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## THE PACIFIC Commercial Advertiser.

(For the Mail Steamer "Ajar.")



## ANNUAL REVIEW

### Commerce and Agriculture of the Hawaiian Islands for 1865.

PREPARED EXPRESSLY FOR THE HONOLULU COMMERCIAL ADVERTISER.

Accompanying our Annual Statistics, it will be gratifying to our readers to have a sketch of the progress of commerce and agriculture in this Kingdom during the past year. It will be more so, as the general results can only be viewed as highly flattering, and they bespeak for our islands continued prosperity. Not only has our foreign commerce shown a decided improvement, but the internal trade and business of every kind have been remunerating and successful. Indeed we are not aware of a single failure among importers or traders having occurred in the Kingdom during the year, which speaks well for the healthiness of trade, notwithstanding the increased cost of most kinds of foreign merchandise. Before referring to trade statistics, we make a few remarks, adapted for information abroad as well as here, regarding

**The Islands and their Population.**  
They are in number twelve, the eight larger being inhabited; the total population, according to the last census, being nearly 70,000. The following table will serve for reference in this connection:

Area	Height	Population—Census 1860.			
Sq. Miles.	in feet.	Foreign.	Native.	Total.	
Hawaii.....	4000	13,953	245	21,350	21,481
Molokai.....	1000	10,200	400	15,000	16,400
Molokai.....	120	2,800	34	2,850	2,884
Lanai.....	110	1,650	1	1,650	1,651
Oahu.....	2,800	1,775	1	19,000	21,275
Kauai.....	1,600	4,800	148	6,250	6,487
Niihau.....	80	500	1	600	647
Kauai.....	60	40	0	0	40
Total, 6,000		2,716	678	69,500	69,500

A new census is, by law, ordered to be taken the present year (1866), and there is considerable interest as to whether there has been any great decrease. It is probable that the native population has fallen off, while the half-caste and foreign has increased, but to what extent is only matter of conjecture. The fact, however, that the natives have never been so fully employed in the various calls of industry, and that the demand for labor has never been so constant and urgent as now, indicates some improvement in their condition, and, it is hoped, will result in checking their decrease, as indolence has been their great curse.

**The Government.**  
Is Monarchical, our ruler being the fifth of the KAMEHAMEHAS, who, in the administration, is assisted by foreigners and natives. It is extremely favorable to the immigration of foreigners, who are allowed to purchase and hold land in fee simple, and enjoy all the privileges of the courts and laws equally with the native born. Taxes are light, if we take England or the United States as examples, and foreigners are subject to the same taxes as natives. Lands can be leased or purchased, generally, with little trouble, and, as the islands embrace lands extending from the warm and dry sea shore to an altitude of 14,000 feet, any climate of the torrid or temperate zones can be selected. The revenue of the government is now not far from \$400,000 per annum, one half of which is derived from duties on foreign importations, and the residue from internal taxes of various kinds. The proportion to each person of the entire population, counting men, women and children, is about six dollars per head.

**The Area.**  
Of the group is set down at 6,000 square miles, and it is thought, at a very low estimate, that one-eighth of it, or say 500,000 acres, is adapted to grazing and agriculture. Of this, 100,000 acres are supposed to be suited to cane culture, and capable of producing 200,000,000 pounds of sugar when under full cultivation. At present large tracts, suited to cane, are neglected, or devoted only to grazing, from want of capital and labor. As a general rule, droughts are rare, and rain sufficiently abundant, in all localities, both for grazing and agricultural purposes. On the four larger islands fine sugar plantations are established or in progress, varying from two hundred to five thousand acres in extent. On these are some of the largest, most complete and expensive sugar mills ever constructed in any country, driven by steam or water, and capable of manufacturing six to ten tons of sugar a day. No country in the world can boast of finer mills or plantations, or more perfect arrangements for the cheap and successful manufacture of sugar and molasses than this. New plantations are each year commenced, and some of the new localities are found to be as favorable for the culture of cane and the manufacture of sugar as any of the older ones. We look upon this as a most inviting field for the investment of foreign capital, and one that promises a large return to those embarking in it, with very little risk. As a matter of interest abroad we give below a list of

our sugar estates and their probable yield for 1866:

HAWAII.			
Kanapoua Plantation, 600 tons	Wangpa Plantation, 200 tons		
Kohala " 200 "	Kaui " 60 "		
Honolulu " 300 "	Kaui " (new) 200 "		

MAUI.			
Maui Plantation, 1,400 tons	Waikapu Plantation, 600 tons		
E. Maui " 250 "	Lahaina " 600 "		
Hana " 350 "	Pioneer " 600 "		
Waikuku " 1,100 "	Bal & Adams " 300 "		
Waiole " 1,000 "	Bailey's " (new) 200 "		

OAHU.			
Honolulu Refinery, 800 tons	Waikua Plantation, 100 tons		
Nuanu Plantation, 20 "	Halawa " 200 "		
Konehe " (new) 60 "	Oahu " 7,500 "		
McKean's " 40 "	Hoeia " (new) 50 "		
Kalaena " 60 "			

KAUAI.			
Koia Plantation, 350 tons	Princetown Plantation, 500 tons		
Liloue " 250 "	Thomas's " 70 "		

SUMMARY.			
Hawaii.....	12	Plantations.....	3,400 tons
Oahu.....	5	".....	7,550 "
Kauai.....	4	".....	1,950 "
Molokai.....	2	".....	1,175 "
Total.....	33	Plantations.....	14,910 tons

**Remarks.**  
Our list gives a total of thirty-three mills that are or will be in operation the present year. Besides the eight named on Hawaii, there are two now being arranged for in Kona, one on Mr. Logan's land, and the other on Paul Emmert's. One or two new ones are also in contemplation for Kohala, and it is not improbable that others will be commenced in other parts of the island, as many very fine localities for cane are found there.

—The island of Maui takes the lead thus far, and promises well for the future. The mills on that island are very superior and capable of grinding double the amount set down for her this year. The land lying at the foot of the Waikua mountains has been found to be the richest and most productive on the group. There are five mills located in that neighborhood, all doing well.

—On the island of Oahu the plantations are mostly smaller and more recently set in operation, but will enlarge their product gradually. Some fine sugar lands are found in various sections of it. During the year there have been four importations of laborers,—three of them Chinese coolies, and the fourth natives of Me-Gaskill's Island, engaged mostly for five years. The Chinese have never given much satisfaction as laborers, as they have always proved vicious, and so soon as released from their contracts refuse to re-engage, preferring to roam over the country as peddlars or thieves, generally bringing up in the chain gang. If polyesian laborers can be induced to migrate hither, it is believed that they will prove in the long run to be the most servicable and reliable. Nothing can be more gratifying than to witness the change created in the neighborhood of sugar mills, and the busy thriving villages springing up in various sections, giving employment to natives, male and female, and to industrious foreign artesans of every class. Great changes are taking place in this way, at Kohala, Hanalei, Waikuku, Lahaina, Makawao, and other points.

**Cost of Sugar Manufacture.**  
The past year has been a prosperous one with our planters, owing to the high prices obtained for sugar and molasses. The principal cause that led to the advance in the price of sugar in San Francisco, is believed to have been primarily the stoppage of its production in Louisiana, which created an extra demand on every other sugar-producing country, resulting in a universal advance in the market price, even in the great sources of supply—Manila, China and Mauritius. From present indications, it will be some years before Louisiana produces the crops she did, or the price recedes to what it was, previous to the rebellion. In the meantime a great impetus has been given to its manufacture in this group, and the fact demonstrated beyond peradventure that it can be produced here as cheaply as in any country in the world. The average cost is believed to be less than four cents per pound, taking all the grades of sugar into the estimate, and on plantations which have become well established and free of encumbrances, the cost is probably less. Each year's experience tends to reduce this cost, as larger fields are brought into cultivation, and more sugar is produced from the same machinery and labor.

**Steam and Water motive Power.**  
It may interest our readers to know to what extent water power is employed on these islands. Out of the thirty-three mills, in operation, nineteen are driven by water, while five are driven by steam and nine by horse or mule power. We have no statistics to show the relative economy of water as compared with steam, but a large saving is no doubt made in using water power. In any future increase that may take place in the number of our sugar mills, it is probable that the proportion of mills driven by water, steam or horse power, will be about the same as at present. In some parts of the group water power is abundant, and can be applied to woolen, cotton and saw mills, as well as to sugar mills.

**The Mode of Transportation.**  
From the sugar mills to or from the ports of shipment, is by ox carts, such as are employed in bringing cane from the plantations to the mills. The roads are generally good, or as good as in other new countries, and the plantations are mostly from one to two miles from the landings. Carriages are not used much in travelling here, and are common only in the larger villages on each island. Between the islands the transportation is by schooners, varying from 50 to 150 tons burthen, and by the steamer *Kilauea*, a propeller of 400 tons burthen, which has been in employ for five years, but in January last was stranded at Kawaihale. It is probable that she

or some other steam vessel will be soon running again, so that our facilities for travel as well as freight will be as good as they have been. Freights on sugar or merchandise generally are from three to five dollars per ton, according to the quantity. Bulky freight, such as wool, paddy, fungus or cotton, pays from ten to twenty dollars per ton, according to quality. Several of the plantations own their schooners, which are generally a source of profit to them. The steady

**Trade Winds.**  
Which prevail here during three-fourths of the year, render navigation among the islands as reliable and safe as in any part of the world. With ordinary care and seamanship, there is not a safer coasting service in the world than here, nor one where losses are less frequent compared with the amount of tonnage employed, and value of cargoes carried. The same remark may apply to the route between these islands and San Francisco. During a residence here of sixteen years we cannot remember an accident to any of our regular packets employed between this port and San Francisco that has called for a survey or any demand on insurance companies. This is attributable to the regularity of our trade winds, clear weather and atmosphere around the islands, (fogs being almost unknown, except perhaps during the Southwest winter storms,) and to the employment of a steam tug at this harbor kept always ready for service, to tow vessels in or out, or render assistance in case of necessity. To which may be added the fine wharves in the harbor built by Government, which are probably not surpassed by those of any port in the world, certainly by none in this ocean. Every vessel that can cross the bar can come up to the wharves. Taking these facts into consideration, the sums paid to insurance companies amount virtually to a gratuity.

**The Advent of Steam.**  
Between San Francisco and Honolulu, is now promised us, is hailed by all as the opening of a new era, inspiring confidence in the merchant, the planter, the agriculturist and traveler, as bringing us one link nearer to the great centers of civilization. Some of our citizens will remember when the semi-annual arrival of a ship from Boston or New York, via Cape Horn, bringing a six months accumulation of letters and papers, was our only source of news; and when for the rest of the year they settled down in quiet, undisturbed by the fluctuations of trade or the outbreak of wars in other parts of the world. That was hardly twenty years ago. Then came the monthly steamers via Panama, then the telegraph, and now we have the promise of the crowning triumph of civilization in a line of steamers to connect us with the continent. There is but one opinion regarding the enterprise—that the time has come for it, and it will be well and profitably supported if judiciously managed. Packets will continue to run between the two ports, but with the growing trade there is room for all. The steamer line will create its own trade and travel, and those who choose to trade or travel by the old slow system will always have the opportunity of doing so. But the man of enterprise, who keeps pace with the onward march of civilization, or whose brow is stamped "success," will never hesitate to employ steam, when it is offered to him. But with our foreign steamers, we must have inter-island steamers, for each line will tend to assist the other, and both will aid our planting, agricultural and grazing interests, imparting a confidence to every branch of business, that is derived in no other way. It will also and more especially develop our fruit trade, which cannot fail to become important, as our islands are almost the only source where tropical fruits are obtainable for the Pacific coast.

**Freights.**  
If our estimate of the sugar crop for 1866 is correct, (and we have been careful to place our figures rather below than above the probable yield,) the increase in the amount of freight offering for San Francisco from this staple product alone, will be considerable. The amount shipped away in 1865 was about 7,650 tons, and our estimate gives a yield of 14,000 tons, all but five or six hundred tons of which will be for export, chiefly to San Francisco, Oregon and Victoria. The rate of freight from Honolulu to San Francisco is now \$6 per ton. During the early part of 1865 it was but four dollars, which is less than is paid from Honolulu to Hilo. Should our other products show a corresponding increase during the present year, our exports to California alone cannot be less than two thousand tons per month, and from that to twenty-five hundred. Of this total, probably one-half will continue to be taken by sail vessels.

**Domestic Exports.**  
The following table prepared by the Collector General, will exhibit the principle exports of domestic produce during the past year:

	Bbls. cils.	Lbs.
Sugar, pounds.....	15,315,007	
Molasses, gallons.....	27,880	421,100
40 Ochock whalers.....	8,950	115,900
Total.....	15,351,837	537,100

AT SAN FRANCISCO.

	Bbls.	Lbs.
56 Arctic whalers.....	9,470	134,600
Total catch.....	46,060	681,100

This gives to the 56 Arctic vessels an average of 664 barrels of oil and 9,222 pounds of bone. Last year (1864) the Arctic fleet averaged only 455 barrels of oil and 6,818 pounds of bone. The 11 Ochock vessels this year have an average of 812 barrels of oil and 10,500 pounds of bone, against 891 barrels of oil and 12,150 pounds of bone in 1864. The whole fleet of 67 vessels this year average 688 barrels of oil and 10,017 pounds of bone. The fleet of Pacific whalers for the year 1866 promises to be much larger than during the past year, and their prospects were never more encouraging. The small number of

dicates, as the reexportation of foreign goods has been less, while the domestic produce exported is some three hundred thousand dollars more. In all probability, our exports for the current year will exceed two millions. In connection with the above, the following table, which we have prepared, will exhibit the exports of domestic produce for a period of ten years:

Exports from the Hawaiian Islands for Ten Years.	TABLE OF DOMESTIC EXPORTS.									
	1856	1857	1858	1859	1860	1861	1862	1863	1864	1865
Exports, value.....	4,840,000	7,000,000	10,000,000	13,000,000	16,000,000	19,000,000	22,000,000	25,000,000	28,000,000	31,000,000
Imports, value.....	4,840,000	7,000,000	10,000,000	13,000,000	16,000,000	19,000,000	22,000,000	25,000,000	28,000,000	31,000,000
Balance.....	0	0	0	0	0	0	0	0	0	0

**REMARKS.**—The most noticeable feature in the above statistics is the steady and rapid growth of the manufacture of sugar. In 1856 it was but 554,805 pounds, and as late as 1860, it amounted to only 1,444,271 pounds, while the product for 1865 (including home consumption) has been over 16,000,000 pounds. This rapid increase dates only from the outbreak of the rebellion in America. The cultivation of rice has also increased, but the above table does not show the actual extent. The heavy duty on imported rice now excludes almost entirely the foreign growth, and creates a corresponding increase in the demand for domestic rice, which is now largely consumed by our Chinese population. Rice is easily cultivated by the natives, as it requires the same system of culture as taro, with which, from time immemorial, they have been familiar. We estimate the product for 1865 at not far from 500,000 pounds cleaned rice. The experiments made with Sea Island cotton have been confined chiefly to natives, who have found it, for certain localities, even more profitable than rice. Sufficient has been grown on each of the islands to show that no crop is more reliable or more profitable. A plantation of 100 acres of Sea Island cotton under the management of foreigners, would unquestionably pay a handsome profit on the investment. In most other products there has been no great variation from the yield of previous years.

**The Whaling Interest.**  
During the past year, there has been an increase in the number of whalships visiting these islands. The following table, prepared by the Collector General, gives the number of whalships that have entered the various ports:

Nationality of Whalers.	HONOLULU.		Hilo.	Kauai.	Molokai.	Oahu.	Waikuku.
	Inside.	Outside.					
American.....	65	35	18	2	1	1	162
British.....	1	1	1	1	1	1	6
Hawaiian.....	1	1	1	1	1	1	6
French.....	1	1	1	1	1	1	6
Oceanic.....	3	3	3	3	3	3	18
Total.....	70	39	23	6	5	5	156

Nearly all the whalships (excepting only those bound homeward,) tranship their cargoes here for home ports. The following shows the amounts thus transhipped:

	Galls.	Sp.	Galls.	Wh.	Lbs.	Bone.
For ports in the United States.....	42,841	229,449	290,256			
For Bremen.....		49,144	46,728			
Total.....	42,841	278,593	337,984			

The aggregate of oil and bone, taken by the North Pacific fleet in 1865, as given in our summary of whaling news, December 9, is as follows. There arrived at these islands 51 whalers, and at San Francisco 16:

	Bbls.	cils.	Lbs.
46 Arctic whalers.....	27,880		421,100
11 Ochock whalers.....	8,950		115,900
Total.....	36,830		537,000

This gives to the 56 Arctic vessels an average of 664 barrels of oil and 9,222 pounds of bone. Last year (1864) the Arctic fleet averaged only 455 barrels of oil and 6,818 pounds of bone. The 11 Ochock vessels this year have an average of 812 barrels of oil and 10,500 pounds of bone, against 891 barrels of oil and 12,150 pounds of bone in 1864. The whole fleet of 67 vessels this year average 688 barrels of oil and 10,017 pounds of bone. The fleet of Pacific whalers for the year 1866 promises to be much larger than during the past year, and their prospects were never more encouraging. The small number of

losses among the North Pacific fleet, as well as the few casualties among it, have been often remarked in connection with the high premiums paid for insurance, and it is worthy the consideration of underwriters whether the risks on this branch of the marine service are not less than have been heretofore estimated.

**The Foreign Imports.**  
For the past year, show a considerable gain over those of the previous. The following embraces the principal items of merchandise imported, and the value of the same:

	Value.
Ale, Porter, Beer.....	\$56,783 31
Animals.....	228 79
Building materials.....	28,201 75
British Goods.....	306,796 47
Clothing, Hats, Books.....	11,478 45
Crocery and Glassware.....	14,106 77
Drugs.....	224,481 12
Fruit (fresh).....	20,650 26
Fruit (dry) and salt.....	18,149 91
Fur.....	130,319 24
Furniture.....	58,224 63
Hardware.....	13,834 42
Iron (nails and salt).....	43,038 32
Iron (other).....	1,837 03
Iron (other).....	20,224 21
Iron (other).....	13,600 94
Iron (other).....	9,240 83
Iron (other).....	92,862 66
Iron (other).....	101,961 74
Iron (other).....	4,462 48
Iron (other).....	66,305 66
Iron (other).....	24,042 22
Iron (other).....	93,657 03
Iron (other).....	208,384 33
Iron (other).....	6,001 35
Iron (other).....	3,415 64
Iron (other).....	12,862 66
Iron (other).....	32,957 88
Iron (other).....	103,969 98
Iron (other).....	29,257 63
Iron (other).....	24,712 09
Iron (other).....	8,475 70
Iron (other).....	32,790 10
Iron (other).....	39,273 83
Iron (other).....	47,300 00
Iron (other).....	15,457 02

The total value of foreign goods imported has been \$1,946,265 68, an increase of \$234,024 over those of the year 1864. The foreign imports and domestic exports indicate about the same relative increase during the year, and very nearly balance each other, thus showing a sound and healthy state of commerce. The following table gives the growth of our commerce for the past twenty years:

Year.	Total Value.
1846.....	\$1,000,000
1847.....	1,100,000
1848.....	1,200,000
1849.....	1,300,000
1850.....	1,400,000
1851.....	1,500,000
1852.....	1,600,000
1853.....	1,700,000
1854.....	1,800,000
1855.....	1,900,000
1856.....	2,000,000
1857.....	2,100,000
1858.....	2,200,000
1859.....	2,300,000
1860.....	2,400,000
1861.....	2,500,000
1862.....	2,600,000
1863.....	2,700,000
1864.....	2,800,000
1865.....	2,900,000
1866.....	3,000,000

**REMARKS.**—The new tariff, changing the duty from five to ten per cent. ad valorem on imported goods, went into operation in 1861, when the importations fell off largely, but they have since rapidly recovered, till those of the present year for the first time exceed those of any previous one. The decrease in the consumption of spirits has been caused by the large falling off in the number of seamen attached to foreign vessels visiting this port.

**Supply Ports.**  
The following table will indicate the countries from whence the dutiable merchandise imported into this Kingdom is obtained, and the value from the same countries in the previous year:

	1865.	1866.
United States, Pacific side.....	\$519,243	\$645,253 42
United States, Atlantic side.....	99,996	84,516 51
Denmark.....	350,872	222,541 84
Great Britain.....	89,049	181,191 59
Vancouver's Island.....	54,153	66,972 66
Sea.....	2,187	15,425 90
Islands of the Pacific.....	16,822	18,425 90
Hongkong.....		125 14
Siam.....		4,811 90
Sika and Petropaulski.....		2,501 75
China.....		33 69
Panama.....		421 50
Long's Island.....		421 50

The official statistics, published in San Francisco, place the exports to these islands higher than given above. They are stated to have been \$735,691—but outward manifests are not so reliable as the invoices of importers. Our trade with that port will largely increase each year, especially now as steam is coming to its aid. Nearly, if not quite, one-half of our imports are from the United States, while three-fourths of our exports are to the same country. The value of Hawaiian sugar alone, taken by California, amounted in 1865 to \$862,617, and that of molasses added will swell the sum to over one million, while the duty paid to the United States, on these two articles alone is over four hundred thousand dollars.

**Merchant Vessels.**  
We have had during the year fewer transient merchant vessels touch at this port en route across the ocean, and our merchant service is each year becoming more restricted to the inward and outward carrying trade of the islands. The following table, prepared by the Collector, exhibits the number and nationality of merchant vessels arriving at the islands, and their tonnage:

NATIONS.	INSIDE.		OUTSIDE.		BILLO.		TOTALS.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	63	19,788	13	12,018	6	1,200	72	33,006
British.....	19	9,715	14	9,641	0	0	33	19,356
Hawaiian.....	29	7,081	0	0	0	0	29	7,081
Russian.....	1	200	2	1,223	0	0	3	1,423
Hanoverian.....	0	0	1	208	0	0	1	208
Chinese.....	0	0	3,081	0	0	0	3,081	0
Prussian.....	0	0	0	0	0	0	0	0
Peruvian.....	1	1,608	1	1,082	0	0	2	2,690
Hamburg.....								