COMMERCIAL.

SATURDAY, NOVEMBER 4, 1865.

In everything that pertains to the oil trade, our merchants have a direct interest, whether it be *fish oil* or *coal oil*. Twenty years ago, nothing was known of the latter, and the world was dependent entirely on the former. Had it not been for the discovery of coal oil there must have soon been a scarcity so great as to render the use of gas imperative even in small settlements, for even at the present rate of destruction, whales cannot last long and some substitute was called for. Our readers have no idea of the immense trade in coal oil. From a work recently published by the Harpers, we gather some reliable facts concerning it. The greater part of the oil it seems is obtained from a small section in the Western part of Pennsylvania and West Virginia. Discoveries have been made in other localities, but the amount obtained elsewhere is not so large as in Pennsylvania.

"The actual product of oil in Pennsylvania is set down at 2,500,000 barrels of crude oil for the year 1865, worth $24,000,000 at the mouth of the wells. The process of refining increases its value to over $60,000,000, or half as much as the wheat crop. The consumption of this newly discovered illuminator and lubricator is increasing rapidly both at home and abroad. In 1862 Europe consumed 10,000,000 of gallons; in 1864 the importation had increased 500 per cent., 50,000,000 of gallons being consumed there, and in 1865 it is estimated that 90,000,000 will be required. The best authorities on the subject consider eighteen months the life of an oil well. Some last longer than this, but the great majority give out before a year old. But experience shows that oil may be struck and good yields obtained in close proximity to exhausted wells. Some wells that refuse, under the most vigorous pumping to yield a barrel more, are made productive by boring them deeper. The deepest wells in operation are but five hundred to six hundred feet. Scientific men contend that the greatest oil deposits underlie the earth's surface one thousand to one thousand two hundred feet."

The work that we have referred to says that "the number of oil wells in operation in Pennsylvania is 322, with a daily yield of 8,850 barrels, being an average for each well of 275 barrels. At this rate, the annual product of Petroleum may be set down at 3,500,000 barrels. The oil trade is believed to be firmly established, and the business is receiving a renewed impulse from the new discoveries of wells in various parts of the country. The business is increasing in Ohio, in which State are 36 counties in which parties are now engaged in oil operations, though the production is confined to a comparatively small area. The daily product in Ohio is estimated at 520 barrels. Western Virginia is also doing very well in oil, her daily product being estimated at 1,140 barrels. Kentucky furnishes daily 320 barrels, while the prospects in Kansas, Tennessee and Georgia are spoken of in flattering terms. The product of California is set down at 20 barrels per day, but we have no means of knowing whether this is above or below the mark. There are said to be 180 companies already engaged in the oil business in various parts of the United States, to say nothing of a very large number in embryo. This source of wealth compensates in some degree for the loss of Cotton and other products through the rebellion."

Owing to the high duties on imports into the United States, there has been more smuggling carried on lately than formerly, until now it is becoming a very common and systematic business. All along the northern frontiers, persons are engaged in the illicit traffic. The U. S. government have recently issued a circular warning those engaged in it that the law against smuggling not only involves the forfeiture of the goods smuggled, but the addition of a fine of $5,000, or to be imprisoned two years, or to both pay the fine and suffer imprisonment. Many a man who would under no circumstances think of cheating his neighbor, does not hesitate to cheat the Government by getting in goods without paying the duty if an opportunity occurs, and looks upon his deed as a "smart trick." Not a passenger steamer arrives at New York or Boston from Europe, it is said, which does not bring in a considerable quantity of goods which ought to pay duty, but which are, by concealment, got in without payment. The amount of smuggling between Eastern Canada and the adjoining States is said to be very large, particularly of Liquors, silks and other commodities on which heavy duties are imposed.

The suits brought lately against merchants in San Francisco, in what are called the "champagne cases," show that a system of frauds has been practiced there for years. It is said that the Government was cheated of at least a million dollars by the undervaluation of wines imported at San Francisco in the year 1865 alone. Measures have lately been taken to check this systematic swindling. In several cases, large quantities of champagne have been declared forfeited to the Government for the reason that the full amount of duties had not been paid as required by law. Proceedings against several parties are still going on. It seems to be the intention of the authorities at San Francisco to ferret out all frauds of this kind. Two thousand five hundred cases of wine have already been forfeited to the Government.

The telegraph announces the death of Capt. Charles H. Marshall, of the firm of C. H. Marshall & Co., of New York, proprietors of the Liverpool Black Ball line of sailing packets. Captain Marshall, in his early days, had himself been master of a Liverpool packet, but long since abandoned the sea, and for many years has been the head of the firm alluded to. He took a prominent part in politics, and was one of the leading spirits in the New York Chamber of Commerce.

The steamship *Colorado*, on her last trip from San Francisco to Panama, took 1000 boxes of Japan tea, which is greatly sought for in New York. As soon as the new line of China steamers is established, not only teas but silks and other goods will be regularly transported from Japan and China via San Francisco and Panama to New York, as the speediest and best route. We understand that the company intends to put the freight on Japan and China goods at such a figure as will induce merchants to ship by the steamers in preference to sailing vessels. A liberal policy at the outset will do much to draw the trade of Asia to San Francisco.

From Japanese files we learn that the American schooner *Florence* arrived at Yokahama August 27, and the British ship *Blackburn* August 30, both from San Francisco. The British ship *Harkaway* would leave Yokahama Sept. 15 for San Francisco, and the American ship *Uncowah*, which arrived there Sept. 21, would sail in all that month with the same destination. The Japan *Herald*, of Yokohama, gives the following as the ruling rates for freight Sept. 2:

Freight—To Shanghai per steamer: For Silk, $3 50 per bale; measurement, $5 per ton; per sailing vessel, $3 50 to $5 measurement 40 cubic feet nom. To Hongkong, per sailing vessel, $4 to $6 per ton of 40 cubic feet. To London, Cotton and Tea £3 per ton; Silk £4 10 per ton of 40 cubic feet.

LOCAL COMMERCIAL NEWS.

We have little to chronicle in local matters, having had no merchant arrivals from any quarter during the past week. The U. S. steamer *Saranac* came in from Tahiti on Sunday, and, after coaling, will leave for San Francisco. She reports that the fruit season was setting in, with an abundant crop of choice oranges. The bark *Glimpse*, whose cargo of coal she purchased at Tahiti, was to sail soon for San Francisco in ballast seeking. It is barely possible she may touch here.

During the past week nine whalers have arrived at this port, bringing in generally fair cargoes of oil. A full report of all the arrivals and vessels heard from is given in our supplement, to which we refer our readers. The late reports improve the season's catch, though the total will still be a small season's catch compared with previous years. Two whalers are reported at Lahaina and three at Hilo. We are satisfied that the bulk of the whaling fleet will recruit at these Islands.

The ships *Ceylon*, *Iolani*, bark *J. J. Pope* and brig *Agnes* have engaged full cargoes (port to arrive) of oil and bone for home ports, the two latter for Bremen. If the balance of whaleships to arrive bring improved reports, as has heretofore been the case, it is not improbable that another medium-sized vessel may be required for oil, although several of the whaleships which have been out three to five years are bound home, and will take oil on freight.

Plantation freight comes in slowly, and the packets now on the berth do not fill up rapidly. Both vessels, the *Smyrniote* and *Comet* are expecting to get away between the 10th and 15th instant.

The only foreign clearances the past week are the *Cambridge*, for Portland, Oregon, with a full cargo of produce, and the brig *W. C. Talbot*, for Howland's Island, with supplies.

The sale at public auction of the British bark *Royal Charlie* is advertised for Monday next, to be followed with a full inventory of sails and other gear. Terms, 60 days credit.

Exchange is unsettled, but it is probable that the rates for *gold drafts* will range from seven to ten per cent. premium on the coin. *Currency drafts* will range at 150 to 155. At the latest date, (Oct. 1,) gold was quoted at 144 in New York, and it is not likely that the rate will vary much from that before January 1.

COMMERCIAL ITEMS.

The New York Insurance companies have refused to take any more risks in New Bedford whalers.

Two of the Saratoga mineral springs have lately been sold—the Congress for $300,000, and the Star for $35,000.

There are 519 steamers, representing a tonnage of 415,055, running from the port of New York; 70,000 tons being employed in the coasting trade.

The last census reports that in the manufacture of boots and shoes New England is represented in the following proportions: Number of establishment, 2438; capital invested, $10,977,113; cost of material used, $27,189,916; male hands employed, 52,097, and females, 22,282; cost of labor, $17,450,156; annual value of products, $34,815,948.

For the Pacific.—Schooner *Armadillo*, which sailed from this port Sept. 21st for New York, says a New Bedford paper, had for a deck load a large scow, built by Messrs. Edwards & Soule, intended as a lighter at the guano islands of the Pacific, and similar in construction to one built by the same parties last year.

Safety.—The value of water-tight compartments was well illustrated in the case of a collision on Lake Huron, one of the unfortunate vessels having been taken into port sixty miles or more from the scene of the accident, an unsightly wreck forward, great plates of iron hanging by shreds, bent, twisted, and torn, but the joints of her first partition tight as a steam boiler.

Boston Custom House.—It is announced that Hon. Hannibal Hamlin, of Maine (late Vice-President,) has been appointed Collector of the port of Boston, in place of John C. Goodrich, whose term has expired; Hon. D. W. Gooch, surveyor in place of Charles Phelps; and Gen. A. B. Underwood, naval officer, in place of Amos Tuck.

The New Orleans *Picayune* thinks that the quantity of sugar that will be produced in Louisiana this year, will not much exceed the crop of 1864, 10,000 to 11,000 hogsheads.

Large Arrivals of Cotton.—Cotton is beginning to arrive from the South in large quantities, although coming only from those localities lying most convenient to the seaboard cities. The receipts at New York alone during six weeks were 104,000 bales. One week they were about 20,000 bales, and during the early part of next week they averaged nearly 5,000 bales per day, against sales of 2,000 bales per day. As a consequence, prices are slowly receding. It will be months yet, however, before communication will be sufficiently restored with the large interior regions of the cotton States to enable the staple to find its way thence to market; and it is precisely those regions where cotton has been stored in largest quantities during the war, where least occasion has been found to destroy it to prevent its falling into Federal hands, and whence comparatively little was smuggled out of the country by aid of blockade runners. In Alabama a deficiency of water for inland transportation is still holding back the large amount of cotton held in that State. Sherman's destruction of the railroads in Georgia pens up the staple there, and in little Florida alone it is estimated there were 60,000 bales at the close of the war, while the cotton of extensive districts in Mississippi still remains undouched. It seems quite certain that the very large exports of this staple now going forward by every steamer to Europe, and the fleet of sailing vessels, must soon be felt in our exchanges, and bring down the prices of gold, and cotton too.

Ships' Mails.

For San Francisco—The Saranac will sail on Monday or Tuesday next, and the Smyrniote about Saturday.
For Lahaina—per Nettie to-day, and Active on Monday.
For Kawaihae and Kohala—per Kalama, to-day.

PORT OF HONOLULU, H. I.

ARRIVALS.

Oct. 28—Schr Prince, Hatfield, from Hanalei.
29—U. S. S. Saranac, Scott, 13 guns, 13 days from Tahiti.
29—Am wh ship Jireh Perry, Halsey, from Arctic, with 575 bbls oil and 9000 lbs bone.
30—Am wh ship Josephine, Chapman, from Arctic, with 900 lbs oil and 11,000 lbs bone.
30—Am wh bark Oliver Crocker, Lapman, from Arctic, with 1,150 bbls oil and 15,000 lbs bone.
30—Am wh ship Arnolda, Hawes, from Arctic, with 900 bbls oil and 15,000 lbs bone.
31—Am wh ship Corinthian, Lewis, from Arctic, with 1,050 bbls oil and 14,000 lbs bone. 350 sp.
31—Schr Mary, Nika, from Anahola.
Nov. 1—Schr Kahoma, from Kohala.
1—Am wh ship Addison, Pierce, from Arctic, with 450 bbls oil and 6500 lbs bone.
2—Am wh ship Onward, Allen, from Ochotsk, with 1600 bbls oil and 22000 lbs bone.
2—Schr Mary Ellen, West, from Kahului.
2—Schr Helen, Kinney, from Molokai.
2—Schr Moi Keiki, Napela, from Kahului.
3—Schr Nettie Merrill, Fountain, from Lahaina and Makena.
3—Schr Ka Moi, Wilbur, from Kahului.
3—Am wh ship Chas. W. Morgan, Landers, from Ochotsk, with 500 bbls oil and 6000 lbs bone.
4—Am wh sh J P West, Tinker.

DEPARTURES.

Oct. 28—British ship Sylphide, for Valparaiso.
28—Schr Ka Moi, Wilbur, for Kahului.
28—schr Moi Keiki, Napela, for Kahului.
31—Schr Annie Laurie, Mitchell, for Koloa.
Nov. 2—Am wh ship Almira, Osborne, for a cruise.
3—Schr Prince, Hatfield, for Hanalei.
3—Schr Helen, Kinney, for Molokai, Malko and Kawaihae.
3—Schr Mary, for Hilo.
3—Schr Moi Keiki, Napela, for Kahului.
2—Haw'n brig W. C. Talbot, Pallman, for Howland's Island.
3—Am bark Cambridge, Brooks, for Portland.

MEMORANDA.

Report of Ship Onward.

H. M. Whitney: Editor *Pacific Commercial Advertiser*.—The ship *Onward* left the Sandwich Islands April 1st, and had a pleasant passage to the Kurile Islands, passing through the Forty-eighth Passage on the 25th April. Arrived at Jones Island on the 16th of May. Saw the first whale on the 19th of May, 60 miles N. N. W., from Jones Island, got our first whale on the 23d May, 75 miles N. W., of the island; at this time the ice was packed, and very little clear water to be seen. We sustained no damage of any consequence more than the loss of copper, &c. Caught two whales around Jones Island, and saw very few, left and went to N. E. Gulf, arriving there June 10th. Saw quite a number of whales during the latter part of June and the first part of July in the gulf, but found them very shy, caught eight small whales; and left the latter part of July. Arrived at Shantar Bay the 14th of August, and saw the last ice about the 15th of August. Saw very few whales in the bays, and those very wild, and moving from place to place. Caught our last whale the 15th of September, after that date had bad weather most of the time. The ships as a general thing have not done very well owing to the small number of whales and those shy and wild. There has been some loss of life; the bark *Florence* lost a boatsteerer while fast to a whale, he was a German by birth. The ship natives afterwards found the body and buried it on the beach.

The Russian American Co., have not done very well, having caught only about 1,000 barrels the last year, with sixty or seventy men employed. They have given up the enterprise in disgust and sold out, for which I don't blame them. There have been but thirteen ships in the Ochotsk this season that I know of. While whaling, received a letter from Capt. Willis, of the *Rambler*, by a Russian brig from the Arctic ocean, advising the Ochotsk fleet of the depredations of the *Shenandoah*, and immediately proceeded to hide my vessel by running into a bay, and up a river some thirty miles, where I lay a month. The *C. W. Morgan* also hid in the same place. We left Shantar Bay on the 5th of October, and came out of the sea on the 12th, and had a fair passage to 32° N.; since that have had light winds from the S. E. The Ochotsk fleet will average about 740 barrels to a ship. Very respectfully,

W. H. Allen.

The *Onward* reports:

Oct. 5—Ship C. W. Morgan	500	barrels.
—Ship Oregon and Tender	1600	"
—Ship Illinois	220	"
—Bark Florence	850	"
—Bark Java	550	"
—Bark Wm. Rotch	1000	"
—Bark Sunbeam	220	"
—Bark Endeavor	220	"
—Brig Comet	600	"

Report of Bark Oriole.

Have cruised in the Arctic and taken 14 whales—1,150 bbls oil and 18,000 lbs bone the season. May 22d saw the first whale; June 9th took the first whale, 40 miles S S W from Cape Navarino. Up to the 22d of June took 5 bowheads. June 25th, was advised of the visit of the Confederate steamer *Shenandoah*, and run the ship to the southward to keep out of the track of the pirate. July 20th, went into the Arctic Ocean. August 16th, took the first whale in the Arctic, in latitude 70 10, near the land. Took the last bowhead Sept. 21st. Went as far north as 72 20 and saw no ice. Having run 50 miles off the chart, concluded to work south again. Sept. 26th, came through Behring's Straits.

SHIPS SPOKEN AND HEARD FROM.

Sept. 7th, barks Camilla, 6 whales; C. Swift, 5 whales; Northern Light, 1 whale. 9th, Emma C. Jones, 4 whales. 12th, Lagoda, 4 whales; Vineyard, 6 whales; John Howland, 8 whales. 14th, Mercury 10 whales; Mount Wollaston, 6 whales. 7th, Cornelius Howland, 16 whales; Coral, 12 whales. 20th, Jireh Perry, 5 whales. 26th, Ontario—20 miles N N E of St. Matthew's Islands—8 whales. 14th, Gov. Troup, 9 whales; Eliza Adams, 1 whale. 9th, California, 9 whales. 24th, Helen Snow, 5 whales. 25th, Cummings—in Behrings Straits—1 whale. Spoke British bark Robert Towns, 50 miles south of Fox Islands, with 800 bbls oil.

VESSELS IN PORT—NOVEMBER 4.

U. S. S. Saranac, Scott, soon for San Francisco.
Am bark Smyrniote, Lovett, loading for San Francisco.
Haw'n ship Iolani, Green, discharging her cargo from Boston.
Br bark Royal Charlie, Ross, to be sold at Public Auction.
Am bark A. A. Eldridge, Abbott, to load for Oregon.
Haw'n bark A. J. Pope, Gerken, loading for Bremen.
Am bark Comet, Fuller, loading for San Francisco.
Bremen brig Agnes, Siedenburg, loading for Bremen.
Haw bark Arctic, Hammond, for freight or charter.
Am clipper ship Ceylon, Woods, loading for New Bedford.
Br bark Harwood repairing.
Eng yacht Themis, Hanham, soon for Valparaiso.
Am schr Alice, Winding, soon for Tahiti.
British ship Advance, Gates, soon for Baker's Island.

WHALERS.

Am bk Richmond, Weeks.
Am bk Nile, ——.
Am sh Wm. Gifford, Fisher.
Am sh Oriole, Jernegan.
Am sh Emily Morgan, Athearn.
Am sh Congress 1st, Castino.
Am sh C. W. Morgan, Landers.
Am wh sh Oliver Crocker, Lapman.
Am wh sh Addison, Pierce.
Am wh sh Onward, Allen.
Am wh sh Jireh Perry, Halsey.
Am wh sh Josephine, Chapman.
Am wh sh Arnolda, Hawes.
Am wh sh Corinthian, Lewis.
Am sh Europa, Crosby.
Am sh Florida, Fordham.
Am sh Splendid, Fisher.
Am sh Wm and Henry, Stetson
Haw brig Kohola, Cogan.
Fr sh Gustave, Vauxpres.
Haw brig Victoria, Fish.

PORT OF LAHAINA.

ARRIVALS.

Oct. 25—Ship Bart. Gosnold, Bolles, 356 tons, 37 months out, 32 men; 150 wh, 3500 bone, season; 45 bbls. sp, 1650 wh, 19,000 bone, voyage.
26—Ship William and Henry, Stetson, 261 tons, 11 months out, 200 wh, 3000 bone, season; 80 bbls. sp, 200 wh, 3000 bone, voyage.
28—Ship California, Cleveland, 398 tons, 37 months out, 32 men; 900 wh, 16,000 bone, season; 80 bbls. sp, 2325 wh, 25,000 bone, voyage.
30—Ship Northern Light, Clough, 588 tons, 10 months out, 34 men; 250 bbls. sp, 250 wh, 4000 bone, season; do voyage.

DEPARTURES.

Oct. 26—Ship William and Henry, Stetson, for Honolulu.

DIED.

Seaman—Lost overboard from ship Congress and drowned, August 27, Mr. Joseph Seaman, a Portuguese boatsteerer.

Martin—At the U. S. Hospital, Honolulu, Oct. 27, Mr James R. Martin. He came from California several months ago.

THE PACIFIC
Commercial Advertiser.

SATURDAY, NOVEMBER 4.

The Royal Dead of Hawaii.

Soon after the death of the young Prince of Hawaii, which occurred August 27, 1862, a necessity was felt for a spacious and permanent royal tomb, where the bodies of the chiefs could be deposited and kept in safety for all future time. A vacant lot of land, nearly opposite the residence of Judge Andrews in Nuuanu, was selected, and an edifice commenced suitable for the purposes intended. A portion of the building was completed in time to receive the remains of the late King, which were deposited there with all the honors due to his rank on the 3d February, 1864. On the night after the funeral, the body of the young Prince of Hawaii which, up to this date, had been kept in a temporary building erected within the Palace grounds, was transferred with torch light procession, and placed beside that of his royal father.

During the past summer, the building has been completed, and presents a beautiful appearance as seen from the road. It is built of coral stone, in the gothic style of architecture. The interior is said to be equally chaste and beautiful. Arrangements having been made for the transfer of the bodies of deceased Kings and Chiefs of Hawaii, from the old tomb in the palace grounds to the new tomb, the ceremony of removing them took place on the evening of the 30th of October. There were eighteen coffins to be transferred, and drays and other vehicles properly fitted up were employed for carrying them. The distance between the tombs is about two miles. The procession was quite lengthy, and embraced the military companies, the cavalry, and nearly all the chiefs and members of the royal family. A portion of the military was provided with torches.

It was certainly a solemn scene to see this procession moving up Nuuanu, under the blended light of glaring torches and the full moon, conveying to their last resting-place all that remains of the deceased *Alis* of Hawaii. In the procession, His Majesty Kamehameha V walked on foot, accompanied by his venerable Father, and most of the living chiefs. It was a sight worthy of a poet's pen, and one which may never again recur in the history of this people. On the arrival of the procession, the coffins were, one by one, deposited on stands prepared for them, a space being left by the side of each, so as to walk around it. There are now twenty coffins of the deceased royal family in the Mausoleum, and as a matter of history it may be well to insert a list of them here.

Of Kamehameha I. there is no coffin. He died May 8, 1819, and it is supposed that his body was dissected in accordance with the old pagan custom then in force. This custom required the bones of the chief to be stripped of their flesh, and either distributed among the relatives of the deceased, or, being tied together, deposited in one of the idol temples. Whatever was done with his bones, they were lost, and nothing now remains of them save some of his teeth, which, it is said, are preserved in the coffin of one of his queens. The bodies of such of the royal family as have died since the landing of the missionaries in 1820, have been preserved in accordance with civilized customs. We give below a list of them made up in part from that prepared by the editor of the *Friend*:

1.—Liholiho or Kamehameha II., son of Kamehameha the Great, who died in England, July 14, 1824, aged 27 years.

2.—Kauikeaouli or Kamehameha III., son of Kamehameha the Great, and brother of Liholiho. Born March 17, 1814, and died Dec. 15, 1854.

3.—Alexander Liholiho or Kamehameha IV., son of Queen Kinau and Governor Kekuanaoa, and Grandson of Kamehameha the Great. Born Feb. 9, 1834, ascended the throne, Dec. 15, 1854 and died Nov. 30, 1863.

4.—The Prince of Hawaii, son of Alexander Liholiho and Queen Emma, died August 27, 1862, aged 4 years, 3 months and 7 days.

5—Queen Kamamalu, wife of Liholiho, and daughter of Kamehameha the Great and Kalakua.

6.—Queen Kaahumanu, wife of Kamehameha the Great, Regent and Premier, under Kamehameha II. and III. Died June 5, 1832.

7.—Queen Kinau, daughter of Kamehameha the Great, Queen of Kamehameha II., subsequently wife of Governor Kekuanaoa, and father of the present and late Kings. Died April 4, 1839.

8.—Kamanele, daughter of Governor Kuakini *alias* Governor Adams. She was affianced to Kamehameha III., and died aged about 20.

9.—A Paki, a High Chief, who died June 13, 1855.

10.—L. Konia, wife of Paki, who died July 2, 1857.

11.—Moses Kekuaiwa, brother of His Majesty, Kamehameha V., born July 20, 1829, and died in 1848.

12.—David, another brother of His Majesty, born May 22, 1828, and died aged about 9 years.

13.—William Pitt Leleiohoku. He was a High Chief, and Governor of Hawaii in 1846. He was a son of the famous Kalanimoku, or "Billy Pitt," a distinguished officer of Government during the Regency of Kaahumanu. Died 1848.

14.—John Pitt Kinau, son of Leleiohoku.

15.—Keola, infant child of the Governess of Hawaii, adopted by Mrs. Bishop.

16.—Keaweaweula, infant child of Kamehameha III.

17.—Remains of two High Chiefs in one coffin. Their names are Liloa and Lonoikamakahiki. Liloa was a progenitor of the reigning family of this Kingdom, while only a single descendant of Lonoikamakahiki is known to be alive. He is now living with David Kalakaua.

18.—Dr. T. C. B. Rooke, who died Dec. 28, 1858, aged 52, the father of Queen Emma.

19.—Keoni Ana, John Young, for many years Premier under Kamehameha III. He died in 1857.

20.—Namakeha, a Chief.

21.—Jane Young, daughter of John Young, so famous in early Hawaiian history.

The Pacific Railroad.—From all accounts received, it would seem that this great national work is progressing quite rapidly, at least at its Western section. Over three thousand men, including white, Chinese and Indian laborers, are now employed on it. It will start from San Francisco, via San José, Stockton and Sacramento, thence through Dutch Flat and the —— Pass, over the Sierra Ridge to Virginia City, or Washoe, to which point it will be completed within fifteen or eighteen months. The building of the sections beyond, crossing the great plains, depends on the completion of that within the State of California, as all the materials for the former must be transported over the latter. Great confidence exists throughout California in the early opening of the western section of the Great Pacific Railroad. The opening of the railroad as far as Denver, Colorado Territory, over the Kansas plains, is also promised about the same time, but of this there does not seem to be so much certainty.

For San Francisco.—The American War Steamer *Saranac*, will sail for San Francisco on Monday or Tuesday next, and will take a mail, which will close at the Postoffice as per notice.

NOTES OF THE WEEK.

Funeral of His Excellency, R. C. Wyllie.—On Monday last, in accordance with official notice given last week, the funeral of the late Mr. Wyllie took place, at 2 P. M., from the chapel of the Reformed Catholic Church, of which he was a member. The services were conducted by the clergy of that Church, and the building was filled with the friends of the deceased. The procession was composed of the Military Companies, Masonic Societies, and officers of the Government, in accordance with the programme printed in our columns last week. The coffin was deposited temporarily in the Royal Mausoleum, till a tomb can be erected for it at Princeville, or elsewhere. The deceased received from his fellow-citizens all the attentions that human sympathy and respect can bestow, while the Government lent all the official patronage at its command in honoring a long and tried public officer.

—The will of His late Excellency was read before the executors on Wednesday. It appoints eleven executors, who are E. H. Allen, S. C. Allen, J. W. Austin, C. R. Bishop, S. N. Castle, R. C. Cochrane, G. M. Robertson, C. de Varigny, C. G. Hopkins, J. O. Dominis, F. W. Hutchinson. It is reported that the will provides for the payment to Sir John Bowring of such sum as he may claim for his services in making treaties for the Hawaiian Government. After payment of all claims against his estate in this Kingdom, his nephew, Robert Crichton Cochrane is made residuary legatee, provided he assume the testator's name of Wyllie. No legacies are left to any other persons or objects. The will is dated in December, 1864.

A Luau.—"Well what's that?" A *luau* is a Hawaiian feast, so-called because the food or meat is cooked in the ground in the native style, with taro-tops, called in vernacular, *luau*. What we intended to say, was, that there was a feast given on Tuesday last by the Kawaiahao Church, to raise funds for the same. It took place near the corner of Richard and Queen streets, and such an array of Hawaiian beauty as appeared on the occasion. No wonder so many young men like to go to *luaus*. There must have been fifty or sixty foreign ladies present, nearly as many foreign gentlemen, and several hundred Hawaiian ladies and gentlemen. And we must confess that Hawaiian ladies, prettily dressed in white muslins, with their intensely black flowing hair and graceful movements, are close rivals to their foreign sisters. We went there with sundry sheets of foolscap and pencils, prepared to report speeches and toasts, and we are quite sure a number of gentlemen went there prepared to speak, but the richness of the pork, the abundance of poi, and the novelty of *raw fish* so carried away the guests, that speeches nor toasts appeared, and, like Othello, newspaper reporters "found their occupation gone." Well, the singing, performed by the choir of the church, was admirable,—the best Hawaiian singing we ever heard. That deep bass voice of Paulí would be a fortune to him in any other country. Among the songs, we observed, "*The Hawaiian Flag*," "*The peaceful Land*," "*Our Country*," "*At Rest, or that city just over the River*," all in Hawaiian of course. Every one appeared delighted, and the two hours spent there were not time lost. Since the church has been under Rev. Mr. Parker's charge, more interest has been taken in religious matters by the natives attending there, especially by the young half-castes,—a growing and influential body who are destined to be the ruling class ere many years. The church now numbers about 1200 members. The sum raised at the feast was over $300.

From the North.—It is pleasant to greet again the faces of returning shipmasters and officers arriving from the North after a hard summer's cruise. We don't think there is any place, except perhaps New Bedford, where whalemen are more glad to set foot on shore than here, or where they are more heartily welcomed. Everybody expected, after learning of the raid of the pirate *Shenandoah* among the fleet, to hear of a dispersal of the whole fleet and a slim catch of oil and bone this year. In fact it has been a *broken season*, for throughout the whole of it the whalemen have been half-fearing any day to see the smoke of the pirate, and no one knew that he was safe from attack. Several of the ships were chased for hours by the pirate, and only escaped under cover of a fog or darkness or a fresh wind. Under such circumstances, all the oil and bone that have been taken may be considered as so much gain. The reports of Captains Allen and Jernegan, which will be found in the appropriate column, are interesting, and we wish every shipmaster would take the pains to make similar reports of his cruise. Capt. Allen has shown us a letter from Capt. Willis of the *Mt. Wollaston* in the Arctic, sent by a Russian brig to the Ochotsk, advising him of the *Shenandoah's* movements. The letter is dated July 8, and after naming the whalers burned, he says: "The pirate will leave the straits soon, and go to the Ochotsk sea. The second mate of the *Abigail* has turned traitor and acts as pilot. The *Shenandoah* is a full rigged ship, with stay-sails on every stay, and steams when after ships." But the captain who deserves special notice is Capt. Vauxpres of the French whaleship *Gustav*, who took special pains to write and to send his boats to warn American whalemen of the pirate's movements. Capt. V. says that he was once under obligations to American whalemen for information that saved his ship from being taken by the Russians during the Crimean war, and he felt it a pleasure to return the compliment. Would it not be an act of simple justice to this gallant French sailor, for our shipmasters to raise some special token and present it to him?

Molasses from Indian Corn.—We last year gave an account of the discovery of a method of making molasses from Indian corn by a German. A St. Louis paper says a firm in that city is now manufacturing molasses from Indian corn by the new process, with imported machinery, and that the quality is not inferior to that extracted from the best cane, not liable to fermentation, and of good flavor, body, color and saccharine properties. It speaks of the cheap rate at which the article can be furnished, and says:

"From one bushel of grain three gallons of molasses can be extracted, at least. The market value, therefore, of the corn staple of our own fields will decide the quotations of molasses, and preclude the possibility of these prime necessaries from presenting, as has often been the case, a wide difference in prices. Indeed, the farmer is thus made the recipient of the additional advantage and profit of raising his own saccharine, and saved the trouble and expense of making an exchange of products through commercial channels for the purpose."

How to Sustain a Local Journal.—Here is a brief bit of advice for all communities: 1st.—Subscribe and pay for your local journal, for you can't afford to do without the news it gives. 2d.—Get your neighbor to take it, for he should not be encouraged to borrow papers. 3d.—Send printing and advertising to the office. 4th.—Help make the paper interesting by sending local items to the editor. Incidents and accidents are occurring daily in every town, and it is impossible for the editor to be everywhere at the same time. Such items of news are always welcome.

Loafing.—A man was fined $10 in Utica, N. Y., for loafing in the streets. So says an exchange. If the same law was applied in our streets, quite a handsome sum might be realized by picking up the idlers that hang around the corners and on the wharves.

☞ The Circus, which has been crowded to excess nearly every evening, will give but two or three more exhibitions. Those who have not seen the learned mules and dogs, had better go at once. The last afternoon performance will be given to-day.

☞ On our Supplement this week will be found a whaleman's list, with all the arrivals and latest reports from the fleet, an article from the London *Times* on the Mexican question, latest news about the cholera, and an exceedingly interesting sketch of Gen. Grant's career.

Exchange on New Bedford!
FOR SALE IN SUMS TO SUIT BY
493-2m C. L. RICHARDS & Co.

CALIFORNIA LIME
FOR SALE BY
493-3t BOLLES & Co.

LETT & FITZPATRICK,
Boot and Shoe Makers!
HOTEL STREET, BELOW UNION,
IN THE STORE FORMERLY occupied by J. STEWARD.
Boots and Shoes
Made and repaired in a workmanlike manner. 493-1y

JELLIES.
ANY PERSON HAVING FACILITIES for making GUAVA or POHA JELLY, and wishing to engage in its manufacture, can correspond with the undersigned, stating on what terms he will supply from 100 to 500 pounds per month, the best materials only to be used. Containers will be supplied for all that may be required. The JELLY, if made on another island than Oahu, is deliverable in Honolulu.
1t H. M. WHITNEY.

For Sale!
THE UNDERSIGNED, Offers for sale his place at KEAWENUI, containing 520 acres of land well enclosed, admirably watered, heavily wooded, within 5 miles of Kawaihae and 15 miles of Kohala plantation, together with one hundred head tame Milk Cattle and all the appurtenances for carrying on the dairy business as at present. **Title Perfect.**
For further information apply to
L. B. LINCOLN, Kawaihae.
493-3m Or W. F. ALLEN, Esq., Honolulu.

NOTICE.
FROM AND AFTER THIS DATE WE mutually agree, under unavoidable circumstances, to **CHARGE FOR SOAP, 9 Cents per pound Loose, and 9 1-2 Cts. per pound in boxes.**
Thankful for past favors, we hope for a continuance of the same.
W. J. RAWLINS.
W. H. HUDDY.
November 4th, 1865. 493-1m

Honolulu Engine Co., No. 1,

Attention.
IN ACCORDANCE WITH A RESOLUTION adopted at the Regular Meeting of the Company, on the Evening of November 1st, 1865, notice is hereby given, that **Article 1** of **Section 6**, of the By-Laws of said Company, in regard to the equipments of members, will hereafter be **STRICTLY ENFORCED.**
Per Order.
Honolulu, Nov. 1, 1865. WM. CLARK, Secretary.
493-3t

Honolulu Iron Works!
Just Received
AT THE ABOVE ESTABLISHMENT A New and Large Assortment of
Best Refined Bar Iron!
—ALSO—
On Hand every description of
PIPING, STEAM OR WATER COCKS,
VALVES, INDIA RUBBER PACKING, FIRE CLAY.
And Everything applicable to the uses of Plantations. 493-3m

FRENCH PORCELAIN

DINNER, TEA and DESSERT SETS,
Beautifully decorated, gold band, and plain white. From $30 to $800.

AMERICAN CUT GLASSWARE,
A variety of New and Novel Patterns elegantly engraved, and plain Cut Sets, made up of any required size.

FANCY GOODS,
A large assortment of rare and beautiful goods, comprising *Parian Statuary, Bisque, Porcelain and Parian Vases, Bureau Sets, Punch Bowls, Cologne Bottles, Tete a Tete Sets, Gilt Cups and Saucers, &c., &c.*

CLOCKS,
Parlor, Office, (with calendar) Regulators, and a large assortment suited to the Jobbing and Retail trade.

COAL OIL LAMPS,
AND LAMP STOCK OF EVERY DESCRIPTION.

TABLE CUTLERY
IN GREAT VARIETY.

SILVER PLATED WARE.
A full stock of very superior goods, *with our own stamp*, warranted good.

ENGLISH EARTHEN WARE,

American Pressed Glassware,
A very heavy stock constantly on hand, which we are *Jobbing* at the *lowest rates*.

HOTEL, RESTAURANT AND BAR OUTFITS.
To which we give Especial Attention, and are prepared to furnish in the BEST STYLE.

YOUR ORDERS RESPECTFULLY SOLICITED.

HAYNES & LAWTON,
516 Sansome Street corner Merchant,
SAN FRANCISCO, CALIFORNIA.
493-12t

Regular Dispatch Line
FOR
SAN FRANCISCO!
THE A 1 CLIPPER BARK
Comet,
A. FULLER, Masser.
Will have quick dispatch for the above port.
For freight or passage apply to
493-2t H. HACKFELD & CO.

Hawaiian Packet Line
FOR
SAN FRANCISCO.
THE A1 CLIPPER BARK
Smyrniote
CHARLES J. LOVETT, Commander.
Will follow the "KEOKA" in the line, with dispatch.
For freight or passage having superior accommodation for cabin and steerage passengers.
Agply to ALDRICH, WALKER & Co.
Agents at San Francisco,
Messrs. CHAS. W. BROOKS & Co. 491

TAPIOCA, FARINA and ARROWROOT
Of Superior Quality.
MANUFACTURED AT KOLOA, KAUAI; constantly on hand and for sale in quantities to suit by
493-3m MELCHERS & Co.

JUST RECEIVED
FROM CHINA PER "ALBERTO!"
CAMPHOR CHESTS, in sets of four each.
MATTING, 4-4, rolls of forty yards each.
PRESERVED GINGER, in cases of six jars each.
For sale in quantities to suit. Terms reasonable.
493-1m MELCHERS & Co.

MELCHERS & CO.,
Importers and Commission Merchants,
AGENTS FOR THE
Hamburgh-Bremen Fire Insurance Company,
Kaiwiki Sugar Plantation,
Tobey Sugar Plantation.
Gustav C. Melchers, Bremen. J. D. Wicke, Honolulu. F. A. Schaefer, Honolulu.
493-1y

COOPERING!
J. A. BURDICK,

IN REMOVING HIS BUSINESS to his new COOPERAGE on the Esplanade Fort