THE PACIFIC
Commercial Advertiser.

The Whaling Trade.

We publish in another column a communication on the subject which constitutes the heading of this article. The writer is undoubtedly correct as to the number of vessels employed in this trade. By reference to the *Whalemen's Shipping List* of Honolulu, we find that the fleet of last year did not much exceed in number two hundred vessels. We were under the impression that it was much larger. This does not, however, alter the case. Two hundred ships is a respectable fleet, and we want to see them rendezvous every year in the Bay of San Francisco. This is the natural depot of the trade, and here it will be centered when measures are matured for extending adequate protection to the masters of vessels. This can be done by the establishment of a marine court, as suggested by Gov. Weller in his annual message to the Legislature. From a recent decision of the Supreme Court it is competent for the Legislature to create a tribunal of this character, and as soon as it is in operation we expect that the whaling fleet will abandon the Islands forever. It is no argument that San Francisco at present "does enjoy a fare share of this trade, in the shape of exports to the Islands." In such matters considerations like those have no weight whatsoever. We do not want a *share* of the whaling trade. We are entitled to the whole, and are bound to have it, if by legislation the obstacles which have hitherto stood in the way can be removed. We apprehend that it would avail but very little for Great Britain or France, in any of the branches of trade in which we compete with them, to urge that we already enjoyed a fair share, and ought to put forth no extra exertions to monopolize more of it than they thought we were entitled to have. Such ideas are foreign as well to commerce as the enterprise of the age. In desiring to secure the whale trade for ourselves, we are actuated by no feelings of animosity against the Sandwich Islands or any other group in the Pacific. We hope that Kamehameha and his descendants may enjoy the throne of Hawaii till the advent of the Millenium, and that the Islands may continue to grow in prosperity. But we want the whaling trade—not a "fair share" of it. It ought to be ours by all the laws of commerce, and if it can be secured by legislation—legislation by which the ship-master will enjoy as much protection here as in a foreign port—we are bound to have it.—*Alta California.*

It is amusing to notice the enthusiasm of some of our California cotemporaries, excited as it is annually by the "Governor's Message," which document has vainly sought to dissipate the obstacles that lie in the way of making San Francisco or indeed any California port a recruiting depot for whalers. From the same paper we copy below the sensible communication alluded to, which points out some of the erroneous impressions given by the Governor's Message and by most of the articles on the subject published in the San Francisco papers. The number of whalers (of all nations) which have recruited here this fall is 218, and not 200 as stated below.—

The Whaling Fleet of the North Pacific.

EDITORS ALTA:—In a recent number of the *Alta California*, an article on the whaling trade of the Pacific contains some statements that would be as well to correct, more particularly at this time, when the Governor, in his annual message, has called attention to the same subject.

It is stated that the whaling fleet of the North Pacific numbers some five or six hundred vessels, and is manned by some eight or ten thousand sailors. We have only to turn to the *Whalemen's Shipping List*, published by H. M. Whitney, of Honolulu, and there it is stated that the *Full fleet* of 1858, touching at all the ports of the various islands, will not exceed 200 vessels, including the Hawaiian fleet, which numbers about 20 vessels. It is not safe to count on much increase in this trade, as it is a well known fact that it has not proved very lucrative for several years past.

Now as it is a fact that the size of this fleet has been very much over-estimated, we will take another view of the subject, and see if San Francisco does not enjoy about as fair a proportion of the whaling trade as she is entitled to, and as much as she would get in case the fleet should all be diverted hither. The Hawaiian Custom House statistics show that of all the imports from the United States about *one-half* come from the Pacific side, that is, from San Francisco, for the Oregon trade is so small it is not worth mentioning. It is not, perhaps, generally known here, and more's the pity, that the *bulk* of imports into the islands from the *Eastern* States is composed of stores for the whale ship, sent out by the owners. They are entered in bond, leaving but a meager 1 per cent. transit duty to the Hawaiian Government by way of revenue. If the ships were *here* the owners would still send out their supplies from home, and the merchants of San Francisco would lose their island customers: because if you take our fleet away we cannot afford to buy of you. The importance and magnitude of this trade is much over-estimated. It is not near as large as it was six years ago, and it will not increase at present, as the catchings are very slim, and oil keeps down at a low figure.

With the correct facts before one, it is therefore evident that San Francisco *does* enjoy a *fair* share of this trade, in the shape of exports to the Islands, and that is all the advantage that can be derived from it, as shipmasters invariably prefer a foreign port, and it will be very hard to induce them to come here.

HAWAII.

THE PACIFIC RAILROAD.—On Monday last Senator GWIN delivered an able and interesting speech in regard to this road. As the subject is one to which he has devoted much time and attention, his views are justly entitled to the earnest consideration of our people. He meets the objections which have been made by those denying that Congress has the constitutional power to enact a law authorizing the construction of the road, by stating his bill does not propose that Government shall build a road, but merely contract for transportation by railroad of its mails, troops, seamen, and munitions of war. He shows that so long ago as 1802, Congress authorized the Postmaster-General to contract with "any private companies or adventurers," not only to carry the mail in coaches, in a part of the country where it had had been carried on horseback, but to provide for passengers; and to effect this a bonus of one-third more than was paid for horseback transportation was allowed. By his bill, he says, inducements are offered for private capital to undertake the construction of the road.

As the opponents of this bill have attacked it on account of the immense expense it will entail upon the Government, Senator GWIN shows that their opposition is groundless. The policy of granting lands for railroad purposes is too well established to need any argument in its favor. That it is a good policy in some cases few will deny, and the fact that it has been abused is no valid excuse for abandoning it. The lands through which the Pacific road would pass are at present comparatively worthless, and as it will necessarily be long ere these could be brought into market, certainly the pecuniary interests of the Government would be promoted by granting such portions of it as would ensure the construction of the road. But, says Senator GWIN, I most unequivocally deny that the Government will in any manner risk the loss of one dollar if it passes. His proposed method of constructing the road is as follows: To those who contract to make it, alternate sections are to be granted for 20 miles on each side of the road. The Government is to advance $12,500 per mile in bonds to the contractors, as soon as a section of twenty-five miles is completed; that is to say, when twenty-miles of the road are made and put into successful operation, then the Government shall loan to the contractors at five per cent. interest, $302,500 in bonds, payable in nineteen years. The Government is thus called upon to advance nothing until the work has been performed. It then pledges its credit, and acquires a lien or mortgage upon the road, and should the contractors fail, it would then take possession of it. This proposition certainly appears to be a good one for both the Government and the contractors. A Pacific Railroad is now considered absolutely necessary. It is evident that Government itself, granting it had the power, should not construct it. It must be built by individual enterprise, aided by the Government. Of the propositions which have been thus far made, that of Senator GWIN seems the most feasible. For whatever sums of money the Government may advance it receives ample security, and the only gifts it is asked to make are the alternate sections. The railroad constructed by the land thus given would so materially increase the value of that owned by the Government, that the *gifts* would cost it nothing, while the revenue, says Senator GWIN, would be increased by this road, from the increased sale of public land, from augmented revenue from imports, from the diminished expenses of the War Department, and from the increased revenues and diminished expenses of the Post Office Department.

That a Pacific road would encourage emigration to California, Oregon, and Washington Territory can easily be conceived, and that the ultimate results of such emigration would be vastly to increase the general prosperity of the country no one will deny; but when, however, Senator GWIN draws a most attractive picture of the great traffic that is to be carried over this road, when he asks how Europe could compete with us for the markets of *China and Japan*, and when he states that we could supply these markets cheaper than any European power, many will think that he is rather too imaginative. We have never understood that those who favored the road supposed that it would be enabled to carry freight. The expense would necessarily be too great for it to offer any inducement to send freight over it, unless it should be some of the precious metals or very valuable manufactures of small bulk. The passengers and the mails would be the source of profit, if there were any; but the great object, however, in building the road would be to furnish a safe and speedy method of communication with our Pacific possessions. The road must be made, and the route must be one which will benefit the *whole* country.—*Courier and Enquirer*, Dec. 20.

VALENTIA HARBOR AND TRINITY BAY.—As these two points on the earth's surface have suddenly come into special notice, it is well enough to know where they are. Valentia is a town or parish, containing something over 2,000 people, situated on the Island of Valentia or Kenmore, off the west coast of Ireland, county of Kerry. The island is seperated from the main land by a straight one-and-a-fourth mile in breadth, and forms the most western harbor in the British Islands. The harbor is deep, capacious, and being completely land-locked, and the most western part of Europe, in addition to the fact of it being the point where the eastern end of the great Telegraph Cable connects the land, it has lately excited attention by the proposal to make it the eastern terminus of railway communication, and a principal station for Atlantic steamers.

Trinity Bay, the western terminus of the Atlantic Telegraph Cable, is on the eastern coast of the island of New Foundland, about latitude 47 north, and longitude 52 west. It is distant about sixteen hundred miles from Boston, as traversed by the line of Telegraph. All who have visited Trinity Bay with one consent allow it to be one of the most beautiful sheets of water they ever set their eyes upon. Its color is very peculiar—an inexpressible mingling of the pure blue ocean with the deep evergreen woodlands, and the serene blue sky. Its extreme length is about eighty miles; its breadth about thirty miles, opening boldly into the Atlantic on the northern side of the island. At its southwestern shore it branches into the Bay of Bull's Arm, which is a quiet, safe and beautiful harbor, about two miles in breadth, and nine or ten in length, running in direction Northwest. The depth of water is sufficient for largest vessels. The tide rises seven or eight feet, and the bay terminates in a beautiful sand beach. The shore is clothed with dark green fir-trees, which mixed with the birch and mountain ash, present a pleasing contrast.

RANCID BUTTER.—The *Echo du Monde Savant* says "A farmer in the vicinity of Brussels, having succeeded in removing the bad smell and taste of some butter by mixing it with chloride of lime, he was encouraged by this experiment, and he has restored to butter, the taste and odor of which were insupportable, all the sweetness of fresh butter. The operation is extremely simple, and practicable by all. It consists simply in working the butter in a sufficient quantity of water, in which from twenty-five to thirty drops of chloride of lime have been added to every two pounds of butter. After having mixed it till all its parts are in contact with the water it may be left in it for an hour or two, afterwards withdrawn and worked again in clear water. The chloride of lime, having nothing injurious in it, can with safety be augmented; but after having varied the experiment, it was found that twenty-five to thirty drops to every two pounds of butter were sufficient.

Another method of restoring sweetness and flavor to rancid butter, said to be very effectual by those who have tried it, is to put it into a churn with new milk and work it till the old salt and rancidity is removed, after which it is to be taken out from the churn, worked and salted afresh.—*N. E. Cultivator.*

NEW GOODS!
To Arrive per Bark "Sachem,"
FROM BOSTON, U. S.

CASES STRIPED GRASS CLOTH, CASES
White Duck, cases Black and White Checked Quilting.
Bales Union bro. drills,
Bales Temple "
Bales Mannock bro. sheetings, 10-4.
Bales Livingston bleached sheetings,
Cases Otis denims,
Bales Thorndike Ticks,
Cases Livingston bleachdrills,
Cases Honeycomb Quilts,
Cases L. Brown sheetings,
Cases Naumkeag bro. sheetings
Cases Clothing, cont'g
Denim overalls and frocks,
Blue, mixed and red flan. shirts
Russia frocks,
Sporting jackets,
Dutch pants,
Black merino sacks,
Reefer's "
Blue reefers,
Black pants,
Striped shirts,
Blue and red flannel shirts,
Black beaver cloth Sackings,
Pilot reef jackets, blue and blk,
Pilot monkey "
Rob Roy jackets,
Mixed cassimere pants,
Black " "
Satinet pants,
Cottonade and jean pants.
Boots and Shoes.
Cases men's fine calf brogans,
" " imitation goat
" " enameled "
" " " imit'n goat
" " kip brogans,
" " waxed do,
" " Oxford ties,
" " patent leather,
" " " " cl tops
" " goat pump brogans
" " im. Oxford ties,
Cases Congress boots,
" sewed lasting brogans,
Cases calf Jersey ties,
" " Oxford pegged ties,
" " fine Monterey "
" " roan slippers, (sewed,)
" women's cal'd morocco,
" men's opera slippers,
" calf sewed brogans,
" " " boots,
" elf sewed and pgd brogans
" calf sewed sailor's pumps,
Groceries.
Cases 1-lb tin green peas,
Half bbls split peas,
Cases refined lard,
Half bbls crushed sugar,
Kits mackerel,
Bbls extra mess beef,
Bxs, hf and qr do, layer raisins,
Half bbls butter,
Cases box salt,
Shooks fine bag do,
Bbls Haxall flour,
Cases cheese,
Bbls rice,
Bales cloves,
Bags pepper,
Best bread, in whaler's casks.
Sundries.
Cases saddles, complete,
Box family and salt water soap,
Half bbls bide poison,
Cases spts turpentine,
Coils of Manila cordage,
Kegs of nails,
Kegs of finishing nails,
Cases of Dixon's, pineapple and Luck's tobacco,
Rolls rigging and pump leather,
Kegs pure and extra white lead,
Cases boiled linseed oil,
Coils Russia bolt rope,
Cases charcoal irons,
Cases prison padlocks,
Coils spunyarn,
Kegs powder,
Cases sporting do.

Wines, Spirits, &c.
Cases Alcohol, kegs and half bbls Whisky,
Quarter casks and octaves of Hennessy's, Martell and Rivierre Brandy, cases Catawba do;
Quarter pipes and eighths of Zealander & Co's Rochelle Brandy, casks Byass' Porter;
Cases Brandy Peaches, cases London Cordial Gin.
130-tf J. C. SPALDING

The Undersigned Offers for Sale!
At Low Rates!

A LARGE ASSORTMENT OF GOODS, received by late arrivals from England and San Francisco, principally consisting of DRY GOODS, besides which he has on hand and for sale:

Slates,
Fire bricks,
Sugar coolers,
Fencing wire,
Sugar mills,
ASSORTED HOOP IRON,
Patent woven hose,
Screw wool or palm presses,
Iron bedsteads,
Children's iron cots,
Anchors and chains
Draught ale,
Bottled ale
Port Wine,
Sherry wine,
Claret wine,
B. & E. Perrier's champagne
Yellow nappies,
Best varnish.
Rockwell's watches,
ADAMANTINE CANDLES,
Sheep Shears,
Iron safes,
Bridles and bits,
Tin plates,
Sheet lead, Copying presses, Liverpool salt,
PACKING SALT, STEAM COAL.
ENGLISH STATIONERY.
Blacksmith's coal, Brussells carpets,
Velvet carpets Tongues.
Hawaiian Beef, &c.
ROBERT C. JANION.

☞ The Clipper ship "PIZARRO," of 460 tons register, was to sail from Liverpool in October, with a full and complete cargo of

Dry Goods & Sundries!

Expressly selected for this market. Samples shortly expected, when sales will be made by the undersigned "to arrive."

ALSO—Shortly expected, via San Francisco, **Cloths** and **Corah Handkerchiefs**, and a general assortment of San Francisco goods.
128-tf R. C. JANION.

New Goods Cheap for Cash.

THE SUBSCRIBER HAS JUST RECEIVED the largest and most select assortment of Goods that he has ever offered to the public, which he will sell

CHEAP FOR CASH!

The attention of the people of WAIALUA, KOOLAU and vicinity, is most respectfully invited.

☞ Country Produce, Hides, Goat Skins, Cattle, Fowls and Eggs, taken in trade. S. N. EMERSON.
Waialua, Oahu, Dec. 16 1858. 130-tf

FOR SALE BY
GODFREY RHODES:

HOCKS, SAUTERNES AND CLARETS, of various brands and qualities;
Champagne, Cherry Cordials;
Very superior Sherries;
Fine old port;
Old Jamaica Rum, a superior article;
Hollands Gin, in one dozen and large cases;
Old Tom, Monongahela Whisky;
Brandies, Bitters, etc., etc. 112-tf

SHIRTS! SHIRTS!

JUST RECEIVED PER FANNY MAJOR direct from the Manufacturer in New York. a small invoice of Davies & Jones celebrated patented shoulder seam and three ply collar shirts. They are selected so that we can fit almost any size, and afford to sell them 20 per cent less than former prices. It wants but a trial to convince any one of their superiority in every respect over any others in the market at present.
McCOLGAN & CAMPBELL,
100-tf Tailors, cor. King & Fort St.

JUST RECEIVED.

PER SYREN—CASES 4-4 BLEACHED Sheetings—extra fine quality. For sale by
131-tf C. A. & H. F. POOR.

MONEY TO LET,

$10,000, IN SUMS TO SUIT, ON APproved real or personal security.
128-tf C. C. HARRIS.

SOAP.
300 BOXES, 25 LBS. EACH, ENGLISH White Soap, per "Yankee," for sale by
115-tf C. L. RICHARDS & CO

LATHS, &c.
SPRUCE AND PINE LATHS, Whitewood Boards, For sale by
119-tf CHAS. BREWER, 2D.

To Whalemen.

Gilman & Co.,
SHIP CHANDLERS,
LAHAINA, S. I.

GILMAN & Co.
ARE NOW RECEIVING THEIR
SPRING STOCK!
CONSISTING OF
WHALEMENS'
STORES
AND
General Supplies,
FRESH FROM THE
UNITED STATES AND EUROPE,
WHICH THEY OFFER FOR SALE ON AS FAVORABLE TERMS AS ANY ESTABLISHMENT ON THE ISLANDS.
Three hundred and fifty nest Ash Oars,
Selected for whale boats, 14, 16, 17 and 18 feet.

Yellow metal,
Sheathing metal,
Sheet lead, marlin spikes,
Copper and iron tackle,
Caulking irons,
Assorted hatchets,
Brass and iron chest locks,
Door locks, gimlets, compasses,
Knives and forks,
Pocket knives,
Ship scrapers,
Copper and iron screws,
Assorted hammers,
Assorted files,
Auger bits,
Sever drivers,
Westernholm knives,
Butcher knives,
Rigging leather.

A large assortment of **Ship Chandlery,**
Fresh Groceries, Provisions, Clothing,
Paints, Oils, Boots and Shoes,
Crockery, Cordage.

American, Californian and Hawaiian Flour,
New Bedford Bread, in short cask;
Rice, assorted Crackers;
American Mess Beef, Hawaiian packed Beef, WARRANTED;
American Mess and Prime Pork, a superior lot of Hams.

No. 1 brown sugar, Crushed sugar,
No. 2 brown sugar, Loaf sugar,
Syrup, Boxes salt,
Molasses, Bbls vinegar,
Cheats tea, Boxes raisins,
Fine oolong tea, Chocolate
Split peas, Coffee,
Assorted spices, &c.
Boiled linseed oil, Spirits turpentine,
Extra white lead, Black paint,
Pure white lead, Putty, chalk,
Prussian blue, Bbls coal tar,
Chrome yellow, Paint brushes,
Chrome green, Pencil brushes,
Pitch, Rosin.
An assortment of

W. K. Lewis & Bro's fresh Preserved Meats
Roasted and boiled beef, mutton,
Assorted soups, tripe, chicken,
Clams, corn, beets, ass'd pickles,
Lemon syrup, assorted syrups,
Ketchup, mustard, fresh herbs.

Boots and Shoes.
Thick sea boots, calf sewed boots,
Kip brogans, buff brogans,
Heavy brogans, boys' brogans,
An assortment of ladies' and children's shoes.

An assortment of New Bedford made Slop Clothing; do. of Super Gentlemen's Custom made Clothing.

A lot of the celebrated Toggle Irons, Boat's Ruffs, Row Locks, and Harpoons, from Durfee & Co. and Dean & Driggs, of New Bedfor.

New Bedford made Towline, Manila Cordage,
Hemp Cordage, Rattling stuff,
119-tf Spunyarn, Oakum.

To the Owners, and Persons interested in
Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY,
NEW YORK, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A **Pier**, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of the vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive Oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for vantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freight may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

☞ Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary
FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64 12m

DEPOSIT VAULT.
TO SEAMEN AND STRANGERS.

THE Undersigned is prepared to receive moneys, or valuable articles of small bulk, on deposit in his vault in the Post Office Building. (formerly occupied by the Hawaiian Government as the Treasury.) These vaults are considered fireproof, and are safer than any other in Honolulu. Strangers visiting the Islands, and seamen or officers going to sea, and wishing to deposit coin, valuable papers, or other articles, during their absence, will find this deposit an accommodation to them. When sums of money are left for a term of twelve months, or longer, they can be invested or not, at the option of the depositor, and interest on the deposit secured. A receipt will be given for all sums or valuables deposited. H. M. WHITNEY.
Honolulu, Oct. 1857. 70-tf

TO CAPTAINS

OF WHALESHIPS AND OTHER VESSELS.—Wood of superior quality can be had at Koloa at $5 per cord; at beef at 6 cents per lb; sheep, at $2 per head; and goats at $1 50 head. Also at the port of Hanalei, wood and beef can be had at the same rate. The Harbor of Hanalei is on the North West side of the island, and has safe and good anchorage in from 6 to 10 fathoms of water. Wood and beef may also be had at Nawiliwili at the same rate as above. Also fruits and vegetables of various kinds can be procured at all the above named ports.

☞ Wood always on hand at the beach in quantities to suit purchasers. (64-tf) GEORGE CHARMAN.

To Whalemen!

G. W. MACY would respectfully solicit the same patronage heretofore enjoyed by the old firm of Macy & Law, at the established Depot for Whalemen's Supplies, at Kawaihae, Hawaii, where will be found at all times a good supply of **Beef, Mutton, Pork, Poultry,** and also the celebrated KAWAIHAE POTATOES.

The above articles can be furnished at the lowest rates, and in quicker time than at any other port at the islands. All beef sold by me will be warranted to keep in any climate.

☞ No charge made on inter-island exchange.
72-tf G. W. MACY.

Storage at Kawaihae!

THE UNDERSIGNED IS PREPARED to receive ships' provisions on storage at the lowest market rates. Lighters furnished for landing and delivering all goods stored.

N. B. Constantly on hand Irish Potatoes and Hawaiian Beef.
Kawaihae, November 13, 1858. 126-3m. G. W. MACY.

To Whalemen.

THE UNDERSIGNED, AT KEALAkekua Bay, Hawaii, is prepared to furnish Ships with Salt and Fresh Beef, Sheep, Goats, Poultry, Irish and Sweet Potatoes, etc., etc., equal to any on the Sandwich Islands.
WILLIAM JOHNSON.
Kealakekua, Oct. 1858. 121-6m

WHALE LINE, &c.
WHALE LINE. Ratlin,
Spunyarn,
Marline,
For sale by
119-tf CHAS. BREWER, 2D

OAK PLANK, &c.
OAK PLANK, Hard Pine Plank,
Spruce Deck Plank,
Hard Pine Rails,
For sale by
119-tf CHAS. BREWER, 2D.

RUSSIA CORDAGE, SPUNYARN. Marlin, Sewing Stuff, Flag lines, Hooks and Thimbles, Double and single blocks, White Lead, Chrome Green, Chrome Yellow, Prussian Blue, English boiled Linseed Oil, Gold Leaf. For sale by
62-tf H. HACKFELD & CO.

SALMON! SALMON!
JUST RECEIVED PER MELITA, FROM San Francisco, a fresh lot of Sacramento Salmon, in barrels of 140 lbs, put up for family use, and WARRANTED. Also, a few bbls of Eel River Salmon. For sale by
134-tf C. A. & H. F. POOR.

Yellow Metal.

YELLOW METAL SHEATHING, ass'd sizes, Composition Nails, from the manufactory of Crocker, Bros. & Co. For sale by [119-tf] B. F. SNOW.

ANCHORS AND CHAINS.
NEW ENGLISH ANCHORS, FROM 1000 to 2200 pounds;
New English Stud and Shackle Chain Cables, 1 1-16 to 1¼ inch,
54-tf For sale by A. J. CARTWRIGHT.

PITCH AND TAR.
30 BARRELS of each, just arrived per clipper ship "Syren," For sale by
131-tf CHAS. BREWER 2D.

Advertisements.

B. F. SNOW,
Commission Merchant,
HONOLULU, OAHU, S. I.,

OFFERS FOR SALE, IN LOTS TO SUIT purchasers, at the LOWEST MARKET PRICES, a large assortment of MERCHANDISE, consisting in part of the following named articles:

White and grey merino drawers, Red flannel drawers,
Women's white cotton hose, Silk Velvet,
Embroidered undersleeves, Corah handkerchiefs.
Navy Caps, with oil silk covers.
Check linen shirts,
Colored India satin,
White L. B. shirts,
White linen handkerchiefs
Goat buskins, Enameled leather brogans.
Lemon syrup,
Tomato catsup.
Boxes fire crackers, Spittoons.
Mosquito netting, Boston Beauty stoves,
Looking glasses, Britannia tureens,
Solar lamps, Side lamps,
Lamp globes, Lamp chimneys,
Lamp wicks, Nos. 1 and 2.
1 Set Tinman's Tools.
Manila and Hemp Rope, assorted sizes,
Whale line, spunyarn, Ravens duck,
Cotton duck, Nos. 3 and 4.

PLATFORM SCALES,
GROCER'S SCALES,
COUNTER SCALES.
YELLOW METAL, 18 to 26 oz.
COMPOSITION NAILS.

Tarred paper, Venetian blinds, Hand carts,
Lead pipe, Brass hose pipes, I. R. hose,
Brass bibb locks, Kedge anchors, Chain Cables.

IRROY CHAMPAGNE, CURRANT WINE,
Cases BOURBON WHISKY, qts and pts,
10-gall. kegs BOURBON WHISKY,
A Large assortment of Crockery Ware:
Bowls, vegetable dishes, plates, ewers and basins, mugs, jugs
Boxes glass, cream-laid paper, nappies, etc.
Screws,
Tower bolts,
Thumb latches, gimlets,
Hooks and staples, firmer chisels,
Tower bolts, brass butts, Hingham buckets,
Dyer's healing embrocation, cotton bags, corn brooms,
Bridle leather, wagon harnesses, granulating mills, etc., etc.
COMPOSITION and FELT, for Fire Proof Roofs.
Genuine MARIA FARINA COLOGNE.

Sail needles, Cut nails, Lanterns, Paint oil,
Boat nails, Iron bedsteads, Turpentine, Rasps,
Corkscrews, Verdigris, Hammers, Sheath knives,
Black paint, Padlocks.

RED and BLUE BUNTING,
OIL CASKS, SHOOKS, HOOP IRON,
SPERM and POLAR OIL,
RICHMOND FLOUR, etc., etc.
126-tf

Wool, Goat Skins, Hides,
Tallow, Composition,
Old Copper.
PURCHASED AT THE HIGHEST RATES by (61-tf) J. C. SPALDING.

Hides,
Goat Skins,
Tallow,
Slush!
PURCHASED AT THE HIGHEST MARket rates, by [119-tf] CHAS. BREWER, 2D.

Old Copper,
Old Composition,
Old Yellow Metal.
PURCHASED AT THE HIGHEST MARket rates, by [120-tf, CHAS. BREWER, 2D.

Ice! Ice! Ice!
Just Received
— PER "MOUNTAIN WAVE" —
400 TONS FRESH POND BOSTON ICE,
18 patent Britannia Ice Pitchers,
3 Silver Plated Ice Pitchers,
18 chest Refrigerators, assorted sizes,
12 Upright do do do,
10 Tank do (for Hotels,)
2 dozen Patent Ice Cream Freezers, ass'd sizes,
18 Water Coolers,
24 Ice Cream Moulds.
The above Ice and assortment of sundries calculated for the use of Ice, have just been received by the above ship, and are fered for sale by the HONOLULU ICE CO.
112-tf C. H. LEWERS, Proprietor.

SALT! SALT! SALT!
MANUFACTURED AT THE
PUULOA SALT WORKS!

THE UNDERSIGNED IS READY TO FURnish to Butchers and Packers, in the largest quantities, a very superior article, EQUAL TO THE BEST IMPORTED SALT, and at a price to DEFY COMPETITION? For terms, apply to
DANIEL MONTGOMERY.
115-6m Puuloa Salt Works.

New Goods just Received
Per Bark Yankee!

FROM SAN FRANCISCO—A SUPERIOR assortment of Goods, consisting in part of
Cases hickory shirts,
Cases scarlet flannel shirts,
Men's and boys' do do fancy,
Huckaback towels,
Rolls of oil cloth,
Ladies' embroidered work baskets,
Ladies' large size do,
Infants' hoods, fancy trimmed,
Cases blue laid ruled letter paper,
Cases buff wrapping paper,
Nests 3-hoop painted pails,
Fine linen bosom shirts,
Heavy grey merino undershirts,
Nests of trunks, 4 in a nest,
Solar lamp chimneys, No. 2,
Lubin's Extracts, assorted. For sale by
132-tf C. A. & H. F. POOR.

CHAIRS! CHAIRS!!
JUST RECEIVED per "Young Greek," from Boston an assortment of Chairs, consisting of—
Bay State office, Ladies' Dining, Wood Seat office,
Baltimore Cane, Lafayette do,
Ball Top Grecian Gold Stripe, do do do Curl Maple,
Cane Back Rocking, Ball Top Grecian Bird Eye,
Cane Back Nurse, Wood Seat, Children's Rocking,
Children's Peg Arm Dining, do do Hole, &c., &c., &c.,
For sale by
119-tf A. P. EVERETT.

LIGHT GOODS.
PER LATE ARRIVALS—A SPLENDID assortment of Light Clothing, viz:
White linen duck and drill pants,
do do do do coats,
Brown do do do do pants,
do do do do coats,
Fancy plaid coats,
Fancy check coats,
Black alpacca coats.
4-tf At wholesale by C. A. & H. F. POOR.

Scales.

FAIRBANKS' PATENT PLATFORM SCALES;
Fairbanks' Patent Counter Scales;
Fairbanks' Patent Grocer's Scales.
All sizes of the above for sale by
119-tf B. F. SNOW.

WHIFFLETREES, CHAINS, &c.
SETS SUP. WHIFFLETREES & CHAINS, Extra sized Harrows,
Hand Cultivators,
Seed Planters,
Ox Yokes,
Iron Plows,
For sale by
119 tf CHAS. BREWER, 2D.

Dana's Coral Reefs and Islands.

A FEW COPIES OF THE LAST EDITION of this valuable work just received and for sale—$1 25—by [125-1m] H. M. WHITNEY.

IRON, &c.
ON HAND, and to arrive, per "Syren," Bars refined Iron,
Bundles Nail Rods,
Bundles Norway Shapes,
For sale by
119-tf CHAS. BREWER, 2D.

SUGAR, SYRUPS AND MOLASSES,
FROM THE NEW CROP, FROM THE *EAST MAUI PLANTATION*,
For sale by (36-tf) H. HACKFELD & Co.

BUNGS! BUNGS!
5000 CASK BUNGS, ASSORTED SIZES, for sale by CHAS. W. FOX,
Cabinet Maker and Turner,
117-tf Hotel street, near Fort.

PAINTS, OILS, TURPENTINE, &c.
FRENCH ZINC IN TIN. PURE WHITE lead, dry red lead, yellow ochre in oil, black paint, verdigris, chrome and Paris green, Vandyke brown, linseed and kukui oil, turpentine; coach, white and copal varnish, gold and silver leaf, umber, venetian red in oil, paint and sash brushes, glass and putty, on hand and to arrive, for sale by
113-tf E. O. HALL.

FAMILY COOKING STOVES!
ALTOGETHER SUPERIOR TO EVERY other kind imported: BAY STATE and GREEN MOUNTAIN STATE STOVES, Nos. 0, 1, 2, 3, 4 and 5, by the clippe ships "Syren" and "Mountain Wave, for sale by
113-tf E. O. HALL.

OSAGE ORANGE SEED,
JUST RECEIVED AND FOR SALE BY
112-tf H. M. WHITNEY.

RED WOOD.
A SUPERIOR LOT OF BOARDS and CLAPBOARDS, for sale by
87 tf C. H. LEWERS.

CLAPBOARDS AND LATHS.
PINE (6-FT.) DRESSED CLAPBOARDS, Pine Laths, per "Mountain Wave."
112-tf C. H. LEWERS, Fort street.

LEAD PIPE. Assorted sizes—for sale by
87- W. A. ALDRICH.

Advertisements.

THE UNDERSIGNED

OFFERS FOR SALE, AT THE LOWEST market rates a large assortment of Goods, recently received from San Francisco and Liverpool. Among them are—

DRY GOODS.
Brown cottons,
Whitecottons, shirtings,
White cotton drill, madapolams,
Fancy drill, printed cords, two-blue prints,
Furniture prints, brown drilling, regatta shirts,
Fancy shirts, white shirts, linen fittings, hickory shirts,
White, colored and fancy striped cotton undershirts, lastings,
Merino undershirts, children's socks, white and red flannel,
White blankets, large assm't of linen drills, French merino,
Duck and trowserings, superfine broadcloth, medium do do,
Embroidered alpacas, embroidered Orleans silk, poncho cloth,
Embr'd cloth ponchos, monkey jackets, Russell cord coats,
Tweed and other trowsers, women's shoes, assorted,
Men's shoes, ladies' shoes, crape shawls,
Linen camb. hdkfs, silk neckties,
Felt hats (asstd), cord,
Duck trowsers,
Ladies' riding hats, blue flannel jackets, linen drill pants, &c

GROCERIES.
English pie fruits, pickles, sauces, black pepper, white pepper, Ginger, cinnamon, mace, cloves, oatmeal, table salt, sardines, Capers, dried herbs, London malt vinegar, English brown soap, &c., &c., &c.

HARDWARE.
Sheet lead, assorted English files,
Assorted hollow ware, sheathing nails,
Garden chairs, bronze hat stands, cook's ladles,
Handsaws, saw sets, assorted corkscrews,
Table knives, forks, carvers, and steels,
Chest locks, barrel bolts, try pans, anvils
Iron wheelbarrows, tin plates,
Hoop iron, assorted iron, screw wool press,
Garden rollers, iron field gates, hand gates,
Burnished bits, sail needles,
Pump tacks, electro-plated ware, forks, spoons.
Anchors and Chains.

LIQUORS.
Bottled ale (a first rate article), brandy, gin, draught ale, claret, Old Tom, hock, crabapple cider, sherry wine champagne, etc.

SHIP CHANDLERY AND SUNDRIES.
Fire bricks, blue and white; saddles, bridles, belts, dairy salt; Liverpool pickling salt, St. Ubes packing salt, pipes; Black, yellow and green paint, hemp rope, Manila rope; Hemp canvas, osnaburg, strong wide bagging, wool bags; Blacksmith's coal, carriage and other varnishes.

EARTHENWARE.
Yellow nappies, table sets, chamber sets, tea sets, bowls, asstd Dinner plates, soup plates, 6 inch plates, flat dishes, mugs; Metal covered jugs and pitchers, etc., etc.
ROBERT C. JANION.
92-tf

D. C. WATERMAN & Co.
Offer for Sale:

200 BBLS. EXTRA MESS BEEF.
300 bbls prime pork,
100 " Gallego flour, superfine,
100 " Haxall do do,
25 half bbls superfine flour, for families,
65,000 lbs bread, pilot, navy and medium,
25 half bbls crushed sugar,
50 kegs butter,
150 coils New Bedford towlines,
50 bundles navy oakum,
25 bbls pitch,
60 boxes tobacco,
1000 gallons spirits of turpentine,
2 tons iron hoops,
300 coils Manila cordage, 5½ inch, 4¾, 4¼, 4, 3¾, 3½, 3, 2¾, 2½, 2¼, 2 and 1¾ inch,
50 coils 6 thread, 9 thread and 12 thread,
50 coils Russia cordage, 7½ inch shrouding,
5, 4, 3½, 3, 2½, 2 and 1½ inch.
25 coils 9, 12 and 15 thread, seizing, hamberline, rounding and houseline,
Chain cables and anchors,
Copper and iron spikes, 4 and 5 inch,
Ship's camboozes, complete, Nos. 2 and 3,
Whale irons, toggle irons,
Whale boats,
Cotton duck