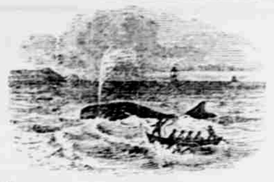

Later from the Whaling Fleet.

We give up a large share of our space to-day to the interesting reports from the various whaling grounds.

REPORT OF SCHOONER "OLIVIA," FROM THE ARCTIC.—Left Honolulu April 24; had light weather first part of the passage, prevailing winds from the North until reaching the lat. of 40°; from thence S.W. winds to the Straits of Onalaska; entered the Straits the 15th May, 21 days from Honolulu—remained there 12 days; met with no ice until off St. Matthew's Island, where we were detained for several days by fogs and calm weather. Anchored off the island, remaining three 6 days getting off wood and killing bears. Arrived at St. Lawrence Island June 23d, but did not stop, shaping our course for Plover Bay. On the 24th, spoke ship Metacom, Hinds, 25 miles to the westward of St. Lawrence Island. Learned from her that 30 vessels had stopped at that island. After leaving this, put about and returned to the island, going through about 12 miles ice, waiting for the Metacom some 36 hours. From thence, started for the northern end of the island in a gale of wind. On the 28th June when near the west end of the island, saw a brig, and kept off to speak her, he keeping on his course, again hauls on the wind; soon after, saw the brigs Kohala and Victoria and spoke them. At 2 P.M., hove to off the village, but found there was no trade there, the Oahu having been in ahead. Came to anchor in St. Lawrence Bay June 30; took but little trade here the chief being absent. July 1st, wind blowing fresh from S.S.E., got under way and stood off and on; the wind still freshening, bore away for East Cape. Saw ship Omega, and remained about near the Cape several days trading; then proceeded North as far as Cape Sikiles, and traded along the villages on this coast, and back again to East Cape. Left East Cape the 24 Aug. for Plover Bay, touching at St. Lawrence and Mechigmen Bays. Left the Straits of Onalaska on the 26th Aug., bound for Honolulu. First part of the passage had fresh S.W. winds, latter part easterly winds, taking no trade winds until in lat. 28°; arrived at Honolulu 24 September. The Olivia reports the following vessels:

June 24—Spoke ship Metacom, Hinds, 6 walrus; 27, bark Arab, Grinnell, clean,—had commenced taking walrus, and had obtained 90 in one day.

June 28—Spoke Magnolia, Pierce, clean. The M. reports, Speedwell, clean; Jas. Maury, 1 whale; Sharon, clean; America, 1 whale; Geo. Washington, clean, Jireh Swift, 1 whale.

June 29—Spoke Navy, clean. The N. reports—John Howland, 1 whale; Marcia, 200 bls.; Rec. 2d, Republic, 300 and 1 devil-fish; had lost Mr. Merrit, 1st officer, formerly master of the Gambia; Montezuma, clean; Omega, 2 whales; Ocmulgee, 2 whales; Clemo, 2 whales. The latter vessel wintered in the Arctic and lost several men from scurvy, but at latest advices, the surviving crew had nearly recovered. Report says that 12 or 15 men died, but it is probably exaggerated.

July 15—Spoke Henry Kneeland, clean; which reported W. C. Nye, 500 bls.

July 17—Spoke Cynthia, clean. Aug. 2—Sch. Ortolan, of S.F. with cargo of potatoes, trading. Aug 2—Spoke Agate, which had done well. Reports brig Wailua, which wintered in the Arctic, as having done well. The W. lost several men (5 or 6 reported) from scurvy. Ship Lewis reported with 2 whales; Eliza Adams, 600 bls.

Cruise of the Whaleship Julian.

MR. EDITOR—DEAR SIR:—As circumstances of a very disagreeable nature compelled me to leave the whale ge and much sooner than I could wish, perhaps a short account of my cruise on Kodiack and Bristol Bay, and a list of the Kodiack fleet, would be acceptable. I arrived on Kodiack in Lat. 54° 30 N., and in 147° 30 W. Long., on the 15th of April last, where I fill in with right whales, but they were very shy; we chased whales every day, up to the 25 h, without getting nigh enough to dart. I then lost the run of them, and I cruised all over Kodiack, from Cross' Sound back to Kodiack Island, and across to Queen Charlotte's Island, without seeing more than one or two lone whales, and they were going very quick. From there, I worked down the coast, as far as Cape Edgecomb, where I arrived May 17 and fell in with the barks J. D Thompson and Tempest with nothing. They had seen their first whale that day. These were the first ships I had seen the season. On the 18th, I saw a large school of sperm whales, low end, and struck two, saved one, the line parted from the other, Cape Edgecombe bearing N. E., 25 miles distance. I cruised up and down the coast from Cape Edgecombe to Cross' sound, until the 18th of June, and saw a great many whales, but very wild. The whales left there about that time. June 20, I found whales off Mt. Fairweather, in 57° 30 N. Lat., and 139° 30 W. Long., where they stopped, until about the first of July. I have seen a great many whales on Kodiack this season, but they were very wild and unsettled, and it was almost impossible to get near enough to strike them. We have struck 5 right whales this season, sunk 4 and saved one; lost 1300 fathoms of whale line and 30 irons, by sinking whales. About every ship has sunk one or more whales; as a general thing the weather has been bad, foggy and snaggy, since the 20th of May, up to the 25 h of June. About the first of July the ships lost the run of the whales, and began to work to the westward.

On the 10th of May, we discovered that our bowsprit was badly sprung, and fished it, so I considered it safe and careful usage, which proved to be the case. On the 11th of July, I left Roe's Island, and started for Prince William's Sound, where I got wood and water, and a spar for a bowsprit. On the 18th, left Prince William's Sound, and started for Bristol Bay, had a long passage with thick fog and head winds. We sted the coast along from 10 to 60 miles distance. Aug. 2 at 8 P. M., strong winds sprung up from S. S. W., with a very heavy sea, thick fog prevailing at the time. I then called the lead 10 miles distant under my lee, which caused me to carry sail rather more than I should have done, had I plenty of sea room. On the night of the 6th of Aug., we drifted through the Quimsak passage, on the 8th, saw a right whale, and chased; on the 9th, saw another, lowered and came near striking. On the 10th, we discovered the main mast very badly sprung, the front side was gone all the way across, about 2 feet above the truss band, and the starboard side split from the after part of the trusstree running forward to the other break; the bounds were also split, and had started an inch from their places. We considered the mast unfit and unsafe to cut a whale by. I therefore had it fished as well as circumstances would admit with spare spars, sent down the topgallant mast and yards, led all of the head braces to the rail, and put away for the Sandwich Islands. While fishing the main mast, saw a large right whale close to the ship. I called the ship then 75 miles S. S. W. of St. Paul's Island. We have had light winds and fine weather on our passage down, excepting three days thick foggy and heavy swell about the Fox Islands. Had we not put about as we did, we should have lost main topmast or been compelled to send it down, as the main mast head worked considerable, and the break opened very much as it was. I have not seen any ships since the 10th of July.

There have been a great many whales sunk on Kodiack this season. As far as I can learn, but 28 right whales have been killed, of which 11 sunk. Different opinions prevail as to the cause of whales sinking. Some say that it is all foolishness to strike a whale, and that they can sink any whale with one lance, which I do not believe. Others say that by firing bomb lances in them, it will make them float—that I have thoroughly proved to be incorrect, unless it should require a boat lost. I have had 5 and 6 lances fired into a whale, which bilged and then went down like a stone. But I find those that pretend to know so much about sinking whales, and how to prevent it, have sunk whales themselves. It is perfectly absurd for a man because he has been fortunate in striking floating whales, to pretend that it was his extra skill in knowing how to kill them which caused their floating. I have had a whale fast an hour and then sink; and I have seen them float one hour and then sink so heavy that 3 boats could not hold them up. It is in the mode of killing the whales that they are sunk, and if there are men who know how to prevent it, I should most certainly advise all agents of whale ships Lerwiffer to ship none but those that could make whales float, for certainly the loss of a whale now a days is quite an item. But if I may be allowed to express my opinion upon the subject, I should very readily say that there are no whalemen who can show the real cause of a whale sinking, or who know how to prevent it. I have my rose on for believing that it is all in the *whale* and not in the man that kills him. If not so, what makes whales sink on some grounds more than others, and why do right whales sink more than humpbacks, or why do humpbacks sink more on the Kodiack than in the Arctic? I have whaled six different seasons in the Arctic, and have never heard of a whale's sinking there yet, the same men kill them and in the same way.

Very respectfully yours, S. P. WINGAR,
Master Ship *Julian*.

Report of the Ship Julian, Capt. Wingar.

STOOD THE FOLLOWING:—

June 28—J. D. Thompson, of N. B., 2 right whales, had sunk 1.
28—Ocean, Clark of Nan., 2 sp. whales, had seen sp. wh. on six different occasions about Sitka sound and Cape Edgecombe.
July 3—Bk. Harmony, Kelly, of Honolulu, 1 right whale was bound to Bristol Bay.
28—Jefferson, Hunting of SH, 2 whales, had sunk 1.
10—Corinthian, of NB, 2 whales, had sunk 1.
10—Bk. Tempest, Fish, of NL, 4 whales.
10—Good Return, Fish, of NB, 1 whale, had sunk 1.
10—Gen. Pike, Fisher, of NB, 1 whale, had sunk 1.

Heard from the following:—

Early in May—Electra, Brown, of NL, 1 sperm whale.
June 15—Bk. Tamerlane, Winslow, of NB, 2 whales.
July 1—Bk. Emerald, Pierce, NB, 1 right and 1 sperm whale, had sunk 1.
July 4—Bk. Isabella, Tucker, NB, 1 humpback.

The above are all the ships I have heard of or spoken, except the Abm. Barker, which has arrived at Lahaina, and the above is the correct number of whales, up to the 10th of July, as we have all been whaling in sight of each other on the Kodiack, excepting the Tempest, Tamerlane, Emerald and Electra, and heard only from them.

Report of brig "Josephine," Stone, from Jarvis, Phœnix, M'Kean's, Howland's and Baker's Islands.

Sailed from Honolulu July 5, with strong east winds, cloudy and equally weather; was under a single reefed topsail for five days after leaving. Came into the doldrums in Lat. 6° 40, Long. 156° 46, left them in Lat. 1° 30, Long. 157° 30; took the S. E. trades well from the southward, hove to off Jarvis Island on the evening of the 12th, came to the moorings the 13th, A. M., seven days from Honolulu. Found all well at the island, exchanged salutes, and never met with a more hearty welcome than that received from Gov. Smith. Here I found fresh breezes, and when I made the island, the guano dust was flying, so that I could not see the houses, until within six miles of the island although I had seen the land for half an hour, as a cloud of dust in the distance.

The eighty-fifth anniversary of American Independence was celebrated on Jarvis Island, amid the firing of salutes, and the display of all the "bunting" that was available. Gov. Smith is a true Yankee, and did all that lay in his power to honor the day, and so also did the natives under his charge.

May 4th the whaleship Joshua Bragdon, Bates, touched at the island, some four months out from Paita, and New Bedford thirty months; 800 bbls sperm, left to cruise.

May 25th, bark Joshua Bragdon, Bates, touched again at the island for letters; reports having seen a large school of sperm whales the 15th, to the Northward and Eastward of the islands; struck two, and saved one, which made him 40 bbls., left same day, bound to the Westward to cruise.

May 27th, arrived at the island ship Mohawk, Swain, from New Zealand, on a cruise for sperm, 12 months from Nantucket. Had 200 bbls. sperm; reports having spoken ship Sea Gull of New Bedford, 1200 bbls. sperm.

July 19th, P. M., left Jarvis Island with the usual salute, taking as passenger for Baker's Island, Gov. Smith's brother. Had light winds and moderate weather. The night of the 22d, hove to off Phœnix Island, with strong winds from E. N. E. once leaving Jarvis Island. July 23d, took my boat and crew to land on Phœnix Island, surf bad. Just before I came to the rollers, I noticed that the colors on the island were at a half mast; went in on a roller, and came very near being surfed. The kanaka did so on the beach, and to one in the boat with me that could speak the native language, said "Aloha, won't the captain take me off? I am very lonely; my master is dead." After having remained on the island two hours, and learned all that I could, respecting the sudden death of Mr Pope, I left with a sad heart, taking with me the kanaka, who appeared much troubled on account of his lonely exile, and for fear that I would not take him away. We reached the brig at sundown, and filled away for M'Kean's Island. During the night of July 24th, hove to off M'Kean's; 25th, 9 30 A. M., was boarded by Gov. Goldtrap, who received me cordially, and expressed great gratitude for my call. Found all well there. Gov. G. furnished the following report:—"Arrived May 22d, ship Charles Phelps, Brown, 12 days from Honolulu, via Phœnix Island; sailed for New London, Conn., June 19, with 400 tons guano on board. Capt. Brown laid a good mooring in 38 fathoms water, and 150 fathoms from the reef, suitable for ships to lay by during any weather, to which the island is subject.

"June 29th, ship Flying Mist, Linnell, 2 days from Baker's Island, came to at the moorings, and remained until the 29th, when he sailed again for Baker's Island. An indebted to Capt. Linnell, for improving the buoy. Also to Capt. Brown of the Chas. Phelps, for the successful efforts in regulating the moorings, and putting things into good shape for securing ships at this island."

July 26th, left M'Kean's Island with light winds from the eastward; 27th, arrived at Baker's Island, received the salute of "sail ho," at 11 15 A. M., fired a salute, and lay off and on, until morning. At 6 30 A. M., came to the moorings, and found all well at the island. The Red Rover, and Flying Mist, were fast to the moorings. At all the islands which I have been to, since leaving Honolulu, have had for the last few weeks, strong winds, and usually heavy seas.

The ship Henry Bingham, sailed from Baker's Island June 16 for Hampton Roads, with 1000 tons guano on board.

Ship Buena Vista, arrived June 6, came to the moorings the 16th, and sailed for Hampton Roads, July 13th, with 1014 tons guano on board.

Ship Flying Mist arrived June 11th, and came to the moorings, July 15th.

Ship Red Rover arrived July 24.

Touched at the Island 8th and 12th of July, whaleship Napoleon, Macey, 650 bbls. was cruising on the Line; July 1st, touched at Upolo, and left there whaleship Herald.

The Red Rover had two good moorings, and had received about 200 tons guano on board. The Flying Mist had 1100 tons and was loading at the rate of 100 tons per day.

July 31st, 6 P. M., sailed under a salute from the island, in honor of their Governor, S. G. Wilder, who went with me as passenger on a voyage of discovery.

Aug. 15, touched at Howland's Island, found all well; took the two men off, and left two others in place. After having remained on the island about four hours, and making a general survey, the brig returned to Baker's Island the 16th, the Red Rover and Morning Light were laying at the moorings, the Flying Mist having sailed Aug. 14th for Hampton Roads, with 1992 tons guano on board.

Aug. 21, the whaleship Herald, Beebe, from Upolo, arrived at Baker's Island, 15 months out, 450 bbls sperm. Capt. Wm. S. Beebe, 2d officer and boat's crew came on shore to bring letters; but before they reached the island, the ship squared away. Capt. Beebe, after leaving his letters, attempted to regain his ship, at the time not a great way off. They evidently saw him, and pushed onward; the Captain gave up the chase, as the ship sailed away from him, and at 8 o'clock at night the boat returned to the island. The Captain says he left his ship, feeling perfectly safe in doing so, as he had not a suspicious thought but that all were perfectly safe, contented and satisfied, both with the ship and her master, and thinks that this move was started under the impulse of the moment, as none of the men with him mistrusted anything of the kind, and none of them had any nothing excepting what they stood in. Capt. Beebe will remain on the island until the return of the *Josephine*, as it is possible his ship might have raised whales, and in chasing them have got to the leeward—but this is a mere shadow to hope for.

At the Island, Aug. 4, whaleship Japan, Grant, 14 months out, 800 bbls sperm; was last at Upolo, and was cruising on the Line. Also, same day, bark Elizabeth Swift, Chase, 15 months out, 550 bbls sperm; was last from Jarvis Island, cruising on the Line. Same day, ship Gazelle, Baker, 354 months out, 1500 bbls sperm; was last from Upolo, cruising on the Line. Aug. 6, ship Morning Light, from Honolulu, 9 days; came to the moorings the 15th. Aug. 11, bark Atlantic, Coleman, 25 months out, 500 bbls sperm, cruising on the Line. Aug. 16th, bark Eugenia, Hamblin, 18 months out, 70 bbls sperm.

Aug. 17, P. M., sailed from Baker's Island, taking as passengers, Governor J. Potts, who has had the charge of the island for the last few months, 3 sailors from the ship Herald, and 3 others, leaving Governor S. G. Wilder in charge of the island. Left at the moorings ships Red Rover and Morning Light. The Red Rover would sail about the 24th of Aug., and the Morning Light about the 15th of Sept. for Hampton Roads. Aug 14th, on the island, as the Flying Mist left her moorings one of the sailors belonging to the Herald was badly injured by the premature discharge of the piece—he is, however, doing well on board the *Josephine*.

After leaving Baker's Island, we had light winds from the S.E., and cool weather; came into the doldrums in lat. 3° 40 N., long. 171° 30 W., squalls light and favorable winds, and averaged 2° 00 of easting per day; reached ship for the first time in long. 165° 00, lat. 5° 15 Aug. 31st; passed within 20 miles of her islands laid down as per chart, in long. 169° 25 W., lat. 4° 30 N., and believe that islands exist there, as we were sure-under with land-birds.

On the evening of Aug. 25, passed just to the southward of Palmira Island, in smooth water, and surrounded with land-birds, tried S. E., and sight-seeing weather. Did not see the island, but judge that we passed within one mile of it, the current setting to the eastward at the rate of 3 miles per hour. Left the doldrums in lat. 7° 40 N., long. 159° 10, while in the equatorial belt. We left the doldrums nine days, and in that time made over 17 degrees to the eastward. At first took the N.E. trades very light, with squalls. Came into belt No. 2, in long. 158° 20, lat. 9° 00, heavy squalls of wind, and much rain; came out of it in long. 164° 30; lat. 12° 30, leaving been East as far as 157° 25 long.; took the N.E. trades light, and west from the North, and pleasant weather. With Hawaii bearing N.E., distant 170 miles, had a light breeze and squally weather, with rain; on Sept. 21, saw a large school of sperm whales in long. 59° 05, lat. 20° 10. Sept. 26, 11 A.M., made Oahu on the weather bow, wind N.E. and light; 4th, 9.30 A. M., took the pilot on board, and came into port, 17 days and 12 hours from Baker's Island—the quickest passage on record.

SAM'L D. STONE, *Master of Brig Josephine.*

☞ Barkentine *Constitution*, D. H. Foster, left Tomlalet Aug. 10th, with light N. W. wind and calms all the passage. Was becalmed off Cape Classet. Arrived at Honolulu Aug. 31, making the passage in 21 days. The brig Consort, was loading at Port Madison with lumber for Honolulu.

☞ The *Frances Palmer* left the bar on the 18th Aug., after having been detained 2 days by foggy weather and calms.

LAHAINA, MAUI, Sunday, 11 A. M., Sept. 2.

DEAR SIR:—The "clipper schooner *Maria*" left her wharf at half past 4 o'clock on Saturday afternoon. At 6 o'clock, saw a large ship coming past Coco Head, which I supposed to be a whaleship. At 7 A. M., I saw a sail on the weather bow; at half past 7, made it out to be a large clipper ship, with studding sails set alow and aloft; at 8 o'clock ran close under her stern and hailed, asking what ship it was; heard their answer, but could not make out what name they answered; but it sounded like *Jacob* ——. She was a very long, rather low ship, with a round stern, single topsails, and had from 50 to 60 people on the forecastle and about 10 or a dozen on the quarter deck, and was steering about W. by S. We arrived out of the wind at 10 o'clock, and are not yet to an anchor.

Yours, &c., F. MOLTENO.

[The above clipper was the *Jacob Bell*, bound from San Francisco to Hongkong, 16 days out. She did not touch at this port.]

Bark *E. Corning*, 325 tons, as discharged from her last voyage, was sold at auction in N. B. by Geo. A. Bourne, to Otis Seabury, for $34.0.

The A 1½ bark *Xantho*, of Warren, R. I., where she was built in 1856, 225 tons register, has been sold to parties in New York, at about $12 000. She will be withdrawn from the whaling service.

Bark *Shepherdess*, 274 tons, of Mystic, Conn., where she arrived May 8th, from a whaling voyage, has been purchased by parties in New London on private terms.

One sixteenth of ship *Northern Light*, of Fairhaven, was sold at auction 12th June as discharged from her last voyage, by A. D. Stoddard, to Henry F. Hatch, at the rate of $4000. She is being fitted for Davis' Straits whaling, under command of E. A. Chapel.

Bark *Warren*, of New Bedford, has been withdrawn from the whaling business, and will probably load for San Francisco.

Moon's Phases at Honolulu, in September.

	dy.	h.	m.		dy.	h.	m
Last Quarter...	8	0	35 M.	First Quarter..	21	0	55 A.
New Moon....	14	7	57 A.	Full Moon....	29	3.	8 A.

Ships' Mails.

FOR SAN FRANCISCO—per Comet, Saturday, Sept 8.
FOR HILO—per Nettie Merrill, Monday, Sept. 10.
FOR KAUAI—per Steamer, to-day.

PORT OF HONOLULU, H. I.

ARRIVALS.

Aug. 31—Am barkentine Constitution, Foster, 21 days fm Port Townsend, with lumber to Hackfeld & Co.
31—Sch Moikeki, Wetherbee, from Kahului.
Sept. 1—Am wh ship Julian, Winegar, of N. B., 24 months out, from Kodiack and Bristol Bay, 300 bls wh.
2—4 P.M., Am bark Frances Palmer, Paty, 17 days from San Francisco, with sodas and passengers to D. C. Waterman & Co.
2—10 A.M., sch Odd Fellow, Candage, fm ports on Kauai.
2—12 M., sch Nettie Merrill, Barnes, 40 hours from Hilo.
2—Am sch Olivia, Redfield, from a cruise in the Arctic.
4—sch Kamoi, Wilbur, from Lahaina.
4—Am brig Josephine, Stone, 17 days fm Baker's Island.
5—Schooner Kilauea, Green, from Hilo.
6—Sch Lihelihe, Gardner, from Hilo with pulu.
5—Sch Maria, Molteno, from Lahaina,
6—Sch Excel, from ports on Kauai.
6—Sch Kalama, M'Gregor, from Hilo.

DEPARTURES.

Aug. 31—Sch Kamoi, Wilbur, for Lahaina.
31—Sch Manuwaiwai, for Hilo and intermediate ports.
Sept. 1—Sch Maria, Molteno, for Lahaina.
3—Am bark Zoe, Bush, for M'Kean's Island.
5—Sch Moikeike, Wetherbee, for Lahaina and Kahului.
4—Haw bark R. W. Wood, Goodsen, for Hongkong.
4—Sch Nettie Merrill, Barnes, for Hilo.
4—Sch Odd Fellow, Candage, for ports on Kauai.
5—Sch Kamoi, Wilbur, for Lahaina.

VESSELS IN PORT—SEPTEMBER 6.

Am bark Comet, Smith.
Am bark Frances Palmer, Paty.
Am barkentine Constitution, Foster.
Am wh ship Julian, Winegar.
Am brig Josephine, Stone.
Am schooner Olivia, Redfield.

IMPORTS.

FROM SAN FRANCISCO—PER FRANCES PALMER, SEPT. 2:
D. C. Waterman & Co—25 pigs sods, 206,000 shingles, 500 posts, 500 ft boards, 10,000 laths.
Godfrey Rhodes—7 bbls Whiskey.
C. A. & H. F. Poor—3 cases mds 7 pkgs.
W. A. Aldrich—19 cases and 50 bills iron.
G. P. Judd—5 bales duck.
Order—30 sacks potatoes, 100 sacks flour, 10 bags mds 2 bxs specie, 4 cases mdse.
Wm. Bailey—11 packages merchandise.
J. M. Smith & Co—3 do do.
A. Cox—12 do do.
H. W. McCaughrty—7 do do.
Haw Ins—12 do do.
Lou Sing Kai—28 do do.
W. Ota—3 do do.
A. P. Everett—2 do do.
L. Severance—2 do do.
H. W. Severance—10 bbls mds.
A. D. Cartwright—95 bags produce.
Dr R. McK Buttner—cases Drugs.
J. A. Hassinger—100 sacks potatoes.
C. E. Clark—100 bags produce.
Janion Green & Co—1 box.
H. Hackfeld—29 bags oats.
W. Duncan—12 bags oats.
Capt J. Poty—30 bbls lime, 2 pkgs mds, 1 cask beer, 20 bags potatoes, 10 bags onions.
C. A. Williams—1 buggy.

PASSENGERS.

FOREIGN.

From Port Townsend—per Constitution, Aug. 31—Mr and Mrs Judington, H. N. Greenwell, Dr Lam Sing.
From San Francisco—per Frances Palmer, Sept. 2—Mrs Mallet, child and servant, Capt D. C. Waterman, Capt H S Howland, Capt. C. Cooke, Capt. W. H. Hopkins, Mr W. Baker, J. E. Chapman, S. C. Cornwell, W. Dickinson, F. Dickinson, W. Owen, W. Kelly, Isaac Reed, H. Porter, J. Ezas.

COASTWISE.

From Hilo—per Steamer, Sept. 5—Daniel Foster, wife and child, Mrs W. W. Clark, Mrs John Rice, Mrs Pheller, Miss Metcalf, S. Hoffmeyer, Mr Atherton, M. M. Brown, E. P. Adams, Ben Poor. To LAHAINA—C. S. Bartow and W. Pike. About 80 deck passengers.

From Hilo—per Nettie Merrill, Sept. 2—Messrs Frazer and Sawens, and 50 deck passengers.

From Lahaina—per Kamoi, Sept. 4—H. Robinson, Rev S. E. Bishop and son, F. A. Ondinot.

DIED.

SHAW—At Tahiti, January, 1860, by drowning, H. P. Shaw, seaman on board whaleship Julian. He came out on ship Corinthian, of New Bedford.

BRAGG—On board same vessel, of liver complaint, John J. Bragg, carpenter, about 45 years of age. He belonged to New Haven, and has a brother in the Springfield Armory.

THE PACIFIC
Commercial Advertiser.

THURSDAY, SEPTEMBER 6.

WE continue our notice of the laws passed at the recent session of the Legislature, with the *Bill of appropriations for the years* 1860–1, which will be found published in another column. In its general characteristics, it of course resembles its predecessors. There is observable throughout it, a steady desire and effort to increase salaries beyond the legitimate value of the service rendered, or, more strictly-speaking, the sums for which the same service can be executed by persons equally competent. The Bill must be considered faulty, inasmuch as such unnecessary increase has been allowed in it. The cause is perfectly clear: One or two salaries had been raised by previous Legislatures, a thousand dollars or so above others considered on a par with them. Jealousy and the desire to receive the same pay as is granted to an equal, has effected the change.

In reviewing the appropriations made at the recent session of the Legislature, it will be well to compare them with those of the previous. The Bill of 1858–9 appropriated a sum total of $649,411 09 or $324,705 54 for each year; of which sum $28,750 was for the payment of debts coming due. The new Bill foots up a total of $735,382 40, or an increase of $86,071 over the previous one. This difference is caused by an increase in the amounts appropriated for several of the departments. We will notice some of the changes made in the several departments.

CIVIL LIST.—The sums voted in the two Bills are as follows:

1858.....$52 423 21
1860.....52,100 00

In this list the amounts formerly appropriated for the native chiefs, as Privy Councilors, have been dropped, and two new items inserted—$2000 for Prince Lot's traveling expenses to the coast, and $1,000 for Judge Andrews, to enable him to complete the compilation of the Dictionary which he has long been engaged on.

DEPARTMENT OF THE INTERIOR.—The appropriations for this department show an increase of about $18,000. The totals for the two Bills are:

1858.....$110,191 09
1860.....128,245 07

The items in this department are much the same as in former Bills, but show a steady increase.

THE GOVERNMENT PRESS.—The amounts voted for this Bureau are as follows:

1858.....$20,000 00
1860.....26,200 00

This apparent increase is not a real one, as formerly the Bureau was allowed to spend over and above the sum voted, whatever the Director chose to take from any receipts that might be derived from work. It is well known that the *Commercial*, responding to public opinion, has warmly contended against the manner in which the Government Press has been conducted, and endeavored to expose the heavy expense of that Bureau, supporting its arguments by facts and figures which have never been denied. Although the abolition of the Bureau has not been attained, one point *has* been gained,—the limiting of its expenditures to a specified sum—what has never before been done. If the intent of the Legislature is carried out, not only will the expenses of the Government Press be limited to $11,600 a year, but we shall be able to learn the *actual cost* of the Bureau, whether it be less or more than that sum.

We grant that at one time, it may have been not only wise policy but an absolute *necessity*, for the government to own its printing office and print its own paper; but we deny that the Ministers have now *any right* to stand as competitors in an honest branch of domestic industry, or even to publish a political journal to traduce any portion of its citizens, as the ministerial organ now does, or discuss political questions with the view to engender political feuds. A Ministry which resorts to such weapons to defend itself and hold its power, will surely encounter popular resistance, which must result in its downfall. By its acts, the Ministry now proclaim to the nation that it is a part of its policy and business to continue and sustain a vehicle of abuse, a weapon of tyranny, and a promoter of political feuds. If then, they maintain an organ for the ostensible purpose of *engendering and fostering political strifes*, they must not be surprised if sooner or later their object is attained, by stirring up a popular indignation which, once aroused, may not be kept within the bounds of reason and moderation. Such a result every loyal friend of Hawaii would regret; but natural causes have natural results.

DEPARTMENT OF FOREIGN RELATIONS.—

1858.....$17,600 00
1860.....18,200 00

The only increase in this department is in the salary of the clerk of the Minister, $500 per annum. In some of the other items, there is a proper decrease.

FINANCE DEPARTMENT.—The appropriations for this office show a considerable increase:

1858.....$54,378 08
1860.....81,652 25

The increase has been chiefly in the appropriations made for Tax-Assessors and Collectors, and also in those for the custom-house department. Appropriations are also now made for the Deputy Collectors at the smaller ports on the other islands, whose services were not formerly paid, unless by commissions.

DEPARTMENT OF WAR.—As in former sessions, this department has been a bone of contention between the two Houses of the Legislature, the Lower House thinking that $40,000 was sufficient to satisfy the War Secretary's glory; but he demanded $42,000 as in the previous Bill. After a deal of wrangling and hard words, a "compromise" so called, was fixed on, and the sums in the two Bills stand thus:

1858.....$42,218 52
1860.....40,528 16

DEPARTMENT OF PUBLIC INSTRUCTION.—The figures as compared with the former bill are:

1858.....$32 640 00
1860.....37,400 00

This by no means represents the whole disbursements or cost of this department: and it does not yet appear clear why the school fund, which amounts to over $30,000 a year, does not pass through the Government Treasury. It may be more convenient, to pay it out as is done, but it is not a proper and business-like method. The annual disbursements of the school department exceed $50,000 a year; yet the Appropriation Bill shows only $18,700 of it. $2500 a year is voted to carry on English schools in the group, and the same sum annually for girls' Boarding Schools. The Hilo Boarding School has $1500 a year, and the Catholic high school of Koolau, $400. For taking the census, $2,000 is provided. We hear nothing regarding this important work, but presume that the proper steps are being taken to secure an accurate enumeration of the population in November.

DEPARTMENT OF LAW.—

1858.....$94,382 23
1860.....88,425 00

The figures show a reduction of nearly $6,000 in the sum total, though the number of officers employed in the department remains about the same, and an increase is noticed in the salaries of several of them. The futile effort made by the Representatives to retrench in public expenditures, by abolishing the Circuit judgeships on this island, which could probably be dispensed with without prejudice to the public interests, shows how strong an influence is brought to bear to sustain individual interests. There is no question that from ten to fifteen thousand dollars is needlessly spent in the Judiciary, were there any disposition manifested on the part of the Ministry to practice economy.

BUREAU OF PUBLIC IMPROVEMENTS.—This, which is really the most important department of the public service, has been largely cut down, as appears by the following comparison:

1858.....$128,730 34
1860.....110,441 31

The largest items appropriated in this list, are $25,000 for the new Water Works, $10,000 for carrying on the Harbor Improvements, and $14,000 for support of the *Pele* steamer. The sum of $60,000 was voted for the two latter items in the Bill of 1858. The above sum voted for the Water Works ought to be sufficient to complete them, notwithstanding that $7,000 of it will required to pay freight. The sum of $20,000 called for in the budget for building a government house was struck out, and $3,000 inserted in its place for a fire-proof depository and safes. The change is a poor one, the great objection being that such a building must be erected on *private property*, to be of any material service. Such a proceedure must be objectionable, for, if the government in a few years conclude to build a new government house, the amount now expended will be so much money thrown away. The premises now occupied by the departmental offices, are hardly fit for hen-roosts or stables, and ought not to be occupied any longer than is absolutely necessary. On the mere point of economy, therefore, the sooner the government builds its public house, the better; and for this reason we advocated an appropriation; but probably, because we did so, the Ministers struck it out and concluded to continue the occupancy of their rookery, at least for the present.

MISCELLANEOUS EXPENDITURES.—These are somewhat more than those of the former Bill, owing chiefly to the large sum ($87,227) called for the public debt and interest thereon:

1858.....$89,744 00
1860.....148,488 31

Of this, the Hospital receives $8084, including the amounts collected therefor, from passengers and seamen at the custom-house. For printing certain books and records, the sum of $2300 is voted. The Royal Hawaiian Agricultural Society receives $500, instead of $1,000 in the previous Bill; and the native Agricultural Society receives $500, to be awarded in promoting the culture of cotton. We trust this sum will be promptly and judiciously expended for that object. A new item is inserted in the bill—$4,000 for the apprehension of criminals. The Ledger balances, (salaries remaining unpaid March 31, 1860,) amount to $1241 51; the payment of which is provided for in the Bill. Besides these, a joint resolution was passed, after the Bill became a law, appropriating $1,000 for the Lahaina breakwater, which is an absolute necessity. If something is not done soon to improve the landing there, the shipping will be driven away entirely, as it is even now impossible half the time to effect a landing there, without getting more or less wet.

NOTES OF THE WEEK.

HOOK AND LADDER COMPANY, NO. 1.—This efficient Company held its Annual Election on Monday evening last, when the following officers where chosen for the ensuing year, viz:

Thomas Spencer,.....*Foreman;*
R. W. Wakeman,.....*Asst. Foreman:*
F. Bindt,.....*Secretary;*
H. Nolte,.....*Treasurer.*

The company is in a very flourishing condition, numbering fifty-five active members. Its motto is "where duty calls, there you will find us;" and we venture to say that when called upon they will be found on hand, willing and determined to stay the progress of the fiery element.

WINTERING IN THE ARCTIC.—By the schr. *Olivia*, we learn that the whaling bark *Cleone* and brig *Wailua* wintered in the Arctic. Neither vessel had been spoken by the schooner, but reports reached her that the scurvy had prevailed badly on board them and several of the men had died in consequence. These reports say that from twelve to fifteen men had died on each vessel, but that is probably a mistake. They do not appear to have met with that success which was anticipated, and, so far as we can gather, nothing has been gained by their wintering at the north, but on the other hand several lives were sacrificed.

MEMORANDA.—Per *Anglo American*—July 13th, lat 34 N, lon 132 50 W, picked up a bottle containing a paper, with the following writing on it:—"From on board bark *Frances Palmer*, this was dropped on the 7th July, 1860, at 5 P. M., cloud time in lat 38 20 N, lon 154 08 W, 7 days out from Honolulu, bound to San Francisco; all well on board; a large ship in company bound E. The finder will please report when and where found. John Paty, Master."—*S. F. Bulletin.*

Having floated in one year and six days, 260 miles to the Northward and 1,320 miles to the Eastward, about ⅞ mile Northward and 3¾ miles Easterly per day, or as the "shellbacks" have it, making a difference of Lat of 4° 20, and of Long. 22°. The identical bottle, we learn, is on exhibition in San Francisco, where a sight of it serves to cheer the drooping spirits of the most languid visitor.

WHALING NEWS.—In our marine columns, will be found the fullest reports yet received from the whaling grounds. We have taken pains to obtain full and reliable news, and give it, meagre though it is. Capt. Winegar's long letter and also Capt. Stone's and Capt. Redfield's reports, are very interesting to those engaged in whaling, and we would here thank these gentlemen for the full details given by them.

FOR THE EAST.—The *Comet* will probably get away on Saturday, and will take the regular American mail. Four numbers of the *Commercial* have been issued since the last mail left, which can be obtained at the counter ready for mailing.

THANKS.—We are indebted to Messrs. M'Buer & Merrill, and C. W. Brooks & Co., and J. W Sullivan of San Francisco, and Capt. Paty of the *Palmer*, for late papers.

DEATH OF E. C. POPE.—The intelligence of the death of this young man, which was received by the brig *Josephine*, has created a sadness among those who were acquainted with him. At the time of his death, he was acting as agent of the Phœnix Island Guano Co., and was stationed on Phœnix Island, with only one companion, a native Hawaiian. The following particulars are furnished by Capt. Stone:—"Gov. E. C. Pope died very suddenly on Tuesday the 17th of July, having, as his kanaka companion said, dropped down instantly and expired, without uttering a word or even breathing. This occurred on the afternoon of the day. He and the native had been out in the boat after turtle the most of the day, and had just reached the shore, when he died than suddenly. The native kept the corpse until Wednesday the 18th, when he buried it close to the boat, and buried all his clothing, papers, &c., saving only his trunk and a small pocket diary, which he said was the request of Mr. P. a few days before, in case he should die."

An examination has been had of the native, by the Marshall, but the testimony is somewhat contradictory, and doubts have arisen as to the real causes of Mr. Pope's death. It appears that he was well and strong, up to the day of his death, having on a previous day turned over a large turtle, weighing 800 lbs., put it into a cask and rolled the cask and contents across the island. The supposition that he was killed by violence, is hardly probable, without further evidence; and the most plausible supposition is that he died from sun-stroke, or from disease connected with the spine, of which, from his journal, it appears he suffered much. The native testifies that they had never had any trouble together; that Mr P. had always treated him kindly; that on the day he died, both went out in the boat hunting turtle; that Mr. P. fired at one with the bomb-gun, which knocked him over by its kick, and the gun fell into the sea. On landing, P. complained of pain, and the native took him to the house, where in a short time he died, leaving no directions except that his diary be returned to Honolulu. Mr. Pope was about 21 years of age, and was from Boston, Mass., where his parents and relations now reside.

For the