Whaling Fleet and Whalers' Bills.

Several weeks ago, when noticing the first news received from the Kodiack, we ventured to predict that the whaling season at this port would begin somewhat earlier than in former years. Already fifteen vessels have arrived at this port and Lahaina. The fact that the ships which cruised last season on the New Zealand ground did well, has had a tendency to hasten the departure of some vessels from the Kodiack Sea as soon as the whales became scarce, and may also bring some from the Arctic, so that ships intending to cruise on New Zealand may be able to reach that ground in season, whales being most abundant there from October to February.

The reports which we publish to-day from the Arctic are very unsatisfactory, though early in the season. The season in this sea is from July to September 30th, and it is very likely that the month of August may change the character of the reports. Capt. Lowen's report shows a larger number of vessels in that sea than was generally supposed. As near as can be determined from reports received, the northern fleet has been dispersed as follows:

On Kodiack Ground, about	40 vessels.
In Bhering and Arctic Seas, about	75 do.
In Ochotsk and neighboring Seas, about	100 do.

From the latter fleet no report has yet been received, and we are justified in allowing the above number to it. In another part of this paper will be found a complete list of the North fleet of whalers expected here this fall, numbering in all 233 vessels, including one known to have been lost.

Up to the 6th inst., we have had fifteen arrivals from the North. The same number did not arrive last year till the 6th of October, or one month later. The first fifteen arrivals this season report 7,450 bbls. this season's catch, or an average of 497 bbls. to each vessel. We give below the average for the *first* fifteen whalers from the Northern ground for the three previous years:

1857—15 vessels averaged			770 bbls.
1856—15	do.	do.	518 do.
1855—15	do.	do.	848 do.

The early return of the Kodiack fleet in 1856, which had done poorly, somewhat resembled this season's report. In 1857 and 1855, the early arrival of some large fares from the Arctic and Ochotsk, makes the average given above appear large. To say the least, the reports thus far this year look somewhat discouraging, and we can only hope that the next will be better.

In our reports of the Arctic fleet, it will be seen that some vessels are reported with "ripsacks" and "muscle-diggers." These are the same species as are found in Margarita Bay, and are also called "California greys." They are a small whale, and average about twenty-five bbls. each. Their oil is said to be inferior to that of the Arctic whale. The only vessel reported lost thus far, is the French ship *Napoleon*, lost in May, near the Bhering Straits. A number of vessels have been damaged by the ice.

The report of Russian interference with our whaling fleet again comes to us, but until we receive more definite information than has come to hand, we can place but little reliance on the reports. Capt. Pontius, of bark *Caroline*, from Kodiack, informs us that the whaleship *Contest* had been boarded by a Russian man-of-war steamer, (probably the *Vostock*, the same vessel from which the story emanated last year,) and had been warned from trading with the natives for furs, and from whaling within a distance of three leagues from the shore. The Captain of the steamer informed Captain Ludlow that the Russians had quite a number of war vessels in the Ochotsk Sea, and intended to prevent American whalemen from catching whales in the bays on the Siberian coast. The steamer mentioned was bound to the Ochotsk, and from thence into the Arctic Ocean. Had there been any decided interference with the movements of American whalers, in either of those seas, we should probably have had, before this, the return of some whalers from thence on that account.

It may not be amiss if we here say a few words on the subject of exchange. Formerly, when communication with San Francisco was less regular than it is now, and money could not be obtained there on easy terms, while the northern fleets were much larger than at present, the rate of premium on money or discount on whalers' bills was excessive, and rose at times to fifteen and even twenty per cent. But each succeeding year has been working a change in favor of the whaleships, and now, with a little foresight on the part of ship agents and ship chandlers, and with the accurate knowledge of the number of ships expected, derived in part from the publication of a list and early reports, the amount of money wanted by them can be correctly estimated, and arrangements made to supply all they need, be it more or less. Although the premium on money last fall went up to ten per cent., the average on all the bills drawn did not exceed five per cent., and was probably between four and five.

It has been customary with some who have a few thousands at their command, to hoard up their money for months with the hope of obtaining, as in former years, a heavy premium on it when the whalers come in. The idea that they *may* get twelve and a half or fifteen per cent., or even a higher premium, tempts them to decline a moderate offer for their coin, and they hold on to it till they find the "bank broke," and their anticipated profits a vision. We doubt not that from fifty to a hundred thousand was so kept back last season, till the owners of the money were fain to accept par, if for remittance, or seek some other investment, if held solely for profit.

The season has probably passed by when any great profit can be made here in whalers' bills. The amount of money awaiting remittance to the United States, England and Germany, as well as the large amounts imported from San Francisco, (this latter varying from a hundred to a hundred and twenty-five thousand dollars,) precludes the possibility of any scarcity in the money market this fall. In addition to this, the average catch will probably be less than in any former year, and the wants of whalers depend greatly on their earnings.

No one should hoard his money for a season of scarcity. If any have funds to remit or to invest, they should be placed in the hands of a ship chandler or any one likely to invest them at the best rates. Whalers bills are unquestionably the best remittance ever offered. During all the last year's panic only one or two houses engaged in the whaling business in Atlantic ports, suffered their bills to be protested. The nature of the business is such—the ownership of whalers being divided among a greater or less number of shareholders—that these drafts are probably safer than the same amounts drawn on or by any other class of business men in the world.

NOTES OF THE WEEK.

Loss of ship Wild Wave, of Boston, 1550 tons, Capt. Knowles.—Left San Francisco Feb. 9, 1858, bound to Valparaiso. Had easterly winds after leaving San Francisco, which forced the ship to the westward, beyond the usual track. On the night of March 4th, about one o'clock, steering south, discovered breakers on the lee bow, attempted to go about, when the ship misstayed, and in waring struck on a coral reef, which by observation the next day was found to be in lat. 24° 01′ S., long. 130° 53′ W. The reef surrounds an island set down on the chart as Oeno, placed in long. 130° 35′. In the morning effected a landing on the island, which was a low lagoon island with a small growth of brush-wood, but no inhabitants. Soon after the ship struck she bilged, and lay over on her beam ends, the surf breaking over her. Saved a few provisions, instruments, &c. Remained on the island ten days, during which time, owing to the heavy surf, was not able to board the ship only two days. About March 14th captain, 1st officer and five men left the island in a life-boat, and proceeded to Pitcairn's Island, about 75 miles distant, with the hope of falling in with a whaler. On arriving at Pitcairn's, experienced great difficulty in landing, had the boat stove in the breakers, and found the island destitute of inhabitants, these having left for Norfolk's Island two years previous. Found wild goats and some vegetables growing on the island, upon which they subsisted four months. During this time, with some old tools which were found among the deserted habitations, they constructed, with great labor a boat about thirty feet in length, fastened partly with wooden pegs and partly with iron, in which, having succeeded in launching her on the 23d of July, Capt. Knowles, the 1st officer and two men embarked from Pitcairn's Island for Tahiti, three men preferring to remain. Met a heavy gale from the N. W., which, lasting three days, forced them to steer for Nukahiva, Marquesas Islands, where they arrived on the 4th August. There they found the U. S. S. *Vandalia*, Capt. A. Sinclair, who at once received them on board and set sail for Oeno via Tahiti, leaving Papeete Aug. 12. Capt. S. and officers treated the shipwrecked party with true hospitality and made all expedition in proceeding to the rescue of those who still remained at Oeno, numbering thirty-one persons, all told. At Tahiti Capt. Knowles remained on shore, the first officer proceeding in the *Vandalia* to the wreck of the *Wild Wave*. From Tahiti Captain Knowles came to Honolulu in the French corvette *Eurydice*, Capt. Pichon.

The Rifles.—An election was held on Saturday evening last, to fill the vacancy caused by the death of Capt. Coady. The following officers were chosen: *Captain*, John H. Brown; 1*st Lieutenant*, Thos. Spencer; 2*d Lieutenant*, M. Brown; 3*d Lieutenant*, E. J. Smith. The other officers remain the same as heretofore. Mr. Smith's promotion from the ranks, by a unanimous vote, to fill the office of third lieutenant, reflects credit on his skill and tactics as a citizen soldier. The Company turned out yesterday for the first time under their new officers, and engaged in target practice. Three different ranges were tried, of 100, 150 and 200 yards distance, when Sergeant W. R. Seal was declared the winner of the silver medal, this being the third prize which that gentleman has gained in company practice. On returning from the target practice, the corps marched through some of the principal streets before returning to their armory.

Hawaiian Honey.—We are indebted to Dr. Hillebrand for a plate of delicious honey—probably the first specimen of Hawaiian-made honey that has ever been exhibited. It is not a bit inferior in color or taste to the best imported, while the wax possesses a superior whiteness. The little workers are now fairly domesticated and seem to care naught for the change of climate they have experienced, but work on busily from daylight to sunset, as though the winter was close at hand. His Majesty has among his subjects none more industrious or loyal than these little foreign emigrants, and they are a lesson to us all.

Domestic Cheese.—Hardly had we passed our judgment on the plate of honey, before we are called to decide the merit of some cheese made and sent to us by Mrs. Pickford, who presides with so much credit over the dairy of Little Greenwich, Mr. Booth's pleasant villa. We can only say it is *ne plus ultra*, and its rich aroma reminds us of our boyish days, when sweet yellow cheese was among the realities of every day life, and not, as is too often the case here, seen only in dreams. Mrs. P. has been very successful in overcoming the obstacles frequently met in our climate in the manufacture of cheese, and those whose love for home-made cheese has not been changed by a constant use of the caustic imported article, can doubtless procure a supply as above.

Farewell Soiree to Gen. Miller.—Their Majesties the King and Queen gave a farewell Levee to H. B. M.'s Consul General, William Miller, Esq., last evening, at the Palace, on which occasion the General and Miss Miller took their leave of the Royal Family and the Diplomatic Corps, who were present by special invitation.

Arrival of Mr. Stephens.—Mr. W. H. Stephens whose reputation as "a fellow of infinite jest" had preceded him at these islands, arrived per H. I. M.'s ship the *Eurydice* from Tahiti, on his way to San Francisco. We learn that he will probably give one or two concerts here previous to the sailing of the *Yankee*, by which vessel he takes passage. We note some very flattering testimonials of Mr. Stephens' ability to amuse and delight his audiences in the leading Colonial papers. One paper says in speaking of his performances: "Hands clap, feet stamp, sticks thump—Stephens has come on. An anticipatory cachinnation greets him ere he opens his lips, and a fresh burst follows whenever he speaks or moves; for as he wriggles, eel-like about the stage, he seems a joke in breeches—an incarnate grin—his very legs laugh." We premise that a crowded house will greet Mr. Stephens, should he conclude to give an entertainment during his stay here.

Superstition.—The Hawaiians still hang with great pertinacity to many of their ancient superstitions, but to none more so than to the belief in the magic power of the *kahunas*. These are generally (though not always) old and decrepid men, blear-eyed and repulsive—the more so the more awe they inspire. An instance occurred the other day in which one of these fellows compelled a whole family—father, mother and six children—to pack up and leave Honolulu for Hawaii, on pain of being "prayed to death." Some might conclude that it was a harmless use of power in this instance, but they do sometimes actually kill with fright those upon whom they operate. The law is strict in regard to such practices, but law cannot always reach them.

Hawaiian Whalemen.—In walking about the streets or visiting the clothing stores, we begin to notice the returned whalemen—natives of these islands. They are always distinguished by a sleek and healthy appearance, caused by exercise and good fare in a healthy climate, and, whenever the ship has been any way lucky, in being dressed in span new broadcloth with standing shirt collars. Not unfrequently, too, they are surrounded by a crowd of bogus relations and *makamakas*, who perform the part of land-sharks as long as Jack's money lasts, and come in for a share, often the largest, of his advance when he ships again. Could this class of Hawaiians be induced to patronise the Savings Bank, a great deal of good might be the result. The *Hae* could advantageously say a word on this point, and tell them that there is such an institution and explain its benefits.

Hook and Ladder Company.—At the regular monthly meeting of the Hook and Ladder Company "Protection," on Monday evening last, the following officers were elected for the ensuing year:

Foreman, T. Spencer.
Assistant Foreman, A. E. K. Burnham.
Secretary, C. N. Spencer.
Treasurer, E. J. Smith.
Delegate, R E. Wakeman.

It was stated that the Company was in debt somewhere about $100, and it was voted to endeavor to procure subscriptions for the purpose of liquidating that amount, and also to procure a library for the Company's room. The Company numbers about 30 men, and would undoubtedly do good service if called upon. We hope their appeal to the liberality of the public will be promptly met.

Railroad Accident.—Last Tuesday the track on the new esplanade broke down under the weight of a heavy loaded mud car, which tumbled into the soft compound, burying three or four of the prison gang quite out of sight. They were liberated from their living graves as soon as possible, but three, two natives and a Chinaman, were taken up quite insensible and apparently dead. They were carried to Dr. Ford's shop, where an examination showed that no bones were broken, only the breath squeezed out. This last they gradually recovered, and were taken to the prison at Leleo, not really injured, but badly frightened and mired. This is the first "railroad catastrophe" we have had to chronicle, but it will be observed that we are progressing in the arts of civilization.

Another Blast.—Another discharge of powder was made on the rock at the west end of Market Wharf on Tuesday. A number of spectators stood on the wharf at the moment of the explosion, which, as it would be under water, no one thought of fearing. But the blast was so powerful that a large body of water was raised by the concussion, and the old wharf on the side next the explosion was tipped or canted ten inches, causing a hasty stampede on the part of those standing on the planking. . . . . The process of laying the stone wall is rapidly carried on by the native divers and will soon be completed on the front. They are at present at work in twenty feet water.

The Havannah—sails to-day for Valparaiso. H. B. M.'s Consul General Wm. Miller takes passage in her, with the hope of benefitting his health, which has become much impaired. During a residence of many years here, he has given the greatest satisfaction not only to the government which he has represented, but to this government, and we only express the unanimous opinion of his countrymen and the residents of Honolulu, when we say that few men could have obtained more general respect, or succeeded to a greater degree in maintaining the dignity and honor of the British nation in this kingdom. We part with him with many regrets, and pray that his health may be fully restored, and that he may be enabled to return soon and resume his official duties. We would call the attention of his friends to a card in another column.

Magazines.—The August magazines come freighted with a choice variety, suited to every taste. Harper's sparkles as usual with illustrations of superior merit, and richly deserves the popularity it has long received. The *Atlantic Monthly* maintains its position as the highest literary publication of America. Its articles are the choicest productions of some of the most eminent authors of New England. These magazines can in no sense be called rivals, as they are adapted to the tastes of different classes of readers. They should be taken by all who desire to be well posted on the current literature of the day.

Naval.—The following is a list of the officers of H. I. M.'s corvette *Eurydice*, which arrived at this port from Tahiti on the 3d instant, after the very good passage of sixteen days. We understand that she will make a somewhat protracted stay at this station.

MM. Pichon, *Capitaine de Vaisseau, Commandant.*	
Bouthier, *Lieut. de Vais.*	MM. Dumas, *Chirurg. Major.*
Behic, do. do.	Lamarque, *Aspirant.*
de Lorcy, *Ens'ne de Vais.*	Nicolle, do.
de Masilly, do. do.	Quernel, do.
Taillefer, do. do.	Garnier, do.
Brou, do. do.	Guyon, do.
Petit, *Officier d'Admin'n.*	Narcy, *Chir. de 3me class.*

By this arrival we learn that the U. S. S. *Vandalia*, Capt. Sinclair, may be expected at Honolulu from the South Pacific, in all November, intending to arrive at San Francisco about the first of January next.

Elegant Furnishing Goods.—The Messrs. Grinbaum, corner of Fort and Merchant streets, have just opened a splendid assortment of furnishing goods, well deserving the attention of all desirous of replenishing their wardrobes. These goods have been selected by the senior member of the firm during his late visit to California, and from personal inspection we think it the best assorted stock ever brought to this market. See advertisement.

Cheap and Quiet.—Persons studying economy, (which all should do in hard times,) and desirous of obtaining a pleasant, quiet and profitable homestead, should not fail to notice the advertisement of Mr. Speiden, and then visit the premises. The place is offered low and on easy terms.

Rice.—We have received an interesting communication from the gardener of the Agricultural Nursery, detailing his experience in the successful culture of rice. Owing to its length we are obliged to postpone it till next week. Accompanying it we received a sample of the paddy or unhulled grain.

Schooner Maui Hikina.—This vessel, owned by a Mr Wetherbee, of Molokai, was attached on Saturday last at the suit of Capt. Thomas Spencer, for a debt of $700.

[illegible] as the [illegible] [illegible] it as correct and full as it is possible to make such a table.

Consular Rates.—The following [illegible] been fixed on by the American Consul, for the [illegible] of ships' crews; Sperm oil, 75 cents; whale oil, 32 cents; bone, 50 cents per lb.

Royal Tour.—Their Majesties the King and Queen leave on Tuesday next for a visit to Hawaii, where they will probably be absent from four to six weeks. The schooner *Maria* has been chartered for the excursion.

☞ The ship *Yorick* arrived at Lahaina on Sunday last, fourteen days from San Francisco, but brings no later news than that brought by the *Yankee*. The *Yorick* will load oil and bone at that port.

Lost.—The fine whaleship *Napoleon III.* was lost in the Bhering Straits, in May last, by having her bows stove in with the ice. All her crew and part of her oil was saved.

☞ The mail of August 5th may be looked for by the *Skylark*, during the early part or middle of next week, should the wind continue fresh as at present.

(Correspondence of the Pacific Commercial Advertiser.)

The Market Stalls.

Mr. Editor:—In your last week's paper I notice that you announce that the *makai* end of the stone market has been fitted up by an enterprising citizen for a butcher shop. As I understand that the place has been leased for a year, I would inquire whether the law does not provide that those stalls shall be let every quarter at public auction. It is quite easy for any one to be enterprising, etc., if they are granted exclusive privileges.

Yours, &c.,
Inquirer.

FOREIGN SUMMARY.

[From the San Francisco Herald.]

The State of Europe.

France at this day presents one of the most profound political studies, an abstruse problem, which all living statesmen have been earnestly endeavoring to solve, but thus far imperfectly. The latest news from France is calculated to excite the particular attention of our Government, provided the enormous military and naval preparations that were so actively going forward in that country, are intended to operate against Great Britain. But on this head there seems to exist some doubt. To help our readers to a full understanding of what we mean, we give a condensation of the more remarkable points, as stated in the Paris correspondence of the *Courier des Etats Unis*, the *Boston Post*, the *Echo du Pacifique* of this city, and other well informed prints, in which French affairs find a prominent place. The internal condition of France is justly regarded as the index to her external policy, and never with more reason than at present; we therefore refer to it first. At last accounts Paris had been set in a fresh uproar by the return of the numerous friends of the house of Orleans, who had visited England to pay their last respects to the Duchesse D'Orleans, where they came in contact with the Count de Paris. This gentleman has suddenly assumed an alarming importance, as far as the Napoleonic dynasty is concerned, which may be estimated from the fact that the persons above referred to, numbering many of the first men in the nation, talked openly of the Count's pretensions to the throne of France, and it was even stated that the precise words of a *manifesto* to appear over his name, were freely discussed. We are further informed that this *manifesto* will be placarded on every wall in Paris at five o'clock on the morning of the 24th of August, in which the Count de Paris is to announce to the French people his claim to their love and honor, and right to make himself known to them by this means. In the meanwhile, another well-authenticated attempt to assassinate the Emperor was made by ten Italians. His Imperial Majesty only escaped by a miracle, his horse being so badly wounded that he died next day. Four of the assassins were captured; but the affair had been kept remarkably secret. It will be seen that Louis Napoleon is far from being safely seated on the throne, and his sense of insecurity will compel him to distract the attention of the nation from himself to other important issues, the chief of which is war. That Napoleon III. meditates immediate hostility against some power, is not doubted by any one; but there seems to be some dispute as to which particular one. The French people hve been somewhat relieved by the dismissing of General Espinasse from the Portfolio of the Interior, and the establishment of Mons. de Sangle, a civilian, to that most important office. They regard it as a most important concession on the part of the Emperor, and the lull consequent on the change has give him the time required to complete his preparations. At an immense cost, and by dint of a series of the most laborious constructions, the port of Cherbourg has been mad one of the finest in France. A vast fleet of fast sailing steamships of war, and transports, have been concentrated at that port, immediately opposite the coast of England. Large additions have recently been made to the army, which already numbered half a million of men, and a railroad constructed at Cherbourg with which all the other railways of the Empire connect, so that the Marshals commanding the five divisions into which France has been separated, could, in twelve hours, concentrate an overwhelming force at that point, and in six hours more, were there no obstacle, the strength of the French Empire could be landed on the shores of Great Britain. These facts, which have become patent, despite the denials of the *Moniteur*, have created an unusual alarm in England, and the vague feelings of distrust towards the French Emperor, always entertained by a few, has now become universal, so much so that the English Press, without an exception, are earnestly warning the Government, which in its turn has issued orders for the maintenance of a formidable channel fleet, and keeps up the strictest watch on the port of Cherbourg. Thus much for the English side of the question; but on the other hand, Austria has recently taken a very significant part in the game. Turkey reiterates her demand for the province of Grabovo, and denies that it belongs to Montenegro. Napoleon has warned the Porte to cease hostilities against Montenegro on that account, but the Sultan replies by fitting out a fresh army of twenty-five thousand men to operate against the Montenegrins. Austria supports the demands of the Porte, although repeatedly advised by the French Emperor. The Austrian journals are insolent in their tone towards France, and sneer at the Emperor for sending "useless frigates which run away whenever an English man-of-war shows itself upon the horizon." This course has so irritated Louis Napoleon that he snubs the Austrian Minister, Baron Hubner, upon every occasion. At State dinners, State balls and at other similar demonstrations, when every other Ambassador is invited, Baron Hubner is not. The private accounts from France concur in stating that the Emperor's precarious tenure of the throne, cannot be much longer sustained unless by ceding to the reiterated demands of his Army, who boiling over with military ardor, clamor loudly to be led somewhere, against somebody, no matter who, provided their thirst for military glory be satiated. The question therefore is, which of the two to choose, England or Austria? Aroused and on the watch, as she is, England would inevitably defeat any attempt against her, and such defeat would be as inevitable destuction to the Emperor. But a war with Austria might gain Republican laurels for Napoleon, despot as he is, and what is of far more consequence to him, would probably be crowned with success, provided he could be assured that England would remain neutral. But the preservation of the balance of power is as important to England as to any other European Government, and as she effectually checked the career of the first Napoleon on that score, it is probable that she would interpose an insuperable obstacle to the ambitious projects of the "nephew of his uncle." The peace of Europe is very uncertain, and we are not surprised to learn that all the powers of that continent are arming for some deadly strife, of which France is the exciting cause. In any event, the commercial interests of the United States will be seriously affected, should war, either directly or indirectly, occur between France and England, or any other nation with which we entertain large commercial relations.

The Transport of Africans to the French West Indies.—The great irregularity of the West African mail steamers has of late interrupted the current of the history of the notorious Regis contract for supplying the French West Indies with purchased Africans. The last arrivals, however, put us in possession of some additional facts quite conclusive as to the character of this traffic. Subsequently to the news that the Portuguese authorities had refused to allow the French purchase of negroes within the limits of the province of Angola, our readers may recollect that advices from the West Indies announced the arrival in the French Antilles of one of M. Regis's ships with a cargo of 800 Africans, 100 of whom lost their lives in an attempt to land them. But hitherto there has been nothing positively known as to where this unhappy batch of negroes was obtained. The African mail just arrived fills up this hiatus in the melancholy and miserable tale. It seems that the *Stella*, after being joined by another ship, the *Clara*, proceeded beyond the territorial limits of Angola, and there found barracoons [illegible] belonging to the Cuban charterers of various American vessels, which had been seized, (condemned [illegible] national property) [illegible] Vice Admiralty Court [illegible]. A bargain was [illegible] of the barracoons [illegible] have been captured in [illegible] slave trade, and some [illegible] exportation, were bought for the [illegible] *Clara*. Of the 800 purchased [illegible] 800 were shipped in one day; so [illegible] gusting and cruel transaction, [illegible] care they had was whether the [illegible] the French agents [illegible] from the barracoons on board the ships [illegible] plight to bear a voyage across the [illegible] ascertained, [illegible] to the hold and [illegible] were thrust, with the expedition [illegible] ish competition or rivalry. And [illegible] raccoons of Angola, on the [illegible] Africa, those 1,200 negroes were carried [illegible] tractors of the Imperial Government of France [illegible] tinique and Guadaloupe. What the [illegible] mortality of the middle passage is [illegible] is known; but if the 800 [illegible] so bought from other sources that 100 of [illegible] of one of [illegible] were swamped, and perished [illegible] of the 1,200 thus bought, only 1,000 [illegible] the French colonies. On their arrival [illegible] would, by the terms of his arrangement [illegible] perial Government, been entitled to [illegible] in what one single particular, we ask [illegible] ration differ from an ordinary slave-trade [illegible] punishable as felony by the laws of [illegible] country, and denounced as a crime [illegible] man by the Congresses of Vienna and [illegible]—*London News.*

The Crystal Palace Water Towers.—[illegible] towers are among the most extraordinary [illegible] most extraordinary engineering works of [illegible] day. Some idea of their size [illegible] may be formed from the fact that [illegible] a height of nearly 300 feet [illegible] of water of not less than 2,000 tons [illegible] this vast mass of fluid is constantly in [illegible] by the entry into the huge tank of the [illegible] the rushing out of the waters into the [illegible] The towers are polygonal in their [illegible] are 46 feet in diameter from center to [illegible] columns. They are constructed to [illegible] upon the same plan as the Crystal Palace [illegible] of a series of cast iron columns and [illegible] whole of the height is divided into [illegible] each of which, to the uppermost one, [illegible] by a winding staircase. The total [illegible] towers, from the first floor or [illegible] chimney cap, is 279 feet, being 77 feet [illegible] entire height of the Monument of the [illegible] 107 feet higher than the Nelson Column [illegible] Square; and 155 feet above that of the [illegible] in Carlton Place. It is hardly necessary [illegible] from the summit of these lofty towers a [illegible] fent view may be obtained of the [illegible] country, and on a clear day, and with [illegible] good glass, portions of the Channel can [illegible] seen. The tank on each tower supplies [illegible] of water to the lower series of fountains [illegible] jet. The pressure on the mouth of [illegible] square inch is no less than 262lb., [illegible] rises, when undisturbed by wind, to [illegible] feet. When the tank of the water tower [illegible] was the case on Wednesday, the total [illegible] on the foundation of the tower is something [illegible] especially when we consider that the soil [illegible] the site upon the side of a steep hill. [illegible] the foundation is—water in tank, 2,000 tons; iron in tower, 240 tons; cast iron in tower [illegible] glass, timber, lead, &c., 200 tons; total weight [illegible] tower, 3,078 tons. From the base of [illegible] iron pipes are laid conducting the water [illegible] fountains of the upper and lower series [illegible] purpose upwards of ten miles of iron [illegible] quired. Through the smallest of these [illegible] could easily crawl; the largest would [illegible] several in huge diameter. All [illegible] network, spreading in every direction [illegible] green turf and brilliant parterres of the [illegible] the Palace. A sum of money as large [illegible] that expended on the whole of the Crystal [illegible] its internal decorations and works of art [illegible] pended in completing this magnificent system [illegible] display. The magnitude of the undertaking [illegible] conceived from the circumstance that [illegible] fountains are in full operation there are [illegible] 11,788 jets playing at once, through which [illegible] gallons of water pass per minute.—*Globe.*

Gen. Walker.—Generals Walker and [illegible] were recently received at Mobile with [illegible] demonstrations, and it is expected that Walker [illegible] speedily for Nicaragua by a force [illegible] thousand men.

A monster piece of gold has been taken [illegible] Australian mines, and is now on exhibition [illegible] official rooms of the Crystal Palace. It [illegible] four inches in length, and ten inches [illegible] width. It weighs 146 lbs., and is pure gold.

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