COMMERCIAL.

SATURDAY, NOVEMBER 3, 1866.

The news received from San Francisco by the Gelaiden on the 26th of October, though confined to one or two papers, is quite interesting. A review of the foreign trade of that port for nine months is given by the Mercantile Gazette, which reports it as rapidly estimating to the most north and south, by the result of Gulnare of new steam lines. Respecting the trade with this group it says:

The Hawaiian trade has been largely progressive during the year, though within the past quarter there has been some lessening of business, for reasons not altogether apparent. There may exist here a prejudice against the sugar of the Islands, and the Islanders need have no fears as to the future, we will immerse as they can produce, though our high prominence for it is at present very troublesome. We hope, however, to see as on Chinese day more than only shown to that people. By January next direct communication will be inaugurated between Liverpool and Honolulu, at a commencing link between us and the Empires of China and Japan.

Alluding to Hawaiian and South ports, the same paper remarks:

From Sandwich Islands, imports of rice seems have been very considerable for approaching some time, only where monopoly is thus between there are indications of a change in the future. The business of late has not been altogether profitable, and our Refiners have, to some extent, at least, shown a disposition to divide their trade with other Rangoon. By some Kaffraria Hawaiian is preferred, though the Peruvians are striving hard for the trade, while imports of sugars from Central American ports have also come into direct competition.

The grain harvest in California this season turns out to be one of the most productive that has visited the Pacific, and there will be a very large surplus of wheat and flour for export. The principal shipments have been to Australia. Of the trade with that colony, it says:

Our business intercourse with Australia during the year show a remarkable growth. Exports of flour have been very considerable—approximating 50,000 tons, a large increase over any prior previous period—amounting, however, in low prices, displacing nearly a fair quantity of Australia, and at the same time keeping a tolerably good price for our own flour, which is in real in general. Other and more important advantages have also accrued to us from the opening up of this Colonial trade. In return for the gold which they bring to us as bullion for our ships, they have taken, in much greater value than the amount quantity of beneficial exchange. Australians have for two years past been our best customers for flour and wheat, as well as for food, grain and other products.

The following paragraph referring to the China and Japan trade are equally interesting:

With China, our business relations are being constantly developed. Imports of rice, teas, oil and matting are increasing in supply. In return they are free buyers of our flour, wheat, potatoes, quicksilver, alabaster, oil, iron and other metals, lumber, and a thousand other large which go to make up an assorted cargo, including even the remains of their dollar currency, which by the way are returned by hundreds in a single ship. The traffic with the Colonial Empire has scarcely begun to be developed. The opening up of the new Russian line for January, will, it is expected, instil new life to the growth of our commerce, and to all human probability completely revolutionize the carrying trade between the two countries. First Steamship in Japan was early August 1864 per ton. Chinese passengers are contracted for at $20 per head, but of this the ship gets only $15—the Chinese finding themselves in everybody but water. Of course if the steamers expect to get their passengers under they must be the lowest at corresponding low prices. The Chinaman move slowly—few days or weeks more or less is to them of little consequence, provided the rate of passage is cheap. Of course the large theatric displeasure to China will naturally need a good deal expeditious channel, and will go by steam, but at low rates of freight.

As for Japan, her trade is rapidly bounding up. Within the present quarter we have received several full cargoes of teas from that country. Other imports are also being increased. During the current year we have drawn freely upon the Japanese for teas, which at present seem to be largely supplanting the very liberal imports heretofore received from China; however, it is quite possible which Empire excels in the quality of teas sent to us. The Japanese are, many of them, very superior—perhaps too good to compete successfully with the uniform good quality of Japan. There is yet one drawback to the trade with Japan, and it will be for the teas, silks and jim cracks to the carge, but as yet has to pass the first step of progress in Commerce. We must be to buy our produce in exchange. It is not legitimate traffic for us to buy teas, etc., and for her to sell them quickly and count the previous outlay in return. This, however, must come of later legislation itself. A few years of the Colorado, Montana, and other four thousand two steamships, monthly visiting Yokohama, etc., must have an legitimate trade. Let us wait and behold the grand opening up and development of that vast Empire to the world's commerce.

On the 16th of October, Messrs. Aldrich, Merrill & Co., held an auction sale of Hawaiian sugars, at 60 days credit, with the following result:

238 bf bbls Hawaiian, Koloa plantations $9 12½@10 37½ $9 100 lbs; 202 of bbls Waikapu, $8 75@10 12½; 222 bf bbls Wailuku, $10 15; 596 bf bbls Kohala, $9 67@10 25; 571 bf bbls East Maui, $7 50@10; 529 Maui, $8 87½@10; 291 bf bbls Honolulu, $9 25@9 10; 299 bf bbls T H H, $7 75@9 25; 274 bf bbls Hana, $8 87½@9 25.

Respecting the state of the sugar market the *Mercantile Gazette* says:

In regard to the importation of raws for refining purposes, we think we are within bounds when we say that the two leading refineries import nothing about 15,000 tons of Manila per annum. For the year to come they hope to receive half the quantity from Batavia, besides both establishments at times purchase more or less here, as effectiveness they can procure round lots on the ground cheaper than they can import. As for the California Refinery, they have hitherto used chiefly Hawaiian molasses, and relying upon outside parties to supply them all the low-priced sugars required for their business of making soft crushed, powdered, and golden coffee. The stock of Hawaiian is reduced to 7,000 bf tons, say 15,000 lbs; 100 bbls Cuba Muscovado, say 1,000,000 lbs. This covers all outside of the Refineries. They are said to be liberal holders, approximating 7,000,000 lbs, with several cargoes now on route from Batavia and Manila. There is also held in bond 247 sacks German refined, say 200,000 lbs. We note sales of 750 bbls New York crushed, in lots as le, at 12c time. At the close the *Surlite* adds 2,000 pgs Hawaiian to our stock.

Cotton.—The New York dry goods market is reported as being in an excited state at the latest advices. The Sacramento *Union* says that private dispatches from the East state that cotton advanced fifteen per cent. Oct. 19, and cotton manufactured goods to a still greater extent. Another dispatch says cotton advanced fifteen cents, equal to forty per cent.; domestics, ten per cent. higher; and that the market was greatly excited. The average advance in short stapled cotton is stated to have been 16 cents a pound, which rise is supposed to be owing to the news of the great famine in India, which is likely to check its cultivation in that country, and also to the fact that the crop in America will prove smaller than was generally anticipated.

Oils.—The New Bedford correspondent of the *Bulletin*, in a letter dated Sept. 22, (which is 12 days later than our last mail dates) reports a decline in whale oil. We quote from it the rates of oil and bone:

Crude sperm oil, $2 60@2 65; crude whale, $1 15@1 20. Limed oil unchanged; city crushers' prices $1 82½@1 85. Lard oil, $1 60@1 90, latter price for primer winter.

Further sales of Arctic whalebone at $1 40 for export.

We question whether this decline is a legitimate one. It looks as if was started to affect the price at which women shall be paid off at ports in the Pacific. There certainly had been no large arrivals of oil at New Bedford, and the only thing that could operate to cause a decline is the report from the Greenland whalers, received in England—that the fleet had been very successful there this season.

LOCAL COMMERCIAL.

The past week has been a very lively one, a large fleet of whalers and merchantmen being in port. In the next column we refer to the whalers more particularly, giving the catch of each ship, and the latest reports from vessels not yet in.

Our only arrival from San Francisco has been the clipper ship *Golden*, which touched here on the 26th, on route for Hongkong. She had 300 Chinese passengers, and about two hundred thousand dollars in specie. We received by her only one or two papers, extracts from which are given above. Gold still remained high—133. After taking some 10,000 gallons of water she sailed again on the 31st for China.

The brig *Firefly*, Chapman, also touched here on the 26th for water. She was eighteen days from Tahiti, en route for San Francisco, for which port she sailed on the 31st, taking a mail.

The bark *Emprinsite* sailed on the 24 inst. for San Francisco, taking a cargo of sugar and other island produce, as reported below. She will be followed in the same line by the *D. C. Murray*, to sail in all November.

The barkentine *Monitor* is loading for the same port, to leave Nov. 8th to 10th, Messrs. Hackfeld & Co., agents. Also, the bark *Ethan Allen*, in the Regular Dispatch Line, to sail about the middle of November, Messrs. C. Brewer & Co., agents.

The British ship *Itasca*, Jones, was loading at Liverpool by J. T. Waterhouse for this port direct, to sail Sept. 15th to 20th. She will be due about February 1st.

Real Estate.—Mr. Severance sold at auction on Saturday last several lands belonging to the Haalelea estate, as follows:

The land of Hahalea, Lahaina, containing 650 acres, sold for $265—Campbell & Tuston, purchasers.

Lot called Kohua, in Lahaina, containing 30 acres—bid in, the upset price not having been reached.

Dwelling lot in Panawa, Lahaina, containing 14 acres, sold for $150—Mr. Jones.

Dwelling lot in Panawa, Lahaina, containing 2 acres, sold for $204—same purchaser.

House lot in Hilo, containing 63-100ths of an acre, sold for $160—Mr. Aseget purchaser.

The Ahupuan of Punepa, a grazing tract in Kohala, sold for $200, to H. Chesteman.

The Ahupuan of Kaalalewa, in Kohala, sold for $305 to same purchaser.

Honaunau, near Kealakekua, Hawaii, comprising over 8,000 acres, and running from the sea to the summit of the mountain, sold for $5,000 as the heirs of the estate.

Mr. J. H. Coney sold several lots belonging to the estate of the late Major Miller, in Hilo, at the following prices, which are considered very fair:

The Rose Lot, containing half an acre, sold for $420—bought by E. Aseget.

A house lot containing two acres, fronting on the water, sold for $310.

A office lot, with two small frame houses, adjoining Thos. [illegible]'s store, sold for $440.

In the city—the dwelling premises known as the Penhallow [illegible] lately occupied by Mrs. Macfarlane, have recently been sold at $3,000.

IMPORTS.

From Boston—per Arctic, Oct. 26—75 tons coal, 187 pkgs [illegible] 9 cs subtlery, 8 cs thread, 5006 bdls, 112,336 the hoops, 8 kegs rivets, 53 cs yellow metal, 18 kegs sheathing nails, 3 cs sheet lead, 10 drums caustic soda, 10 kegs spikes, 1 cek zinc, 160 bbls bread, 56 pkgs beef, 4 whale boats, 3 cs brooms, 2 cs bolting, 24 cs furniture, 41 bdls poles, 53 box chairs, 6 cs matches, 1 case caps, 51 spruce poles, 20 bbls pitch, 5 bbls resin 90 bales oakum, 50 bbls cement, 384 bdls and bbls shocks, 29 pkgs and bdl heads, 28 pkgs hardware, 4 anvils, 3069 ft black walnut plank, 14,050 keg shocks, 718 kegs heads, 83 box pres'd meats, 8 tierces hams, 50 qr box cod fish, 15 kits mackerel, 3 kits tongues and sounds, 20 box buckets, 75 neste trunks, 30 nests tubs, 6 hlf cs sugar, 50 hlf bbls sugar, 95 box soap, 9 cs paper, 2 kegs ink, 2 box bonze irons, 6 pkgs flour, 29 pkgs towline, 1 cask vinegar, 19 pkgs cask hoops, 400 bbls pitch, 5 bbls resin dried apples, 3 box whaling bombs, 1 case whaling guns, 25 cs boots and shoes, 182 pkgs paints, 19 pkgs glassware, 150 cs coal oil, 3 stoves and fixings, 1 bell and yoke, 1 pr fifes, 1 cek butter, 493 boards, 8 bdls iron, 1 keg soda, 1 bell mop yarn, 65 knees, 165 pcs oak plank, 1 bbl plugs, 2 pumps, 5 pcs and 1 bdl pipes, 1 standard and 1 bale brakes, 33 pcs ash plank, 7 pcs oak timber, 71 pkgs unspecified mdse.

More about the Whalers.

The harbor and streets of Honolulu to-day remind us of the years of 1860-1, when from one to two hundred ships each autumn took shelter here, transhipped their oil, discharged and reshipped their seamen. The masts and spars of ship or navy ships give it the appearance of a forest of shipping, which, from a distance is really a fine sight. The broad Esplanade is literally covered with oil casks and lumber, and hence that strip of ground which he takes up for shipping casks when it is available. The streets are crowded with old familiar faces, who have appeared here off and on for thirty years or more, and kindly greetings they receive. We saw on the wharf a day or two ago, two officers, apparently boatsteerers, hailed to each others embrace as though they had not met for twenty years. To a whaleman, there's no place like Honolulu—he hates to leave its hospitable beach, and when away always longs to place the fort on shore here again. We don't know why it is, unless it be an association created by that lake-like, dolce-far-niente anybody style of life which has always prevailed at this port. A month or six weeks in port here gives the northern fisherman more good than twice that time spent in any other port in this ocean. This is what they tell us, and we presume it is so.

The reports continue very good, and though some vessels have arrived with light receipts, the average shows continued improvement. The sentiment that far reported are very few, and will not prove expensive. In the gale that occurred about the end of September in the Arctic it is likely considerable damage was done. On the 29th of September, during the gale, the ships *Gelaria* and *Helen Mar* collided in the Arctic, north of the Straits. The former had a hole stove in her hull, and began immediately to fill. Several ships were in sight and every effort made to save what could be. The *John Wells* succeeded in taking off about 19,000 lbs. bone from the Gelaria, and the ship *Harrison* the balance of the bone, some four or five thousand pounds. Each of the above vessels took half the officers and crew. Capt. Barnes took passage on the *John Wells* for Hilo. After saving the bone, the efforts of all hands were turned to breaking out the oil, but only 14 barrels were secured—the balance, some 1200 barrels, sunk with the ship.

The *Helen Mar* had her fore and mainmasts, with their sails, spars and rigging, carried away in the collision, her mizzen mast alone left standing. With the assistance of other ships she fitted up jury masts, so as to enable her to run down to San Francisco, where she will repair. She has some 600 or 800 barrels of oil.

The brig *Victoria*, which was reported locked in the ice, was driven ashore, but got off again with no other damage than the loss of rudder and copper. She was anchored in Plover Bay at latest dates, fitting a new rudder, and will be in during the month. She has only a small catch.

Other vessels received more or less damage in the gale referred to, but such as can readily be repaired in port. The weather was intensely cold at the time, as may be judged from the fact that water from two inches thick on deck during one night, and the ice was eight inches thick on the forecastle of several vessels. The thermometer fell to about 20°. Several sailors had their hands and feet frozen.

Up to this date there have arrived at this port 34 whaleships, bringing in 20,000 barrels of oil and 207,700 pounds of bone—giving to each ship thus far an average of 589 barrels of oil and 10,800 pounds of bone. The corrected reports of ships yet to arrive, show much improvement over previous reports.

		Bbls. Sperm.	Bbls. Wh.	Lbs Bo.
Sept. 12—	Wm. Gifford, Fisher	150	1000	9000
Oct. 11—	Champion, Worth	—	700	10000
21—	Reliance, Rayner	—	1000	21000
21—	Minerva, Lafayette	—	500	4500
22—	Florman, Fisher	215	450	4000
23—	Jos. Maxwell, Chase	—	900	6000
23—	Nautilus, Blown	—	900	12000
23—	H. Geiger, Smith	—	500	7000
23—	Eliza Adams, Fish	—	700	11000
24—	Three Brothers, Talcot	200	1150	18000
24—	Logwin, Fisher	—	1000	12000
25—	Arabella, Hawes	—	600	13000
25—	Splendid, Smith	—	500	6000
26—	Mackerelle, Phillips	—	400	8000
26—	Hibernia, Marcombe	—	75	1500
26—	Thos. Dickerson, Jernegan	—	800	12000
26—	Florida, Worth	50	500	8000
27—	Northern Light, Clough	1150	900	18000
27—	Tamerlane, Winslow	—	clean	—
27—	Splendid, Fisher	—	1200	20000
27—	Blue Hawaii, Hopkinton	—	1200	16000
29—	Addison, Pierce	—	150	2000
29—	Islander, Holly	—	700	16000
30—	Nile, Fish	70	900	18000
Nov. 1—	J. D. Thompson, Owen	—	1150	14000
1—	Howard, Allen	—	1150	14000
1—	Chas. W. Morgan	150	270	2000
1—	Ann, Scott	—	900	12000
1—	Alfred, Osborne	—	400	6
1—	Fairhaven, Barrett	—	500	7000
2—	Gaylord, Kelly	—	750	10000
2—	Congress, Hamilton	—	800	12000
2—	Kolusa, Cogan	—	670	15000
	Wm Rotch, Pulver	—	775	10000

Latest Corrected Report of Arctic Ships to Arrive.

From the various ships that have arrived we have obtained the following as the latest reports from the Arctic fleet, yet at sea:

Sept. 15—	Adeline	5	whales.
29—	Alpha	4	"
27—	Austria	10	"
Oct. 5—	Awashonks	6	"
Aug. 29—	Almira	5	"
Sept. 26—	Camilla	10	"
25—	Canton Packet	6	"
Aug. 27—	Corinthian Howland	2200	barrels.
Sept. 26—	Coral	5	whales.
1—	Courier	3	"
26—	Dan'l Wood, (had a hole stove in by ice)	7	"
15—	Eagle	1	"
5—	E. Swift	7	"
24—	Eagerly	1	"
1—	Europa	4	"
26—	Faxon	7	"
24—	Florida of S. F.	1200	barrels.
24—	Florida, Fordham	6	whales.
Aug. 26—	Florence	4	"
Sept. 20—	George	2	"
Aug. 15—	Gov. Troup	4	"
1—	Gen. Scott	7	"
Sept. 29—	Helen Mar	6	"
29—	Harrison	4	"
Sept. 26—	Helen Snow	7	"
Aug. 7—	Illinois	2	clean.
Sept. 24—	James Allen	2	whales.
25—	James Maury	6	"
Oct. 6—	Janus	200	barrels.
Sept. 24—	Josh Perry	3	whales.
24—	John Howland	6	"
July 31—	John Wells	3	"
Sept. 19—	John P. West	7	"
Aug. 15—	Julian	11	"
1—	Lydia	4	"
26—	Massachusetts	1000	barrels.
June 15—	Martha	1	whales.
Aug. 29—	Mercury	10	"
Sept. 15—	Merlin	7	"
26—	Minerva	10	"
26—	Mt. Wallaston	150 sp. and 5	"
Sept. 20—	Nile	10	"
20—	Norman	3	"
26—	Oliver Cromer	10	"
29—	Ontario (Sounderd)	1200	barrels.
Aug. 31—	Ocean	7	whales.
Sept. 24—	President	10	"
26—	Pera	4	"
6—	Rob Tanner	50 sp. and 7	"
1—	Trident	5	"
20—	Victoria	1	"

First News from the Ochotsk.

The report which we gave last week, based on a letter from a sailor, seems to have been premature and exaggerated. The bark *J. D. Thompson* and ship *Onward* came into port on the 1st of November, having been the first arrivals this year from the Ochotsk. They state that the weather has been good, but whales scarce and shy. Capt. Allen furnishes the following:

Report of Ship Onward, Allen.—Left the Sandwich Islands March 25; had a pleasant passage to the Kurile Islands; passed through the 48th passage April 28; saw and struck the first whale May 16th, seventy-five miles N. E. of Cape Elizabeth. The ice at this time was packed and heavy from the Cape to Jonas Island. We sustained no damage of any consequence more than the loss of copper, &c. Took our first whale May 19, forty-five miles west of Jonas Island, and our last in Mercury Bay, about Sept. 29. Took fifteen whales in all. June 8 we arrived at N. E. Gulf; saw very few whales there; took our last in the gulf on the 14th of August. On the 17th, left for the Bays. Left the Bays on the 6th of October, and Ayan on the 9th. Passed through the 56th passage October 16th and had a pleasant run down. Struck the trades in 162 W., and 32 N.

October 6—heard of the following—C. W. Morgan, 300 bbls; Sunbeam, 550; Java, 500; Endeavor, 500; Oregon, 450; Active, 250; Cicero, 150; Comet, 100.

Report of Ship C. W. Morgan, 24 days from Fellstoff. Had bad weather down, no heavy gale, rough shifting weather. We have 130 sperm, 270 whale, 2000 lbs bone. Took one sperm whale 4 days from Hakodadi, that stowed down 150 bbls, and 3 bowheads in Shantar Bay.

Report of the J. D. Thompson.—Captain Brown, of the bark *J. D. Thompson*, furnishes the following report:

Comet, 75 barrels; Oregon, 350 barrels; Josephine, 1150 bbls; Active, 400 bbls; Cicero, 300 bbls; Java, 400 bbls; Rainbow, 150 bbls; Sea Breeze, 500 bbls; Midas, 400 bbls in July.

WHALING ITEMS.

From our New Bedford exchanges we glean the following news. Since our last report, these vessels have sailed:

July 17—Bark Sea Ranger, Wm. Lewis, for Pacific Ocean.
17—Bark Hercules, Isaac C. Howland, for North Pacific.
17—Bark Clarice, J. G. Morrison, for Indian Ocean.
18—Schr Armadillo, Chas. H. Hager, for Atlantic.
Aug. 1—Ship California, Dan'l Wood, for North Pacific.
7—Ship Geo Howland, Jas. H. Knowles, fr North Pacific.
7—Ship Ohio, Lewis H. Lawrence, for North Pacific.
7—Schr Petrel, John M. Hunneywell, for Atlantic.
15—Bark Gazelle, David R. Gifford, for Indian Ocean.

Three-eighths of ship Europa, of Edgartown, were sold at auction 16th inst, as discharged from her last voyage, as follows: 1-16th to Samuel Osborn, at the rate of $20,000; 1-16th to do. at the rate of $20,450; 1-16th to do. at the rate of $20,950; 1-32nd to do. at rate of $21,500; 1-16th to Jared Jernegan, at the rate of $21,000; 1-32nd to do. at the rate of $21,500; 1-16th to George Barney, at the rate of $21,800.

Ship Marengo, of New Bedford, 426 tons, old measurement, which arrived April 22d, 1863, and has been in port since, and not fitted on account of disagreement among some of her owners, has been purchased by Wm. O. Brownell, of this city, on private terms, and is to be fitted for North Pacific whaling.

From the Steam Whaling, Iceland.—A letter from Ambrose W. Landre, second officer of steamer Vigilant, of date Sidert Ford, July 15th, was received Thursday. This steamer, with four others, it will be remembered, is engaged in whaling on the Iceland coast, with Roy's Patent Bomb Lance. We Landre says the Vigilant has been upon the ground about six weeks, and had taken three whales, two sulphur bottoms and one humpback, making 150 bbls oil. The season had been poor, owing to the ice, which had kept the whales from the coast. Two large whales had been lost by the iron drawing. As they whales sink after they are dead, they have to be towed into the harbor. Mr. L. says the bomb lance works well. If they were used in the open water they would not be lost, for they do will floating about after they are first struck—but the reasons finally sinken down and to sunken. We are very busy now, sealing and whaling, cutting up oil, repairing boats, &c., and go to sea every morning. Mr. Andrews, our engineer, and the other men from New Bedford, are well.—*N. B. Mercury.*

The bark *Romeo*, Captain Edwin Church, sailed from New London, Sept. 1, on a voyage to Hardy and Desolation Islands, Indian Ocean. The following persons compose her officers:

Edwin Church, Mayo, Captain.
Jared S. Rogers, New London, Mate.
William A. Niles, Groton, 2d Mate.
James H. Greer, New London, 3d Mate.
Charles Rogers, New London, Boatsteerer.
Joseph Charles, Norway, do.
William Sherman, New London, Cooper.
James Brinley, New York, Carpenter.
Edwin Rose, New London, do.
Hiram Minot, New York, Steward.
William Thorwell, Newport, Blacksmith.
William Dunn, Kingston, Boatsteerer.
W. H. Bunker, Hudson, Boatsteerer.
Fred. Hess, New York, Cook's mate.

This vessel goes to join her tender the schooner E. R. Harper, now at Hurd's Island engaged in the fine Elephanting business which has been pursued from this port for the last 30-32 years. The Romeo is the first vessel from New London to carry on the elephant trade, which is somewhat of a peculiar branch of whaling. Whalebone, oil, or valuable, is scarcely ever obtainable by these vessels and their catch of elephants is taken in small parcels and at great expense of labor and care on the part of the hunters. Hence the high price of ivory.

There are twenty-five vessels now engaged in whaling from this port, of which numbers are owned by Messrs. Williams & Blagge, and E. H. Clark. Four of them have been fitted out for the trade this season, a larger number than for the other whaling agents combined. This agency will be the survey and mapping of these ships, which are among the oldest in the city. Two vessels are engaged in the whale fishery in Greenland, are expected home this fall.—*New London Chronicle.*

Ships' Mails.

For San Francisco—per Morning, about Nov. 10.
For Windward Ports—per Kilauea, on Monday.
For Kona—per Stolen Merrill, to-day.

PORT OF HONOLULU, H. I.

ARRIVALS.

Oct. 27—Am wh ship Northern Light, Clough, from Arctic with 1150 wp, 900 wh and 15,000 bn.
27—Am wh ship Europa, Winslow, from Arctic, reports.
27—Am wh ship Florida, Fisher, from Arctic, with 1200 wh and 25,000 bn.
27—Schr Kilauea, Nottenger, from Windward Ports.
28—Schr Mot Kaiki, Antone, from Kaholuia.
28—Haw bk Hae Hawaii, Hoppingstadt, from Arctic with 1300 wh and 24000 bn.
29—Am wh bark Addison, Pierce, from Arctic with 150 wh and 2000 bn.
30—Am wh bk Pacific, Worcester, Holly, from Arctic with 740 wh and 9000 bn.
30—Am wh bk Nile, Fish, from Arctic with 70 wp, 900 wh and 18,000 bn.
30—Am wh ship Gelaria, Cook, 13 days from Bath Friendly.
30—Am brig Firefly, Chapman, 18 days from Tahiti.
31—Schr Helen, Hallister from Makaweli.
31—Schr Kaulana, Kaulana, from Waimea.
1—Schr Sarah Merrill, Kinney, from Kona.
1—Schr Kaulana, Nakaela, from Koolau.
1—Am wh bark Onward, Allen, from Ochotsk, with 1150 bbls sperm and 15,000 lbs bone.
1—Am wh ship Emily Farnham, Washburn, from Arctic, with 900 bbls oil and 12000 lbs bone.
1—Am wh bark J. D. Thompson, from Ochotsk, with 1150 bbls sperm.
2—Am wh ship Alfred, Osborne, from Arctic, with 450 bbls oil and 9000 lbs bone.
2—Am wh ship Chas. W. Morgan, London, from Ochotsk, with 150 bbls sp, 270 bbls wh oil, and 2000 lbs bone.
2—Am wh bark Sunbeam, Barrett, from Ochotsk, with 550 bbls oil and 7000 lbs bone.
2—Schr Prince, Hatfield, from Hanalei.
2—Am wh ship Gay Head, Kelly, from Arctic, with 400 bbls oil and 8000 lbs bone.
2—Am wh ship Congress, Cantlin, from Arctic, with 400 bbls oil and 12000 lbs bone.
2—Haw'n wh brig Kalolo, Cogan, from Arctic, with 670 bbls oil, 15000 lbs bone.

DEPARTURES.

Oct. 27—Schr Kate Lee, Fountain, for Lahaina.
27—Schr Kaulana, Kaulana, for Kawaihae.
27—Sch Mary, Sebastian, for Hilo.
29—Schr Ka Moi, Wilcox, for Kaholuia.
29—Steamer Kilauea, Mottenger, for Windward Ports.
29—Schr Mary Ann, Wright, for Koloa.
30—Schr Moi Wahine, George, for Newhaven.
30—Schr Moi Kaiki, Antone, for Kaholuia.
31—Am brig Fire Fly, Chapman, for San Francisco.
31—Am wh ship Gelaria, Cook, for Ochotsk.
Nov. 2—Am bark Emprinsite, Lovett, for San Francisco.
2—British ship Thames, Devereaux, for San Francisco.
2—Schr Kalama, Nakaela, for Koloa.

EXPORTS.

For Honolulu—per Gelaria, Oct. 31—2 box specie $5,000.

For San Francisco—per Emprinsite, Nov. 2—3,472 pkgs (314,576 lbs) sugar, 144 pkgs (9926 gals) molasses, 14 bags (1945 lbs) coffee, 79 bags (7500 lbs) rice, 8,847 sealskins.
Value of Domestic Product.....$19,776 50.

PASSENGERS.

From Hawaii, per Kilauea, Nov. 3.—Mrs. C E Andrews, W Smith, J K Logan, A Sam Fornander and two children.

From Windward Ports.—Per Kilauea, Oct. 27th.—Hon G M Robertson, S B Austin, E Johnson, A Rhodes, W C Jones, C F Hart, M C Chadwick, L H Gulick, E H Stanley, E P Adams, Miss E Fern, C Lake, H L Chase, H M Greenwell, J Wright, Mr Wilkes, J Case, Alwin, and about 70 deck.

For Windward Ports.—Per Kilauea, Oct. 29th.—V Bal, E P Adams, S B Austin, E Johnson, A Rhodes, M M Gomez, J J Ayres, Mrs Capper, S K Cooke, wife and 2 children, R Lyman, Chas K Lane, Mr Spencer, M C Chadwick, E Keller, J Wright, and 40 deck.

From San Francisco—per Gelaria, Oct. 30—E F Hall—1.

For San Francisco—per Emprinsite, Nov. 1—Dr C F Gulick, wife and daughter, Mrs M R Peirbury, Miss Lydia Smith, Mrs Miller and child, Mr Bourgeois, Mr Layton, Mrs Layton, W Church, F Eptiva, Jo Maria, F Joaquim—14.

MARRIED.

Fernbrook—Ramsay—In Honolulu, Oct 15th, by Rev. S. C. Damon, Philip Henry Fernbrook, Esq., to Miss Mary Ann Ramsay, both of Honolulu.

THE PACIFIC
Commercial Advertiser.

SATURDAY, NOVEMBER 3.

His Excellency the Minister of the Interior has appointed Robt. Sterling, Esq., to the place of Superintendent of Public Works. Mr. Sterling has arrived from Hawaii, where he has been living for about a year, and will enter on the duties of his station immediately. Surely, this is the right man in the right place. Mr. S. is an accomplished draughtsman; skillful and laborious in his occupation as a civil engineer of great experience in different parts of the world, and the public may anticipate that he will do his "possible" in all matters which are intrusted to him.—*Gazette.*

The officers of this Government have the most unbusiness-like way of executing their official duties. Under other Governments it is usual to officially announce the appointment of any new officer to the superintendency of a bureau. Nobody as yet has had any official notification of the appointment of Dr. Smith to the Bureau of Public Printing, nor of Mr. Sterling to that of Public Works, though itemizers—among them the above—have announced the current rumors that both appointments have been made. In ordinary business matters it is considered necessary, as a legal precaution, to publicly announce changes that take place in the copartnership of any firm. The Government is only an extensive firm, which should be governed by the same rules respecting newly-appointed heads of bureaux. The omission indicates negligence and want of system in the head of the department in which the change is made.

The change that has been made in the Bureau of Public Works is unquestionably a good one, for, whatever qualifications Mr. Heuck may have had for the place, we consider that it is not wise for Government to employ a man in the public service who remains actively engaged in private business. No man should be appointed to office—no matter who he may be, clerk, judge or minister—who is unwilling to relinquish his other business, and devote himself wholly to the public service into which he enters. We have held this doctrine for years, and the longer we live the more are we convinced that no other rule can safely be adopted. The interests of the nation are paramount, the salaries are liberal and unchanged for at least two years, and no man should be willing to accept such salary except on the understanding that all his time and services are yielded to serve the public. The man who acts on any other principle must be set down as lacking in true loyalty if not in moral principle.

It would be better for the public interest if there was an entire change in the mode of carrying on the public works. They should be executed by contract, and through public tenders honestly made, and without that trickery and partiality that are too often witnessed in bidding. A bridge is to be built on Hawaii, a new road made on Maui, a steamboat wharf, a palace and warehouses erected in Honolulu, anchors and buoys to be laid at Kauai. All these are legitimate objects for public competition. The superintendent can draw up in detail whatever plans and specifications are adopted, make his estimates for what it will cost Government to do the work, call for bids, and if Mr. Jones will enter into bonds to construct the Hawaii bridge at the same or a less cost than the Government, let him take the job. If Mr. Lewers can make the road on Maui better and sooner and cheaper than Government, let him do it. If Mr. Dowsett, Torbert, Osborne, or any other man, can build the new wharf, warehouses and palace cheaper, quicker and better than Government, let him have the job. If Capt. Molteno will lay buoys at Kailua and Waimea at half what it will cost Government, let him do it. In each of these cases, and probably in most others, the work would be done cheaper and, if well supervised, better and quicker than if Government undertook it. *Let not officers of the Government be pecuniarily interested in the public works.* Besides, Governments are apt to move slowly, and take years to perform what individuals will execute in as many months.

With all his faults, there was one thing for which the late Mr. Wyllie will always be commended—his constant aim to have all public jobs done by contract. He was right, and his policy, in this particular, is the only sound one which any Government should follow. When this system is adopted, there is little chance for Crown Ministers being suspected of having an interest in the profits of public improvements. Public competition insures the work being done at the *lowest cost* and in the *best possible manner.*

Famine in India.

The telegraph reports that an extensive famine was prevailing in India during August. Some idea of its extent may be formed from the dispatch, which we insert:

New York, Oct. 7th.—The reports of famine in India are confirmed, especially in the Bengal and around Calcutta. The correspondent of the London Times, writing from that city, under date of the 11th of August, says the city was being so crowded with paupers that the municipal Commissioners and merchants had organized a relief Committee. On Monday a public meeting of all classes was held in the Town Hall to raise a subscription. Reports were read giving statistics, which completed to date, show that, at twenty-two places, 11,475 poor are daily fed, in addition to the sick in the hospitals; and as this number is increasing at the rate of about 250 a day, it may be said that 10,000 persons are now subsisting on charity daily in Calcutta. Reports from Bombay are even more appalling, says the same authority. Think of 300 dead bodies being picked up in the streets of Bombay each morning! Half the truth has not been told. The last returns shows 7,550 deaths in that one station during the week ending July 31st. If you treble that number, for many who become the food of the jackal and vulture in the lonely jungle or ditch, you will not go beyond the each truth. It is obvious that the Board of Revenue has ceased to report the deaths.

Singular as it may appear, this famine is unquestionably one of the incidental results of the American civil war. Soon after the supply of American cotton was cut off, the most herculean efforts were made by British capitalists to increase the cultivation of that staple in India, and thus render them independent of America. Ship loads of silver and gold were sent thither, and millions of pounds sterling expended in efforts to increase the crop. Money was scattered among the poor and indolent so lavishly that they began to think that poverty could never come again. The cultivation of the staff of life was so neglected that importations of rice were resorted to from the surrounding nations. So long as the price of cotton remained high this costly system could be afforded, but the fall in the price left the inhabitants without means to buy the food so necessary to their existence.

The population of India is not far from one hundred and sixty millions, the greater portion of which depends on rice for food, and are engaged in its cultivation. A considerable part of the population having been diverted from rice culture to that of cotton, there has arisen a scarcity of the former article; and not only that, but many of the people are left without even the means of obtaining food. In this calamity it certainly behooves the capitalists of England to bestow relief, as the famine must be attributed mainly to their efforts to divert the population from their ancient agricultural labor.

The crop of cotton in India has increased about four-fold since the rebellion broke out, the yield of 1865 having been the largest, and in amount not far from one million bales of two hundred pounds each. This result was attained under the stimulus of high prices that then ruled. It is questionable, however, whether its cultivation will ever be called a success there, owing to the poor quality of the article, and the heavy cost of transportation. The crop of 1866, it is said, will not be over two-thirds that of the previous year, and the falling off will inevitably continue under the low prices that now rule in England. The Hindoos will return to the cultivation of their rice fields, and British capitalists continue dependent on America.

The American civil war has probably had a greater effect on the commerce of the world, and deranged the prices of leading staples and of labor in every country of the globe, to a greater extent than any other war or rebellion that ever took place. Throughout America and Europe it disturbed the prices of all kinds of wearing apparel. In India, China and Japan, it diverted the people from their accustomed callings to engage in the growing of cotton and the manufacture of cloth. It almost drove the whalers from the seas, and sent the prices of oil and bone to fabulous figures. Even here in these Islands it had its effects, and has given an impetus to the manufacture of sugar, which that branch of industry would not have otherwise received. As yet no other evil effects have been created here than an occasional scarcity of poi in small districts, and the prediction of famine, which however has never yet reached the natives. The extent of the influence of the rebellion on the affairs of other peoples indicates what a mighty power the American nation is destined to exert on the world. Peace within her borders assures plenty and prosperity in every other land; war within her is the signal of change, commotion and want in the most distant countries. None too remote to feel her influence, whether in war or peace.

NOTICE!

THE LADIES OF HONOLULU, WILL HOLD A

Fair at the Public Hall!

ON

THURSDAY EVENING, November 15th,

FOR THE

Benefit of Schools for the Education of Hawaiian Girls in Honolulu.

Tableaux Vivants may be expected.

545 2t

CIGARS, CIGARS!!

100,000 No. 1 HABANA CIGARS.
For Sale Cheap
545 1m By S. SAVIDGE.

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