COMMERCIAL.

WEDNESDAY, MARCH 23, 1859.

In another column of to-day's issue will be seen a notice of the American Commissioner, respecting certain guano islands, visited by the *R. L. Frost*, in her recent cruise, and laid claim to by Messrs. C. A. Williams & Co. There are five islands claimed. Barren Island lies some 300 miles nearly south from Jarvis Island; the others form a group, in longitude 170, about 260 m. south of the equator, and lie nearly south-west from this port, and about 1000 miles west of the above islands. The exact position of all these islands is given in the notice. We alluded in our last issue to the samples brought from them as being very superior, and in fact the finest article yet discovered in the Central Pacific.

Arrivals of both merchantmen and whalers have been brisk during the past week, and our harbor has now some forty vessels in port, besides the large number which touch outside to obtain and mail letters, and get such stores as only require to be taken off in boats. For two weeks past the wharves have presented as crowded and busy an aspect as some parts of New York or Liverpool. On Tuesday, there were no less than fifteen vessels, from 100 to 1000 tons burthen, lying at our wharves, discharging, taking in cargo or refitting. This will give some idea of the business of the port. Whalers do not often come alongside the wharves, except to repair or discharge cargo, though had we more central wharf room, it is probable that it would be in constant occupancy. The proposed transfer of the Custom House to the new wharf property, would do more than any one thing to draw business and the shipping to that quarter, and as a necessary consequence bring that property into demand for building and storage. We trust that the Legislature will take some steps to provide for the change in the location of the Custom House.

Since our last issue, four merchant vessels have arrived with full cargoes, and one clipper in ballast. Of these, one each is from Liverpool, Puget Sound, S. Francisco, and two more from Boston, bringing altogether imports to the value of $150,000. The goods brought are generally in fair request, being mostly selected from orders expressly sent. Random shipments to this port do not pay as they often do to larger commercial emporiums, and cargoes are now generally well and carefully selected.

The clipper ship *Hesperus*, from San Francisco, had a unusually short passage down She is under charter to load guano at Jarvis Island, on account of Wm. H. Webb, whose agent here is Dr. G. P. Judd. She is the eleventh vessel that has been chartered or filled with Jarvis Island guano. Few of our readers being aware how fast this article is going forward, we will give a list of the vessels that have taken guano, and the amount engaged and on the way. A vessel is expected to be ready every two weeks to load at the island.

	TONNAGE.	TONS GUANO TAKEN.
Sept., 1858—White Swallow	1198	1250
Sept., 1858—Flying Eagle	1094	1200
Oct., 1858—Flying Dragon	1127	1300
Dec., 1858—Mary Robinson	1200	1500
Dec., 1858—Brig Teatonia	—	250
Dec., 1858—Alexander	—	250
Jan., 1859—Reynard	1050	1200
Jan., 1859—Henry Brigham	1068	1200
Feb., 1859—Black Hawk	1198	1300
Mar. 1859—Rambler	1120	1300
Mar. 1859—Fleetwing	851	1100
Mar. 1859—Hesperus, (in port)	1019	1500

Making a total of ..... 13,350 tons of Jarvis Island guano taken off or under charter for shipment. Three other vessels are shortly expected, under charter to load as above: the clipper ship *Argo*, about 1500 tons, due April 5th to 10th, and the *Polynesia* and *Gosport*, due about the 15th to 20th of April. Our readers will thus perceive that this trade is to become of no small importance to our port.

The large auction sale of China goods ex *Hero*, is the chief event in commercial transactions, during the past week, worthy of note. The sale drew together a large crowd, and the bidding was very spirited. The goods sold were generally of a superior quality to the China goods brought here. We give below quotations of prices realized at the sale. Among the articles sold were also a lot of fancy goods.

In merchandize generally, trade has been good, in a retail way, without any large transactions. Our last quotations will hold as the current rates as we write.

OIL—During the week large transactions have been made in oil. About 10,000 gallons cocoanut oil sold for 50c ℔ gallon, for shipment to New Bedford. The cargo of the *Cynthia*, about 24,000 gallons, sold for 56c, for shipment to Bremen.

EXCHANGE—We notice some inquiry for exchange on the East. First class bills, drawn at sight, in sums to suit, command 2 @ 3 ℔ cent. premium. Floating bills and whalers drafts may be quoted at par.

AUCTION SALE OF CHINA GOODS EX HERO.

CAMPHOR CHESTS—In nests of 3 each, in lots of five to twenty nests, sold for $21 12 @ $21 62 ½ nest.

CAMPHOR CHESTS—10 nests, superior article, 4 in each nest, sold for $34 62 per nest.

CHAIRS—50 rattan arm chairs sold for $2 56 @ $2 68.

EXTENSION CHAIRS—12 small size $8 @ $8 75. 11 larger do $11 50 @ $12 25.

RICE—15,000 ℔ sold for 4 @ 4¼c.

MATTING—120 rolls, 4-4, 4-5, 4-6, sold from $9 12½ @ $13 50 per roll, assorted colors.

FREIGHTS—In freights, we notice some movement. The clipper ship *Modern Times* has, we hear, been chartered to load guano at French Frigate Island, and sails this morning. The rate has not transpired, but it is not far from $10 per ton. That island is said to possess an excellent harbor, and unusual facilities for procuring cargoes. Capt. Snow takes passage in the clipper to superintend operations. The British clipper ship *Pizarro*, has been laid on the berth to load oil for Bremen. A considerable quantity of Hawaiian oil is expected from the California coast and the ship will probably obtain full cargo. The bark *Sachem*, from Boston, now discharging, will load with guano, to be brought by the *Josephine*. She will probably be able to get off about the 1st of May. The brigantine *Koloa* will sail for San Francisco or Oregon about the 10th of April. The fine bark *Jenny Ford* will be laid on for Victoria, and will afford a good opportunity for shipments of our island produce to that quarter. Sugar, molasses, beef, coffee, potatoes, pumpkins, &c., would find a ready and good market there.

SALES OF VESSELS—The new and beautiful schooner *Marida*, a *N.* London-built craft of 100 tons, has been purchased by Capt. English for a packet between Fanning's Island and Honolulu for the sum of $7,000. She is admirably adapted to the trade intended. On Saturday last, at public auction, the schooner *J. D. Carr*, 28 tons burthen, was sold for $1410; and will be employed as a coaster. Also, the same day at public auction, the brig *Advance*, 125 tons, was sold for $1330. To these we may add that an offer was made before the sailing of the *Adelaide* to purchase her for $14,000, to be paid in San Francisco. The whaling bark *Florence*, of Warren, 316 tons burthen, has been purchased by Capt. T. Spencer, and will be continued as a whaler, under the command of Capt. Rhodes G. Spencer, one of the most successful of our whaling masters. The sum paid for her is about $10,500. She is a fine craft, of the right size for whaling, and is an acquisition to our island fleet of whalers.

SAN FRANCISCO MARKET.

Our advices by the *Hesperus* are to the 11th of March. Potatoes keep at a high figure, and choice sweet would probably pay to ship, if done at once. S. I. sugar shows an improvement and private advices make it worth 10@11c.

SUGAR—Sales China No. 1 at 9@9¼c.; crushed, 13¼c.

MOLASSES—25 bbls choice $1, 33½ at auction; ordinary, 22@25c ℔ gallon.

CANDLES—24@24½c.

BEANS—Sales of 30,000 ℔s Bayos at 4c—an advance on previous rates.

POTATOES—Bodego, 2¼@3c; sweet, 3@5c.

COFFEE—Sales of Rio at 18c.

OATS—Sales at $1 25—a decline from previous rates.

ORANGES—8000, ex *Hydra*, sold at $46 per M.

OILS—Crude Polar 52½@56c; Coast, 40c.

LUMBER—Rough redwood, $22; shingles, $3 50@$4.

LATEST DATES, received at this Office.

San Francisco	Mar. 11	Paris	Jan. 20
Panama, N. G.	Feb. 15	Hongkong	Jan. 10
New York	Feb. 5	Melbourne, Vic.	Nov. 20
London	Jan. 22	Tahiti	Jan. 20

PORT OF HONOLULU, H. I.

ARRIVALS.

March 16—Br clip sh Pizarro, Sweet, 123 days from Liverpool, mdse to R. P. Janion.
16—Am wh Julian, Winegar, 5 mos out, 55 sp, off and on, and sailed 18th for Ochotsk.
17—Haw wh bk Metropolis, Comstock, from Cal. coast, 750 wh season.
17—Haw wh brig Alice, Spencer, from Cal coast. 500 wh season.
17—Am wh bk Favorite, Smith, from *N Z*, 200 wh season.
17—Am wh bk Coral, Sisson. *N B*, 5 months out, clean; comes in to repair bulwarks.
17—Am wh sh Robt Edwards, Wood, from Lahaina, off and on.
18—Am wh sh Jeannette, Winslow, 5 mos out, 150 sp, off and on, sailed same day for the north.
18—Haw wh bk Cynthia, Sherman, from Cal coast, 800 wh season.
19—Sch Liholiho, from Hilo.
19—Sch Queen, from Lahaina.
19—Am wh sh Speedwell, Gibbs, from *N Z*, off and on, 30 sp, 110 wh, season.
20—Sch Kamoi, Wilbur, from Lahaina.
20—Sch Maria, Molteno, from Lahaina.
20—Am wh sh America, Bryant, last from Tombez, 120 sp, 1200 bone, season.
20—Am merch bk Sachem, Atkins, 131 days from Boston
21—Sch Manuokawai, from Hilo and Kawaihae.
21—Am bk Jenny Ford, Moore, 21 days from Teekalet, with cargo of lumber for Hackfeld & Co.
21—Am wh sh Janus, Smith, from home, off and on, and sailed 1st, Northward.
21—Am wh sh Drono, May, from Cal. coast.
21—Am clip sh Hesperus, Lewin, 9 days and 11 hours from San Francisco, for Jarvis Island.
21—Am brig Koloa, Pomeroy, 141 days from Boston, with mdse to Hackfeld & Co.
21—Am wh bk Arab, Grinnell, from Hilo, off and on, and sails to-day northward.
22—Am wh sh Majestic, Chester.
22—Am wh bk Ontario, Foster, off and on, sailed yesterday for Ochotsk.
22—Am wh sh Benj. Rush, Wyatt, 60 sp, season, off and on.
22—Am wh sh Oregon, Tobey, off and on, sailed to-day for Ochotsk.

DEPARTURES.

March 16—Adelaide Gibbs, Withington, Ochotsk.
14—Wm Tell, Austin, cruise north.
14—Uncas, Loss, cruise north.
16—Am wh bk Caroline, Pontius, Ochotsk.
16—Sch Kamoi, Wilbur, for Lahaina.
16—Sch Mary, Burrill, for Kawaihae.
18—Am wh sh Jeannette, Winslow, for the north.
18—Am wh sh Speedwell, Gibbs, for Kawaihae.
18—Am wh bk Ontario, Foster, for the north.
19—Sch Queen, for Lahaina.
20—Sch Maria, Molteno, for Lahaina.
21—Sch Kalama, Hanson, for Hilo.
22—Wingea, Gossell, for the northward.
22—Am wh sh America, Bryant, for Kawaihae.
22—Sch Robt Lewis, Smith, Ochotsk.
22—Am clip sh Modern Times, Overton, French Frigate Shoal.
22—Sch Ka Ulu, for Lahaina.
22—Sch Ulu Ahi, for Hilo.

Moon's Phases at Honolulu, in April.

	dy.	h.	m.		dy.	h.	m.
New Moon	2	11	53·5 A.	Full Moon	16	10	41.9 A
First Quarter	10	0	56.7 M.	Last Quarter	24	6	21.2 A.

Ships' Mails.

For SAN FRANCISCO—per Yankee, March 26th.
For LAHAINA—per Maria, to-day.

MEMORANDA.

TO MASTERS OF VESSELS BOUND SOUTH FROM THESE ISLANDS.—The longitudes of Christmas and Fanning's Islands, on most charts, are incorrect. We give the following (republished from our issue of July 30, 1857) as the correct position of the islands referred to, and also of Diana Shoal, not laid down. We may add, that the frequent shipwrecks known to have occurred at Christmas Island, have been owing to its incorrect location on the charts, as well as to its being larger than is generally supposed.

FANNING'S ISLAND.—The harbor of Fanning's Island lies in N. lat. 3° 49; W. long. 159° 20. Approach the Island from the east, and sail round the south side. There is no such island in this vicinity as is laid down on the charts as "American Island," or rather Washington and American are the same Island.

CHRISTMAS ISLAND.—The anchorage which is under the lee of the N. W. point of the island, is in N. lat. 1° 58; W. long. 157° 30. The east point of the island lies about 45 to 50 miles eastward of the anchorage, and vessels, in approaching, cannot be too careful of this point, as it is here where nearly all the wrecks occur. The island is not more than eight feet in height, and cannot be seen from a ship's deck more than seven or eight miles off.

DIANA SHOAL.—This shoal has never, we believe, been laid down on any chart. It lies in N. lat. 8° 46; W. long. 157° 20.

It was discovered by Capt. English, of Fanning's Island, and has on it only six feet of water. The observation was taken at midday, within a short distance of the shoal, and may be relied on as correct.

JARVIS ISLAND—Is located in S. lat. 00° 22, lon. 159° 52 W. The island is two miles long and 1½ mile wide. The anchorage is on the *N. W.* side.

☞ We are indebted to Mr. Dickinson, first officer of the ship *Hesperus*, J. Lewin, master, for the following report: Left San Francisco at 9 A. M., March 11; hove to under Molokai at 8 P. M., 20th, with thick hazy weather, 9 days 11 hours. Annexed we give the distances run each day, by observation:

	MILES.		MILES.
March 12—Saturday	250	March 17—Thursday	180
" 14—Sunday	238	" 18—Friday	225
" 14—Monday	215	" 19—Saturday	228
" 15—Tuesday	230	" 20—Sunday	235
" 16—Wednesday	228		
Distance run			2197

March 21, at 6 A. M., east end of Molokai bore SE 20 miles. The *Hesperus* is in ballast, bound for Jarvis Island—touched for orders.

☞ Ship *Julian*, Winegar, from home reports that he had a fine run from New Bedford (sailed Sept. 30) before a northwest breeze. Seven days out had made 1000 miles distance, and had a 100 barrel sperm whale alongside. After cutting him in, a severe gale came on, and was obliged to throw overboard about one-half the blubber. Since then have seen no chance to take whales and have had no occurrence worth noting. Touched at Lahaina on the 15th inst.

☞ Bark *Coral*, Sisson, 5 months from home, reports—spoke no vessels and saw no whales during the passage out. Four days out of New Bedford, experienced a severe gale, in which lost several boats—one blown fairly up against the main yard—carried away spars and split sails, and had the starboard bulwarks and stanchions swept away; comes into port to repair previous to going north. This was the same gale—October, 1858, in which the clipper ship *Polynsia* was crippled and obliged to put back.

☞ Ship *Jeannette*, Winslow, 5 months from home—took two sperm whales on the passage out which made him 150 barrels. Spoke, Jan. 28, ship John Howland, Whelden, clean, from New Bedford, bound to the islands. On the 19th inst., off Kawaihae, A seaman named J. G. Luther fell from the jibboom. The boats were immediately lowered, but before they could reach him, the sharks had eaten him up. He was a native of Pico, Western Islands, aged about 21 years.

☞ Capt. Sweet of the *Pizarro*, reports that he followed Lieut. Maury's sailing directions and found them correct in every particular, and he considers that to them he owes the fact of his short passage. Passed the line in long. 27 12 W., 25 days from Liverpool. Passed Cape Horn Jan. 9. First got the S. E. trades in the Pacific in lat. 3° S. long. 95 38 W. Recrossed the line in long. 130 05 W. March 5. Had strong breezes on the Equator; made S. Islands (E point of Molokai, Mar. 16) Spoke, Dec. 15, Bremen bark Brothers, for Algoa Bay, Africa; Jan. 21, off the W. pitch of the Horn, American ship Neptune's Favorite, bound W.

☞ Ship *Speedwell*, Gibbs, from New Zealand, brings no later reports from that direction. On Thursday lay to off Kohala point for seven hours, the wind blowing tremendously.

☞ The bark *Cynthia*, Sherman, from Margarita Bay, reports March 1,—Haw. brigs Oahu, 20 whales; Antilla, 12 whales; Victoria, full; ship Benj. Morgan, 250 barrels; bark Fortune, 500 do; bark Corib, S. F. 22 whales; Addison, Lawrence, 250 barrels.

☞ Capt. Spencer of the *John Dunlap*, lost three men, natives, by a loose whale staving a boat, Feb. 20. Two were killed instantly, and the third lingered five days. Whales plenty in the lagoons.

☞ The *Onward* at Hilo, reports at Talcahuano, Feb 9, ship Phoenix, of N B, taking freight; Archer, N B, 1250 sp; Ionia, N B, 175 sp; Gypsey, Manter, 450; Courser, Gifford, 750 all told; Camilla, Prentice, 470 sp, 420 wh, all told—shipping oil; Cambria, Pease, clean; off Juan Fernandez, Feb 4, Oliver Crocker, Colchran, 80 sp, bound to the islands; Cape Horn Pigeon, Weeks, 5 mos, clean. The city of Talcahuano was taken by the Revolutionists on the night of Feb 6, and the whole country, except Conception, was in their hands. The latter place they were marching to attack on the 8th.

☞ Capt. Bryant, of the *America* reports—cruised on New Zealand and found the weather bad all the season, whales plenty but shy, and but little chance to lower for them. From New Zealand ground went to Tombez. At that port, Feb. 3, Triton 1st 300 sp, sailed same day to cruise; Helen Mar, Worth, 90 sp since leaving the Islands. Died at sea, on board the *America*, March 5, a native of these Islands, of consumption—name unknown.

☞ The *Cambria*, at Hilo, reports having spoken, March 6, clipper ship Great Republic, from San Francisco for New York—on the line in long 115 West. Left at Talcahuano, wh sh Camilla, Prentice, 9 mos out, 480 sp, 450 wh—had shipped his oil for New Bedford per Phoenix.

☞ Capt. Atkins of the clipper bark *Sachem*, from Boston, reports: Was 28 days to the line; crossed in long. 33 W. Sixty days to Cape Horn, and was detained there 18 days with fresh westerly gales. Jan. 25, lat. 54 20 S., long. 78 10 W., spoke ship Annie Kemble, from New York for San Francisco. From the Horn had the winds light and baffling from the north-west, most of the time got the south-east trades very light. Crossed the line in the Pacific, in long. 123 W., 115 days from Boston. Got the north-east trades in lat. 9 N., and very strong. Was 15 days from the line to port.

IMPORTS.

From BOSTON—per Sachem, March 21—1 case oil cloth, 777 pkgs mdse, 75 qr bxs soap, 402 bxs do, 2 hf bxs, 29 cs tobacco, 2 bbls nuts, 6 cs, 3 casks, 1 bx stationery, 1 iron safe, 2 bxs books, 3 casks wine, 1 bx whale craft, 1 hlf bbl currant wine, 70 nests trunks, 1 cs whips, 8 cs saddlery, 15 cs irons, 545 pkgs nails, 1 bale carpets, 5 cs boots & shoes, 5 do do, 105 pkgs paints and oil, 1 bndl roofing, 1 pkg cement, 1 bx hooks, 55 pkgs hardware, 16 bndls blinds, 1 paint stone, 44 bxs glass, 19 cs windows, 178 bndls door and window frames, 275 doors, 7 cs, 7 bales paper, 6 melodeons, 1 grand parlor piano forte, 273 pkgs cordage, 10 bales and 5 cs domestics, 4 cs oil carpets, 171 pkgs groceries, 6 bndls tubs, 1 do brooms, 1 bx codfish, 1 corn mill, 1 doz pails, 1 cs umbrellas, 7 pkgs raisins, 4 kegs lead, 5 cs agricultural implements, 38 plow skeletons and beams, 9 bndls spades, 3 cs carriages, 1 bndl forks, 4 do hay rakes, 1 reel pipe, 48 bndls iron, 2 cks crockery, 14 pkgs iron, 2 bxs curry powder, 230 bbls flour, 455 pkgs raisins, 20 cs flour, 220 half bbls sugar, 14 cs salt, 4 sewing machines, 4 bndls shovels, 80 bags salt, 2 pkgs india rubber goods, 2 cs confectionery, 200 pkgs whisky, 10 hlf bbls dried apples, 5 cs hats, 1 pkg twine, 3 whale boats, 350 bndls shingles, 876 pkgs shooks, 187 pkgs heads, 1 cs rivets, 1 bx ox bows, 7 bbls rice, 24 pcs dressed granite, 15 casks porter, 198 pkgs brandy, 10 cs charcoal irons, 5 cs rubber boots, 255 pkgs beef and pork, 6 do hams, 8 do vinegar, 208 do iron hoops, 32 do bread, 34 do lard, 1 barge boat, 128 flag stones, 10 oars, 200 poles, 1 M fire brick, 8 brass rowlocks, 1 2-horse power machine, 1 threshing machine, 1 fan do, 36 grind stones, 1 camboose, 2 boats duck, 1 bell and frame, 3 crates mdse, 25 hlf bbls split peas, 49 cs alcohol, 29 do opts turp, 19 kegs hide poison, 30 hlf bbls butter, 7 cs cheese, 20 bbls rice, 3 rolls leather, 6 cases spice, 8 cs clothing.

From LIVERPOOL—per Pizarro, March 17—21 cs cheese, 43 do biscuits, 56 puchons bread, 13 cs Turkey red, 147 tons steam coal, 21 M (1200 ea) slates, 30 bbls blacksmith's coal, 1 cs perfumery, 329 pkgs sundries, 35 bndls fencing wire, 702 do hoop iron, 684 do rod iron, 2236 bars iron, 15 cs shirtings, 500 bags rice, 6 cs fancy soap, 5 do epsom salts, 200 bxs common soap, 500 bbls 150 cs bottled ale, 127 cs oilman's stores, 12 bales cottons, 15 cs table salt, 50 firkins do, 30 shooks staves, 2 cart wheels, 2 barrow do, 1 axletree and 2 bushes, 1 cs horse shoes, 1 cs military appointments, 4 cs hosiery, 1 cs served muslins, 1 cask 52 cs whiskey, 96 cs cotton prints, 100 cs sherry wine, 12 doz do, 50 cs port, 12 doz do, 30 cs brandy, 2 cks do, 8 bbls do, 10 doz do, 50 cs gin, 10 bbls rum, 130 bbls bottled porter, 4 casks wh lead, 100 cs linseed oil, 30 cs prints, 10 cs saddles, 3 cs silk hdkfs, 60 bbls 4 pipes bread, 5 cs linens, 8 kegs nails, 8 pkgs samples, 2 rams, 2 shepherd's dogs, 2 fowls, 7 cs clothing, 1 truss mdse, 7 cs boots and shoes, 2 bales clothing, 5 do slops, 1 box hats and caps, 12 doz old Tom, 32 doz cider, 12½ doz meats, 16 doz jams, 16 do pickles, 6 do mutton, 6 do pepper, 12 do fruits, 6 kegs split peas, 6 do barley, 12 tins oatmeal, 9½ doz salmon, 1 box candles, 8½ doz sardines, 20 tins lobsters, 9 kegs herrings, 50 hams, 4 jars currants.

From TEEKALET—per Jenny Ford, March 21—29¼ M shingles, 4250 pickets, 256,656 ft lumber.

From MARGARITA BAY—per Cynthia, March 21—100 bbls oil.

From BOSTON—per Koloa, March 21—61,223 ft lumber, 222 bndls shingles, 120 doors, 300 windows. Remainder of cargo in transit.

VESSELS IN PORT.—MARCH 23.

Br. ship Pizarro, Sweet.
Am. bark Sachem, Atkins.
Am. brig Koloa, Pomeroy.
Am. barkantine Jenny Ford, Morse.
Am. clipper ship Hesperus, Lewin.
Am clipper ship Syren, Greene, loading oil for *N.* Bedford
Am. ship Gladiator, Luce, do do do
Am. ship Modern Times, Overton,
Am ship Abby Brown, Moody, repairing.
Am bark Yankee, Lovett.
Ham brig Hero, Von Holdt.
Haw brig Advance, English.
Am brigt Morning Star, Brown.

WHALERS.

Am ship Gay Head, Lowen	Am bk Harmony, Kelly
Am ship Polar Star, Weeks	Am ship Hibernia 2d, Edwards
Am bark Vermon, Fish	Am bk Drono, May
Am bark Florence, Spencer	Am bark Augusta, Taber
Am sh Geo. Howland, Pomeroy	Brig Kohola, Corsen
Am sh Tahmaroo, Robinson	Am ship Contest, Ludlow
Am bk Coral, Sisson	Russ bk Amoor, Michelson
Haw bk Metropolis, Comstock	Bre sh Republic, Sayre
Am sh America, Bryant	Bk Faith, Lawton
Haw sch E L Frost, ——	Haw bk Cynthia, Sherman
Am sh Majestic, Chester	

PASSENGERS.

FOREIGN.

From Tahiti, at Lahaina—per Gen'l Teste, March 16—Dr Lee and wife, Souquet, Boudeon.

From TEEKALET—per Jenny Ford, March 21—Mrs Hinckley, and 2 Hawaiians.

From MARGARITA BAY—per Cynthia, March 21—H Bailey.

From BOSTON—per Sachem, March 21—E L Taylor, J Lewis Harris.

From SAN FRANCISCO—per Hesperus, March 22—Capt D P Penhallow, Geo Miller, Mr Barnes.

For PENRHYN ESPRHYN ISLAND—per Modern Times, March 24—E F Snow, Mr Rennie, and 12 Hawaiian laborers.

DIED.

On the 9th March, at the hospital for American seamen, Hilo, MANUEL FRANCIS, seaman, a Portuguese, native of St. George, Western Islands. He was discharged sick from the bark *George*, of New Bedford, in October last.

At Teekalet, W. T., night of Dec. 27th, Capt. S. H. SARGENT, late master of barkentine *Jenny Ford*. Capt. S. by some accident fell into the water and was drowned. Next day his body was recovered, and was interred with Masonic honors.

PORT OF LAHAINA.

ARRIVALS.

March 10—Am wh sh Robert Edwards, Wood, fm N Z, 170 wh.
10—Am wh bk Neva, Hand, from Marquesas.
14—Am wh sh Onkaria, Foster, fm Cape de Verde Islands (44 months fm home).
14—Am wh bk Fanny, Boodry, fm line, 25 sp.
14—Am wh sh Thomas Nye, Holly, fm Nuuhiva, 200 sp.
15—Am wh bk Hercules, Athearn, fm Magdalena Bay.
15—Am wh sh Julian, Winegar, 5½ mos fm home, 50 sp.
16—Am wh sh Erie, Jernegan, fm N Z, 125 wh, 1100 bn.
16—Fr wh sh Gen'l Teste, Le Mercier, fm Tahiti 200 wh.
16—Am bk Tenedos, King, fm Margarita Bay, 200 wh.
16—Bk Hibernia, Booker, fm Margarita Bay, 160 wh.
17—Ship Champion, Coffin, fm New Zealand, 60 wh.
18—Ship Lancaster, Russell, 15 mos fm home, 60 sp.

DEPARTURES.

March 14—Hillman, Little, Honolulu.
14—Rossman, Green, to cruise north.
14—Bk Neva, Hand, Kodiack.
15—Robert Edwards, Wood, cruise north.
15—Julian, Winegar, Kodiack.

PORT OF HILO, H. I.

ARRIVALS.

March 2—Am wh sh Congress 2, Stranberg, fm home, clean.
10—Am wh sh Janus, Smith, fm home, 126 wh.
12—Am wh bk Favorite, Smith, fm N Z, off and on, 200 wh season.
13—Am wh bk J D Thompson, Waterman, fm home, 90 sp.
14—Am wh sh Onward, Allen, fm home, 250 wh—shipped it at Talcahuano.
15—Am wh sh John Wells, Woodbridge, fm *N Z*, clean
15—Am wh bk Lark, Perkins, fm Cal. coast, 700 bbls seasn
16—Am wh sh Cambria, Pease, from home, clean.

DEPARTURES.

March 5—Congress 2d, Stranberg, for Honolulu and north.
5—Omega, Whalon, Ochotsk via Japan.

THE PACIFIC

Commercial Advertiser.

THURSDAY, MARCH 24.

A DIFFERENCE of so grave a nature has arisen between the two Houses of the Legislature as to render it a question whether, after all the expense and time which has been lavished in producing a Civil Code, the whole will not, as between two stools, fall to the ground. The grand battle ground between the Ministers and the people—for that is the proper way of stating the case—is to be the liquor question. The House of Nobles, which most undoubtedly represents the government, and is swayed by the Ministers, proposes to "unchain the tiger"—*to allow natives the same privileges in buying and selling spirituous liquors as are accorded to foreigners.* The reasoning adopted by the proposers and supporters of this startling measure, is specious enough, and at first glance would be likely to ensnare the understanding of almost any one, as it has the good sense of the chiefs. Let us look fairly at the arguments brought forward by the Ministers.

To begin with, they quote the first article of the Constitution, which reads as follows:

"God hath created all men free and equal, and endowed them with certain inalienable rights, among which are life and liberty, the right of *acquiring, possessing and protecting property*, and of pursuing and obtaining safety and happiness."

So far as we have learned, the main argument of the Ministers, in seeking to throw open the liquor traffic to the natives, is based upon the words, in the foregoing section, which we have italicised, and which enunciate a principle that is coeval with the institution of constitutional liberty. If, say they, ardent spirits are property—and the fact that they are taxed and regulated by stringent laws, renders that point indubitable here—how can any law be binding or of any validity in the Supreme Court, which is so diametrically opposed to the plain wording of the Constitution as that forbidding the subjects of the King, whether born here or elsewhere, or of whatever complexion or race, the right of "acquiring, possessing and protecting" such property? This is the whole question in a nutshell, and on this is to be fought the grand battle upon which the welfare—aye, the very existence—of the decimating remnant of this people depends.

It is not strange that Ministers, ambitious of power, without sympathies for the Hawaiian race, apparently ignorant of their past history, and anxious only to attempt to make a mark in some new policy, should aim to sweep away one of the strongest preservative measures that tend to prolong the existence of this people; but that the Nobles, among whom are several of the older chiefs—men who remember with shuddering the times of Liholiho and of Boki, when Rum was king in Honolulu, with no one but a helpless few to dispute its sway—that they should yield to the evil counsels brought before them, is a matter of wonder. How is it that these noble chiefs have to a man closed their eyes to past events, and come over to the side of universal liquor traffic at this late day? The ministers of to-day, it seems, are wiser than those of 1840 and '46, when the principle was declared in the laws and in negotiations with foreign powers, that the Hawaiian government wished as much as possible to keep spirits out of the country, as a measure of self-protection.

On this ground the duty of $5 per gallon on spirits was allowed to the demand of the French government, which the year 1859 will see unwisely reduced. But the special pleading of the Ministers has won over to the side of "Constitutional liberty" the heretofore sturdy opponents of the liquor traffic among the Nobles, and, shutting their eyes to the ruinous consequences which would inevitably ensue, they now deliberately vote Hawaiians the *precious* privileges of buying and selling ardent spirits—of "acquiring, and possessing," poverty, disease and death in their most frightful forms. For who but will agree with us that the unthinking majority of the people would plunge at once into debauchery, were the tabu removed from liquor?

It is fallaciously urged, however, by the ministry that the contrary would be the case; that absolute freedom would result in indifference, while a prohibitory law is always sought to be evaded. Are the Ministers so ignorant of past history and experience as to assert this? Ask those who remember the days of Boki, when debauchery and rum ruled these islands. Ask those who are acquainted with the free-liquor system wherever introduced to semi-civilized races, whether throughout Polynesia or the continent of America. Are they ignorant of the experience of the French government at Tahiti? All history and experience repudiates the idea now boldly promulgated by our Ministry. Their reasoning, however plausible when applied to an intelligent and educated people, will be pronounced fallacious by any one intimate with the characteristics of the Hawaiians. They are now, most emphatically, a law-abiding people, and it is only when brought in contact with foreigners, as at Honolulu and the other seaports, that their appetites get the better of their caution, and they learn to regard with contempt a law which, it is to be regretted, can be evaded with so much facility. But let perfect freedom in liquor drinking be legalized, and the dram-shops would be crowded, old hoards would be drawn out, houses, lands and crops would be swallowed up, and the entire nation, in a few short years, be sacrificed at the shrine of alcohol, erected under the patronage of our Crown Ministers. This is the boon of "liberty" which they are anxious to confer upon the people!

Another reason adduced why the natives should be allowed the "free run" of liquor is, that it would tend to discourage the wretched beer business which is now so thriving in Honolulu and Lahaina, as they would drink brandy, rum and gin, instead of the paralyzing, death-dealing compounds sold under the name of beer. Now, this is all idle talk. If the natives are to be poisoned, and legally destroyed, it makes little difference to them whether it is done by beer, whisky or brandy, unless it might be urged that spirits, being higher priced and stronger than beer, would bring about the desired results—poverty and death—much quicker. Hawaiians are economical too, and *minamina* of their dollars, even in their pleasures, and would rather give a real for a glass of "blue ruin" than invest a quarter in a first rate article.

The House of Representatives, to their honor be it said, are almost to a man opposed to this pernicious ministerial measure. When the Code came before them from the Joint Commission, the article on the licensing and vending of spirits excluded *all* Hawaiian subjects from the traffic in liquors. This was amended, we think, unwisely, by inserting the word "native" before "subjects," thus making the class distinction in the King's subjects which is complained of. We understand that the Representatives quoted the following article of the Constitution in support of the right of the Legislature to prohibit the sale of intoxicating drinks to natives:

"Article 14. The King conducts his government for the common good; for the protection, safety, prosperity and happiness of this people; and not for the profit, honor or private interest of any one man, family or class of men among his subjects. Therefore, *in making laws* for the nation, regard shall be had to the *protection, interest and welfare* not only of the King, the chiefs and rulers, but of all the people alike."

Nothing surely can be plainer than the argument based upon this article. To allow a native to take out a retail spirit license and freely sell to his countrymen, would evidently be far from paying regard to the "protection" or "welfare" of the Hawaiian race; and whatever does not tend to these cannot be for their "interest," or the interests of the community at large. In "conducting the government for the common good; for the safety, prosperity and happiness of this people," is it necessary that they should be provided with facilities for debasing reason, outraging religion, and stifling Mercy's cries?

It is a matter for congratulation by every true friend of the Hawaiian people, that the Article we have quoted above is so worded, otherwise there would be no constitutional bar to the tide of desolation and ruin which the present Ministry would pour upon us, under the plea of "equal rights." For this safeguard, this saving clause—we are indebted, without doubt, to one noble spirit, now no more, who devoted his life to this people, and whose memory will ever be revered by them.

But are the people desirous of the proposed "boon?" Were the question submitted to the test of a popular vote—to-morrow, they would spurn it by an overwhelming majority, for they well understand and dread the consequences of a removal of the "tabu." The Representatives of the people would be recreant to the trust reposed in them, did they fail to carry out the well-known views of their constituents and oppose to the last the suicidal policy of the government. Let them stand firm on the ground they have taken—that the time has not yet come to open the flood-gates of ruin on our decreasing population—and resist the pernicious counsel of those who would blast every hope that now remains to the nation. Let them stand, firm and not allow the Ministry to violate so openly their constitutional rights, nor accept of any compromise to open Lahaina and Hilo to the traffic in liquor. Whatever may be the result, we pledge them the support of their constituency. Better let the Code fall through, null and void, better let the labor and money spent on it, be all spent in vain, than initiate and legalize a system which can only scatter suffering, disease, and death among a race which nothing but the power of Almighty God can save from extinction.

The Government and its Wharf Property.

When we publish statements, whether founded on rumor or fact, we aim to be correct. We gave publicity last week to the *fact* that a proposition was on foot to dispose of, for building purposes, a part of the open wharf space in front of Capt. Makee's block. The Government journal, without daring to deny that there is truth in our statement, insinuates that it is false. Now, if the Government journal is so ignorant that it don't know what is going on in the executive bureaux, it had better hold its tongue and be silent, than stir up a hornet's nest about its ears.

We have the authority of one high in office, that the proposition to lease or sell the spot alluded to, has been favorably entertained and acted on by the Privy Council. But if we remember rightly, there is an old law still in force, requiring that this Charlton property shall be reserved for market or wharf purposes. Does the Privy Council propose to violate the existing laws? But perhaps the Ministers will seek to repeal that law, and obstruct the wharfage accommodations of the property adjoining.

The reasoning of the Ministers, that there is more room there than is needed, and that a line of stores along the wharf will be of greater public benefit than the open wharfage room, is as shallow as it is untrue. Granting that the space is occupied with oil, lumber and wood—these are necessary commodities of trade, for which some central wharf conveniences must be provided. There is too little open wharf space for the business of the neighborhood. This very week, the bark *Jenny Ford* has been unable to get up to the wharf, and can only discharge her cargo in proximity to her agents' premises by building out a staging, and the open spot alluded to is called into service for storage of lumber.

If new stores are to be erected, why not either sell low, lease or *give away*, if need be, lots on the esplanade, where there is plenty of room, and where efforts have been so long made to effect sales. *There* is room, and if one or two stores are put up there, trade and shipping will soon move to that quarter. But don't, for Heaven's sake, attempt to curtail the leasehold privileges of merchants already established in business, and seek to raise money at their expense, when there is other property available for the object. Government officers that will resort to such modes to raise funds to fill the public coffers, would not scruple to sell the shirt from the meanest beggar in the kingdom.

DISTRESSING.—Misfortune seems to attend the Minister's plan of converting the island of Kahoolawe from a convict station into a private sheep fold. By passengers from Lahaina we hear that a small coaster recently undertook to put another batch of 170 sheep on that famous island. When engaged in landing them, a squall came up, and she was obliged to seek shelter at Lahaina, where a part of the sheep were landed on the bare rocks of the breakwater, exposed to the scorching sun. Some thirty sheep were landed there, and when our informant left were half starved with a few banana leaves. If Ministers have no souls, is there not a humane society on the islands to