COMMERCIAL.

SATURDAY, MAY 11, 1867.

STEAMSHIP CONSTRUCTION.—About the middle of April, a consolidation of the various steamship lines running from San Francisco, north and south, excepting the Pacific Mail Co., and the Nicaragua Transit Co., will be effected by the Times are as follows: The California, Oregon and Mexico Steamship Company have purchased all the river steamships of the California Steam Navigation Company, consisting of the cities of Stockton, Sacramento, Colusa, Alexander, the opposition River boat Helen, and a half share in the side-wheel steamer Active. They have also purchased the properties Montana and Idaho, of the Anchor line, now taken off. The Holladay Company have now sixteen steamships of 35,000 tons.

The splendid steamer Oregonian, a paddle-wheel boat, of 1,914 tons burthen, which was commenced in the East and went out to have work on her completed, has been purchased from the Pacific Mail Steamship Company. This is one of the finest steamships on this coast. The steamship of the late California Steam Navigation Company have the option of taking a share in the Pacific Express Company either in cash or stock in the consolidated company, and a meeting will be held on the 23d instant to settle this point. By the new arrangement the consolidated company will control the whole of the business of the Pacific Coast, from point, Arispiles, to Sitka, the most northern one. The Vice President of the company at New York will be Wm. Norris, and C. J. Brenham and Jesse Holladay will act as agents here, and have the general management of the business.

Besides these lines, to the northern and southern coast, the consolidated company have put in a bid for the annual subsidy of $75,000, for a regular mail service to Honolulu. When all these arrangements are completed, and the otherwise good working order, of the entire fleet properly secured, they will have a reserve of five or six steamers to act in emergencies, and supply the places of disabled vessels.

The steamship Colorado left San Francisco for Japan and Hongkong on the 25 of April, as advertised, taking a full cargo of about 1200 tons, mostly grain and wheat. The cargo-list for Yokohama was valued at $90,000, and that for Hongkong at $36,618. The Bulletin has the following:

SAILING OF THE COLORADO.—The Pacific Mail Steamship Company's magnificent vessel, the Colorado, Captain Lees, sailed at noon yesterday for Yokohama and Hongkong, with a full freight, 20 cabin passengers, and 201 Chinese in the steerage. There was a very large assemblage of persons collected on the wharf, amongst whom were not a few than 1,000 Chinese, to see the Colorado depart on her first Japan trip, showing that the interest of the public in this great enterprise had not abated. The number of through passengers from Europe and the Eastern States, is comparatively small as yet, but there is no doubt that as soon as the new steamship boats, now running on the Atlantic, or on their way round the Horn, arrive here, and the regular monthly service begins, we shall have 100 or more through passengers where we now have 20. Those on the wharf who had not before seen this vessel, were impressed with her fine proportions, and all were struck by the skillful and seamanlike manner with which her new captain handled her. Captain Lees though well known as a popular master of clipper ships, has not been a commander before this voyage in the Pacific Mail Steamship Company's service, but has made several voyages as chief officer of the Constitution. The large amount of freight, 1,300 tons, with the crowds of passengers in the steerage, will contribute to make a larger return on the outward trip than she made on her initial voyage.

Respecting the market, the Mercantile Gazette of the 17th has the following:

The long expected improvement in general business has not been realized during the period now under review. On the contrary, superior complaints that trade is duller than during the winter months. The transactions between them and the jobbers have certainly been larger since the auction rooms are filled with newly imported staple goods, as they have been for a month past. Large quantities of teas, coffee, rice, oils and various other goods, have been brought under the hammer, and executed a market for them in the hands of jobbers being the chief purchasers. It is this state of affairs that accounts for the somewhat anomalous fact, that while the quantity of goods taken out of bond for consumption has been very large, trade among importers has been very light. The jobbers, on the other hand, have been doing a fair business, at prices below importers' demands.

COFFEE.—The heavy imports of coffee from Central America and Manila have caused a reduction of sixteen to per article. The current prices are: Rio, 22c; O. G. Java, 25@27c; Central America, 21@21½c; Manila, 20@20½ ₱ ℔. There is no Sandwich Island in the market, and probably will not be for the present season, as the crop will be barely sufficient for home consumption. From Manila and Central America we learn that the crops are very large and fine. We have received 10,400 bags from there since the 1st inst., and there are five cargoes now on the way here, so that coffee is likely to be cheaper.

SUGARS.—Sugars though in very large supply, are too much under the control of the refineries to be cheaper. I shall not be surprised if refined shall be soon advanced. Raws are decidedly dearer, the advance being influenced by the refineries, who are purchasing extensively of both sugars and molasses, suitable for their operations. The present prices for refined are: Circle A Crushed, 15½c; Fine Crushed, 15½c; Granulated, 15½c; Powdered, 14c; Coffee, 10½@11c ₱ ℔. Sandwich Island Raws are very firm at 9¾@11c ₱ ℔.

MOLASSES is dull at 25 cts. for Hawaiian.

RICE—Stock heavy. Sale of 100 bags Haw. at 9c.

GOLD was quoted in New York April 17 at 137½.

OILS show no change in Eastern markets from last previous quotations.

Advices received at San Francisco to February 5, from Manila, state that "sugar had advanced a trifle with sales of 10,000 piculs Current Clayed at $4.3-16 ₱ picul; Superior was quoted at $5. Rice was more plenty; Common, $2@2½ ₱ cavan in the river. Cordage, $13@14 ₱ picul for assorted sizes. Coffee was arriving freely, with large purchases and free contracts to the extent of 10,000 piculs at $12.12-16 ₱ picul; since then prices declined to $11.9-16—the crop said to be larger than in former years.

The latest report of the New York market as given by telegraph, is the following:

For sperm oil and linseed oil the market is dull, but prices are unchanged. The supply of crude oil extends the demand. California dry hides are quiet. Trade in Merrimac and Sprague prints [illegible]

LOCAL COMMERCIAL.

The bark Comet arrived on Saturday morning last quite unexpectedly, bringing a full cargo of assorted merchandise, and dates to the 20th of April. She returns immediately to San Francisco, and will sail in the course of eight or ten days.

The Cambridge arrived on the 5th and the brig I. B. Lunt on the 7th from the same port, both with cargo. The former returns to San Francisco, and the latter sails to-day for the Ochotsk on a cruise for codfish.

The British clipper ship Sea Chief, which had been at anchor for some days in the roads, sailed on Thursday for Baker's Island, in ballast, where she will load guano for Europe.

The bark Eastfield is advertised for Valparaiso.

The brig Woodland sails to-day with a full cargo of sugar and molasses for San Francisco.

Ship Isabella arrived home March 9—111 days from Honolulu; the Ceylon March 14—in 104 days, and the Arctic April 11, 127 days—all very fair passages.

One-half of the Hawaiian schooner Active was offered at auction last Saturday, but the upset price not being reached she was withdrawn. She has since changed hands at $2,000.

Local trade partakes of the usual dullness at this season of the year, and it will doubtless continue through the summer months.

Capt. Reynolds, of the Lackawanna, communicates the following for publication:

Notice to Mariners.

French Frigate Shoal is crescent shaped, with its bow to the eastward and its horns to the west, enclosing a large lagoon-like basin of about water. Our rocky islet of small area, about 200 feet high, rises nearly midway between these horns, and a number of sand banks, some just awash and others of 12 to 15 feet elevation are scattered about the reef.

The horns are about 16 miles apart, and bear from each other S. E. by S. and N. W. by N. A band of green water, with soundings from 6 to 17 fathoms, reaches across between them, bulging out a little to the westward, over which the Fenimore Cooper and the bark Gazelle passed, in exploring the shoal. These vessels anchored under the N. W. end of the reef, to the northward and a little to the westward of the islet. On the sand bank east of the islet, the crew of the Daniel Wood encamped, and on coming away left some pigs there. Their flagstaff remains on the bank, and there is another on the islet, two try pots are also on the Wood's bank.

The E. extreme of breakers, according to the Fenimore Cooper, is in Long. 166° 09' W., and the N. W. extreme 166° 26' W. The Latitude of the north edge of breakers, 23° 50' N. The Latitude of the south edge 23° 38' N.

The observations of the Lackawanna confirm those positions. British Admiralty chart No. 2464, sheet 6, corrected to 1863, has the shoal laid down correctly as to Latitude, but laid down about 34 miles too far to the eastward, placing its eastern extreme in 165° 35' W. and its western edge 165° 50' W.

Ships' Mails.

FOR SAN FRANCISCO—Per Woodland, this day.
FOR WINDWARD PORTS—Per Kilauea, Monday.
FOR HONG KONG—per Ethan Allen, soon.

PORT OF HONOLULU, H. I.

ARRIVALS.

May 4—U. S. S. Lackawanna, Reynolds, from French Frigate Shoals.
4—Schr Marilda, from Hawaii.
4—Schr Manuokawai, Antone, from Maui.
4—Am bark Comet, Patty, 24 days from San Francisco.
5—Am bark Cambridge, Brooks, 18 days from San Francisco.
5—Schr Mary, Babcock, from Hawaii.
7—Schr Mary, Nika, from Kauai.
7—Am brig I. B. Lunt, Bills, 21 days fr San Francisco.
7—Schr Malolo, Keoki, from Kauai.
7—Schr Warwick, from Molokai.
8—Schr Moi Wahine, from Maui.
8—Am wh bark Martha, Thomas, from cruise, with 100 bbls sp oil.
9—Schr Kate Lee, Fountain, from Maui.
9—Schr Ka Moi, Wilbur, from Maui.
9—Schr Moi Ka'iki, Wetherbee, from Maui.
9—Schr Rob Roy, from Molokai.
10—Schr Kona Packet, Marchant, from Hawaii.
10—Schr Kohala, Howard, from Hawaii.

DEPARTURES.

May 5—Am wh ship Niger, Cleveland, for cruise.
4—Schr Kate Lee, Fountain, for Maui.
4—Schr Ka Moi, Wilbur, for Maui.
4—Schr Emma, Crane, for Hawaii.
4—Schr Prince, Hadfeld, for Kauai.
4—Schr Kohala, Howard, for Hawaii.
4—Schr Odd Fellow, Cluney, for Hawaii.
4—Schr Nettie Merrill, Kinney, for Kauai.
6—Stmr Kilauea, McGregor, for Windward Ports.
7—Schr Marilda, for Hawaii.
8—Schr Helen, Ballentine, for Maui.
8—French wh ship Norman, Skridder, to cruise.
8—Br. ship Sea Chief, Lewis, for Baker's Island.
8—Schr Mary Ellen, Wheeler, for Okotsk.
8—Schr Anna, Babcock, for Hawaii.
8—Schr Manuokawai, Antone, for Maui.
8—Schr Warwick, for Molokai.
8—Schr Mary, Nika, for Kauai.
9—Haw. Sloop Hokinole, Wood, or cruise westward.
9—Schr Malolo, for Kauai.
9—Schr Active, for Hawaii.
9—Am wh bark Martha, Thomas, for cruise.
10—Am brig I. B. Lunt, Bills, for Ochotsk Sea.

PASSENGERS.

FROM SAN FRANCISCO—Per Comet, May 4—Mrs J P Cromwell, M Fallon, G Melchers, H P Baldwin, W Glasson, A Aiwa, Wesley Burdett, and 2 in steerage.

FROM SAN FRANCISCO—Per Cambridge, May 5—S F Noble, E S Flagg, T Sanders, D S Franer, F Rodrigs, Joe.

FOR WINDWARD PORTS—Per Kilauea, May 6—Her Majesty Queen Emma, Three Sisters of the Reformed Catholic Mission, W Burnham.

FOR SAN FRANCISCO—Per Woodland, May 11—G Rhodes and wife, Capt Richmond, E L Reynes, Messrs Wood, Doolie, Phillips, and 22 others, part Consul's men.

Spring Whaling Fleet.

We insert below a complete list of whaleships that have arrived at this port this spring from foreign cruises or home parts numbering in all 48 vessels, and bringing in cargo 3,594 barrels of sperm oil and 8,135 barrels of crude oil. As the exact whale days for home, no report is made of any home on board. The oil shipped to New Bedford by the Syren amounted to about 2,000 bbls of sperm and 1,000 bbls of crude oil, leaving over 1,000 bbls unshipped. A portion of this balance has gone forward to San Francisco for shipment thence, and a portion remains on board the whaleship, which have taken it North.

Among the old shipmasters who are now cruising North, we met a few days since Capt. J. R. Cleveland of the Niger, lately from New Bedford, who has not been to Honolulu for some years past, having been cruising in the Indian and Atlantic Oceans. Capt. C. informs us that he has visited, during the twenty years that he has been whaling, nearly every port in the world in which whalers resort, and he has never found one which offered advantages equal, or where so little trouble is found, as Honolulu. Comparing it with other ports, he says it is the general opinion of shipmasters and owners that it is also the least expensive, and at the same time well supplied with staff and fixtures. Although during the rebellion, the whaling interests of this port fell off very much, we believe it will now rapidly increase, and under the impetus which the purchase of Russian America must impart to it, will become in a few years more prosperous than ever.

In the following list, the vessels which have gone to the Kodiack or Ochotsk are so marked against each,—all the others have gone to the Arctic.

		Bbls. Sperm.	Bbls. Whale.
Jan. 17	—Florida, Williams	—	Ocean. —
Mar. 1	—Josephine, Reuble	150	—
4	—Benj. Cummings, Halsey, (Och.)	90	—
11	—Geo. Scott, Washburne, (Kod.)	—	50
13	—Wm. Lewis, Littlefield	—	50
14	—President, Kelley	—	60
14	—Eliza Adams, Wilson, (Och.)	—	60
16	—Emily Morgan, Butler, (Kod.)	420	—
19	—Reindeer, Blackman	—	200
20	—Thos. Dickason, Jennings	120	—
20	—Three Brothers, Taber	50	200
20	—Trident, Rose	20	—
23	—Geo. Fox, Russell, (Kod.)	15	—
25	—John Howland, Whilden	—	375
26	—Minerva, Pendleton	70	—
29	—Fanny, Harding	—	100
27	—Wm. Penn, Embury, Stetson, (Kod.)	—	clean. —
27	—Oriole, Hayes	175	—
28	—Oliver Crocker, Leighton	—	275
28	—Congress, Castine	—	100
30	—Gayhead, Kelley	—	200
31	—Sarah Sheridan, Wilson, (of N. B.)	50	—
31	—Sea Breeze, Hamilton, (Och.)	—	600
31	—Islander, Holley	200	—
31	—Wm. Gifford, Fisher, (Kod.)	—	250
32	—New Lond., Lewis	—	400
31	—James, Smith	—	1,000
April 1	—Geo. Howland, Knowles	95	10
3	—Alpha, Lawton	—	50
3	—Benj. Cummings, Grinnell	—	450
4	—John P. West, Tucker	—	500
4	—Awashonks, Norton	50	—
4	—Caroline F. Foote, Hazard, (Och.)	250	—
5	—Rebecca, Macomber	—	150
5	—John Carver, Worth	80	—
6	—Mantinella, Phillips	—	350
6	—Champion, Worth	—	250
7	—St. George, Soule	—	400
8	—Daniel Wood, Richmond	125	Lost, Apr. 15
8	—Corinthian, Lewis	—	clean. —
9	—Europa, Mellen, (Och.)	90	220
10	—J. D. Thompson, Brown, (Och.)	—	600
12	—Harrison, Coty	—	125
12	—Alonzo, Osborne	—	550
12	—Eagle, McKenzie	—	135
13	—Ohio, Lawrence	100	50
14	—Florida, Fordham	—	500
15	—George, Davis	—	100
15	—Lydia, Hathaway	35	70
15	—James Allen, Pierce	130	500
18	—Jos. Maxwell, Chase	50	10
18	—Ocean, Barker	—	180
19	—Merlin, Thomas	—	clean. —
19	—Massachusetts, Williams (of S. F.)	—	200
19	—Helen Mar, Herendeen	135	—
19	—N. S. Perkins, Poole	—	400
20	—California, Wood	140	170
23	—Progress, Dowden	5	40
26	—Tamerlane, Winslow	225	—
29	—Morning, Little	111	—
22	—Hermies, Howland, (Och.)	200	—
22	—Mio, Hawes	—	clean. —
27	—Seine, Smith	200	—
24	—Vineyard, Smith	150	—
May 5	—Niger, Cleveland	—	clean. —
7	—Martha, Thomas	100	—

IMPORTS.

FROM SAN FRANCISCO—Per Comet, May 4—10 cs drugs, 72 pkgs domestic, 5 bales wool and blankets, 1000 pkgs flour, 1 iron safe, 1 hale hops, 57 pkgs tobacco, 2 pkgs glass, 248 pkgs oats, 103 cs bread, 2 sheep, 14 cs opium, 3 bxs specie ($4,300), 100 bbls lime, 2 box plants, 55 ship blocks, 49 pkgs beer, wine and spirits, 6 cs bitters, 5 pkgs jewelry, 25 cs kerosene oil, 9 pkgs saddlery, 5 bxs apples, hlf bbl walnuts, 996 pkgs unspecified merchandise.

FROM SAN FRANCISCO—Per Cambridge, May 5—192 pkgs beer, wine and spirits, 7 pkgs hardware, 2 pkgs ship chandlery, 25 cs boots and shoes, 1 cs perforated copper, 10 cs tobacco, 175 sacks oats, 10 bdls paper, 1 iron safe, 608 pkgs flour, 50 doors, 5 pkgs sash, 10 kgs nails, 4 bxs opium, 20 bxs apples, 50 pkgs potatoes, 10 pkgs barley, 50 pkgs wheat, 265 pkgs groceries, 50 bxs crackers, 75 pkgs lime, 1 wheelbarrow, 300 empty barrels, 75 cs bread, 7 cs sand, 137 pkgs unspecified mdse.

FROM SAN FRANCISCO—Per I. B. Lunt, May 7—1 bale corks, 3 bales catch, 15 cs tobacco, 600 thrums, 46 pkgs unspecified merchandise.

MARRIED.

HAMILTON—PENNA—In Hamilton, Canada West, Jan. 16, at the residence of the bride's father, by the Rev. C. H. Drinkwater, M. A., Rector of St. Thomas' Church, Mr. Henry M. Hamilton to Augusta Penna, daughter of J. J. Mason, Esq.

DIED.

JAMES.—At Whitesboro, Oneida, County, N. Y., Feb. 24, 1867, Sarah F. James, wife of Dr. W. W. James.

Mrs. James is well remembered here by her maiden name, Sarah E. Bowker. After her return to the United States, she was married to Dr. James.

CHAMBERLAINE.—At Eureka, Dec. 1863, Richard R. Chamberlaine, late of Hilo, Sandwich Islands, aged 55 years.

THE PACIFIC
Commercial Advertiser.

SATURDAY, MAY 11.

News of the Morning.

The mail for the United States and Europe, via San Francisco, will close this morning at 10 o'clock, by the brig *Woodland*, which sails at 11 o'clock punctually.

The bark *Ethan Allen* is due any moment from San Francisco, having sailed on or about the 25th. Gen. McCook and lady may be expected in her, and perhaps the New York mail of April 1. The *Ethan Allen* is under charter for Hongkong, and will remain here only a few hours.

From a gentleman who arrived yesterday afternoon from Hawaii by the *Kona Packet*, we learn that the crater of Kilauea continues in increased activity. There are now seven distinct lakes of lava, and the scene at night is represented as inexpressibly grand.

The steamer had a pleasant run to Lahaina under a fresh north wind, arriving there at 8 o'clock A. M., on Tuesday morning. Her withdrawal from the coasting trade, which we understand will take place soon, will leave us without a steamer. This will be a serious loss to the Islands, and one which the traveling public will feel. Why cannot the Ben Holladay Company extend their steamer arrangements so as to include these Islands? They have the right class of vessels to spare for the service, and we presume can obtain the privilege. If they secure the Honolulu mail subsidy, such an extension of their line will be an object, as steam coasters will add much to the trade and profit of the San Francisco and Honolulu steamship line.

Her Majesty QUEEN EMMA arrived at Lahaina in the steamer on Tuesday morning, and is the guest of her mother. On Wednesday, accompanied by His Ex. the Governor of Maui, she visited Lahainaluna Seminary, arriving at 12 M., and remained till about 4 P. M., witnessing the annual examination of the institution. On her entering the hall, the students rose, and when she reached her chair, they sang with true Hawaiian enthusiasm the national hymn *God save the Queen*. During the recess, President Bishop and his lady entertained Her Majesty, with the Governor and their suite, to dinner. The Queen expressed herself much pleased with the examination exercises, which showed a marked proficiency in the students. During her visit she was presented with a handsome bouquet, made up of twenty-one varieties of flowers raised on the Seminary grounds.

On our first page will be found an interesting narrative of the seamen of the *Daniel Wood* during the two weeks spent on French Frigate Shoal. Also a letter from our attentive San Francisco correspondent. On the last page, besides two columns of late foreign news, will be found the Protest of the American Bishops of the Episcopal Church against the ritualistic heresy, which is now agitating England, and apparently gaining ground in the United States. It is nothing more or less than Puseyism, and should it succeed in England, threatens to destroy the vitality if not the existence of the established church.

The projected withdrawal of the *Kilauea* from the coasting service again suggests the subject of a government subsidy for steam—not of the kind practiced heretofore when seventy or eighty thousand dollars were sunk in a few months in that vessel, but a small monthly subsidy, sufficient to pay the interest on the capital invested. The same policy should be pursued with the San Francisco steamer—a reasonable subsidy, say $12,000 to $25,000 a year, should be paid by the Hawaiian Government to aid and encourage the enterprise. In both cases, national interests are benefited to more than the amounts awarded.

The four arrivals from San Francisco which have occurred in as many days the past week, though during the 25 days prior to the 4th of May we had not a single arrival from that port—shows that we are still subject to "a feast or a famine." The passages made by the *Comet*, both to and from San Francisco, were unusually fine ones for this season. Her last trip over was made in 14 days to the Farallones, from which point she was one day working in. On her return passage, when eleven days from San Francisco, she was only 220 miles from Honolulu, where she fell in with calms, and was nearly three days reaching port.

It is seldom that a more interesting batch of news has been received from the old countries than that by the late American mail. The files of papers and magazines will find eager readers. In another column we refer to the more important items—the cession or purchase of Russian America and the approaching war in Europe. Prussia has learned to move her armies with wonderful celerity, and the moment war is declared, a million men will be in arms on her borders. The first arrival may bring us advices of actual war.

The weather during the early part of the week was quite wet, and copious rains have fallen—in all nearly 14 inches fell between the 1st and 8th inst. Mr. J. H. Wood sends us his observations. During the first four days of May, 1.07 inches fell; on the 5th, 4.52 inches; on the 6th, 3.86 inches; on the 7th, 1.76 inches; on the 8th, 2.67 inches; making a total of 13 inches and 88-100ths. Yesterday the wind hauled to westward, accompanied with frequent showers during the night, with promise of more to-day.

More National Vessels Needed in the Pacific.

"VISIT OF A GOVERNMENT VESSEL NEEDED."—"We are feeling very much the need of the visit of a Government vessel. As things now are we have no *protection* for property or life. We have felt that such a vessel commanded by the right man, would do our cause much good. But we shall not trust too much to such agencies."

We copy the foregoing paragraph from a letter in the Missionary *Herald*, written by Rev. E. T. Doane, Missionary of the American Board, who is stationed on Ponape or Ascension Island, located in North latitude 6° 40 and East longitude 158° 19. It is the same island where the *Shenandoah* committed her piratical depredations in the spring of 1865, in burning one Hawaiian and several American whaleships. Its harbors are large and safe, and have been visited by whaleships and merchant traders for many years. At times, from ten to twenty vessels may be seen in the various harbors at one time. In former years, more than at present, but still more or less, ships now resort to the various ports of Ascension, where the usual supplies of whaleships may be readily obtained. It has, at least, three very good and safe harbors. The island is well wooded and the forests grow down to the very shores, and even immense mangrove forests are growing miles below high water mark. It is one of the very few high or volcanic islands of Micronesia. The present population is estimated at from six to ten thousand. It was first occupied as a Mission Station of the American Board in 1852. At present two American Missionaries [illegible] upon the island. They have been remarkably successful in their work, the language having been reduced to a written form, various books published in it, and many of the inhabitants taught to read and write.

Notwithstanding this island has, for so many years, been the resort of the American whaling fleet of the Pacific, and one wrecked there under circumstances which demanded a searching investigation; yet the harbors of that island *have never been visited by an American war-ship*—yes, they have by one war-ship, but alas! it was one that bore the American Rebel Flag! In the year 1852, the Rev. Dr. Gulick, now residing in Honolulu, while stationed there as a Missionary of the American Board, thus wrote:

"Four vessels of war have touched at Ascension Island within twenty years, viz., in 1838, the English vessel of war the *Larne*, Capt. Blake; in 1839, the *Danaide*, Commander Du Rosamel, a French vessel; in 1845, the English vessel of war the *Hazard*; and in 1851, the French corvette *Capricieuse*."

Since that date, we believe that both English and French war ships have visited Ascension, although those nations have seldom a whaling vessel or merchant ship touching there, for trade or supplies. Now, it appears, that the United States Government is highly censurable for having never since the year 1776, or since the nation had a flag, sent a war-ship to look after American commerce in that remote part of the world. For the honor, however, of America as a Christian nation, the flag of the *Morning Star* has repeatedly been displayed in all the harbors of that island!

This subject has repeatedly been brought to the notice of the Admirals and Naval Commanders of the United States, cruising in the Pacific, and the reply has been that the Islands of Micronesia do not fall within the limits of that part of this ocean, assigned to the North Pacific Squadron, but belong to the East India Squadron. We readily see how awkward it would be for the Admiral in the East Indies or China, to send a vessel to Ascension; hence, to have the work done in a proper *ship shape* style, an order should be issued from Washington for a special vessel to be detached for the special service of cruising in the Central Pacific, and the proper Commander assigned to it.

It is currently reported that the Hawaiian Government has recently addressed the representative of the American Government, inquiring the reasons why a war vessel is stationed here. We can hardly credit this rumor, though it appears to be well founded. If so, the inference is that the Government has been influenced by some over-sensitive advisers, for no high-minded Minister would ever endorse such a procedure, without its having been supported by grave reasons. Both the American and English Governments station war vessels permanently at Panama, Yokohama and Rio. But what would be thought if the New Granadian Government should demand of the United States or England its reasons for keeping war vessels at Panama and Aspinwall year in and out; or if the Japanese Government should ask why war vessels are kept at Yokohama? Such demands, if ever made, would be treated as beneath notice, or replied to by returning a volume of American or British Commercial Statistics for those Governments to study. While its commerce centers so largely at those and other points, it would indicate culpable negligence should any Government fail to provide suitable protection for its interests.

It may be asked, how is the case at those islands? According to the tables of the Collector General, lately published, there were at these islands during 1866, 72 American merchant vessels, of 20,308 tons, and 220 entries of American whalers at our various ports. At a reasonable valuation, these merchantmen were worth $1,500,000, and the whalers $7,500,000, or a total of $9,000,000 of American shipping visiting those islands during one year, to say nothing of the cargoes on board the same. Thus from the Hawaiian official records, it will be seen that American marine interests in this quarter are very important and sufficient to call for special protection. Though French and English commerce here is not nearly so large, yet those nations have war vessels frequently here. Should they choose to station ships here permanently, as they do at Panama and Yokohama, *it would be a public benefit*, and the trade of the port promoted thereby. In two instances of ships lost quite recently, British seamen and passengers have been dependent on American vessels for return to this port.

The injury resulting from a neglect to provide adequate assistance and protection to American commerce, was shown during the late war, when the North Pacific whaling fleet dwindled down towards its close to a third or a quarter what it was before the beginning of the war. We have not the exact figures at hand, but it is well known that in 1862 only 24 whalers touched at these Islands, and in 1863, 43; while prior to the war, the number of American whaleships was about two hundred.

We do not pretend to know the grounds of the sensitiveness referred to above; but we know that the American Government has till lately been too negligent in regard to American commerce in the Pacific. So far as the visit of the *Lackawanna* is concerned, a little investigation may show that she was sent to Honolulu partly at the *urgent request of a high officer of the Hawaiian Government*, for what reasons, is probably better known to it than to others. Instead of the *Lackawanna* in the North Pacific and the *Tuscarora* in the South Pacific, the American Government should keep several war vessels surveying and cruising around the various groups in this great ocean, studded with its ten thousand islands and reefs. Since the exploring expedition of Wilkes, from 1839 to 1842, little has been done by the American Government in the way of surveys and explorations of Polynesia. This ought not to be.

We are confident that the American Government is now awakening to this important subject. The establishment of a steam line to China, the proposed line to Honolulu, and more particularly the purchase of Russian America, indicate that the Pacific is attracting greater attention. Already the American flag is flying over ten or twelve guano islands in the Central Pacific, from which guano to the value of millions is annually shipped to Europe and America. Soon it will be displayed to the north of us, along the shores of the Kodiack and Arctic—from 54° 40 to the North Pole.

Under these circumstances, with the American flag flying on three sides of us, with American ships and commerce all around us, it seems very strange that any Hawaiian official should be sensitive respecting the presence of a war ship in Honolulu Harbor. This is the commercial center of the North Pacific, and this whole ocean is alive with American commerce. Steamships are crossing and re-crossing it constantly; whaleships pass our port almost daily, and their smoke is seen north and south, east and west of us, while merchant vessels are flying in every direction. This being the condition of things in the Pacific, let us have more war vessels—British, American, French, Russian, or any other that may come. They are all welcome, and will only add to the prosperity, trade and security of the Islands.

The Cession of Russian America.

The most important political news received by the late arrivals from San Francisco is that relating to the cession of Russian America to the [illegible] is somewhat remarkable that the whole transaction was virtually completed before the first intimation was given of any negotiations on the subject, and that not a newsmonger in Europe or America dreamed of what was going on till the treaty itself was laid before the Senate for ratification. The basis of the treaty appears to have been negotiated by Assistant Secretary Fox, during his visit to St. Petersburg, in 1866. On our fourth page we give all the telegraphic news which has been received relating to this important measure. The extent of the territory ceded is concisely described in the following paragraph taken from Harper's *Gazetteer*:

Russian America comprises the whole of the continent of Northwest America west of long. 141° west, and a strip on the coast extending south to lat. 55° north; bounded on the east by British America, south and west by the Pacific ocean, and north by the Arctic ocean, and the following islands and groups: Prince of Wales Island, Duke of York Archipelago, George III. Archipelago, the Kodiac Island, and the Aleutian Islands. The principal settlement is New Archangel, a small town with 1,000 inhabitants on the Island of Sitka, the largest of the group of George III. This island was called George III. by Vancouver. It is the seat of the Governor of all the establishments of Russian America. The Russian American Fur Company, incorporated in 1799, have their chief establishment there; they have some fifty or sixty ships of all sizes engaged in the collection and conveyance of peltry.

The area of this territory is not far from 400,000 miles, and the population has been estimated at 61,000 (or about the same as that of the Hawaiian Islands), the foreign portion of which is small, probably less than 1,000. The climate, though cold, is milder than in the same latitudes on the Atlantic, especially along the shores, where the population is mostly located. Portions of the territory are heavily timbered with oak, ash, pine, &c.

Respecting the value of this purchase, there appears to have been much difference of opinion in the United States, many considering it almost worthless, while others say the amount paid ($7,250,000) is reasonable. It is stated that so worthless was the new territory at first considered in Washington that not ten Senators were found ready to vote for it, though finally it was ratified by a very large majority—about three-fourths of the Senate.

All the papers which have come to hand greatly underrate the value of the new territory—the highest estimate of the trade of Russian America given not exceeding $300,000 annually. It will be seen from the following statistics, furnished us by Messrs. Hackfeld & Co., who have been agents at this port for the Russian American Fur Company as well as the Russian Government for the past fifteen years, but it is much more valuable. The skins and furs collected in this territory amounted, during 1866, to about $1,500,000. These consist of sea otters, fur seals, blue foxes, white foxes, muskrats, minks, bears and beavers. Of fur seals alone, 70,000 were brought to Honolulu last year, valued (at cost price) at $300,000. These furs are collected under instructions from the Company in St. Petersburg, which directs just what number shall be obtained and shipped to London, New York and St. Petersburg, and no more furs are allowed to be taken and sent than what have been ordered, lest those markets become overstocked. The Russian Government has moreover received a large annual income from the Hudson Bay Company for the privilege of hunting in its territory. The furs taken by this company in Russian America, are included in the above figures of the value of exports from the territory.

Besides the important fur trade, which has been carried on with great profit for sixty or seventy years, and which is doubtless as profitable now as in the days when John Jacob Astor followed it, the purchase includes the right to the numerous islands along the northwest coast, and the rich fisheries among them, as well as the whaling grounds of the Kodiac sea, and the Arctic ocean. Heretofore American whalemen have not been allowed to land for business purposes on any part of this territory; hereafter trading and fishing companies can and will be established for carrying on the codfishery, seal fishery, as well as whale oil fishery, all of which can be more profitably prosecuted with establishments on the islands or mainland, in close proximity to the fishing grounds, than under the present mode. Taking these facts into consideration, and saying nothing of the timber, coal and mining wealth of the territory, the purchase of Russian America is one that must prove valuable to the United States, and which will give a great impetus to American trade and commerce in the Pacific.

But aside from the commercial aspect of this transfer, there is a political significance in it which should not be overlooked. It shows the United States prepared to peacefully extend the area of its sovereignty wherever there is a prospect thereby of opening new sources of wealth to its swarming millions and to the millions of Europe who are hurrying across the water to enjoy the protection and share the glory and wealth of the most if not the most powerful nation on the face of the earth. This purchase is one of which every American citizen may be proud, for it adds to the extent of American territory in this ocean, and as a consequence, to her influence and power. It has been acquired, not by war or threats, but by peaceful negotiation, and the treaty is equally creditable to Russia, to which the territory is comparatively useless, as it is to the United States, to which it will prove far more valuable.

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