Arrivals of Whalers at Ports of the Hawaiian Islands.
Spring of 1865.

ARRIVED	NATION	CLASS	VESSELS	CAPTAINS	WHERE FROM	WH.	BP.	REMARKS.
March 6	French	Ship	Gen. Teste	Morell	Marquesas		50	Sold at auction.
7	American	Bark	Florida	Fordham	Home	30	90	Sailed March 28 for cruise.
10	American	Bark	Vineyard	Caswell	California Coast	clean		Sailed March 15 for cruise.
14	American	Bark	Josephine	Chapman	California Coast	420		Sailed March 25 for Ochotsk.
16	American	Bark	Congress	Wood	California Coast	200		Sailed May 3 for Arctic.
16	American	Bark	Nile	Fish	California Coast	320		Sailed April 4 for Kodiac.
20	American	Ship	Jireh Perry	Halsey	Home	200	85	Sailed April 4 for Arctic.
29	American	Bark	Catherine	Phillips	Off Hawaii	100		Sailed April 6 for Arctic.
21	American	Ship	Emily Morgan	Athearn	California Coast	clean		Sailed March 23 for cruise.
23	American	Ship	Congress	Castino	Home	80	250	Sailed April 4 for cruise.
28	American	Ship	Onward	Allen	California Coast	450		Sailed March 29 for Ochotsk.
27	American	Ship	Cornelius Howland	Homan	California Coast	80		Sailed April 12 for Arctic.
28	American	Bark	Martha 2d	Macomber	Hawaii	50	60	Sailed April 3 for Arctic.
28	Hawaiian	Brig	Kohola	Cogan	California Coast	175		Sailed April 11 for Arctic.
29	French	Bark	Gustave	Vauxpres	California Coast	250		Sailed April 23 for Arctic.
30	American	Bark	Camilla	Thomas	California Coast	20		Sailed April 23 for Arctic.
April 1	Hawaiian	Bark	Kamehameha V	Long	California Coast	350		Sold.
2	American	Bark	Wm. Thompson	Smith	Home	25	325	Sailed April 21 for Arctic.
3	American	Bark	Canton Packet	Allen	California Coast	90		Sailed April 5 for Arctic.
4	American	Ship	Europa	Crosby	California Coast			Sailed April 6 for Arctic.
6	American	Bark	Oriole	Jearrigan	California Coast	150		Sailed April 12 for Arctic.
8	American	Ship	Euphrates	Hathaway	California Coast			Sailed April 19 for Arctic.
10	American	Bark	Waverly	Holley	California Coast	65		Sailed April 14 for Arctic.
10	American	Bark	Jireh Swift	Williams	California Coast	clean		Sailed April 11 for Arctic.
10	American	Bark	J. D. Thompson	Brown	California Coast	250		Sailed April 21 for Arctic.
10	American	Bark	J. P. West	Tinker	California Coast	400		Sailed April 16 for Arctic.
10	American	Bark	Isabella	Winslow	California Coast	clean		Sailed April 11 for Arctic.
12	Hawaiian	Bark	Victoria	Fish	California Coast	900		
12	American	Bark	Gratitude	Herendeen	California Coast	clean		Sailed April 14 for Arctic.
13	American	Bark	Bart. Gosnold	Bolles	California Coast	450		Sailed April 14 for cruise.
14	American	Ship	Louisiana	Hawkins	Home		230	Sailed April 14 for Arctic.
15	American	Bark	Oliver Crocker	Lapman	Home	32	40	Sailed April 18 for Arctic.
15	American	Ship	John Howland	Whelden	Home		160	Sailed May 3 for Arctic.
17	American	Ship	Milo	Hawes	California Coast			Sailed April 19 for Arctic.
17	American	Bark	Fanny	Hinding	Home		35	Sailed April 19 for Arctic.
20	American	Ship	Hillman	Macomber	California Coast	325		Sailed April 26 for Arctic.
18	American	Bark	Wm. Gifford	Fisher	Off Coast Chile	clean		Sailed April 23 for cruise.
22	American	Ship	Gov. Troup	Ashley	California Coast			Sailed April 26 for Arctic.
24	American	Bark	Hercules	Dexter	California Coast	100		Sailed April 24 for cruise.
25	American	Ship	Eliza Adams	Fish	California Coast	500		Sailed April 27 for Arctic.
	American	Ship	California	Cleaveland	California Coast	500		Arrived in Lahaina March 29.
27	American	Ship	Almira	Osborne	Home	120	250	Sailed April 30 for Arctic.

COMMERCIAL.

SATURDAY, MAY 6, 1865.

Since our last we have but one foreign arrival to note. The American brig *Crimea*, from Tahiti in 31 days, with a cargo o oranges, touched for supplies and proceeded on her way to San Francisco the same day. By letter from Captain Cummings, of Kealakekua, we learn that the American brig *Alice Haughton*, 31 days from Tahiti, with a cargo of oranges, touched there on the 29th April, on her way to San Francisco. The captain of the *A. H.* states a French ship had arrived in Tahiti from Melbourne, and reports the pirate *Shenandoah* at Hobb's Bay, near Melbourne, bound to the Coast of California.

The *Onward* and *Polynesian* have sailed with freight and passengers for San Francisco, the former on the 29th April, the latter on the 1st of May.

The *Domitila* sailed on the 31 for Victoria, V. I., with a full freight of island produce.

The bark *Kamehameha V.*, sailed on the 1st inst., for Phoenix Island, with supplies for the Guano Company.

Commercial Items.

The manufacture of the beet sugar, first introduced to France by the Emperor Napoleon I., not sixty years ago, has become an immense business there and on other parts of the continent. The yield of beet sugar in 1861 was 450,000 tons—being one-sixth of all produced in the world and one-fourth as much as the cane sugar. The sugar product of the world was as follows:—Cane sugar, 1,950,000 tons; beet sugar, 480,000 do.; palm sugar, 100,000 do.; maple sugar, 20,000 do.—making a total of 2,550,000 tons. Considering that we pay near $100,000,000 annually for foreign sugar, and this may be made from the beet at less than half the present price of sugar from the cane, it would seem to be the part of wisdom in the Government to encourage it in some direct form.—*Am. Paper.*

The largest carpet manufactory in the world is that of Crossley & Sons, at Halifax, England. The firm has a capital of one million six hundred and fifty thousand pounds sterling, and employs four thousand four hundred work people. Nearly all their immense business is carried on within one enclosure. In their mills are eighteen and a half acres of flooring, and they employ two thousand horse-power. They manufacture nearly every description of carpet, and the product is estimated at many millions of yards annually.

Near Matathan, Mexico, are vast cotton plantations, among which is one of 6,000 acres owned by George Pen Johnson, formerly a democratic politician of California. Hundreds of bales have been sent to England via Panama, and the yield will be quadrupled this year. A Lowell company have machinery on the way to manufacture it, and a California company have taken down several "gins."

There is now in use 4,000 sets of woolen machinery in the United States, requiring 120,000,000 pounds of wool per year.

Ships' Mails.

For San Francisco—per Whistler, soon.
For Windward Ports—per Kilauea, Monday, May 15.

PORT OF HONOLULU, H. I.

ARRIVALS.

April 29—Steamer Kilauea, McGregor, from Windward Ports.
30—Schr Active, Kapuahi, from Lahaina.
30—Schr Helen, Johnson, from Maliko.
30—Brig Nahienaena, Irving, from Hilo.
30—Schr Marihia, Howard, from Hilo.
May 1—Schr Kalama, Mellish, from Kohala.
1—Steamer Annie Laurie, Mitchell, from Koloa.
1—Schr Hannah, Antone, from Nawiliwili.
1—Schr Ka Moi, Wilbur, from Kahului.
1—Am brig Crimea, 31 days from Tahiti en route for San Francisco.
1—Am wh ship Elizabeth Swift, Pontius, from Kawaihae.
2—Am wh bark Nimrod, Clark, from Kawaihae.
3—Am wh ship Arnolda, Hawes, from Kawaihae.
3—Am wh bark Martha, Thomas, from Kawaihae.
5—Schr Emeline, Crane, from Kona and Kau.
5—Steamer Annie Laurie, Mitchell, from Koloa.
5—Schr Warwick, from Molokai.

DEPARTURES.

May 1—Haw'n ship Polynesian, Green, for San Francisco.
1—Am brig Crimea, for San Francisco.
1—Steamer Kilauea, McGregor, for Windward Ports.
1—Schr Moi Keiki, for Kahului.
1—Steamer Annie Laurie, Mitchell, for Koloa.
1—Schr Moi Wahine, Kuheana, for Koloa.
1—Schr Prince, Hatfield, for Hanalei.
1—Am wh ship Elizabeth Swift, Pontius, for Arctic.
2—Schr Nettie Merrill, Fountain, for Lahaina & Makena.
2—Schr Helen, Johnson, for Maliko.
2—Schr Marihia, Howard, for Waimea.
2—Schr Kalama, Mellish, for Kohala.
2—Haw'n bark Kamehameha V., Cunningham, for Phoenix Island.
3—Am wh ship Congress, Wood, for Arctic.
3—Schr Ka Moi, Wilbur, for Kahului.
3—Brig Nahienaena, Irving, for Hilo.
3—Am wh ship John Howland, Frasier, for Arctic.
3—Brig Domitila, Webb, for Victoria.

EXPORTS.

For San Francisco—per Onward, April 29—3146 kgs sugar (369214 lbs), 425 bbls molasses, 67 bales pulu (6572 lbs), 1 bbl beef, 2 bbls pork, 1 card cutter. Value of domestic produce, $30,917 27; value of foreign produce, $30.

For San Francisco—per Polynesian, May 1—125 bbls pork, 132 bbls tallow, 3295 bags and 1159 bags sugar, (482985 lbs), 322 bbls molasses, 124 bags coffee, (16211 lbs), 6774 cocoa nuts, 38 bags peanuts, 218 bunches bananas, 2500 empty bottles, 3 bbls pork, 2 ox head, 8 bales cotton, 1 demijohn whiskey. Value of domestic produce, $59,873 42; value of foreign produce, $164 78.

PASSENGERS.

For San Francisco—per Onward, April 29—Capt and Mrs Merrill and child, R Gelarauet, E D Warren, A Dretrich, D S Miller, J R Perham, D Duff, von Haven Hoven—10.

For San Francisco—per Polynesian, Mrs Newcomb, W F Roy, J C King, A S Grinbaum, R Mooney, Capt Long, and 3 in the steerage—9.

For Windward Ports—per Kilauea, May 1—Mrs H Cornwell, Mr and Mrs E P Adams and child, Dr C C Williams, J Lozada, A W Carter, J O Cornwell, Dr L H Gulick, W R Rowen, J S Trimbal, W P Alexander, H N Lanford, D Barrett, R W Parker, T C Henck, Mr Stirling, G W Macy, T Cummins 19 cabin and 50 deck passengers.

[Communicated.]

Obituary.

During the past week, a good citizen has been suddenly called away from our midst, whose death is deserving of more than a passing notice. I refer to the late Mr. G. B. C. Ingraham, for more than twelve years, teacher of the Honolulu Free School; without entering into its history, suffice it to say that the institution was originally called the Oahu Charity School, and was founded and afterwards supported for several years by the early foreign residents of Honolulu for the purpose of educating the mixed blood or half caste children of this town, then as now a numerous and increasing class of Hawaiian youth—subsequently the school was taken under the patronage of the Government, but with the same avowed object. To the education in English of these often neglected children Mr. Ingraham was devoted heart and soul; and by his death they have lost a benefactor. The care and instruction they received from him was not limited to the precincts of the school room, but he felt it his duty as well as a pleasure to visit them in their poverty or sickness in their obscure homes, and provide for them in many instances, so far as his means allowed, when their relations could not do it for them, with both clothing and books. The writer of this notice enjoyed the privilege of Mr. Ingraham's friendship from his earliest arrival in this community, and it is not in any spirit of eulogium that the present is said—his character and labors, now closed, need it not. As the humble teacher of Hawaiian youth, he moved unobtrusively in a sphere of usefulness which the world regards as far below that which commands the aspirations of the seeker for place and power. In the heart, however, of him who feels a deeper interest in the welfare of the many, than admiration for the glory of the few, it will leave a truly enduring record, and one more gratefully to be remembered. The subject of this notice was an American by birth, and as an efficient co-worker with those who are laboring for the intellectual and moral improvement of the rising generation of Hawaiian, his countrymen in these islands may point to his example with honest pride and heartfelt respect. He was an earnest and pious Christian, but his religion was not ascetic or austere; with him it threw a freshness and gladness over the social interchanges of friendship and ennobled the humblest avocations of his daily life.

In the prime of manhood, he has been summoned to his reward,—and it is not for us to say but that it is well. He leaves a widowed wife and children to mourn their great loss; but their affliction must be lightened by the knowledge that their grief is shared by friends to whom he will be long endeared by the memory of the many genial qualities of his heart; by the reflection also, that he is not lost to them or us, but only gone before. G.

THE PACIFIC
Commercial Advertiser.

SATURDAY, MAY 6.

The exciting war news which the two last packets brought in, has so engrossed and elevated our whole community, that other interesting and to these islands highly important intelligence has not received that attention which it properly claims. We refer to the certainty, which is now apparent, that monthly steam communication between San Francisco and China, touching at Honolulu, will be an established fact within the current year. "The ships are now contracted for, and will be ready for service within one year."

The Pacific mail steamship company, to whom no doubt the contract for carrying the mails will be awarded by the American government, at a subsidy of $500,000 per annum, has, by its former liberal and successful management on the Panama route, earned a reputation which guarantees that the new line to China will in point of regularity and efficiency come quite up to the requirements of the immense trade with the opulent East, which is soon to pour its lavish wealth into the lap of California.

The wonderful spectacle is presented to the world of a great nation, hardly yet emerged from the death grip of a monster rebellion aimed at its very existence, turning aside from the smoke and carnage of battle to direct its yet elastic energies to spreading the peaceful triumphs of trade on a vast and distant ocean, and boldly bidding for the carrying trade of the world.

The grand future that is in store for California, when ere the great Pacific railway from the Atlantic shall connect with the ocean steamers to and from China and Japan, mocks the imagination to guess at. In an incredibly short period San Francisco—under such circumstances, with its incomparable bay, its noble river communications, its splendid lines of coast steamers, and more than all, its young, energetic and intelligent community of merchant princes—must become a vast commercial metropolis in the front rank of the great cities of the earth.

As California increases in commerce, population and wealth, so will increase the demands upon the agricultural resources of these islands, and we shall grow with her growth and strengthen with her strength. A short-sighted Ministry, though they may for a time retard, by their petty schemes and fossilized policy, the "manifest destiny" of the country, will nevertheless be powerless to prevent its ultimate advance to its natural and inevitable position of material and political importance in the North Pacific. The fact grows more apparent day by day, that the Ministry are not up to their work, and every change in its complexion makes bad worse. However much the Ministry, and advisers of His Majesty, may wish to sink the fact that American interests prevail in this group, and from the very nature of position and circumstances must prevail, it still stares them in the face, and they can no more hide it than they can crush the fast growing republic from which a very large majority of our best foreign citizens spring.

We wish that they could be weaned for a time from the grand scheme of "orders of merit" and kindred decorations, to more matter-of-fact work, more especially—with all due respect to His Majesty—when we find that, in some instances, they have been conferred upon those whose labors for the welfare of the people are of doubtful importance, and whose term of service may yet be counted in months, rather than years, thus tending to cheapen the honor intended to be conferred.

The true friends of His Majesty and people, can but hail the approaching advent of steam navigation as an earnest of the advancement of American interests; as a strong link which shall bind yet closer our interests with those of the young and powerful states of the Pacific slope, and through which we shall now immediately feel the pulsations of the great world beyond.

We will not here undertake to enumerate the numerous advantages which must accrue to Honolulu, and the islands at large from the monthly visits of these steamers. The dullest apprehension cannot but see and comprehend the certain and healthy impulse which will be given to all branches of business, and that every denizen of the islands, however humble his position in life, will feel in a more or less degree, the enlivening influence that steam navigation,—that revolutionizer of the age, that Aladdin's lamp of commerce and trade—invariably carries in its smoking track.

The question now arises is the Hawaiian Government awake to the realities of the coming era, and will they exert themselves energetically and liberally to provide the necessary facilities of port, storage and wharfage accommodations for the 3,000 ton steamers, that, before the present year rolls by will be seen making there monthly visits to the harbor of Honolulu?

As far as possible, this should be made a free port for the steamers, with free pilotage, free wharfage, free water, and a site for a coal-shed, free of charge.

Neither to the Government of the United States, nor to the owners of the line, will our island commerce at the outset be of sufficient importance to make a call here imperative in the face of possible loss or delay. At all events, a prompt liberal policy is the safe one for this government to pursue.

NOTES OF THE WEEK.

The Ball.—The entertainment given by Mr. and Mrs. Godfrey Rhodes, to a large circle of friends and acquaintances, on Tuesday evening last, at the New Hall, was decidedly the happiest event of the season. The dancing-hall was tastefully decorated with evergreens and flowers, and splendidly illuminated. The effect, while the dancers were upon the floor, was very fine. At eleven o'clock the guests were invited to the supper-room, where they found tastefully-arranged tables supplied with the choicest viands. After supper dancing was resumed, and kept up into the small hours. Among the guests we noticed Her Majesty, Queen Emma; His Ex. the Minister of Foreign Relations; His Ex. the Minister of Finance and lady; His Ex. the Governor of Oahu and lady; Captain Hanham and lady; Hon. A. Caldwell, U. S. Consul, and lady; Their Excellencies the Governors of Maui and Kauai, and Captain Turnour and officers of H. B. M. ship *Clio*.

☞ The funeral of the late G. B. C. Ingraham, which took place on Tuesday afternoon, from the Bethel Church, was largely attended. The youth of both sexes attending his school occupied the front seats. As we looked upon this large and interesting portion of our community, we fully realized the importance of the work which the deceased had undertaken, as well as the void which his death must create. We were pleased to notice that some, at least, of His Majesty's officials were present, to pay the last sad tribute of respect to so faithful a friend to so large a class of this community. His labors in their behalf, and his virtues, have been noticed so fully in the obituary notice, communicated by one who knew him intimately, that further comment would be superfluous. Too close application to his arduous duties had no doubt weakened his system, and about the 3d of April he was compelled to keep to his house and bed.

Monument to G. B. C. Ingraham.—It has been suggested that a monument should be erected to Mr. Ingraham, late teacher of Honolulu Free School, provided the requisite amount of funds can be raised. It is proposed to raise these funds among his pupils and those who have been his pupils. Of these there are several hundred scattered over the islands, one, two, three or five dollars from each will provide ample means for defraying the necessary expense. So far as the subject has been discussed, it has met the most cordial approval of all. His pupils and the community owe him a debt of gratitude, of which a respectable monument will be a suitable testimonial. The size and costliness must depend upon the amount of funds raised. Messrs. Charles Hammett Davis and Wm. H. Davis, among his former pupils, have kindly consented to circulate subscription papers.

H. B. M. Acting Commissioner, Etc., Etc.—We heartily congratulate the British and other residents of Honolulu upon the appointment of W. L. Green, Esq., as H. B. M. Acting Commissioner and Consul-General. Having held the position during the absence of the late General Miller, and up to the arrival of Mr. Synge, all will remember that his course was equally creditable to himself and honorable to the country which he represented. It is to be hoped that under the administration of a gentleman of such well-known broad and liberal views, much of the sectional and party spirit which has of late been engendered will be allayed.

Time is Money.—Labor-saving machines should be introduced at the Islands wherever there can be the least saving of time, labor or money. Calling at Mr. Cotton's on Fort street, we were shown a machine for pressing sugar into kegs, which is worthy the attention of planters. It is claimed that it will save two kegs to the ton of sugar, and obviate the crushing of the grain, as is done by stamping in the old style. Two boys can fill and press at least two hundred kegs a day. Call and see it, and if it will do what is claimed, every plantation should have one in use.

Land Sale at Lahaina.—On Wednesday, April 26th, pursuant to advertisement, sundry lots of the real estate of the late Hon. Levi Haalelea were offered for sale at Lahaina, the Sheriff officiating as auctioneer. The lots sold, twenty-seven in number, consisted of small pieces of land, only seven of them exceeding an acre in extent. There was a good attendance of purchasers and the lots realized very good prices, the aggregate of the sales amounting to $2,965.

Sudden Death.—Captain Francis Stranburg, late master of the whaling-bark *Congress*, died suddenly in the office of the United States Consul, on Tuesday forenoon. The cause of his death, upon a post mortem examination, was found to be aneurism of the aorta. His funeral took place from the Bethel Church; and was attended by members of the Masonic fraternity and others, friends and acquaintances.

A Distillery at Last.—Mr. George Galbraith has purchased the property of P. Manini, Esq., Esq., on the corner of the Nuuanu and Pauoa Roads, for the purpose of erecting a distillery.

☞ We hope that the movement to procure a monument to be erected over the remains of the late G. B. C. Ingraham, will be liberally supported.

☞ Ferdinand W. Hutchinson has received the appointment of Minister of the Interior.

(For the Pacific Commercial Advertiser.)

Post Office Matters.

Mr. Editor:—On the appointment of the present Postmaster-General, not a few of the letter-writing community indulged in hopes of energy and promptitude in his department. It may be too soon to look for improvement as yet, and we must per force abide, with what patience we can, the present system, till officialism gets its eyes open wide enough to "see it." We need not dilate upon the fact that the regularity of epistolary correspondence tends greatly to promote the civilization and prosperity of any community. It is sufficient to state it as an axiom universally admitted. The foreign population of the whole group is 2,716, and of that number 1,639 reside on the Island of Oahu. Is this altogether owing to the commerce of Honolulu? We think not. Many are settled here because of the facilities of postal communication with other parts of the world, which would be so much less certain on the other Islands. There is nevertheless room for improvement on Oahu. Only once a week is a mail dispatched beyond the city limits, so that, though the Island is but say fifty miles long by twenty five broad, the seat of the Capital and the metropolis of the Kingdom, we have known letters to be six days in reaching Koolau, less than twenty five miles from the Postmaster General's office. This was under the regime of three months ago; since then my informant has been obliged to do his own letter-carrying.

The following is an extract from the law passed on this subject by the last Legislature:

Section 1. That Section 407 of the Civil Code be, and the same is hereby amended so as to read as follows:

"Sec. 407. No letter-island letters shall be transmitted by mail unless previously stamped, and it shall be unlawful for any individual to convey any letters from port to port; provided, however, that in case of a deficiency of stamps the Postmaster at the place of mailing may receive an equivalent in money, and mark such letter "paid," and subscribe his name thereto, and such letters shall be transmitted in due course of mail. Any person conveying any letter or letters in contravention of this Section shall be liable to a fine of not less than five nor more than fifty dollars, to be recovered before any Police or District Justice, at the suit of the Postmaster-General, or any Postal Agent throughout the Kingdom, one half of which fine shall be paid to any person informing of the violation of this law."

From this we learn that it is a penal offence to convey unstamped letters from port to port. No one could complain of this protection towards an *efficient* Post Office, nor would any one be tempted to send letters outside of the same. But how does the case stand? Not only must the letter-writer, at great expense and much consequent vexation, be his own Post, but must stamp the letters conveyed by his own domestic! It is really too much to be our own Postmaster for six days in the week, or five without Sunday, at our own expense, and pay a tax of a stamp upon each letter into the bargain. This is not exactly the system pursued in other countries, whose example might be followed with benefit on some occasions. It has been found that an efficient Post office will pay its expenses, while the slip-shod style of Post is a continual expense, as no one feels indisposed to treat it with contempt and evade its regulations by seeking more reliable conveyance through private hands.

One more point and I have done for this time. Why is it that here, as well as in many other parts of the world, the Postmaster communicates with the outer public through a window pane? Why have they not offices for business, with counters, such as bankers and other business people have? I incline to the belief that it is a remnant of the old usages, which required secrecy within the Post Office while the contents of the letters were being examined by the Postmaster. In Paris, the obvious advantages of the counter arrangement have lately led to its adoption, as well as in Liverpool; nor do I despair of improvements in our own Post Office. Officials are not expected to see further than the public as to what may benefit us all around; I would only suggest that they keep up with it and not fall too far behind.

Outre Pali.

[Our correspondent seems to have lost sight of the fact that Government officials must obey the laws made and provided for the departments over which they preside. We believe in the enforcement of all laws, rules and regulations as laid down in the statutes. If they do not work well, it is not the fault of the office-holders, but of the law-makers. The remedy lies with the next legislative body. It is now patent to all that many laws enacted during the late session were hurried through in a loose, slip-shod manner, and their enforcement has been found to be very impolitic. Since the incumbency of the present Postmaster-General, certainly no fault can be found with the administration of the duties of his office. No doubt his predecessor lacked many qualifications necessary to the proper government of the office, and many irregularities require time for correction.]

Official Correspondence.

Honolulu, April 25th, 1865.

To His Excellency C. de Varigny, Minister of Finance:

Sir:—It is known to your Excellency that the last Legislature passed an Act imposing the usual rate of duty on Machinery and Agricultural Implements, when imported by parties for their own use, which were previously exempted from duty.

The said Act was passed Dec. 30th, and was to be in force "from and after six months from the date of its passage." The first public notice of this Act was its publication in the *Hawaiian Gazette* of Jan. 21st, 1865.

By some it is thought that the section making the law operative in six months from the date of its passage conflicts with the 7th Article of the Danish treaty, which declares that "any alteration in duties levied on goods shall not take effect or be enforced until twelve calendar months after the first public notification of such change." If this view be correct, then it inures to the benefit of all countries having treaties with this Government containing the parity clause, as do those from which come the most or all of the Machinery and Agricultural Implements introduced into these islands.

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The undersigned, for themselves, and the interests of all concerned, beg that your Excellency will be pleased to give publicity through the periodicals of the place, or in such way as you may deem best to the views of His Majesty's Government, upon the proper construction of the law in question.

The undersigned remain
Your Excellency's Obedient Servants,
Castle & Cooke,
Aldrich, Walker & Co.,
Janion, Green & Co.,
C. Brewer & Co.,
H. Hackfeld & Co.,
Sam. Savidge,
Melchers & Co.,
E. O. Hall & Son.

Department of Finance,
Honolulu, April 29th, 1865.

Gentlemen:—I have the honor to acknowledge the receipt of your letter of the 25th inst., calling my attention to the fact of the discrepancy between the 24 Section of an Act passed on the 30th of December last, and published on the 21st of the following January, entitled "An Act to amend paragraph 6th, of Section 517, of the Civil Code, and the 7th Article of our Treaty with Denmark."

The above mentioned Section states that from and after six months after the date of the passage of the aforesaid Act, machinery of all kinds, etc., etc., formerly exempt from duties, shall pay a duty of ten per cent. "ad valorem."

The 7th Article of our Treaty with Denmark stipulates that, "Any alteration in the duties levied on goods shall not take effect nor be enforced until twelve calendar months after the first public notification of such change."

There can be no doubt that the 24 Section of the Act amending Section 517, conflicts with the 7th Article of the Treaty above mentioned.

There can be no doubt that the benefit of the stipulation contained in the 7th Article of our Treaty with Denmark inures to the benefit of all countries having Treaties with this Government in which the parity clause is mentioned.

A strict observance of all Treaty stipulations is one of the first laws of a Government, and such stipulations are paramount to Legislative action.

I have, therefore, the honor to inform you that the amendment to paragraph 6th, of Section 517, of the Civil Code, in so far as it applies to goods of the description mentioned in the same, and imported from countries having Treaties with this Government, in which the parity clause is inserted, shall not be enforced until the 221 day of January, 1866, and that instructions to that effect shall be sent to the Collector General of Customs.

I remain, gentlemen, respectfully yours,
C. de Varigny.

To Messrs. Castle & Cooke, Aldrich, Walker & Co., Janion, Green & Co., C. Brewer & Co., H. Hackfeld & Co., S. Savidge, Melchers & Co., E. O. Hall & Son.

The Earthquake at Napa.—The *Reporter* of March 11th says:

Napa City was visited by several *tremblars* during the past week. On Wednesday night, at about half past eleven, a lively shaking of the earth was experienced—severe enough to wake people from their sleep. Another lighter shock was experienced several hours later. At half after six on Wednesday morning the severest shock known in this region visited us. Buildings rocked, shutters shook as if by a strong gale of wind, furniture danced about, hanging lamps were set swinging, door bells rang, and general consternation prevailed. In some instances the frightened inmates ran from their dwellings partly clothed, and others escaped from their precints for fear of the buildings falling. The wildest excitement prevailed for a few minutes. Many were made giddy by the vibration, and those on their feet reeled like drunken men. In a few instances, water was slopped over from full vessels, and articles thrown from shelves to the floor. Many persons who had never felt the shock of an earthquake before experienced the sensation this time. The rolling of the earth seemed to be from east of north to west of south, and continued, apparently, for from fifteen to twenty seconds. Another lighter vibration was remarked by a number of persons half an hour later. All these shocks, according to the Bay papers, were experienced at about the same time and with a like intensity in San Francisco. Many ludicrous things transpired in connection with this heavy earthquake, the most laughable of which was that of a Chinaman, who, at the first shake, started from his wash house at headlong speed. His tail, thrown at an angle of forty degrees behind, caught in the door handle, and twitched him off his feet, throwing him on his back, pulling the splice of about four feet of hair completely from his head. His consternation and objurgations in Chinese were more amusing than we are able to describe.

Dissolution of Co-Partnership.

THE PARTNERSHIP HERETOFORE existing between J. H. Cording & John Wilson is dissolved this day by mutual consent. All outstanding accounts will be settled by J. H. Cording.

J. H. CORDING,
JOHN WILSON.

May 6th, 1865. 467-3t

Andrews' Hawaiian Dictionary.—This work will be ready for sale at the Bookstore on Monday or Tuesday next.

MR. OSWALD SCHOLZ IS AUTHORized from this day forward to sign our firm by procuration.
ED. HOFFSCHLAEGER & STAPENHORST.
Honolulu, May 1st, 1865. 467-3t

FOR SALE!
ENGLISH LEATHER BELTING!
THE BEST EVER IMPORTED IN THIS country and warranted not to stretch.
4 AND 6 INCHES WIDE.
467-3t ED. HOFFSCHLAEGER & STAPENHORST.

FOR SALE!
ROMAN AND PORTLAND CEMENT.
Low Morie and Swedish Iron.
Hoop Iron, ¾, ½, and 1 inch,
Fencing Wire, No. 4, 5, and 6.
Cognac Brandy in demijohns, } In Bond.
Alcohol in demijohns, }
Claret Wines in cases, St. Julien, Pontet Canet,
Chateau Margaux and Chateau Larose,
Assmanshauser Hock, Dry Madeira and Pale Sherry.
467-3t ED. HOFFSCHLAEGER & STAPENHORST.

For Sale!
THE UNDERSIGNED being about to leave the Kingdom offers for sale the well known Horse "CRUISER,"
Harness, Saddle and Bridle.
ALSO—One Very Superior Covered SINGLE BUGGY and One OPEN WAGON, all of which will be sold together or separately. Inquire of
467-3t C. L. RICHARDS & Co.

East Maui Plantation.
Sugars and Molasses,
CROP NOW COMING IN, AND offered for sale in quantities to suit by
H. HACKFELD & CO.,
467-3m Agent.

THE A 1 13 YEARS VESSEL
DENNIS BRUNDRIT,
LEWIS WHITEWAY, Master,
Was to leave Liverpool April 1 for this Port,
WITH A COMPLETE CARGO,
ESPECIALLY SELECTED
FOR THIS MARKET.
JANION, GREEN & Co.
Honolulu, May 6, 1865. 467-5t

Co-Partnership Notice.
THE COPARTNERSHIP HERETOFORE known as *CHUNG HOON & CO.*, expires this day by limitation. All outstanding accounts will be settled by Chung Hoon or Young Sheong.
CHUNG HOON,
ACHU,
(By his attorney Young Sheong.)
YOUNG SHEONG.
Honolulu, 31st March, 1865.
Mr. Achu having withdrawn from the firm, the business will hereafter be continued by the undersigned under the old firm style and name of *CHUNG HOON & CO.*
CHUNG HOON,
YOUNG SHEONG
Honolulu, 31st March, 1865.

Notice.
Lately received from China via San Francisco
A FEW PIECES OF
VERY SUPERIOR WHITE PONGEE!
Suitable for Gentlemen's Undershirts and Pejammas.
467-2m

BUTTER, BUTTER,
BUTTER!

MYER'S AND JONES'
MOLOKAI BUTTER.

HAVING THE SOLE CONTRACT FOR the Sale of the Products of these Two
CELEBRATED DAIRIES!
I have now a continuous supply and am selling at
37 1-2 Cents per Pound!
A. D. CARTWRIGHT.
FAMILY GROCERY AND FEED STORE,
ODD FELLOW'S HALL. 467-3m

NEW GROCERIES!
NEW GROCERIES!
—AT THE—
FAMILY GROCERY AND FEED STORE!
ODD FELLOW'S HALL!

Scotch Assorted Fancy Biscuits,
2 AND 4 lb. TINS, Viz:
Cabin Biscuit
Captain's Biscuit
Lunch Biscuit
Tea Biscuit
Fancy Biscuit
Tea Biscuit
Arrowroot Biscuit
Mixed Biscuit
Ginger Biscuit
Queen's Biscuit
Picnic Biscuit
Wine Biscuit
YARMOUTH HERRINGS in tins,
Fresh Herrings in small tins
English Table Salt in glass jars
Best English Pickles
Mushrooms in small tins
French Peas in small tins
Westphalia Sausages in tins
SPICED OYSTERS, 1 AND 2 lb. Tins
Lard in 4½ lb tins
Finest Crushed and Loaf Sugar
Best Qualities of Jams and Jellies
Manna, Split Peas, Pearl Barley, in demijohns
Yellow Honey, Soda, and Castile Soaps
CHOICEST OOLONG, JAPANESE AND POUCHING TEAS!
Cross & Blackwell's, Hockin & Wilson's, Coward's, Lewis Brothers', Underwood's } PICKLES.
For Sale as Cheap as the Cheapest
467-2m By A. D. CARTWRIGHT.

DAILY EXPECTED!
PER BARK

ARCTIC!
FROM BOSTON
FOR SALE BY
C. BREWER & CO!

COALS
LACKAWANA STEAM COAL
CUMBERLAND COAL.
IRON, &c
Hoop Iron for barrels and kegs
Boiler Iron, ¾ and ¼ inch
Rod and Bar Iron.
200 CASES FARRAR'S COAL OIL!
Guaranteed Equal to any in the Market.
75 Nests Shipping Trunks,
20 Cases Card Matches,
400 Coils ¼ and ¾ Manilla Rope.
CASES WHALELINE
3 NEW BEDFORD WHALEBOATS
SMOOTH BOTTOM.
Casks PILOT BREAD!
STATIONERY
A LARGE ASSORTMENT OF
Memoranda Books
Account Books
Pass Books
Day Books
Cargo Books
Receipt Books
Inkstands
Wafer Trays
Thermometers
Pencil Leads
Red Tape
Rubber Bands
Stationer's Gum
Pen Holders
Blotting Pad
Blank Cards.
BEST ENVELOPES, &C., &C.
1 Complete Butcher Wagon and Harness!
GROCERIES
Kitts Mackerel
Boxes Codfish
Lemon Syrup
Sage
Saleratus
Soda
Ginger
Pimento
Cassia
Black Pepper
Cranberry Jams
Cloves
Assorted Meats
Corn Starch
Oysters
Sago
C. O. Soap, S. W. Soap
Cases Lard.
CASES WHITE COTTON THREAD!
FURNITURE
SOFAS
Hair Cloth Easy Chairs
Hair Cloth Parlor Chairs
Hair Cloth Tete-a-Tetes
Cane Seat Rotary Library Chairs
SUNDRIES
Cane Checks
Saws and Horses
Barrels Bungs
Scrub Brushes
Chopping Trays
Blacking Brushes
Blacking
Bushel Baskets
Covered Buckets
Hide Poison
Lamp Black
Benzole
Chalk
Beeswax
Fire Sand
Ships Side Lights
HARDWARE AND
AGRICULTURAL IMPLEMENTS
Hoe Handles, Hunt's Axes
Hunt's Hatchets, Shafts
Copper Tacks, Lanterns
Scythes and Snaths
Planters Hoes
Wiffletrees
Crowbars, Hoes
Cane Knives
Ox Bows
Steel Plows
Ox Yokes
Nails
Brass Wire Cloth
Lanterns
Horse Collars and Harness
Lamp Wick, Kerosene Lanterns
BARRELS SHOOKS
KEGS SHOOKS.
400 Pairs Blinds, assorted sizes;
400 Pairs Window Sash, assorted sizes;
400 Doors, assorted sizes.
TWO EXPRESS WAGONS!
466-3t