COMMERCIAL.

THURSDAY, APRIL 17, 1862.

The bark *Kathleen*, which arrived on Saturday afternoon, is the only merchant vessel that has entered since our last report, and she comes in ballast. By her a small mail was received, with San Francisco dates to the 28 h. She reports the ship *Dictator* and bark *Whatcheer* to follow her in about one week, en route for China and Japan. Both vessels may be looked for now.

Several whalers are reported among the arrivals in our marine list, but beyond fair catches, there is nothing of interest attaching to their reports.

The cargo from the bark *Arctic* is being discharged in very superior order. It has been remarked that this vessel in her capacity and sailing qualities is admirably adapted for the Boston and Honolulu route, being neither too large nor too small. We hope that she will find full freights, and be kept on the line.

We are happy to hear that the sea island cotton seed sent out in this vessel by Mr. Jas. Hunnewell, has all been taken by the natives, who appear very desirous of obtaining good seed and raising this variety of cotton. The seed has been furnished to them at its actual cost, 62½ cents per pound. We are quite sanguine that some good will be derived from these experiments with cotton, though the natives may not at once learn the proper mode of culture and curing it. One of our merchants assures us that he holds himself ready to purchase all the cotton that may be raised.

The bark *R. W. Wood* has obtained a full and valuable cargo, consisting of oil, wool, hides, &c., and will sail on Saturday next, the 19th, for Bremen.

The *Constitution* sailed on the 15th, for Victoria, taking a large cargo consistig of sugar, coffee, and a drove of those indispensable aids for getting these sweets of life up to the miners in the gold diggings—mules, with other live stock.

The bark *Speedwell* will probably be dispatched for San Francisco on Saturday next, and will take a fair freight, consisting of oil, pulu, and other island produce.

Two of our whaling schooners have returned from coast cruises during the past few days. The *Emma Rooke* will resume her place as a coaster, and will leave on Friday or Saturday for windward ports. She will take up the new Sugar Mill for the Makee Plantation. The schooner *Maria*, now looked for from San Diego, will also be employed as a coaster on her return.

The bark *Zoe* is being fitted for a trading and whaling voyage to the *Arctic*, and will leave in about ten days.

A notice of the opening of an agency in this city of the California Lloyds Insurance Company, will be found in our advertising columns. Although insurance on cargoes and shipments to and from this port has not been generally resorted to by our merchants, the facilities for readily obtaining it when wanted, will undoubtedly lead to more frequent insurance.

FOREIGN MARKETS.

The following from the *S. F. Bulletin*, is the latest market report from that place:

TUESDAY, March 25—1 P. M.

The ship *Moonlight*, from Hongkong, arrived at an early hour this morning, with a valuable cargo, consisting of 1,283,883 lbs rice, 23,000 lbs sugar, 747 pkgs tea, and 628 do oil; also the bark *Comet*, from Honolulu; also, ships *Eagle Wing* and *Uncowa*, both from New York, with large, well assorted cargoes to De Wit, Kittle & Co., and the ship *Ivanhoe*, with 1,075 tons coal, from Sutherland.

There is a decided increase in the amount of trade doing from the hands of jobbers. The steamers and various sailing vessels for Portland, Victoria, and the extreme Northern coast, go out fully laden with merchandise and passengers, so much so that many heavy shippers complain of the delay in forwarding their goods. To Stockton and Sacramento goods are going forward more freely.

We annex an interesting commercial letter from Hongkong, dated the 18th January, from which it will be seen that the ship *Lotus*, hence, had arrived out.

Tea usage was scarce at last China dates, and high rates were still being paid for American bottoms, both for Europe and the United States, as will be seen by reference to our foreign market intelligence.

At auction, to-day, a large company was in attendance. The sales of rice were large, amounting to upwards of 5 000 mats, which included sales of 3,600 mats cleaned Patna, at $6 75@6 85; also, clearing out sale of 300 mats cleaned Saigon rice, at 5¾ @ 4½c, which lot in January last cost the parties 8½ ₱ lb.

The bark *Comet*, from Honolulu, brings 2033 sacks salt, 974 kegs sugar, 90 bbls molasses, 318 bales pulu, 600 pumpkins, 855 bbls sweet potatoes.

The schooner *Olivia*, from the Sandwich Islands, is in to day, with a full cargo of sweet potatoes.

At New York, March 17th, gold was dull at 1 per cent premium.

At auction to-day, H M Newhall & Co sold 61-108ths, being a controlling interest, in the American steamer *Princess*, for the sum of $13,000 half cash, half 2 and 4 months.

[Correspondence of the Bulletin.]

HONGKONG, January 18.

Since our last we can quote little change in our market for California produce, the near approach of the China New Year prevents operations in all imports. California flour is offered at $1 35 ₱ sack, $7 ₱ bbl; Gallego held at $12 ₱ bbl. Bread, beef and pork quite neglected. Wheat, sales at $2 40 @ 4 45 ₱ picul. Quicksilver, $57 @ 58 50 ₱ picul. Gold bars, $22 95 @ 23 ₱ tael of 100 touch. Purchases of Tea for the United States continue. Oolongs are quoted a tael dearer; the season is nearly over Rice has improved a little; we quote Siam cargo 5 @ 10c over quotations in our circular; No 1 China, $4 20 @ 4 30; Canton, $3 80; for other kinds California packed sugar, $6.50 ₱ picul. China Oil, in cases of 4 tins each, $10 75 ₱ case; do in jars, $9 75 ₱ picul. Tonnage continues very scarce and high rates of freight rule to all ports of the world. The *Moonlight* will be followed by the *Joseph Peabody* and *Daphne*. The *Victor* also goes over for $15,000. Exchange on London, 4s 6½d for bank, and 4s 6½d for first class private paper. The *Lotus* is in to-day from your port, with dates to November 11th.

NEW BEDFORD OIL MARKET.

The oil market has been rather quiet during the past week. There is some demand for sperm oil for home use, but the views of holders are above those of buyers. The sales have been 480 brls., in two parcels, for manufacture, at $1 40 per gall; 110 do. for do, at $1 41; 40 do for export, at same price; and 150 do. for manufacture, at $1 43.

Whale oil remains the same as has been quoted for several weeks, and we hear of only the following sales:—200 brls. for manufacture, at 35 cents per gallon; and a re-sale of 240 brls. elephant oil at 50 cents.

In whalebone, 6,500 lbs South Sea have been sold for 62 cents per ℔.

WHALEBONE.—The New York *Shipping List* of February 10, reports that there is a fair demand for export, and the market is firm, with sales of 8000 lbs South Sea at 62 @ 63 cents; 2,500 lbs Ochotsk, 75 cents; and 4000 lbs Arctic, 75 cents cash.

SPERM OIL.—Five hundred barrels of sperm oil at Nantucket have been purchased by a merchant of this city, at $1 38 per gallon.—*N. B. Standard, Feb. 15.*

Moon's Phases at Honolulu, in April.

	dy.	h.	m.		dy.	h.	m.
First Quarter	7	1	41 M.	Last Quarter	29	7	32 A.
Full Moon	14	4	31 M.	New Moon	28	0	56 A.

LATEST DATES, received at this Office.

San Francisco	March 26	London, (papers)	Jan. 4
New York, (pspers)	Feb. 21	" telegraphic	March 12
" " telegraphic	Mar. 24	Hongkong	Jan. 18
Tahiti	Jan. —	Sydney, N. S. W.	Jan. 13

Ships' Mails.

FOR SAN FRANCISCO—per Speedwell, Saturday.
FOR LAHAINA—per Kamoi, this day. Emma Rooke, Saturday.
FOR KONA—per Kekauluohi, to-day.
FOR KAUAI—per Meiwahine, Friday or Saturday.

PORT OF HONOLULU, H. I.

ARRIVALS

April 10—Am wh bark Barnstable, Brownson, from Kawaihae, to sail off and on, and sailed again on the 12th for the Arctic.
10—Sch Keoni Ana, Rikeki, from Kauai, with 13 cords wood.
11—Haw wh sch Kalama, Kelley, from Turtle Bay. She had mated with the brig Comet, and reports about 1,000 brls between them.
12—Brit sch bark Kathleen, Dudley, 17 days from San Francisco, in ballast.
12—Am wh ship Reindeer, Raynor, from Kawaihae, hove off and on, and sailed again on the 14th for the Arctic.
12—Sch Moikeiki, Napela, fm Maliko and Kahului, with 600 kegs sugar, 4 bags fungus, lot of goat skins—1 cabin and 4 deck passengers.
13—Steamer Kilauea, Berrill, from windward ports, with 24 head cattle, 126 sheep, 7 mules, 12 goats, 23 hogs, 24 doz fowls, 35 hides, 45 goat skins, 58 bales (14,000 lbs) wool, 25 bales (1,750 lbs) fungus, 21 bags (3,060 lbs) coffee, 37 kegs and 62 bags (7,106 lbs) sugar, 42 pkgs (1,400 galls) molasses, 158 brls potatoes, 7 boxes honey, 2 sides leather, 3 cs mdse, 1 keg butter, 1 case grapes, 4 brls beef, 2 cs vegetables, 1000 oranges, 425 feet koa lumber, and a large quantity of native freight.
13—Sch Kekauluohi, Marchant, from Kau and Kona, with 37 bales pulu, 32 bags and bales fungus, 1500 goat skins, 35 hides, 56 bags coffee, 300 feet koa lumber, 3 pkgs honey, 2 kegs butter, 1000 oranges, 700 cocoanuts, 50 bunches bananas, 3 bags beans, 2 do corn—1 cabin and 24 deck passengers.
14—Ole cs wh brig Comet, Wilhelm, 15 days from Turtle Bay. (See sch Kalama's report above.)
14—Sch Odd Fellow, Johnson, from Hanalei and Koloa, with 17 cords wood, 44 pkgs molasses, 40 brls lime, 100 chen posts, 14 pigs, 14 hides, etc.—2 cabin and 23 deck passengers.
15—Am wh ship Champion, Worth, from Lahaina, lying off and on. Sailed same day.
16—Sch Kaaa, Shepherd, from Kahului and Lahaina, with 13 head cattle, 7 bags fungus, 500 feet koa lumber—1 cabin and 12 deck passengers.

DEPARTURES.

April 11—French wh ship General Teste, Lopes, for Kawaihae and thence to the Arctic.
11—Sch Manuokawai, Haley, for Lahaina, Kona & Kau.
11—Sch Kamehameha, Morse, for Lahaina and Kalepolepo.
12—Sch Nettie Merrill, Borres, for Lahaina and Hilo.
14—Sch Moikeiki, Napela, for Lahaina and Kahului.
15—Am bark Constitution, Keller, for Victoria, V. I.
15—Sch Odd Fellow, Johnson, for Hanalei and Koloa.
15—Sch Keoni Ana, Rikeki, for Molokai, Kauai.

MEMORANDA.

☞ Bark *Kathleen*, Dudley, reports—Left San Francisco on Wednesday evening, March 26, and passed the Am. clipper ship Elvira, bound in. Experienced heavy W. and S.W. gales as far as the tropics; since then had steady trades and fine weather. Arrived at Honolulu April 12—17 days. Reports the bark Comet as having arrived over on the 25th, and would leave on or about the 10th April, for Honolulu. The ship George Washington was up for Puget Sound—soon to leave.

PASSENGERS.

FOREIGN.

For VICTORIA, V I—per Constitution, April 15—H H Sawyer, Chas Heine, John Harris.

COASTWISE.

Per KILAUEA, April 13—From *Hawaii*: G H Spalding, D W Styles, F B Swain, J Reed. From *Maui*: Capt James Makee, Judge W Ap Jones, R A S Wood, H Cornwell—8 cabin and 150 deck passengers—total number the trip, 449.

VESSELS IN PORT—APRIL 17.

Am bark Speedwell, Commodore Paty, for San Francisco.
Russ-Am Co's ship Nicolai I., Krogius, soon for Sitka.
Haw bark R. W. Wood, Gerken, soon for Bremen.
Am bark Arctic, Hammond, soon for Boston.
Am bark Zoe, Lawton, soon for Arctic.
Brit bark Kathleen, Dudley, uncertain.
Am brigt Josephine, Stone, uncertain.

WHALERS.

Am bark Harvest, Manchester.
Oldenburg brig Comet, Wilhelm.
Haw bark Harmony, Molteno.
" brig Victoria, Dunelsberg.
" brig Kohola, Remmerzhop.
" sch Kalama, Kelly.

IMPORTS.

From BOSTON—per Arctic, April 5—25 cs mdse, 10 bales and 12 cs dry goods, 30 brls roofing composition, 6,279 bdls, 250 brls and 414 half do shooks, 16 brls and 129 half brls barred and half barrel hemis, 4000 barrel staves, 732 bdls hoop iron, 4 bdls iron, 8 kegs rivets, 31 box tin, 16 box axes, 5 brls and 1 bdl handles, 28 kegs lard, 100 cs, 193 box, 11 brls, 24 bale, 58 kegs, 2 chests, 2 hhds, 10 casks and 3 pkgs unspecified goods, 21 boxes mdse, 30 cases matches, 1 pkg, 3 cases and 1 bdl machinery, engines, coolers, boilers, mill-cheeks, steam drums, pinion wheels, shaft, jaws, etc., 20 kegs nails, 90 do. nails and paint, 49 pkgs paint stuffs, 14 plow skeletons, 5 bdls plow beams, 2 boxes and 2 bdls plow woods, 2 rolls and 4 reels lead pipe, 2 cs pianofortes, 1 brl private effects, 4 trunks, 2 trunks and 1 tub, 2 bdls steel, 15 doz shovels and scoops, 5 cs and bdl scythes, 6 stoves, 115 bxs and 15 cs soap, 30 half brls sugar, 35 nests and trunks, 16 bdls and 2 bxs brackets, 3 bdls blinds, 40 bdls clapboards, 2 glass doors, 1 box grave border, 29 pkgs finishing stock, 16 pcs running gear, 4 brls, 2 kegs, 2 chests and 5 pkgs sundries, 4 bdls spades and hoes, 1 cs tooth wash, water wheel, 2 pulleys and shaft, 19 bales domestics, 3 boxes steering apparatus, 5 bales burlaps, 5 cases boots, 2 cs and 5 bales boys, 1 cask butter, 1 keg beeswax, 5 cs brooms, 4 bdls baskets, 3,082 ft boat boards, 68½ tons and 11 casks coal, 100 coils cordage, 1 bale crash, 1 case cranberries, 3 brls and 4 cs cheese, 20 box candles, 1 brl cotton seed, 5 cases charcoal irons, 3 chain cables, 2 brls coal tar, 20 do. tar, 5 half brls and 20 kegs dried apples, 5 bales denims, 1000 fire brick, 15 boxes and 10 kits fish, 50 boxes and 3 bdls furniture, 4 boxes and 3 cases groceries, 6 bales hops, 1 cs hats, 15 half brls hide-poison, 1 cs harpoons, 12 tres hams, 1 bdl and 1 case handles, 5 brls kaoline, 1 cs and 1 roll leather, 6 cs lard, 50 bales cakum, 1 cask oil, 55 pcs oak plank, 15 brls pitch, 50 brls pork, 82 bdls paper, 2 brls and 1 case paint, 10 brls rice, 1 cs raisins, 60 brls rosin, 1 case solder, 2 cs shovels, 1 cs stationery, 1 cask, 2 brls and 1 bale twine, 8 cs thread, 2 cs tobacco, 14 cs yellow metal sheathing, 14 casks do. do. nails.

EXPORTS.

For VICTORIA, V. I.—per Constitution, April 15—620 kegs (80,187 lbs) sugar, 142 bags (6,793 lbs) coffee, 50 brls ale, 50 cs gin, 1 cask white lead, 4 buckets honey, 5 brls tar, 60 mules, 3 horses, 100 sheep, 10 goats, lot hay, etc., for stock. Value—domestic, $9,649 20; foreign $711—total, $10,360 20.

PORT OF KAWAIHAE.

ARRIVALS.

April 4—Am wh bark General Pike, Fisher, from Talcahuano, with 125 brls sperm; sailed again next day for Kodiac.
8—Am wh bark Barnstable, Brownson, fm Hilo; sailed again same day for Honolulu and Arctic.
11—Am wh ship Reindeer, Raynor, from Honolulu; left again same day for Honolulu and Arctic.

MARRIED.

HITCHCOCK—CASTLE—At Honolulu, April 11, by the Rev. E. Corwin, Edward G. Hitchcock, of Molokai, to Mary T., eldest daughter of Samuel N. Castle, Esq., of Honolulu.

DIED.

HUMPHREYS—In this city, on Thursday, April 10, Mr. William Humphreys, Assistant Clerk of the Supreme Court, in the 63d year of his age, formerly a resident of Brighton, England.

THE PACIFIC Commercial Advertiser.

THURSDAY, APRIL 17.

From the Polynesian.

☞ The *Advertiser* in its "Commercial" gets off the following:

"The falling off in the importations of foreign goods, which appear to be now confined pretty closely to the absolute wants of our population, makes the *number of merchantmen actually entering the port less than formerly*, which must continue to be the case till a more liberal commercial policy is adopted by the Government." [The italics are our own.]

If our neighbor would get up its own statistics, or avail itself of those which we furnish quarterly for its information and of the community, instead of speaking at random, with its mouth full of obsolete catch-words, it would often save itself from similar inexactitudes of fact as the above. Had it ever known anything to do with figures when placed before it, it might have compiled the table we give below, and seen how greatly the plain facts belie its assertions. The spring season is undoubtedly much duller than formerly, but that has nothing to do with the "arrivals of merchantmen" or the "commercial policy" of the country. That dull rence, as we have often stated, arises from the absence of the spring whaling fleet, whom the commercial policy *did not* drive away, and whom its repeal *would not* attract.

We know not how far back in the dim past the *Advertiser* means to go for a comparison when it speaks of "former years" and "formerly;" but supposing seven years—the springs of five of which were under the glorious old regime, and two under the hated 10 per cent.—would answer for a comparison, we have made the following summary:

	at Honolulu.	*Tons.*	*at all the Islands.*
First quarter, 1856	21	.....	52
" " 1857	15	.....	53
" " 1858	19	.....	100
" " 1859	29	12,541	83
" " 1860	22	7,625	40
" " 1861	17	10,177	24
" " 1862	28	15,015	7

It is very tiresome to argue with one-idea people. They are a sort of social and political petrifactions, whom no facts can convince and no argument move.

It is not often that we feel compelled to step forward and exhibit in detail the short-comings of our cotemporary, the government organ, for generally they are of very little consequence to any one; but when it wilfully and grossly charges us with statements which "facts belie," when it goes further and seeks to mislead the public resident here, and, what is equally bad, the world abroad, who look to our public journals as a source of reliable information,—duty to ourselves, our readers and the nation, compels us to meet the charges and expose the authors.

The quotation made by our cotemporary from the *Commercial*, reprinted above, is all very correct, and it was presumable that when we published the statement, we knew what we were saying, and knew moreover "that the number of merchantmen actually *entering the port* was less than formerly,"—a fact so palpable to all who have paid any attention to the subject, that it was unnecessary to accompany the statement with any proofs. But the *Polynesian*, like a cur snapping at every passer-by, jumps up and denies it, charging us with uttering a falsehood, for proof of which it points to some statistics palmed off in that paper, which never were reliable. It has been in the habit of publishing quarterly, what it has pleased to term "Statistics for the port of Honolulu," and under that head we find in the paper of the 5th inst. the following table, which we insert here merely to show out of what trash its tables are made up:

Merchant Vessels.

ARRIVALS FROM SAN FRANCISCO.

		Tons.	Days.
Jan. 4	Am sh Contest, Steele	1098	17
13	" bk Speedwell, Smith	496	29
27	" " bk A. A. Eldridge, Calott	249	30
29	" " bk Comet, Paty	537	21½
Feb. 2	Brit sh Anne Mary, Texseman	788	24
9	Am sh Storm King, Callaghan	1288	9½
23	" bk Yankee, Claxton	342	14
23	" sch Olivia, Craig	57	23
Mar. 1	" sh War Hawk, Simmons	1067	14
5	" sh George Lee, Barstow	647	15
8	" sh Europa, Robertson	846	16
10	" sh White Swallow, Ellery	1098	17
11	" bk Benefactor, Davis	722	12
16	Brit bk Emperor, Buckmaster	337	28
23	Am sh Mary Whitridge, Cressy	978	15
27	" " sh Ringleader, White	1156	12½
30	" " sch (under sail) Martin White, Lovett	189	16
31	" " bk Speedwell, Paty	496	13
Number, 18;	....Tons, 12,391	....Average passage, 15½ days.	

The above table is evidently intended by the *Polynesian* editor, to exhibit the number of vessels that have entered the port and done business, and those who do not take the pains to inquire, would so understand it. But being far from the truth, it conveys a false impression, as a little examination of the vessels announced in it will show.

Jan. 4—Ship Contest arrived off the port, hove-to long enough to send a few papers and letters ashore, and passed on to China.
Feb. 2—Brit. bk Anne Mary lay off and on two days, but did not even anchor.
9—Ship Storm King anchored outside one night, and went on.
Mar. 3—Ship George Lee passed the port without stopping.
8—Ship Europa, hove to just long enough for a boat to board her and passed on to China, taking on parcels which should have been left here.
10—Ship White Swallow left her mails and sailed same day.
11—Bark Benefactor passed the port under full sail.
23—Ship Mary Whitridge anchored outside and sailed next day, taking a few tons of freight.
30—Steamer Martin White anchored outside and sailed next day.

Here are *nine* vessels of the *Polynesian's* list of merchantmen, of 7654 tonnage, none of which, on examination we find *entered the harbor*, and some of them did not even stop, but passed by under full sail. Now by what new system of compiling commercial statistics, are vessels not entering a port, neither bringing or taking a pound of freight, and even vessels that barely showing their topmasts to observers on the lookouts, watching them as they pass by on the horizon, classed among the port statistics? Common *honesty* would have excluded them from being reckoned in our bonafide commercial data. Deducting these vessels from the list of merchantmen entering the port, we find the proper and true exhibit for this year would be:

First quarter, 1862, 19 vessels, of 7,361 tons; and 7 whalers.

Showing a decrease of nearly 3,000 tons in merchantmen and 17 whalers, *in three months;* or nearly 2 merchant vessels and 52 whalers less than the average of the corresponding period for the six preceding years.

It may appear to some of very little importance to exhibit the delinquencies of our neighbor, and so perhaps it is regarding most topics; but here is a subject pertaining to the commerce and prosperity of the islands, and it is all important that correct statistics or none should be published. We have once before had occasion to show the errors in the *Polynesian's* tables, none of which are reliable, as the statistics of the Collector have more than once demonstrated. The reason of these errors is plain—because incompetent persons undertake to do what they know nothing of. All the *Polynesian's* tables are on a par, and are evidently got up to amuse employees who have nothing else to do. We have refrained from publishing quarterly trade statistics because it is next to impossible to do so without misleading the public, and because, it is made the duty of the Collector to prepare annually authentic data, and he is here, as in other countries, the only officer of the government who can do it correctly. We have, moreover, too much regard for the credit of the *Commercial* to palm off on its readers untruthful statistics.

But here we see the government organ,—to which some three or four thousand dollars per annum are paid, as one would suppose to state the truth or at least plain facts,—publishing statements evidently designed to grossly mislead the public and the government at home, and all who have an interest in our progress abroad. We can look upon it in no other light than an unworthy and base attempt, made through ignorance or wilfully, to falsify facts in order to support the Ministry or their policy. If the "present commercial policy" of the country can only be supported by falsehoods, it is time it was changed. The facts exhibited by us show that our commerce has dwindled down to the beggarly figures of 19 merchant and 7 whalemen—a falling off of nearly 3,000 tons in the merchant and 17 ships in the whaling service. Look at it in whatever light we may, apologize for it as we can, there is no evading the stern truth that our commerce has been destroyed, in a great measure at least, by the present 10 per cent. duty, that our merchants are suffering severely under its operation, and that there is no reasonable hope of any great revival in our mercantile prosperity while it lasts.

When the government organ again attempts to charge us with false statements, it would be well for it to employ some other than one-eyed critics to do its carping, and find some proofs to fall back on other than its own unreliable statistics, got up for political purposes. These statistics have never been correct nor worthy of public credence, and why the government encourages or permits such statements to be uttered by its organ, the public have yet to learn.

The News.

The news received by the *Kathleen* continues to be very cheering. Not only have no reverses been met by the Union forces, but advances are reported on every hand. Newbern and Beaufort, and in fact the whole line of the North Carolina sea coast, are now in possession of Burnside, who probably before this has moved inland far enough to take possession of the North Carolina Central railroad, which passes through Goldsborough, which is the principal means of transport between Virginia and the Gulf States. The possession of this road will, in a military view, be of the vastest importance, as it will check the movements of the Rebels, and most effectually divide them.

In Florida, several places have been captured, leaving the Rebels no foothold in the Eastern part of the State. The Governor of Florida advises the Rebel troops to evacuate, and he will probably have to advise himself to follow suit soon.

Halleck (says the *S. F. Bulletin*) has backed the travelling theatre of war down out of Tennessee into Alabama and Mississippi, and the shifting "stands" of the rebels of the great valley are now fixed at Corinth and Decatur, on the Memphis and Charleston Railroad.

The defenses of the Mississippi above Memphis are still sustained, but with speedy prospect that "Island No. 10" must be evacuated, for the bombarding by our gunboats results in a terrible slaughter of those who hold it. In Virginia, our army is unable to come up with or find the vast array that a few weeks ago frowned back upon our lines, and had not stopped talking of marching on to Philadelphia. To the west of the Blue Ridge, Banks' and Shields' Divisions are crowding Jackson southward. Near Winchester, eight thousand of our men whipped fifteen thousand of theirs, then marching on to Strasburg occupied it.

It is thought in military circles that New Orleans is ours. It will be rare sport these next few weeks watching the last desperate struggles of the Confederate leaders, as they labor not so much to oppose the Union armies as to make terms with their own cheated and indignant victims.

In a review of the position of affairs, the New York *Herald* of the 22d of February, has the following, which possesses general interest:

For a month or more after our disastrous battle of Manassas the people of the loyal States were troubled concerning the safety of Washington, and apprehensive of an attack upon it by the army of Johnston and Beauregard. The efforts of the government, then, were necessarily directed, first to the security of our national capital, and secondly to the plan and men and the means of a grand comprehensive campaign against the strongholds of the rebellion. While thus employed on our side, the hopes of the rebels were strengthened, not only by our apparent inactivity, but by their accidental or incidental victories of Springfield, Belmont and Lexington, Missouri, and by the bloody tragedy to our troops of Ball's Bluff, on the Upper Potomac. It is true that against these reverses we had secured a full equivalent in our naval victories of Hatteras Inlet and Fort Royal; but, considering the vast means employed in these expeditions, the rebels still consoled themselves that, not having captured any important Southern rail-road, we had accomplished little or nothing.

We had done nothing to take away the Northern humiliation or the Southern prestige of Bull Run: and meantime the rebel leaders had some reason to expect, upon short notice, the powerful assistance of England. Thus they have been encouraged to prepare for resisting a well equipped Union army of six hundred and fifty thousand men, and a naval force of war-ships and gunboats which alone would be equal in this war to a resisting army of two or even three hundred thousand Southern men, with their inferior artillery. But consulting these facts, it required no prophet to foretell the consequences, with this great Union army and its co-operating naval forces placed in position around the whole defensive line of the rebellion, from Missouri to Virginia, and from Fortress Monroe down along the seaboard to the outlets of New Orleans. The revolted States were thus reduced to the condition of a beleaguered city, and a break in its defensive line at any point would open the way to the citadel itself.

This defensive line was broken at Somerset, Ky., and in those later and still enlarging Union successes at Fort Henry, Roanoke Island and Fort Donelson we have only a fuller developement of Gen. McClellan's encircling combinations. The rebel leaders have relied upon their internal network of rail-roads; but they now discover that, with our absolute command of the water, exterior and inland, we can cut them off even from their railway communications. Hence their late great railway protecting the camp at Bowling Green was abandoned when they saw that the possession of Fort Donelson, in opening the Cumberland river would give to us the most convenient military way to Nashville. With the evacuation of Bowling Green, however, and the loss of their principal defences on the Cumberland, they have placed both the rail-roads and the river leading to Nashville in our possession.

It is needless at present to conjecture the progressive developement of General McClellan's programme. It is satisfactorily developing itself. It has confounded his abolition revilers, created a wholesome panic among the rebel leaders and armies, and will carry joy, hope and courage to the majority of our Southern people, who have thus far been only the passive and helpless victims of Davis and his ruling confederates. Let the honest Union people of the South now rise up and vindicate their loyalty in a bold and general movement for the Union, and without further bloodshed this rebellion will be extinguished. Otherwise we know not what terrible extremities of war may be visited upon the people of the Cotton States by the desperation of their secession leaders; but we do know that if Howell Cobb and Toombs are still to be followed in Georgia the women and children therein will be required to burn their own houses over their heads, and their own substance, as the last resort for a Southern confederacy.

The President of the United States, convinced that the rebellion "has culminated and is declining," has issued a proclamation of amnesty and liberation to certain State prisoners. Let him now, in the same spirit of wisdom and magnanimity, issue another proclamation to the rebel armies and the people of the rebellious South, comprehending a liberal amnesty and the protection of the constitution of the Union to the revolted States, upon their return to their proper allegiance within a given time, and we dare say that before the expiration of twenty days the armed forces of this rebellion will be broken up, and the Union men of the South will be in the ascendancy from Richmond to New Orleans. We respectfully submit to the President that the time has arrived for a proclamation of the character indicated; for we have no doubt that it would be followed by the most glorious results in a popular Southern Union reaction.

NOTES OF THE WEEK.

☞ The steamer *Kilauea* is laid up this week to repair or rather to fasten the brass sleeve on her propeller shaft which runs in the stern bearing and which has worked loose and slipped forward. We understand her trip last week was one of the best she ever made and the number of native passengers was considerably in excess of the largest number previous to this one, she having had 273 natives up, and 159 down. The hold between decks in the down trip was full of freight, cattle and sheep, and the cabin was full of passengers both up and down. This is pretty good for these dull times, and gives promise of great receipts when the different sugar plantations and mills now progressing get into operation. It also shows that the movement of passengers does not altogether depend on the whaling fleet.

— It is possible the *Kilauea* may be sold shortly for China, where boats of her class are in much demand, in which case the company will obtain two boats of smaller tonnage, which will give the public much more accommodation. The screw-steamer *Thames*, shortly expected from London, is of suitable size for our coasting trade, and we understand will be for sale. In the mean time the engines and boilers for the *Kaluna* (which has been lengthened) are in a forward state, the cylinder having been very successfully bored yesterday, and the composition screw propeller is cast. Steam navigation has become such a necessity now that the public needs at least two steamers if not three. The traffic returns of the *Kilauea* for the last eighteen months prove that suitable steamers would pay even in the dullest times. We understand that no day will be fixed for the next trip of the *Kilauea* to Kona until the repair of the sleeve is in an advanced state. Due notice of her departure will be given.

NEW LONDON ITEMS.—

CAPT. JAMES H. ROGERS, of this city, formerly master of the bark *Zoe*, is in command of the gunboat *Seneca*, which has taken a prominent part in the recent movement on the Carolina coast.

THE FITCH RIFLES.—The New London company (Captain Frankau's) in the Twelfth regiment, has taken this name in compliment to the State Comptroller's General, Col. Thomas Fitch of this city. The honor of standing godfather to so fine a company is no slight one; but Colonel Fitch is one of the sort of men that such things belong to. The Fitch Rifles may well be proud to bear his name.

Capt. Rogers is well known in Honolulu, having commanded the *Zoe* in 1855. Col. Fitch is a brother of H. T. Fitch, who resided here some two or three years, about 1852-5, and brother-in-law of Capt. [illegible] home are determined that the "Stars and Stripes" shall be the only flag the Regular Dispatch packets shall ever hoist, and we trust it may never be rent in twain.

EPISCOPAL CHURCH.—A preliminary meeting of those interested in the organization of an Episcopal church and the erection of a church edifice, was holden on Monday evening last, at the Court House. It was voted to open a subscription list for the purpose of raising funds for the erection of a Church, and another list of subscribers towards the support of the Pastor. His Majesty, who was present at the meeting, headed the former list, with the generous sum of $50, and the amount subscribed during the evening raised the total to $150. Towards the support of the Pastor, the sum of $700 was pledged by those present.

A STERN IMPROVEMENT.—The schooner *Emma Rooke* has just been fitted with one of Reed's Patent steering apparatus, received by the ship *Arctic* from Boston. It is a beautiful piece of machinery, and works like a charm. This new patent is so vastly superior to the old fashioned arrangements for steering vessels, and withal so cheap (costing in Boston $117,) that we are surprised that all our coasters are not fitted with them. Those who are interested in such matters, will be repaid by a visit to the *Emma* as she lies at Market Wharf.

ISLAND WHALING.—Capt. Morse, of schooner *Kamehameha*, informs us that Mr. O. J. Harris, of Lahaina, captured a large *bowhead* whale in Kalepolepo Bay on the 8th inst. The whale, when tried out, will probably yield about fifty barrels. Mr. Harris, we understand, has erected try works at the bay, and is prepared for trying out all the whales taken, which, though frequently observed by the schooners sporting about, are not so easily captured.

CAVALRY DISPLAY.—The new Cavalry corps will parade to-day for the first time in full uniform. We understand that there are not far from one hundred members in the company, and the turnout will afford a sight not often witnessed here. They will assemble at 10 o'clock at the armory, march through the streets and thence to Kaluahole, Waikiki, where an entertainment will be provided for them.

ASSISTANT CLERK, SUPREME COURT.—Mr. G. W. Brown, (formerly Secretary for Mr. Wyllie,) has been appointed Second Clerk of the Supreme Court, the office having been made vacant by the death of the late Wm. Humphreys. The salary is $1200, and we understand that there was a crowd of applicants for the situation.

IRON WATER PIPES.—We notice among the new things ex *Arctic*, some small iron water pipes, one inch in diameter. These pipes have two advantages over lead—they do not burst and are much more healthy. The prejudice against lead pipe, particularly for warm climates, as conductors for drinking water, is increasing, and there is no doubt that iron is more healthy.

FOR THE EAST.—The *Speedwell* will be ready to sail for San Francisco on Saturday next, and will take the mails for the United States and Europe. The three last dates of the *Commercial* can be obtained at the counter in wrappers, ready for mailing.

☞ Sweet potatoes in San Francisco have been scarce and high priced this spring, owing to the floods destroying the crops. Those taken over by the *Comet* and *Olivia* it was thought would realize 12 or 13 cts. per pound.

MARSHAL'S SALE.—On Monday the 21st day of April, 1862, at 12 o'clock, M. will be sold the premises in the rear of Alakea street, lately occupied by the late H. A. Neilson.

☞ On the receipt of the news of the recent victories of the Burnside expedition, the patriotic Americans of Hilo celebrated the event by a national salute, display of flags, &c., &c.

☞ We are indebted to Capt. Dudley, of the *Kathleen*, for late San Francisco papers.

ABOUT EXTRAS.—During the last few weeks, while the war news has been somewhat exciting, we have frequently issued "Extras," with later news than most of the foreign papers contained, sometimes issuing them twice a week. In other countries "extras" are only issued *for sale*. In New York they are always sold, and so in San Francisco, the price in the latter city being 25 cents each when fresh. This rule of issuing "extras" only on sale has not been rigidly adhered to in Honolulu heretofore, because the *Polynesian*, formerly supported at the public expense, induced the gratuitous issue of them; but now as that paper is placed on a somewhat different basis, in which it is hoped it will look after its expenses more closely, the rule which obtains in other cities ought to become the custom here. "Extras" as the word indicates, are something issued in addition to the contract to supply a weekly paper, and should be paid for extra by those who receive them.

—Some of our subscribers on the other islands write to us inquiring why they do not receive the extras. The above will explain it, but any who notify us that they wish the extras sent regularly to them when there is an opportunity to do so in advance of the paper, will be furnished with them on the same terms as others in Honolulu.

☞ The steamer on her last trip to windward, carried the largest crowd of native passengers she has ever had—273 up and 159 down, making a total of 432 deck and 22 Cabin passengers. Query—where does the passage money come from?

NEWS COMING.—Two vessels were to sail from San Francisco early in April, viz: Bark *What Cheer* and clipper ship *Dictator*. Both will probably touch here, and bring us mails. We look for them hourly.

P. S.—As we go to press a clipper ship is in the offing, which is probably the *Dictator*, with later news.

☞ The bark *Comet* arrived at San Francisco March 25, and would leave for this port, April 10-12, (probably Saturday the 12th.) She will be due, therefore, about the 25th, inst.

STENCIL PLATES.—The undersigned is now prepared to fill all orders for Firm Plates, Plantation Plates, Case or Bale Plates on short notice. All orders left at A. D. Cartwright's Grocery and Feed Store, will receive prompt attention. 308-3m THOS. G. THRUM.

R. A. C.—The Regular Meeting of the Honolulu Royal Arch Chapter will be held at the rooms, **This Evening**, at 7½ o'clock.
J. S. WALKER,
308-1t Secretary.

DR. HOSTETTER'S STOMACH BITTERS.—It renovates, purifies and strengthens the system, and aids the stomach in the performance of its functions. It is a sovereign specific for imparting strength, vigor and tone to the system, and possessing the curative powers for all diseases arising from a disordered stomach. In the most severe cases of cramps, diarhœa and weakness in the stomach, the "Bitters have been rigidly tested, and always with the greatest success."—Sold by all Druggists and dealers everywhere. 308-1m

B. F. EHLERS,
Dealer in Dry Goods, Silks, &c.
308-1y Fort Street, Honolulu, Oahu, H. I.

NOTICE.

THE UNDERSIGNED HAVING PURchased the interest of Messrs. H. Hackfeld & Co., in the *DRY GOODS AND FANCY ST