SPRING FLEET WHALERS, 1861.

ARRIVALS.		SHIP'S NAME.	CAPTAIN.	FROM.	WHALE BOATS.	SEASON'S CATCH. Sp.	SEASON'S CATCH. Wh.	WHALE BOATS.	SAILED.	WHALE VESSELS. Sp.	WHALE VESSELS. Wh.
Feb'ry	22	*Congress 2d	Stranberg	California Coast	30	....	300	Ochotsk	March 29	90	2500
March	7	*Cleone	Simmons	Turtle Bay	29	....	170	Arctic	26	....	1420
	19	*Reindeer	Raymor	New Bedford	3	100	400	Arctic	April 6	100	400
	19	*Vesper	Bailey	Margarita Bay	30	....	100	Condemned		....	800
	22	Josephine	Chapman	California Coast	26	....	500	Ochotsk	March 24	450	1400
	24	Milton	Halsey	New Bedford	64	....	670	Ochotsk	26	....	....
	25	Onward	Allen	California Coast	29	....	1000	Ochotsk	27	....	4650
	25	*Oliver Crocker	Cochran	California Coast	29	....	600		In port.	100	2600
	26	Braganza	Turner	California Coast	29	....	670	Arctic	April 6	85	1650
	27	*Alice	Beebe	Margarita Bay	29	....	240	Ochotsk	2	80	400
	27	*Monmouth	Gempby	Margarita Bay	44	....	200		In port.	75	1710
	29	Robert Edwards	Wood	California Coast	40	....	170	Arctic	March 30	125	970
	29	Jeanette	Winslow	Turtle Bay	30	....	300	Ochotsk	April 3	150	1000
	30	John P. West	Tinker	Cape St. Lucas	34	....	150	Arctic	7	70	1600
	30	General Scott	Hunting	California Coast	28	....	250	Ochotsk	March 30	100	1150
	30	*Catherine	J P Hempstead	New Zealand	29	....	150		In port.	....	700
	30	Thomas Dickerson	Stewart	New Bedford	42	40	....	Arctic	April 1	40	....
	30	California	West	California Coast	65	....	100	Ochotsk	1	150	1700
	31	Fanny	Bliven,	Takshanno	98	540	....	Arctic	1	540	....
April	2	General Pike	Fisher	Coast of Chile	19	....	450	Kodiack	4	100	750
	4	Julian	Winegar	St. Carlos	33	....	670	Arctic	8	....	560
	4	*Philip 1st	E. Hempstead	Ascension Island	30	....	300		In port.	60	300
	4	Ontario	Foster	California Coast	30	....	450	Ochotsk	April 8	30	1150
	4	Isabella	Tucker	California Coast	19	....	200	Arctic	8	....	350
	5	Florida	Fish	Bonderee Bay	21	....	100	Arctic	8	40	1050
	6	Callao	Fuller	Bonderee Bay	21	....	100	Arctic	6	100	1200
	6	*Milo	Fordham	Ballenas Bay	15	....	600		In port.	....	620
	7	Adeline	Barber	New Bedford	64	....	100	Arctic	April 9	....	100
	7	*Electra	Brown	Turtle Bay	30	....	400		In port.	60	2000
	7	*Lancaster	Russell	Margaretas	28½	....	670		In port.	60	600
	8	Polar Star	Wood	New Bedford	7	100	200	Ochotsk	April 8	100	200
	8	*Gustav (French)	Gilles	California Coast	30	....	300		In port.	....	1500
	9	*John Howland	Whelden	Ballenas Bay	30	....	1700		In port.	....	2500
	10	*Cynthia	Whitney	Turtle Bay	15	....	600		In port.	....	600
	10	Florida	Williams	California Coast	30	....	80			300	980

Vessels marked (*) entered the harbor. Those not marked, simply touched outside.

COMMERCIAL.

THURSDAY, APRIL 11, 1861.

[REVIEW FOR THE MAIL.]

SINCE the departure of the last mail pocket on the 14th ult., our port has shown more activity than during the preceding month, owing to the arrival and departure of the spring whalers. There have arrived in all up to this date, 37 whalers, including two ships from the coast reported yesterday at Lahaina, bringing 780 bbls. of sperm and 11,125 bbls. of whale oil, or an average of 21 bbls. sperm and 300 bbls. whale oil to each vessel. This average will be somewhat improved by the vessels to arrive, some of which have done well, among them the *Ocean*, Clark, with 1,000 bbls.; *Harmony*, 800; *Maria*, 500; *Comet*, 500; and others hailing nearly as high. Compared with last season, our spring arrivals show a continued falling-off, as indicated by the following figures:

1859—82 ships arrived.....28 entered the harbor.
1860—58 " " .....24 " " "
1861—35 " " .....15 " " "

Generally the ships make very short stops here, having obtained their potatoes and vegetables at the windward ports.

Of merchantmen, our reports show the arrivals to have been few and far between. During the week, the only arrivals have been those of the schooner *Sea Witch*, with cargo from San Francisco, and the *Matilda*, with 10,700 gallons of cocoanut oil from Fanning's Island.

Several merchant vessels are overdue with full cargoes from Boston, England, and other parts, whose arrival has no doubt been delayed by the light winds prevailing for the past few weeks.

The schooner *Sea Witch* brought the Eastern mails of February 1st and 11th. The commercial news is interesting. The detention of the mail of Feb. 1, was owing to an accident to the steamer *Uncle Sam*, which broke her starboard shaft on the 13th of February, the second day out from Panama, and was left at Acapulco. The steamer *Wyoming*, (hence Feb. 28,) had not arrived at San Francisco up to the morning of the 16th March, sixteen days out. She probably went over under sail, and must have reached that port within a day or two after the departure of the *Sea Witch*.

Another financial panic had commenced at the East, and the latest Pony Express of March 2, reported "ninety failures in one day in New York city." Most of these are probably connected with Southern trade, but their failure must involve other firms connected with them. Great insecurity was felt in the loans to the United States Government, the last loan of $8,000,000 having been taken up at an average of only *ninety cents on the dollar*. This, occurring in the midst of monied capitalists, indicates the want of confidence there felt in government obligations. Under these circumstances, the recent consular exchange bills made here, and at Lahaina, are very reasonable. There can be no question that there is risk attending remittances of any kind on the Eastern Atlantic States, owing to the unsettled and even warlike aspect of affairs there, but eventually, all will probably be paid.

Local business is fair for this season of the year, though retailers complain of dull times. The troubles and crises occurring at the East, can not fail any wise affect business matters here. The stock of goods on hand here, is considered ample for twelve to twenty months at least. For perishable goods and groceries, however, orders are sent to, and filled in San Francisco by every packet, and at rates nearly as favorable as in Eastern cities.

The bark *Comet* will probably sail on Saturday, P. M., and takes a full freight of oil and domestic produce, with a large list of passengers.

REAL ESTATE.—The fine dwelling, lately owned and occupied by A. P. Everett, Esq., on Kukui Street, was sold on the 5th inst., at auction for $5,000—bought by W. C. Parke, Esq. A tract of pasture-land in Kealaolou, lying between the lands of Messrs. Moffit and Hopkins, and embracing 1416 acres, sold on the 9th for $1250, subject to a lease of forty-two years, at an annual rental of $150, being just the legal interest on the sum paid.

EXCHANGE—The bills of the Lahaina Consulate were taken up by tenders, at from 5 to 12½ per cent discount.

SAN FRANCISCO MARKET.

Our advices by the *Sea Witch*, are to the 15th of March. No important changes had transpired in rates.

The export demand for Wheat continues unabated. The Great Republic is loading with 60,000 sacks of Wheat for England, a large portion of which has been purchased at $1 90@$1 95@2 00 ⅌ 100 lbs.

SUGAR.—In either Foreign or Domestic Raws we have few sales to note; the market has shown a drooping tendency with a very limited demand. A parcel of No. 1 China was put up at auction and withdrawn after sale of lot of 50 bales at 8¼c; the trade seemed ready to buy at 8c, a figure that was not acceptable to the holder. No sales of S. I. noted; quoted at 7c@9c. Eastern crushed 11½c.

MOLASSES.—There is no demand for eastern Refined Syrups; the market is very heavy and has a downward tendency, though in the absence of transactions we must refer to quotations as nominal. Some parcels of Sandwich Island Molasses have been offered at auction without obtaining bids.

PITCH—Dull at 10c ⅌ lb.

OATS—are in moderate request with sales of 2500 sks at $1 30 @ $1 35.

BRAN—240 sacks Pea White and Bayos all round at $5 27½ ⅌ 100 lbs.

ONIONS—100 sks Oregon sold at 2c ⅌ lb.

BUTTER—Choice Cal. Dairy in rolls 33 @ 35c.

EGGS—California 25 @ 27½c ⅌ doz.

CANDLES—750 boxes Knapp's and Phœnix extra sold at 19½ @ 20c ⅌ lb.

SPERM OIL—300 galls sold at $1 50 ⅌ gall.

PORK—50 bbls Clear sold at $20; 100 half bbls $9 50.

NEW BEDFORD OIL MARKET—Feb 8.

The last has been a quiet week in our oil market, and the only sales to report are 150 bbls crude sperm in Boston, for export at $1 40; also, 200 bbls whale here on private terms; and about 6,000 ⅌⅌ Southern Whalebone, understood at 44c. A small lot of 1,000 ⅌⅌ Ochotsk whalebone sold at p. n. t., supposed about 75c. Holders of sleek sperm oil are referring asking $1 50, and for whale 53 to 55c, which, however, are above purchasers views.—*Boston Commercial Bulletin.*

IMPORTS.

FROM SAN FRANCISCO—per Sea Witch, April 4—8 cs tobacco, 4 cases drugs, 1 case cottons, and a lot of merchandise in transit.

PASSENGERS.

FOREIGN.

FROM FANNING'S ISLAND—per Matilda, April 5—Mrs Owens and child, Capt H English, Mr George Bickwell.

FROM BALLENAS BAY—per John Howland, April 9—Capt G Kenworthy and 2 seamen of the bark Delaware.

COASTWISE.

FOR KAUAI—per Kilauea, April 4—Mrs Berrill and 2 children, Mrs T Keegan, D M Weston, Capt Makee, George Thomas, and about 20 deck passengers.

FROM KAUAI—per Kilauea, April 7—Capt Makee, Dr Wood, wife and 2 children, Mrs Berrill and 2 children, Mrs T Keegan, D M Weston, H Widemann, George Thomas, and 40 passengers on deck.

FOR WINDWARD PORTS—per Kilauea, April 8—Mrs Cornwell, Miss Isabella Cornwell, Miss Peck, Capt Makee, W H Pease, Master H Waterhouse, and about 200 deck passengers.

PORT OF LAHAINA.

ARRIVALS.

March 29—Am wh bark General Scott, Hunting, fm California Coast, 250 wh season; 100 sp, 1200 wh. 5000 bu. voyage; 1100 wh on board.
30—Am wh ship Julian, Winegar, fm San Carlos, nothing this season; 500 wh, voyage and on board.
April 1—Am wh bark General Pike, Fisher, from Marquesas, 450 wh, season; 100 sp, 750 wh, 7000 bu. voyage and on board.
8—Am wh bark Pacific, Howland, from St. Quintin, 475 wh, season; 100 sp, 2500 wh, 18,000 bu. voyage; 1400 wh on board.
9—Am wh ship C. W. Morgan, Hamilton, from Turtle Bay, 400 wh this season.
9—Am wh ship Walter Scott, Baxter, from California Coast, oil not yet reported.

DEPARTURES.

March 28—Am wh ship Robert Edwards, Wood, for the Arctic.
29—Am wh ship John P. West, Tinker, for the Arctic.
29—Am wh bark General Scott, Hunting, for Ochotsk.
April 1—Am wh bark General Pike, Fisher, for Honolulu.
2—Am wh ship Julian, Winegar, for the Arctic.

PORT OF HILO.

ARRIVALS.

April 3—Am wh ship Florida, Williams, from California coast, 80 bris humpback this season.

LATEST DATES, received at this Office.

San Francisco.....Mar. 16	London, (papers).....Jan. 30		
New York, (papers)...Feb. 11	" telegraphic....Feb. 10		
" telegraphic. Feb. 25	Honkong.....Jan. 26		
Tahiti.....Nov. 1	Sydney, N. S. W.....Nov. 1		

Ships' Mails.

FOR SAN FRANCISCO—per Comet, on Saturday next.
FOR KAUAI—per Meiwahine, to-morrow.
FOR KONA—per Kilauea, Friday or Saturday.
FOR LAHAINA—per Kilauea, about Friday or Saturday.

PORT OF HONOLULU, H. I.

ARRIVALS.

April 4—Am wh ship Julian, Winegar, from Lahaina, lay off and on.
4—Am whale bark Philip 1st, E. Hempstead, fm Ascension Island, 300 bris this season.
4—Am wh bark Ontario, Foster, from Lahaina, 450 bris this season, lay off and on.
4—Am wh ship Isabella, Tucker, from Kawaihae, 200 bris this season, lay off and on.
4—Sch Kamoi, Wetherby, from Kahului and Lahaina, with 550 sacks flour, 27 bags bran, 19 bags bran, 30 bris potatoes, 3 bags fungus, 3 bales wool, hides and goat skins. Passengers—E Boyd, one other, and 23 natives on deck.
5—Am wh ship Florida, Fish, from Hilo, 100 bris this season, lay off and on.
5—Haw sch Matilda Keyte, fm Fanning's Island, with 11,000 gallons cocoanut oil.
6—Am wh bark Callao, Fuller, from Hilo, 100 bris this season—lay off and on, and sailed same day for Ochotsk.
6—Am wh ship Milo, Fordham, from Ballenas Bay, 600 bris this season.
6—Sch Kaiama, Nika, from Koloa, with 10 cords wood and 7 deck passengers.
7—Am wh ship Adeline, Barber, from New Bedford, 6½ months out, 100 bris wh oil—lay off and on.
7—Am wh ship Electra, Brown, from Turtle Bay, 400 bris this season.
7—Am wh ship Lancaster, Russell, returned from sea.
7—Schooner Kilauea, Berrill, from ports on Kauai, with 100 bris molasses, 150 kegs and 240 mats sugar, 24 kegs syrup, 4 bails tobacco, 1 bullock, 1 horse, 3 pigs, 2 bales fungus.
7—Sch Emma Rosier, Wilbur, from Lahaina, with 155 sacks potatoes, 28 empty casks, 1st hemp cordage, 1 horse, etc. Passengers—Master Dickenson, one other, and 12 natives on deck.
7—Sch Kamehameha IV., White, from Lahaina and Kalepolepo, with 10 cords wood, 50 bris potatoes, 12 bales wool, 4 mamaki poles. Passengers—Mr Marston Burrows, and 6 natives on deck.
7—Sch Moikeike, Shepherd, from Kahului, with 40 bris potatoes, 11 sacks wool. Passenger—Mr F White.
8—Am wh ship Polar Star, Wood, 7 months out, from New Bedford via Hilo, 100 sp, 200—lay off and on, and sailed same day for Ochotsk.
8—French wh ship Gustav, Gilles, from California Coast, 300 bris this season.
9—Am wh ship John Howland, Whelden, from Ballenas Bay, 1700 bris (45 whales) this season.
9—Sch Odd Fellow, Candage, from Koloa, with 16 cords wood, 10 bris molasses, 35 kegs, 106 bags and 10 boxes sugar, 16 pigs, 2500 oranges, 1 horse, hides, tobacco, etc., and 28 deck passengers.
9—Sch Kaluna, Henry, from Kona and Kau, with 110 bales & bags pulu, 26 do do fungus, 24 bags coffee, beans, goat skins, hides, etc.—2 cabin and 18 deck passengers.
9—Sch Jeannette, George, from Maliko, with 15 bags fungus, firewood, and 11 passengers.
10—Sch Kenoi Ana, fm Hana, E. M., with 20 bags awa, 12 pigs, and 20 passengers.
10—Sch Moikeike returned to port, having carried away her jib-stay—she sailed again same day.
10—Sch Henry, Riviere, fm Kawaihae, Hana & Lahaina, with 50 bris Irish and 10 do sweet potatoes, 200 pumpkins, and 4 passengers.
10—Am wh ship Florida, Williams, fm Hilo, lay off and on.
10—Haw wh bark Cynthia, Whitney, from Turtle Bay, 600 bris this season.

DEPARTURES.

April 4—Am wh ship General Pike, Fisher, for Kodiack.
4—Steamer Kilauea, Berrill, for Kauai.
4—Am wh ship Reindeer, Rayner, for Arctic.
6—Am wh ship Reindeer, Rayner, for Ochotsk.
6—Sch Kekoanohi, Marchant, for Kona and Kau.
6—Sch Kamoi, Wetherby, for Lahaina and Kahului.
7—Am wh ship John P. West, Tinker, for Arctic.
8—Am wh ship Julian, Winegar, for Arctic.
8—Am wh bark Florida, Fish, for Arctic.
8—Am wh bark Ontario, Foster, for Ochotsk.
8—Steamer Kilauea, Berrill, for windward Ports.
8—Am wh ship Adeline, Barber, for Arctic.
9—Sch Kalama, Nika, for Koloa and Nawiliwili.
9—Sch Emma Rosier, Wilbur, for Lahaina & Kahului.
10—Sch Odd Fellow, Candage, for Hanalei.

MEMORANDA.

☞ The bark *Martha*, Cornell, and ship *Speedwell*, were spoken on the 9th by the *Cynthia*, and will probably arrive during to-day.

☞ Ship *Electra*, Brown, reports—Left Turtle Bay 17th March, having left there the following vessels:

	Bbls wh. oil.
Sharon, bound home.....	600
Levi Starbuck, bound home.....	130
Montezuma, " "	400
Speedwell, bound to Honolulu.....	400
Nile, " "	400
Martha, " "	400
Fabius, " "	400
Europa, bound to New Zealand.....	400

☞ Ship *John Howland*, Whelden, reports—Left Ballenas Bay on the 16th March. Left there the ship Ocean Bird, with 42 whales, and the bark Sarah Warren, with 25 whales—both of San Francisco. Arrived here on the 8th April, with a full ship, all well, and no accidents or deaths this season.

REPORT OF LOSS OF WHALING BARK "DELAWARE"—Dear Sir, I herewith enclose to you a report of the loss of the bark *Delaware* of New London, under my command, while entering Ballenas Lagoon Dec. 20, 1860. We sailed from Honolulu Nov. 19, after obtaining all the information we could in regard to the Lagoon, with the intention of going to that place as the most likely of getting a good season's catch of oil. (I will here say that, had not the accident happened which caused the loss of the bark, we should undoubtedly have filled her.) Had light winds the entire passage; made the land (Point Eugenia,) Dec 18th, then kept away for Ballenas Lagoon, and on the evening of the 19th came to anchor in five fathoms off the entrance to the Lagoon. Morning of the 20th, sent 1st and 2d mates with buoys to place on the principal points of the channel, so as to be ready for the sea breeze to go inside. (I now copy from ship's log.) At 1 P. M., got under way, with a fair wind from west and full tide, as close inside the outside point of the channel, caught on the bar and hung for a short time, but came off without any damage and steered up the channel. When nearly through, the tide acting on her weather bow, carried her over on to a sand flat, where she grounded, and the tide falling left her hard and fast; immediately got one an anchor with two cutting falls to it to heave off, and took in all sail and furled it, ship strung beautily. Dec 21, began with flowing tide to heave off, but as the tide increased, she brought the anchor home and beat farther up, pounding heavily. Got out another anchor astern, with two new cutting falls, and hove all taut, hoping to get her afloat the next favorable tide. At 12 midnight the tide began to flow, and with it came a large swell, which made us fearful of the ship's breaking up—and as the tide increased, she again brought her anchor home and beat up still higher on the sand. Dec. 22d, ship beginning to leak, threw overboard fresh water to lighten her, but we found, in order to save the ship, it would be necessary to lighten her considerably, we accordingly threw overboard the try-works and fifty casks of oil, but all to no purpose, as she still kept driving up. The leak also kept steadily increasing, until it kept both pumps constantly going to keep her free. At 2 P. M., saw a ship off shore, set a signal of distress, and at 3 P. M., came off ship John Howland, who came on board. On the 23d, with the assistance of Capt. Whelden and boat's crew, got an anchor and hawser which he kindly furnished—for which I here return him my sincere thanks—we got all prepared with the next tide to heave off, ship labored hard and pumps kept constantly going. On the morning of the 24th we succeeded in getting her into deep water, but in a very crippled condition. We began to prepare for sea, hoping to get her to some port for repairs, but the officers and crew protesting against putting to sea in her as she was, and there being no facilities there for repairs, I therefore called a survey, which pronounced her unseaworthy. I condemned her, and deeming it advisable for all concerned, I sold her at public auction to the highest bidder. Yours, &c., GEORGE KENWORTHY.

SALES.—In New Bedford, 10th A. M., Geo. A. Bourne sold at auction 1-32d of propeller *Potomska*, to Wm. C. Whitridge, at the rate of $12,800; 1-32d of propeller *Wamsutta*, to H. F. Thomas, at the rate of $10,000.

Ship *Sea Serpent*, from Whampoa, Oct. 20, for New York, was spoken Jan. 25, in lat. 8, long. 30, and reported the death of Capt. Whitmore, of fever.

DIED.

MACLAY—In Marysville, California, March 9, Erwin Russell, only son of Rev. W. J. and Mary A. Maclay, aged 7 years 4 months and 11 days.

MARRIED.

BANISTER—ADAMS—In this city, on the evening of the 8th instant, by the Rev. S. C. Damon, Andrew Bannister to Miss Victoria, daughter of Capt. Adams, of Kalih.

THE PACIFIC

Commercial Advertiser.

THURSDAY, APRIL 11.

OUR cotemporary of the Government Press has in recent numbers had a series of leading articles designed to stimulate agricultural enterprise, especially among the natives, by the aid and assistance of foreign capital and management, to collect and prepare for shipment their sugar-cane, rice, coffee and cotton. Without expressing assent or dissent to the views there given, or any opinion upon their feasibility, we were glad to see a well-meaning endeavor to promote a good object. But the last article, considering the cotton culture, contains, wrapped up in this innocent covering, some matters which are too startling to suffer to pass without comment. Speaking of these several branches of industry, it wisely urges that they should not escape "the attention of a wise and far-seeing government, and induce it to strain every nerve, and if need be cramp itself, in many a passing expenditure to spread, protect and encourage these cultures among the people." A truly sensible recommendation, which we would like to see followed by striking off two-thirds from the appropriation for the military, three-fourths from the public printing, and by sundry other retrenchments which we have often enough urged. But following this, it uses language which we will quote in full, and save ourselves from the charge of an unfair extract:

"When we speak of the Government as a means whereby to move the people to action, we do not mean the bureaucracy, the army of office-holders, the *lunas* of every degree and capacity, who excite no respect and less love in the people, who are seldom obeyed unless preceded by the *lictors* and *faisces* of their office; but we do mean His Majesty the King and the members of his family, to whom the native looks for example and encouragement, whom he respects as a superior, a tabued being, whom he obeys unquestioning and undoubtingly as he would a God, and whom he loves because he can not help it.

"Few know better than we the kind and liberal views of the King on these subjects, and his anxious desire and repeated personal efforts to awaken the slumbering energies of the people, or to direct them where a more beneficial result might flow from their labor. But the anomalous condition of the people, standing on the confines of two modes of existence, the sudden loosening of their ancient bondage, the awkward fit of their new garments, their roving habits, the unexpected but temporary facility with which they supplied the wants of their new life by an industry that often superseded the necessity of agriculture altogether, or rendered it of but a secondary consideration in their resources of life; a system of constitutional government and legislation that after twenty years' practice is still a mystery to the people, and, in its actual, practical want of appreciation and sympathy by them, would prove but a rope of sand at the touch of an *Imperator*, while it is a daily clanking fetter on the steps of a *Pater Patriæ*; and the difficulty of persuading where no experience runneth to the contrary, where no pressing need quickens the perception—these and similar circumstances, added to the want of a landed gentry, a nobility springing from and living among the people, (not wasting their time and means in sloth and dissipation at the capital, and becoming burdens on, instead of supporters of, their King,) have hitherto often frustrated the King's desires and neutralized his efforts. But

"Quod olim fuit, non semper erit"

and the story of Bruce and the spider WILL YET RECEIVE AN ILLUSTRATION *that history may record with pride.*"

"What has been, shall not always be."

Here then is an unmistakable announcement of what has often been whispered in private conversation, that the present system of constitutional government would "prove but a rope of sand at the touch of an *Imperator*," should he be disposed to lay his hand upon it; and of his feelings on the subject, we are told by the ministerial organ, "that it is a *daily clanking fetter on the steps of a Pater Patriæ.*" "The bureaucracy, the army of office-holders and the lunas of every degree and capacity," from the Chief Justice, who is the head of the lunas, are contemptuously set aside, they "*excite no love and less respect* in the people." But by the government is meant His Majesty the King and the members of his family. It is thus that the ministerial organ while attempting to laud the King *ad nauseam*, despises altogether those advisers and assistants through whom he must constitutionally act, and without whose moral aid and support his individual labors and efforts are comparatively weak.

The further references in the article to the King are so numerous and direct, that it is impossible to avoid the conclusion that it was dictated "by authority." Is this then a *feeler* thrown out amongst the cotton bolls, and under the nominal responsibility of the editor, to ascertain how quiet the country would be should the daily clanking fetter of a constitutional government and system of legislation be suddenly taken off some fine morning? Such, unmistakably, is the import of the language quoted, if it means anything, and the subsequent context does not relieve but confirms the induction.

An article upon Agriculture was hardly appropriate for the enunciation of such a scheme. The Government Organ solicits the introduction and investment of foreign capital in the soil, and in the same breath declares that the Constitution, under the sacred guarantees of which alone capital can be introduced, and under which we enjoy so much freedom and security, is a "daily clanking fetter" upon the steps of one who would be a Pater Patriæ but for this impediment. This declaration, we fear, unless it is unqualifiedly withdrawn, will do more to deter the further introduction of capital and labor, than any petty encouragement will invite it; while it must tend to shake the confidence of those who have long and manfully struggled, amid manifold discouragements, to develope the industry of the country—to have the unqualified threat hanging over them, that our liberal Constitution may at any moment be abolished, for some untried scheme.

Under a free government like the present, a light tariff, which we have advocated, an oath of allegiance which does not require the abjuration of native country, and a total abolition of restrictions upon aliens' right to hold real estate, Americans and Englishmen have settled here in the full confidence that the Constitution, which had been patterned after those of their own prosperous countries, would be enduring and perpetual. And it is only while that confidence is unshaken, that foreigners will here plant their homes and invest their wealth. That capital is timid, has come to be a proverb the world over. Why then does the Government Press, whose intimations will be considered of weight, as the mouthpiece of the ministry, notwithstanding any averment that the editor alone is responsible, while inviting the foreigner to plant, and show the native how to plant, and buy up his little lots of produce, throw out that the system of constitutional government under which our rights are guaranteed, is but a "daily clanking fetter"? If the language means anything at all, it must create alarm. If it means nothing, and was the unauthorized rhetoric and rhodomontade flourish of one of the despised "lunas" aforesaid, then we greatly regret its appearance, and call upon the ministry either to disavow the language, or appear before the country and the world as ready to destroy at any moment our noble Constitution, the firmest pledge of permanent peace and security which the country now has. We speak more in sorrow than in anger, for the King has no more loyal subjects than us, whose interests are identical with and inseparable from the prosperity of this country. A free Constitution and good laws, administered by an able and impartial Executive and Judiciary are blessings, which, like other good things, are best appreciated when gone. These once destroyed, or even disturbed by ruthless hands, and our prosperity and peace will wither like Jonah's gourd.

Fanning's Island.—An Incident.

Near the center of the Pacific, not far from the Equator, in N. lat. 3° 49' and W. long. 159° 20', stands one prominent among the many delightful little Isles that stud this ocean, beautiful not only in its capacity to feast the eye of all who are interested in, and admirers of, the picturesque, but also in the nature of its soil, which so liberally gives birth to and nourishes the tall cocoa-nut and other trees nearly as useful and worthy of admiration. Almost alone in its solitary beauty—in itself a field of private enterprise—it enjoys an uninterrupted state of tranquil repose, broken only by occasional visits of whalers, clipper ships and other vessels bound southward, which after a day or two's stay, proceed on their route well pleased and agreeably surprised with a novelty which has seldom offered such a welcome recess from the monotony of an ocean voyage.

Fanning's Island, the one alluded to, is in shape oblong, extending in a S.W. and N.E. direction; its extreme length about ten miles, and its extreme breadth about six miles. It is skirted, like most other Islands of the Pacific, by a small reef extending all round the Island, but only about half a cable's length from the beach, against which the ocean swell breaks, but seldom with very great violence. Outside of this reef there is no danger of any kind. The belt of land which forms the island is about a mile average width, and densely covered with cocoanut trees, which produce fruit of the very finest description. The regularity of this palmetto forest is occasionally broken by conspicuous gaps, leaving thick clusters of trees standing apart with a few coral-space between.

One of the principal features, which gives value to the Island, is the possession of a spacious *lagoon*, the entrance to which is on the southwest side. The width of the channel available for vessels is about 100 fathoms. The bottom of the channel as also that of the lagoon is of coral, variegated in color and quality. There is excellent anchorage for ships, both at the entrance and on the west side of the island, at a place termed Whalemen's Bay. At the latter place, the depth of water ranges from eight fathoms to about fifteen, half a mile from the beach and upwards. Here ships of the largest class have at times anchored to procure a supply of fresh water, which is abundant adjacent to the anchorage. In the harbor, within the lagoon, the holding ground for ships at anchor is good, and there is sufficient room for several vessels when properly moored, to lie in perfect safety, for any length of time.

Through the kindness of the proprietors, every facility is offered for procuring fire-wood and water of fair quality. The lagoon abounds with fish of the very best description, and there has never yet been an instance of poisoning from eating them. The entrance varies in depth from four to six fathoms; inside the lagoon the range is from four to nine and upwards. The trade winds blow steadily from the eastward, almost all the year round, and the island is seldom or never the scene of any very boisterous weather. The months of March and April are generally the worst throughout the year. With regard to its soil, it is in some places sandy, in others it is of dark earthy mould intermixed with great patches of phosphatic guano of a fine quality. It produces bananas, pumpkins, radishes, taro, figs, cabbage, tomatoes, melons, and numerous other garden vegetables, but lately introduced, and now for the first time springing up. From the numerous cocoa-nut trees, there is a large quantity of cocoa-nut oil annually manufactured, which commands a ready market in any part of the world, its purity rendering it inferior to none for burning or in the manufacture of toilet articles, for which it is extensively used in Europe and America.

Having thus far, by way of introduction, given a brief sketch of the island, we will now describe an incident which recently occurred on it, and which will form an era in its history. On Monday the 4th of February, the natives and foreign employees of the island were startled from their work by the loud report of a gun, and on looking in the direction of the sound, saw Her Britannic Majesty's steam-sloop *Alert*, (which had for some time been expected.) Captain English, one of the proprietors of the island, immediately went off to her accompanied by a pilot, and after the entrance had been sounded and declared safe by her officers, the beautiful ship steamed safely and majestically into the lagoon against a strong ebb-tide, and came to anchor in about six fathoms of water. The trade wind blew very strong from the eastward for two days, with frequent squalls, but every thing having been made snug, no accident occurred. Subsequently the weather became very fine, and her commander and officers took every advantage of it in making a close inspection of the island, collecting various conchological specimens. They were highly gratified at the entertainment shown to them, and with the various amusements offered for their acceptance. Riding, shooting, shelling, fishing, stuffing birds, &c., &c., were the order of the day, into all which, on account of the novelty, the officers entered with great zest and pleasure. But for the following Friday was reserved the performance of the special duty, which was the object of the visit of the ship to Fanning's Island—the grand finale to the programme of bustle and excitement attending the visit.

On that day, about one o'clock, P. M., the entire ship's company, consisting of the commander, officers, and crew, landed from the steamer, the crew and marines fully armed and accompanied by a twelve-pound field howitzer. They were drawn up in line, the marines and battery being on the extreme right. The commander then declared to the proprietors of the island, that he was about to perform the object of his visit—to take formal possession of the island in the name of Queen Victoria, and to extend to it the benefits of British protection. A salute in honor of Her Majesty was first fired from the howitzer and small arms, when Captain Pearse addressed the head of the firm as follows:—"Captain English and all present, take notice, I salute the British flag (pointing to it then flying from the flag-staff) and declare this island, in the name of the Queen, to be, now and in future, under British protection." Another volley was then fired along the line. The harbor was named "ENGLISH HARBOR," and the point on which is the settlement, "ENGLISH POINT." A young cocoa-nut tree was planted on the spot by Captain Pearse, in commemoration of the event. The ship's company were then exercised by four hours' drill, after which they went on board, and the ceremonies of the day terminated. On the following day, a neat railing was erected round the tree, by command of Capt. Pearse, and on it the following inscription:

"ENGLISH POINT TREE,
ENGLISH HARBOR, FANNING'S ISLAND,
Was planted on the 8th of February, 1861, to commemorate the visit of H. B. M. S. Alert."

The last day of the week ended with mutual visiting, Captain Pearse permitting the natives to go on board. Ship and shore vied with each other in liberal hospitality, and on Sunday a sumptuous dinner was given by the proprietors of the island to their guests, the whole passing off with great eclat.

Monday, the 11th, was occupied in making a thorough survey of the lagoon, which was sounded throughout, and also in preparing the vessel for sea; and on Tuesday, the 12th, every object of her visit being accomplished, the steamer got under way, and glided safely out of the harbor, followed by the earnest wishes and hopes of those who watched the farewell dip of her ensign, that her gallant commander, officers and crew may in future enjoy a pre-eminently conspicuous position, not only in the annals of British history, but in (what is synonymous) British glory.—G. S. S.

NOTES OF THE WEEK.

FOREIGN MAIL SERVICE.—The compensation now given to vessels for the service of carrying the mails between San Francisco and this port is so very small and beggarly that we are not untrequently left a month or more without a word of advice from the East, when we might receive news more frequently. Our mails were not brought by the *Ocean Pearl* for this cause alone. She offered to touch here and deliver them if compensated. Our laws only allow *two cents* for each letter delivered, (which vary from 100 to 5 or 600 per mail,) and if any thing is paid for the papers brought, which constitute the bulk of our mail matter, it is given *only as a charity*. In 1858, Mr. Jackson estimated the number of newspapers received from abroad per annum, at 55,000, and it is probably not less than 75,000 now, or about 2,000 by each mail, on each of which *two cents* are collected. If the vessels bringing the mails received *one cent*, this pay alone would amount to $750 a year. In the above instance, there were twelve mail bags, including two San Francisco bags, and the compensation received by the schooner *Sea Witch*, for bringing them, was $16,20, which, of course, cannot induce a clipper to stop at the risk of detention. Every vessel bringing a mail ought to receive at least *five dollars* for each bag brought. This is small pay to be sure, but it would be better than what is now paid, and we think would be sufficient to insure the requisite attention needed in the carrying of our mails. The sanction of the Privy Council or the Minister of the Interior, is probably all that is necessary to make this change in the compensation. Other governments pay liberally for mail service, and why should this restrict it to a beggarly pay? The government of Tahiti has recently called for proposals for carrying *monthly* mails either to and from Valparaiso or to and from San Francisco, the compensation to be $8,000—an example to our government.

LARGE SUGAR-CANE.—The schooner *Odd Fellow* brought from Kauai a sample of sugar-cane raised on the Titcomb plantation at Hanalei, sent up at the request of Col. Parker, U. S. Consul, at this port, who intends forwarding it to the Patent Office in Washington. The sample is now at the store of Capt. Snow, and consists of fifteen stalks of cane, the largest 15 feet and the shortest 13 feet 6 inches in length; and in size, 6 to 7 inches in circumference. The largest stalk has 56 joints, and the others vary from thirty to fifty joints each, some of which are eight inches in length. These are but a fair specimen of the cane growth of these islands, and of their adaptability to its cultivation. Specimens from Hilo have been exhibited here, even surpassing those above noticed. These, however, are sufficient to convince the most incredulous that the Hawaiian Islands possess a soil and climate *particularly adapted to the growth of cane*, and when we add that there are tens of thousands of acres now lying idle here, as suitable for cane as any under cultivation, requiring only capital and enterprise from abroad to bring them into service, every one will see that our group may yet become as famous for its sugar manufacture, in proportion to its extent, as Cuba or the Mauritius.

THE NEXT NEWS.—Public expection has been on tip-toe for weeks, looking for later secession news. The news by the last arrival was quite unsatisfactory, and served only to sharpen the appetite for the next, which ought to bring us the INAUGURAL ADDRESS of President Lincoln, which was to have been delivered on the 4th of March, and was due in San Francisco on the 18th of that month. On the policy of the new administration hangs the fate of the Republic, and consequently throughout the Union, and also the world, the most intense anxiety exists to see the views expressed by the new President. As yet, his policy is a perfect enigma to the public.

—The bark *Vickery*, Capt. N.C. Brooks, (