COMMERCIAL.

SATURDAY, OCTOBER 12, 1867.

THE PANAMA RAILROAD.—The American company known as the "Panama Railroad Company" have received an extension of their charter for ninety-nine years, in consideration of paying the sum of one million dollars to the New Granadian Government on receipt of the money, and $200,000 per annum thereafter. An English firm had made a similar offer, with the additional stipulation to pay all the national debt of $75,000,000. This offer did not take. The immense amount of the traffic of this road may be seen by an abstract taken from the report for 1866 of the Superintendent of the road which we find in the Panama Star: The total cost $8,000,000, its receipts are about $2,000,000 annually, about half of which is profit.

"From this it appears that, during the twelve years the road was in operation, that there have been transported over it 500,532 passengers, $461,218,748 in gold, $147,377,113 in silver, $4,189,019 in jewelry, $19,062,567 in paper money, and 634,502 tons of mail matter, baggage, merchandise and treasure. Single amounts of passengers, merchandise, treasure, &c., crossed the road the first year that during any subsequent one, but the road was not then in active operation. In 1856 there were 383 passengers lost, and in 1857, 377 more than in 1866. The largest number crossed in 1859, being 48,076, and nearly 5,000 in excess of the past year, and the smallest number was in 1862 when 29,420 crossed, being 3,298 less than in 1866, so that the passenger traffic does not show any steady or important increase during the entire term. The large increase in travel in 1859 and 1864 was owing to the great reduction of passage money in the steam lines running opposition to each other between New York and San Francisco via the Isthmus. In 1866 the gold transported was $48,947,602, and in 1866 $48,[illegible], and at no period between these dates has it equalled either of these amounts. Silver shows a gradual increase from $9,479,648 in 1856 to $18,613,259 in 1865, since when it has declined to $14,201,752 in 1866."

Dates from Sydney state that a most devastating flood has visited Australia, after two years of severe drought. It is stated that "for two days the rain flooded the country, and five days gales dashed helpless wrecks on our coast. Even in our land-locked harbor the lightship carried away moorings stout enough to hold an ocean steamer, and only narrowly escaped destruction. The highest flood marks were between sixty and seventy feet above the usual tidal level, and at this height the waters were spread over immense tracts of rich alluvial lands on which were deposited sand and stones, rendering them almost valueless. Hundreds of houses were swept away, thousands of live stock destroyed, crops ruined and many lives lost. In one case a family of nine were drowned, and in another case twelve persons, the families of two brothers, lost their lives. Had it not been for the promptitude of the authorities in sending up well equipped boats and competent crews the loss of life would have been fearful. Hundreds were rescued off the tops of trees, haystacks and roofs of houses. Numbers are almost starving, homeless and naked. Subscriptions for their relief are flowing in, and will do much to alleviate the distress."

LOCAL COMMERCIAL.

There have three whalers and a number of schooners arrived from foreign ports the past week. The former comprise the *William Gifford*, with 250 bbls. oil, and the *Almira*, with 70 bbls. sperm and 1,650 bbls. whale, both from the Kodiack, and the brig *Kohola*, with 400 bbls., from the Arctic. No new reports are brought by these vessels.

The schooners *J. K. Thorndike* and *Goldstream* are from Vancouver's Island, the *Kitty Cartwright* from Fanning's Island, and the *San Diego* from Howland's Island.

Among the foreign vessels expected are these:

Brit. bark *Wilhelm*, sailed from London, May 23d.
Brit. bark *Gerstamy*, sailed from Liverpool, June 1st.
Haw. bark *A. J. Pope*, sailed from New Bedford, May 25th.
Haw. ship *Island*, sailed from Boston, June 19th.
Haw. bark *Count Bismarck*, sailed from Bremen, Aug. 1st.
Am. bark *Comet*, sailed from San Francisco, Sept. 25th.
Brit. bark *Celestia*, sailed from Noyo River, Sept. 30th.

Besides these a clipper is expected from San Francisco to load oil, a lumberman from Puget Sound, and three guano ships from Central America and China ports.

We have no vessel on the berth loading for San Francisco, though two packets are daily expected. The steamer will also be due on the 27th, to sail again Nov. 5th.

The *China Packet* is loading for Hongkong, to sail about the 20th.

Seventy sacks damaged wheat—ex *Othello*—were sold at auction yesterday by Mr. Adams, and realized from 2½@14 cents ℔ lb.

The non-arrival of the *Comet* has been the cause of complaint among the merchants. Long passages cannot be avoided, but for lack of promptness in dispatching vessels there can be no excuse. We have seen bills of lading, of goods shipped by the *Comet*, signed the 28th of August—one week before the departure of the steamer and two weeks before the sailing of the *China Packet*. There may have been a sufficient cause for the detention of the vessel in this instance, but merchants will hereafter be more careful to order their goods sent by the first packet sailing.

Gold was quoted in New York, Sept. 14th, at 145.

Sperm oil, same date, $2 05; whale oil, 75 cents.

COMMERCIAL ITEMS.

The San Francisco *Commercial Herald* calculates the wine crop of 1866 as worth $5,800,000.

The Idaho *World*, of July 19th, has seen the largest mass of gold recovered in Idaho Territory. It weighed 637.16 ounces, 770 fine—value, $10,141 86.

THE COTTON WORM.—The cotton crop of Louisiana and Mississippi seems to be in a bad way. Not long ago the reports from these regions were highly promising, and a heavy yield was confidently predicted. But it appears that the scourge known as the cotton or army worm has made its appearance, and "King Cotton" is ill in consequence. Reports from several localities in the two States mentioned, and also from a few districts in Alabama, tell of the discovery of the worm in the young bolls, and the planters say that in about six weeks these destroyers will be strong enough to begin their ravages. The total American crop for 1867-8 will be about 2,500,000 bales.

RAILROADS IN OPERATION IN CALIFORNIA.—It is estimated by the *Alta* that there are three hundred and twenty-six and a half miles of railroad in operation in California, thus: "Sacramento to Summit 105 miles, Sacramento to Folsom 22½, San Francisco to San Jose 50, Folsom to Shingle Springs 28, Folsom to Lincoln 31, Lincoln to Marysville 16, Marysville to Oroville 36, Stockton to Copperopolis 26, Encinal to Haywood 14, Sonoma to Napa 6, Oakland Point to Clinton 4, Rundsell's Landing to Petaluma 3."

LONDON.—London is growing greater every day, and within its present bounds, extending over 122 square miles of territory, the population announced last year by computation to 3,037,591 souls. In the midst is the ancient city of London, inhabited at night by about 100,000 people; while around it, as far as a radius of fifteen miles, stretches from Charing Cross, an ever-thickening ring of people outside within the area which the metropolitan police have to watch over, making the whole number on an area of 627 square miles around St. Paul's and Westminster Abbey 3,037,591 souls.

PAPER BOATS.—A boat maker of Troy has lately constructed a paper boat thirty feet long, which weighs but forty pounds, and is in every respect superior to boats made of wood. It is this, lighter than a wooden boat, is rendered impervious to water by a coating of oil and other compounds, and is claimed to be more durable, and that it will stand shocks that would destroy a wooden shell. Such a boat cannot be split or broken, but if a hole be made in it by accident, the perforation will be no larger than the size of the object piercing it, and could be easily mended; it will not soak nor crack, requires no caulking or pitching, and, above all, the cost is much less than a wooden boat.

THE LOUISIANA SUGAR CROP.—The New Orleans *Times* says: It is now generally conceded by those who have taken the trouble to inform themselves upon the subject that the yield of sugar in Louisiana this year will be much smaller than was at first anticipated. Our country exchanges confirm this opinion by their crop reports. The excessive rains, lasting throughout the period when the cane required most careful cultivation, prevented proper attention being given to it, but permitted the grass and weeds to grow up among and around the plants, checking and in many cases impeding their growth. In some cases the cane could not be properly "laid by" on this account, and the consequence of these mischances is a very backward crop on nearly every sugar estate in Louisiana. In the Island of Cuba the very reverse seems to be the case. The weather has been more than usually favorable; no mishaps of any nature have occurred, and there is every prospect at present that the labors of the Cuban planters will be rewarded with a most abundant yield of cane sweets.

WHALING ITEMS.

Bark *Arnolda*, Captain James A. Crowell, sailed from New Bedford June 23d, 1867, for the Pacific Ocean.

Ship *Elizabeth Adams*, Capt. Caleb O. Hamblen, sailed from New Bedford July 2d, 1867, for the Pacific Ocean.

The bark *Arnolda*, lately purchased by John P. Knowles, 2d, of New Bedford, is being fitted for a whaling voyage in the Atlantic and Indian Oceans. She will be commanded by Capt. Bourne, late of bark Gazelle.

A bark has been purchased in New York, for Messrs. Burton & Trumbull, of Talcahuano, which is to be fitted at New Bedford for a whaler. She is 250 tons, English built, 23 months old, and will proceed to the Pacific after being repaired. We understand that Crosby & Co., of Talcahuano, intend purchasing two vessels to be fitted for the whaling business. A bark has been fitted at New Bedford for Talcahuano parties which is nearly ready for sea.

Ships' Mails.

FOR SAN FRANCISCO—Per steamer Idaho, Nov. 5.
FOR MAUI—Per Kate Loe, Monday or Tuesday.
FOR HILO—Per Anne, on Monday or Tuesday.

PORT OF HONOLULU, H. I.

ARRIVALS.

Oct. 1—Eng schr. Gold Stream, Martin, 21 days fm Victoria.
3—Haw. brig Kohola, Taylor, from the Arctic with 400 bbls wh oil and 4,000 lbs bone.
6—Am wh bk Wm. Gifford, Fisher, from Kodiack, with 250 bbls wh oil and 2,500 lbs bone.
6—Schr Helen, Ballantier, from Maui.
6—Schr Active, from Hawaii.
6—Eng schr J. K. Thorndike, Meldran, 28 days from Victoria.
7—Am wh sh Almira, Osborn, from the Arctic, with 70 bbls sp 1,650 bbls wh and 13,000 lbs bone.
8—Schr Marlika, Berrill, from Hawaii.
9—Schr Kamalie, Adams, from Molokai.
9—Schr Manookawai, Antone, from Maui.
9—Schr Mahelo, Mellish, from Kauai.
9—Schr Prince, Hatfield, from Kauai.
9—Fr ship Venus, Rey, 22 guns, from Paita.
10—Schr Nettie Merrill, Kinney from Kauai.
10—Schr Mary, Niks, from Kauai.
11—Schr Yette, from Kauai.
11—Schr Owanie, from Maui.
11—Schr Kitty Cartwright, Tierney, 29 days from Fanning's Island.
11—Schr San Diego, Tengstrom, 30 days from Howland's Island.
11—Schr Anne, Babcock, from Hawaii.
12—Schr Kate Loe, Crane, from Maui.

DEPARTURES.

Oct. 5—Haw bk Berk Bernice, Cathcart, for San Francisco.
8—Am wh bk President, Kelley, for cruise to westward.
8—Schr Odd Fellow, Cluney, for Hilo.
12—Sloop Isabella, for Maui.
7—Schr Yette, for Kauai.
8—Schr Kate Loe, Crane, for Maui.
8—Schr Ka Moi, Wetherbee for Maui.
8—Schr Mary Ellen, West, for Maui.
9—Schr Helen, Ballantier, for Maui.
9—Schr Active, for Hawaii.
10—Schr Prince, Hatfield, for Kauai.

EXPORTS.

FOR SAN FRANCISCO—Per Bernice, Oct. 5th—1,897 pkgs (203,150 lbs) sugar, 938 pkgs (27,454 galls) molasses, 459 pkgs (44,836 lbs) pulu, 20 bags (1,000 lbs) peanuts, 25 pkgs (700 galls) syrup, 259 bags (21,000 lbs) rice, and stores.
Value domestic.....$10,287 14

Pacific Whaling Fleet—1867.

We give below a list of whaleships cruising at the North the past summer (to all 194), with the names of their Captains. Those that have arrived, either at this port or San Francisco, are put in italics:

FIRST SEASON.

Acors Barnes, Jeffrey.....Och. Mary, Smith.....Arc.
Ben Sumner, Halsey.....Arc. Marengo, Little.....Arc.
California, Wood.....Arc. Nassau, Cleveland.....Kod.
Corinthian, Lewis.....Arc. Ohio, Lawrence.....Arc.
Europa, Pierce.....Och. Ontario, Hayes.....Arc.
Geo. Henry, Knowles.....Arc. Progress, Dowden.....Arc.
Hercules, Howland.....Och. Stella, Nye.....(S).....Arc.
Hibernia, Lodner.....Arc. Vineyard, Smith.....Arc.
John Carver, Worth.....Arc.

SECOND SEASON.

Active, Robinson.....(S).....Och. Lydia, Hathaway.....Arc.
Adeline, Soule.....Arc. Massachusetts, Wilcox (S).....Arc.
Alpha, Lawton.....(S).....Arc. Montezuma, Pillsage.....Arc.
Aurora, Awalon.....(S).....Arc. Nickis, Drake.....Och.
Awashonks, Norton.....Arc. Nautilus, Blown.....Arc.
Champion, Worth.....Arc. Navy, Davis.....Arc.
Cornelius, Eldridge.....Arc. Norman, Childs.....Arc.
Clara, Penn.....(S).....Och. Ocean, Rather.....Arc.
Courier, Hamblin.....Arc. *President, Kelley*.....Arc.
Eagle, McKenzie.....Arc. Rainbow, Baker.....Och.
Eliza, Barnes.....(S).....Arc. Splasher, Rayner.....Arc.
Gay Head, Kelley.....Arc. Rose, Mackenzie.....(S).....Arc.
Gen. Scott, Washburn.....Kod. Sea Breeze, Hamilton.....Arc.
George, Davis.....Arc. Solon, Smith.....Arc.
Henry Lewis, Jones.....(S).....Arc. St. George, Soule.....Arc.
Illinois, Davis.....Arc. Tamerlane, Winslow.....Arc.
Islander, Holley.....Arc. Three Brothers, Taber.....Arc.
Jas. Allen, Pierce.....Arc. Tribute, Rose.....Arc.
Jacob, Smith.....Arc. Trident, Devoe, Georgetown, Agt.
John Wesley, Dean.....Arc. Washington, Baker.....Och.

THIRD SEASON.

Almira, Osborn.....Arc. Josh Perry, Green.....Arc.
Canton Packet, (lost at Japan) Jos. Hewes, Wheldon (S).....Arc.
Congress.....(lost in Arctic) Laguna, Fisher.....Arc.
Embracer, Wilson.....(S).....Och. Minerva, Pomeroy.....Arc.
Fanny, Hunting.....Kod. Peru, Smith.....Arc.
Florida, Fordham.....Kod. Roman, Vandyke.....Och.
Gen. Pike, Rowell.....(S).....Kod. Stephanie, Sinclair.....Arc.
Jas. Maury, Cunningham.....Arc. Sunbeam, Barrett.....Och.
Java, Smith.....Och. Wm. and Henry, Stetson.....Kod.

FOURTH SEASON.

Elis. Swift, Perthes.....Arc. Martha, Thomas.....Arc.
E. Morgan, Dexter.....(S).....Kod. Milo, Howes.....Arc.
J. F. Wood, Tinney.....Arc. Nile, Long.....Arc.
J. Maxwell, Chase.....Arc. Oliver Cromwell, Lapham.....Arc.
J. D. Thompson, Brown.....Och. *Wm. Gifford*, Fisher.....Kod.
Merlin, Thomas.....(S).....Arc.

OF SAN FRANCISCO.

C. E. Foote, Hamel.....(S).....Och. Mass. 2d, Williams.....(S).....Arc.
Florida 2d, Williams.....(S).....Arc. Manuela, ——.....(S).....Arc.
Harrison, Cooley.....(S).....Arc. N. S. Perkins, Pole.....(S).....Arc.
Jeanette, Reid.....(S).....Kod.

OF HONOLULU.

Comet, Rice.....Och. Adelaide, Howard.....Arc.
Florence, Sanborn.....(S).....Kod. Oregon, Hamilton.....Och.
Eugenie, Spencer.....Arc. *Priscilla, Tripp*.....Arc.
Hae Hawaii, Hopkins.....Arc. Wm. Robbs, Fuller.....Och.
Julian, Lubbers.....Arc.

FRENCH.

Norman, Snyder.....Kod. | Winslow, Lubeck.....Kod.
Total.....104 vessels.

MEMORANDA.

REPORT OF SCHOONER SAN DIEGO.—Left Honolulu August 21st and arrived at Howland's Island Sept. 4th. The bark *Peristera* arrived July 25th and sailed August 26th with a full cargo for Cork. The *Little Oakford* arrived August 31st, and was loading. Left Howland's Island on return voyage on the 11th of Sept. and arrived at Honolulu Oct. 11th—30 days' passage.

IMPORTS.

FROM VICTORIA, V. I.—Per Gold Stream, Oct. 5th—10 tons coal, 7,000 ft lumber, 1,819 pkgs sundries, 70 bbls salmon, 1,000 lbs potatoes.

FROM VICTORIA, V. I.—Per J. K. Thorndike, Oct. 7th—85 bbls salmon; 100 sugar shocks, 10 kegs.

PASSENGERS.

FOR SAN FRANCISCO—Per Bernice, Oct. 5th—P. T. Daring, Mr. Bowman, wife and child—4.

DIED.

BRINKMANN—At Makawao, Maui, on the 30th of September, at the residence of Mr. J. Miller, of consumption, Charles Brinkmann, a native of Hanover, Germany, but who emigrated to the United States when two years old, with his parents. His mother, brother and sister reside on Long Island, N. Y. Mr. B. was for three years in the United States Army.

HANNE—On board the U. S. steamer *Lackawanna*, Oct. 7th, W. G. Hanne, gunner's mate. He was buried in the U. S. Navy Lot in Nuuanu Cemetery.

THE PACIFIC
Commercial Advertiser.

SATURDAY, OCTOBER 12.

News of the Morning.

His Majesty the KING has been spending the past week at Kaneohe, in Koolau. He returned to town last evening.

Queen EMMA has also been spending a few days on the windward side of this island, and will return probably next week.

The steamer *Idaho* is supposed to have reached San Francisco on Monday evening last. Her news about the treaty will be published simultaneously in the papers of that city, Chicago, New York, Boston and perhaps London and Paris on the following morning, Tuesday, October 8th—*thirteen days from Honolulu*. Such are the wonders of the telegraph. The *Idaho* leaves again on her second trip for Honolulu, on Tuesday next, October 15, and will be due here on the 27th inst.

We are still without the arrival of the expected mails. It is not the first time that a *comet* has been too soon looked for. Even if the packet sailed as late as the 25th of September, as reported last week, she is 17 days out to-day. Long passages are usual at this season. In 1865, the *Comet* was 20 days making the passage in October. The *D. C. Murray* arrived October 16, 1866, after a passage of twenty days. If these are any criterion, the mail is hardly due yet.

With commendable promptness, the Government authorities caused the reservoir, which supplies the town with drinking water, to be cleaned out on Thursday. More ought to be done by the authorities to preserve it clean and pure. To this end the duct which brings it from the River to the reservoir ought to be covered over, or, what would be still better, pipes should be laid to convey it thither. We have had facts communicated to us by eyewitnesses, showing that the water is put to uses it was never intended for, the publication of which would sicken the public. Something further ought to be done to protect the health of the town, and remedy these abuses.

By the ship *William Gifford* we have a report, received from the revenue cutter *Lincoln*, which was spoken off Sitka, that gold had been discovered back of Sitka, and that the diggings promise to be as rich as any in California or British Columbia. We see no reason why gold should not be as abundant there as farther south. It was not till California passed into the hands of Americans that the gold in that country became available, and it may be the same with the gold fields in Russia.

The whalers are coming in with more than usual promptness, eight having arrived up to this date, and their presence imparts more life to the port. The low price of oil at home is a cause of general regret and reduces their earnings very much, which are always a proportional share of the cargo taken. Jack thinks it costs him more than 35 cents a gallon to take the oil.

The President's Amnesty Proclamation will be found in full on our fourth page. Whatever may have been his motives in issuing it, the effect will undoubtedly be good, and the people will eventually endorse it as a wise measure. The time has arrived when the past should be forgotten, and those lately in rebellion have now the opportunity to show their loyalty to the Union, and become again faithful citizens of the best and noblest Government in the world.

"NASBY" gives a biographical sketch of himself on the fourth page. In the Toledo *Blade*, the letter is accompanied with his portrait, which may well be said to be a faithful picture of a true Democrat.

No vessel is in port likely to leave the present week for San Francisco, and the steamer *Idaho*, sailing November 5th, will probably offer the first opportunity for an outward mail.

The steamer *Kilauea* is still laid up, nor has any action been taken tending to insure her resuming her place as a coaster.

A Rochester parson asserts that the keeper of a boarding-house in Buffalo stole a large St. Bernard dog some time since, killed him, and served up the meat for the delectation of a dancing party which assembled at his house.

A New Press Law for England.

The recent reform campaign in England created, during the discussion of the reform bill, much bitter and personal dispute between parties and especially between the leaders. The Liberals have had rather the advantage, while the Tory ranks and payers have suffered most. Some of the latter now propose to accomplish, by a law, what public sentiment has been unable to do—to protect them and their leaders from ridicule and abuse by a stringent press law, which shall compel every writer to sign his name to any article published, as is done in France. We are very much mistaken if public sentiment in England will submit to any such despotic measure, which strikes at one at the very foundation of personal freedom and popular liberty. It curtails the force and power of public sentiment. For instance, the policy of a new banking law, or other financial measure, is introduced into Parliament. A prominent financier is the most capable writer on the subject, and is willing to use his pen if his connection with the discussion can remain unknown. So of any branch of the public service, or of abuse in it. Persons not strictly partisans can often utter more pungent truths than any others. If such articles are mixed with personalities it is because public sentiment sustains publications of that nature.

There is no cause to fear any such law being proposed or enacted here, at least so long as the King's Ministers are inclined to use their pens so freely as do those of the present Administration. How amusing it would be to see a fierce onslaught in the Government *Gazette* on the proposed reciprocity treaty, signed by one Minister, and a few weeks later another in favor of the same measure, by the same or another Minister; or to see communications dealing in the grossest personalities, as has often been done, signed by persons employed in the various departments. The Government would instantly lose all respect, and become the butt of ridicule and abuse. So long as the "organ" continues there can be no chance of a press gag law here. The San Francisco *Times* remarks on this proposed English press law:

"The English are pugnacious, and when they are hit they like to strike back. If a writer in a newspaper attacks them they want to know who he is, so that they can hit him in return. Their ideas about the impersonality of newspaper writers are very different from ours. Knowing that there are several writers for each of the important journals, they desire to single out their enemy from among them, and punish him individually. They contend that it gives a person too much power to permit him to strike at another through the columns of a newspaper with impunity, because he is shielded by his impersonality from the consequences of a free expression of opinion upon the acts of others. The motive for desiring that the names of the writers shall be signed to their articles arises partly from fear. The assaults of an unseen enemy are feared more than those of an open foe. Children are afraid to enter a darkened room, because they cannot see if there is anything there to hurt them. The editorial room of the newspaper is as a darkened room to many grown-up children, who fear that some one of its inmates desires to injure them, and will reach out an unseen arm to strike the blow. Hence they want it thrown open to the light, so they may know who occupies it; or, which is the same thing, that they shall sign their English their names to the articles they write. The English are generally taking ground against the proposed law, and it is not likely to be enacted.

"In America, such a law is not only not desirable, but would be inconsistent with our institutions. It would restrain a free discussion of principles or expression of sentiments. Modest men, however learned and capable, dislike publicity, and would shrink from the free expression of their sentiments if compelled to sign their articles. Again, the advocacy of unpopular opinions, however just and correct, would be prevented if the writer had to subject himself to public odium or personal abuse for opinion's sake, by publishing his name with his writings. Newspapers in these days, and especially in America, possess individuality or characteristics which distinguish them from each other; to require each writer to be individualized would destroy the unity and identity of the journal he is connected with. It is one of the still too prevalent evils of journalism that editors too often forget or abandon their impersonality to indulge in personal quarrels distasteful to the public. The change proposed would increase such evils where the press is free. In France it is the Emperor, not the people, who requires newspaper writers to sign their articles. He does it for his own safety, and holds the rod over those who dare to offend him. The liberties of the people cannot be safe where the press is not free, and the press cannot be entirely free unless it is rendered actually impersonal."

The Reciprocity Treaty.

Nothing of course can be known for some months to come what action the American Senate will take on the treaty which has been sent to it for ratification, but if we may judge from the general sentiment of the papers which come to hand, public opinion in America is strongly in favor of it. A number of the leading influential papers have expressed themselves warmly in its support. When we take into consideration the entire unanimity which prevails in California and Oregon regarding the measure, we are strongly of the belief that it will pass the Senate by the requisite two-third vote.

From a speech delivered in the Oregon Senate, by one of the Senators, recommending the passage of resolutions instructing the Representatives and Senators of that State to advocate a reciprocity treaty, we cut a few paragraphs to show the views entertained there:

* * * It is singularly true that the necessary importations of the Pacific States and Territories, and those of the Sandwich Islands, can, in nearly every particular be supplied by the exports of the other. The merchant vessel sailing from the ports of San Francisco and Portland, with her cargo of lumber, spars, shingles, staves, flour, fish, coal and butter, with which to supply the demands of the people of Hawaii, returns in a few short weeks from the port of Honolulu bearing her cargo of sugar, molasses, syrup, coffee, pulu, paddy, rice, arrow-root, tobacco, cotton, goat-skins and tropical fruits with which to supply the necessities and swell the luxuries of the people of this coast. This fact alone, in connection with the consideration of the relative geographical positions of the two countries in a commercial point of view, is of sufficient importance to induce the people of Oregon and of this coast to, at least, pray the general government, in an earnest and respectful manner, to remove every barrier to a system of free trade between the Hawaiian Government and the Pacific States and Territories.

But there are additional and still more weighty considerations that demand our united exertions in an effort to secure closer relations of reciprocity between the two Governments. The great and incalculable advantages of these Islands to the United States, in a commercial and political point of view, and more especially to the people of the Pacific States and Territories, will not for a moment be questioned by any one. The binding ligaments of trade are difficult to be broken, and let these Islands be bound to us by treaty and interest, and it will prove the strongest barrier that can possibly be reared against the encroachments of foreign powers upon a trade of such vast importance to us a people. The United States Government has at the present day a great advantage over all the nations of the earth combined, so far as the trade of these Islands is concerned; and it is alone by removing the restrictions imposed by heavy duties, and by encouraging a closer relation of reciprocity between the two Governments, that we will be able to retain it.

From statistics it is evident that American interests largely predominate in trade, commerce and navigation; and not only so, but the sugar plantations of these Islands are principally owned by and under the management and control of Americans residing there, and who are engaged in commerce and trade; and in this view, the proposed treaty of reciprocity would be regarded more as a measure to facilitate trade between our own people than as a treaty with a foreign power. Every consideration, then, of duty and interest, it seems to me, would concur to animate every American citizen resident upon the Pacific coast with earnestness and zeal in favor of a treaty of reciprocity between the two Governments, by which each will be greatly benefitted, and also bound indissolubly together by the strongest ties of interest and trade.

While it is true that such a treaty would, under our present rates of tariff, diminish our nation's revenue, it would reduce the cost upon this coast to the consumers of such articles as coffee, sugar, syrup, rice, pulu, etc., etc., to about one-half of their present rates—provided the supply from the Islands should prove equal to the demand; of which fact, there could be but little room to doubt.

An Important Decision.

On Saturday last, October 5th, Hon. E. H. ALLEN, Chief Justice and Chancellor, delivered his decision in the Bill in Equity for a Construction of the Will of Henry Zuplein, who died in 1860, possessed of property principally coin, amounting to some $17,000. The part of the will on which arose the question, is as follows: "I hereby constitute and appoint Robert W. Holt and Asher B. Bates, Executors of this my last Will and Testament, and give and bequeath unto the said Robert W. Holt and Asher B. Bates as Executors aforesaid, and their heirs and assigns forever, all of my estate personal, real and mixed to be held by them in *trust*, and out of the proceeds of the same to pay my just debts and funeral expenses, and then to hold the remainder for the use and benefit of my *wife Kekuhiwa* and my only son *William, during the natural life of my said wife*, accounting for the use and profit of the same, *one half to my wife* upon her request, and *the other to my son William*, and upon the decease of my said wife to pay the expenses of her last sickness and funeral expenses and then to transfer *all of the remainder of my estate to my son William his heirs and assigns* for his and their use and benefit forever."

Kekuhiwa, the widow, and William the son of Henry Zuplein, enjoyed each one-half of the revenues of this handsome estate, under the Trusteeship of J. W. Austin, Esq., who succeeded Holt and Bates in the trust, until William died, on the 1st day of January, 1867, his mother Kekuhiwa, holding a life estate in one-half, being still alive. William left a will, in which, after making three bequests of $1,000 each to some of his friends, he left "the rest and residue of his estate, whether real and personal and wherever situated, whether in present possession or in expectancy unto his wife Napua, her heirs and assigns."

The question then arose whether by the fact of William's dying before Kekuhiwa, he had any estate in his father's property which he could devise; and Napua filed a Bill in Equity (in March, 1867,) vs. Kekuhiwa and J. W. Austin, Trustee, praying that she be decreed, the profits of one-half the estate during the lifetime of Kekuhiwa, and upon her decease, the remainder of the estate.

The case involved great study and research, and was argued at considerable length by Messrs. Judd, Lawrence and Jones, for Napua, and by Mr. Stanley, for Kekuhiwa, and the points are given in the Chancellor's decision; which in brief amounts to this: That the estate which William had by force of Henry Zupplein's Will was a vested remainder and not liable to be defeated by his death before the termination of the life-estate, and therefore, he could devise it to Napua, who is to have the income of one-half the estate, and on the death of Kekuhiwa, the absolute ownership of the whole, which under prudent management is now about $19,000.

OCEAN POSTAGE.—A treaty has been concluded between the Post-office Departments of Great Britain and the United States, whereby on and after the 1st of January, 1868, the postage on letters not exceeding half an ounce in weight, to and from the United States, shall be twelve cents instead of twenty-four cents, as now charged. For any other than single letters half ounce the same charge shall be made for every additional half ounce. Every international letter insufficiently paid, or wholly unpaid, received in the United States from the United Kingdom, shall, in addition to the deficient postage, be subject to a fine of five cents—such fine to be retained by the United States Post-office; and every letter insufficiently paid, or wholly unpaid, received in the United Kingdom from the United States, shall, in addition to the deficient postage, be subject to fine, the amount of which shall be fixed and retained by the British Post-office. International newspapers, books, packets, including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, &c., and patterns and samples of merchandise, including seeds and grain, shall be transmitted to either office at such charges, not less than three pence in the United Kingdom and six cents in the United States, per forty ounces, on books, patterns or samples of merchandise, and under such regulations as the dispatching office may from time to time lay down; full payment to be required in all cases.

By the above it will be seen that on the first of January, 1868, a new postal convention between Great Britain and the United States will go into effect, under which the postage between those countries will be reduced one-half. What the rate of postage from this kingdom to England will be, has not yet been determined, but it will probably not exceed twenty cents each half ounce.

While our Envoy is at Washington, would it not be a good opportunity to renew the efforts to make a postal convention between this kingdom and the United States? One similar to that just made between the same country and England would be satisfactory; though 10 cents would be a better rate to adopt. But this feature ought to be introduced—each country should require all postages to be *prepaid*, and retain all postages so collected. This would do away with the objection which has always been put forward at Washington that it would be next to impossible to keep the accounts of Hawaiian postage collected on a few letters here and there scattered all over the country. The whole thing would become simplified, and perfectly feasible. The number of letters sent to the United States is about the same as that received—so that if the same rate of postage were prepaid on all when deposited in each country, each Government would receive its just due, and there would be no postage collectable on delivery of the letters, and no accounts to settle between them. We offer these suggestions, as we think they are worthy of being taken up and carried out.

A TELEGRAPH FOR CHINA.—By recent news from America it appears that a company has obtained the right to establish a telegraph from Canton to Shanghae, a distance of 875 miles by water. Frequent allusion is also made now to a telegraph across this ocean, from San Francisco to Hongkong via Honolulu, and it is not unlikely that even now this great enterprise is engaging the attention of European and American capitalists. It will be accomplished within ten years. The following from the New York *Tribune* relates to the new China telegraph:

"An American company has got the advance of all others in securing a most liberal charter from the Emperor of China for running a coast telegraph line a distance of nearly 900 miles along what may be called the grand marine highway of the Empire. That work the Directors of the East India Company in New York find themselves, in a position to construct at once. Their programme is the purchase of the cable which was made for the Russian Telegraph Company, which is now the property of the Western Union Company, and which lies on board a vessel at a Vancouver Island port. That secured and lying at a most convenient point for their purpose, the East India Telegraph Company will be at once in a position to set to work in a practical way. Starting from Canton, which has a population of 1,000,000, they connect with Macao, (population 60,000,) a distance of 70 miles; thence they connect at Hongkong, (population 250,000,) 75 miles; thence to Swatow, (population 200,000,) 130 miles; thence to Amoy, (population 250,000,) 115 miles; thence to Wan Chu, (population 300,000,) thence to Fu-Chau, (population 1,250,000 120 miles; thence to Ningpo, (population 400,000,) 125 miles; thence to Hangtcheau, (population 1,250,000,) 60 miles; thence to Shanghae, (population 1,000,000,) 80 miles. The total length of this line is 875 miles, and the aggregate population of the cities it touches is over 6,000,000."

A NEW WONDER IN PRINTING.—The *National Intelligencer*, at Washington City, says Baylles & Wood's Chromatic Inking Apparatus is now in operation in the job-room of the *Intelligencer* printing-house. It will print any number of colors without any change in the form, and with a single impression. The distribution of the various inks is complete, while the apparatus is simple and may be applied to any kind of job press in use. It is destined to work a complete revolution in color printing, and is worthy of the attention of all practical printers.

THE AMAZON EMIGRANTS.—Soon after the collapse of the rebellion, there was a scheme started for emigration to Brazil, and several hundred southerners migrated to that empire, where it was presumed slavery would be perpetual. The "peculiar institution" has, however, gone under there as well as in America, and the fond hopes of the emigrants have faded away. The Petersburg *Index*, a southern journal, thus takes off the visionary beauties and attractions of Brazil:

"There is a delightful region in South America, accessible by steamboat, which is not only pleasant to live in, but affords a charming prospect for all who wish to die, as well as to live, easy. It is peculiarly well suited to those of our fellow citizens who look forward for support to public offices and confiscation. The vegetation of the country is perennial, and the splendor and elegance of nature are, beyond description, fine. The emigrant, like the native, has only to step ashore, go into the woods, and be happy. He reclines, with dignified ease, under the first clump of trees. On looking up, he discovers the bread-fruit growing, and above that the pendant branches of the cocoanut. In the same woods the shirt tree grows, described by the celebrated traveler, Humboldt. The tree is felled with an ordinary knife, the skin is taken off, two armholes are cut, and there is the shirt. A work of five poor little minutes, such as one may get through with lazily in an idle spell whittling off the small end of nothing from a chunk of soft pine. To vary the diet one need only whistle for a native, who will come, and for the consideration of half a cent will produce from his traps two dozen of woodcocks, which are plentiful there, and, as we all know, are most delicious eating. For one cent you may obtain a bushel and a half of sweet potatoes. The yam, indeed, grows almost spontaneously, and is brought to its highest state of perfection by being simply poked in a hole and covered over with sand—an operation requiring no more energy than is necessary to dip up a gourd of water and drink. All sorts of fruits grow in the greatest abundance and force themselves into observation by their profusion. Death in that country is, as we have intimated, easy. All that is necessary is for one to satiate himself with yams, bread fruit, shirts, grapes and laziness and lie down in a jungle and go to sleep. When he awakes he will find himself in the belly of a boa-constrictor, or heaven, or perhaps somewhere else."

SUPREME COURT.—The October term of the Supreme Court commenced on Monday last, Mr. Justice Davis presiding. The following are the cases which have been heard:

The King vs. W. D. Raymond—Malicious injury, in mixing and throwing into his neighbor's premises a poisonous compound (phosphorus, with flour and water), "with a heedless and reckless disregard or gross negligence of the life or lives, the health or personal safety, or legal rights or privileges of another or other, many or few, known or unknown." The jury returned a verdict of guilty, with a recommendation to the mercy of the Court. Sentence on Thursday.

The Attorney-General for the Crown.

W. C. Jones, Esq., for the prisoner.

The King vs. Apon and Amoo—Larceny of $220 gold coin from Mrs. Catharine Stewart. Through the exertions of the police the money has been all recovered. On being arraigned, Apon pleaded guilty; and in the case of Amoo, (a coolie woman), a nolle prosequi was entered. Sentence on Thursday.

The Attorney-General for the Crown.

A. J. Lawrence, Esq., for the prisoners.

In the case of the King vs. George Siders, for assault on a police officer, the Attorney-General entered a nolle prosequi, on payment of costs.

A. J. Lawrence, Esq., for the defendant.

Anton Singer and Wife vs. Aug. Streihle and Wife—assault, $240. Verdict, $288,70.

W. C. Jones, Esq., for plaintiffs.

R. H. Stanley, Esq., for defendants.

The foreign jury were discharged on Tuesday morning, and the Court adjourned until to-morrow.—*Gazette.*

On Thursday the Court sentenced W. D. Raymond to ten days imprisonment and fifty dollars fine. The costs were remitted.

Apon was sentenced to four years imprisonment at hard labor and a fine of $25.

On Thursday the native cases were taken up, commencing with—

Rex vs. Haumalali and Pakiki, charged with burglary and arson. The whole day was occupied with the trial for burglary, in which it was proved that the prisoners had money of which they could give no account, that they had a portion of the stolen apparel, and a peculiar looking-glass belonging to the party robbed. Yet the jury brought in a verdict of not guilty. On the indictment for arson a nolle prosequi was entered. The Attorney General for the Crown; J. W. Keawehunahala for the prisoners.

On Monday several native civil cases will come up.

NAVAL.—His Imperial Majesty's Frigate *Venus*, 22 guns, 13 officers and 320 men, arrived on Wednesday evening, 30 days from Payta, Peru. She is a new vessel, about two years out from France, and has been in the Mexican blockading service stationed at Acapulco. She left at Callao the Italian frigate *Magenta*, referred to by us last week, also the French ships *Talisman* and *