

Commercial Advertiser

IS PUBLISHED

Every Saturday Morning.

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THE PACIFIC
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The Year's Twelve Children.

January, worn and gray,

Like an old pilgrim by the way,

Watches the snow, and shivering sighs,

As the wild curlew round him flies;

Or, huddled underneath a thorn,

Tries to sleep in the sheltering morn.

February, bold and boisterous,

Offer furrows striking, scars the cold;

And with his horse two abreast,

Makes the keen plough his beaten.

March comes blustering down the road,

In his wrath—leaves the man's gold;

Or, with a rough and angry haste,

Tricks the man, and steals the cattle;

April, a child, half tame, half smile,

Tricks little playful wife;

And, laughing, health her rainbow hood,

Sees the wild violet in the wood.

May, the bright sun, singing goes,

To where the snow mounds blow,

Watching the lamb's leaps in the dell,

Laughter, and joy, and fun,

With the mouse's secret fear,

Hoves o'er the clover field space,

And fast his eye so sweeps on

Coy spots whence the lark has flown.

July—the farmer, happy follow,

To where the flowers grow yellow;

The first frost has come to stay;

From his right hand as from a cup,

August—the riper chears his way

Through golden waves at break of day;

Or, on his wagon piled with ears,

At sunset, home is proudly borne,

Song, fence posts, and the barking hound;

And casts into the wind in scuds,

All care and dangers from his horn.

October comes, a woodland old,

Pined with tough leather from the cold;

Round swells his sturdy axe, and lo!

A de-bronzeed, iron-hewn bow,

A red hearted, iron-hewn bow,

Blazed crossforgetting over mount;

Watching the blue smoke curling rise,

And heeds upon old memories.

December, fat and rosy, strivis,

His old man, well clothed his sides,

With kindly word for young and old,

The cheerier for the bracing cold;

Laughing a welcome, open things

His doors, and as he does it, sings.

Our Island Correspondence.

Review of Kauai and Milau—No. V.

COOK'S HARBOR, NIHAU, November, 1867.

After an interruption of some weeks, we resume

our notes from No. 16 of the *Advertiser*.

In our last we left you on the sunny brow of

the table land that gently slopes into the valley of

Koloa. Here we will pause and look upon it,

and start before us like a map. The valley in

shape is an irregular triangle, with its base resting

on the sea. To the northeast it is bounded

by a line of extinct volcanic cones, which com-

mence in the sand dunes that bound the beach

and form a basaltic rim, that reaches westward to

the pass of Kohoia. The central range of moun-

tains, and the elevated grayish table land bound it

on the northwest and west. Scattered over the

valley are several truncated pyramids, symmet-

rical in form and clothed with verdure to their

summits. Perched high upon one of these is the

white tomb of some ambitious native—more pre-

tentious than the hero grave of Thermistocles, but

looking over the lonely ocean with no associations,

no memory of the past, and surrounded with no

halo of departed glory. The view of the valley

either from the sea, or from one of these eleva-

tions, with the variegated emerald tints of the

grass, the cane fields, the foliage of the trees,

and the scattered houses of the village, is very

beautiful; and with the blue ocean spreading

away southward, and the lofty back ground of

mountains, it possesses an air of grandeur. Wind-

down from the pass, a beautiful stream scatter-

ters fertility and gaudiness over the vale of beauty.

Although Koloa has an air of dreamy quietness—a kind of "Sleepy Hollow" tranquility of

repose, yet there are no Rip Van Winkles there.

It has been and still is the theatre of industry

and enterprise. The name Koloa, or *long cane*

indicates its principal production. Here com-

menced the planting of cane for the manufac-

ture of sugar on these islands by the enterprising firm of Messrs. Ladd & Co., in 1835. A rude wooden

water mill was erected on the Koloa river, a few

years east of the residence of Dr. J. W. Smith,

not a vestige of which is now remaining; but this

was soon supplanted by steam power, and ex-

cellent sugar was made. Messrs. Ladd & Co., like

the originators and beginners of all experiments,

did not reap that rich reward which they merited,

yet they accomplished much to develop the

resources of the Islands, and turn the attention

of the public in the direction of the cane culture.

Here too, our friend, Mr. Charles Ticombe, ex-

perimented on the mulberry and the silk worm, a

branch of profitable industry, that will yet be

extended in the Hawaiian Islands. The cane cul-

ture still continues profitably—Dr. Wood's plan-

tation being among the few that are paying insti-

tutions. A new business has also sprung up in

the cultivation of the cassava or mandio, and the

manufacture of tapioca. Mr. Charman has a

plantation and mill in successful operation. Now,

as on the visit of Captain Cook, the sweet po-

tato, banana, and other vegetables and fruits are

extensively cultivated, all except the taro, which

has given place to the sugar cane; the poi comes

from Hanapepe. The valley of Koloa is arid and

stony near the sea, but gradually becomes more

fertile towards the mountains.

The harbor is an open roadstead, but generally

secure except during the prevalence of the south-

ern storms or Komas, which occur during the

winter months. The climate is equable and sal-

ubrious, and is much cooler than that of Waimea,

because more open to the trade winds and refresh-

ed by frequent showers. We have witnessed

heavy showers near the base of the Haupu range,

and even as far down as the church in Koloa,

when not a drop fell in the arid belt near the sea

shore; and while the more leeward portions of

the island suffer from drought, Koloa is refreshed

by moisture.

In 1858 the population of Koloa was estimated

at 3,000; it does not now contain one-third of the

number. It were needless to ask, where they have

gone. They were sands in the hour glass of

time—they have run their course—are mingling

with the sands on the sea shore and tossed about

by the restless breeze.

Beyond the narrow volcanic range of Haupu,

extending northward spreads the elevated plain

of Kauai.

Yours, ever,

La Paz.

FIREWOOD on Hand.

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COMMERCIAL.

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SATURDAY, DECEMBER 27, 1867.

SATURDAY, DECEMBER 21.
News of the Morning.

Her Majesty Queen Emma took passage in the steamer *Kitao* on Monday last for Kailua, the ancient city of Hawaiian Kings, where she will remain some time.

The weather the past week has been as wet and rainy as the most covetous farmer could wish for. The prevailing wind has been from the south, accompanied with frequent and heavy rains, which have swollen the streams, cut up the roads, torn down bridges, and made abundance of work for the Road Supervisors.

Evening auction sales have been the chief sensation the past week, and, despite the mud and rain, they have been well attended. Toys are as great an attraction to the old as to the young, whose eyes for the first time witness the display of a German toy shop. Among the ten thousand toys distributed by the auctioneers the past week, the man who has secured a few lugs no one to blame him.

Another of N.Y.'s characteristic letters will be found on our last page. It exhibits more strongly than anything that lies yet appeared, the antipathy of the "Democratic party," or rather of the more ignorant and lower classes of that party, towards color. It is precisely the same sentiment—fear lest the poor colored race shall enjoy too much liberty and participate too largely in the Government—that gave birth to our present Constitution, though our Ministers did not dare to allow the distinction of color to appear as the inspiring cause. Inferiority of the colored race is, however, the corner stone of the Constitution of 1861—while EQUALITY was the great feature of that of 1852.

We have the rumor, which appears to be authentic, that in case of the failure of the Reciprocity Treaty, we should be compelled to pay a duty of \$10 per ton on all imports which is equal to \$2 per 100 lbs.

Mounds, or common sugar, is selling at \$1 per pound, and pure cane sugar at \$1.25 per pound, including every one except freight, is not over \$1.50 per pound.

The weight of Hawaiian sugar in bags so nearly approach the standard (125 lbs.) that it would be convenient and advisable to make our purchases under the plan, as the price is fixed by the market and not on the weight.

This is certainly a very flattering report, and ought to lead to a venture to that market. Unless the relative value of the Hawaiian over China No. 1 is greater than “two cents to one dollar per pound,” we do not see how it can be beaten.

In the paper at Hilo Chinese sugars were quoted as follows on the 1st of October, which is the latest date we have:

Canton sugar, white No. 1 per pound.....\$5 50cts 25
Canton sugar, brown No. 1 per pound.....\$5 50cts 25
Canton sugar, brown No. 1, per pound.....\$5 50cts 25
Canton sugar, brown No. 2, per pound.....\$6 00cts 50

The value of the finest sugar, as given above, would amount to \$9 per 100 lbs.

If Hawaiian sugar is worth one dollar per pound more than the best Chinese, it may, even on this estimate, pay well to ship to Japan. This, however, can only be determined by actual test, which should be made to see what it is.

It should be remembered that from these quotations the freight (say \$2 per ton) and charges (say eight per cent.) are to be deducted.

Owing to the steady weather the past week there have been no arrivals in shipping. Our only merchant arrival has been the *Foster*, with lumber, from Puget Sound, to Messrs. Hockfield & Co., who will load for San Francisco.

The bark D. C. Murray loads heavily in consequence of the storm, and non-arrival of coasters. She will leave probably about the middle of next week.

Six whalers have sailed during the week, leaving but seven for the north.

The schooner *Heavy Wounder* is advertised for sale at auction, at 12 M. to-day, at Hevener's Wharf.

Latest quotation of gold in New York, 130.

COMMERCIAL ITEMS.

Good news for timbermen has been received in London by telegram from Liverpool, stating that two markets have opened in China at prices one-third lower than last year.

The capitalists of New York are availing a general discount, owing to the reduction in building materials, which are now from 18 to 20 per cent. lower than they were a year ago.

The official accounts of the exports of British and Irish produce show a marked increase in the value of the present year they sent about 1,700,150,400 pounds of cotton goods. Their length was more than a million miles.

Our ships are now carrying wheat in France, and imports from the 1st to the 10th of December were 18 million bushels, while the exports by sea were only eighteen millions of kilograms; but still had little or no influence upon the price.

Hotels and steamship companies are indefatigable in taking advantage of every natural gift to their country. The latest work is a gigantic project known as the canal between the Atlantic and Pacific oceans, the water line, and 180 feet deep, to open a communication between Amsterdam and the North Sea, and avoid the circuits and expense of the Cape route. It is estimated that in many years from now the only approach to the canals by large vessels will be the new canal is progressing rapidly.

Great Britain.—In Commerce and immigration must have been pretty bad during the winter for the little island of Mauritius (of France), about 40 miles long by 20 wide, with a population of about 160,000, was it not? with a capital of 100,000,000 francs, and a revenue from Mafra. At the close of the year the cost of population of Mauritius was 1,000,000 francs. Yellow fever, however, has been making sad havoc among them. The cost of every male coolie costs the British Government some £25, and the cost of a female £15.

The Consulate of Paris states:—The Customs Administration has just published the statistics of the commerce of France during the first eight months of 1867. The augmentation is very great, and exceeds all former records. In the month of the preceding year, and the month of August shows an increase over the same period of the previous year, which was advanced to 1866. The general total of imports for the eight months of 1867 was 267,000,000 francs, showing that of the exports amounted to 1,922,000,000 francs, showing a decrease of 18,000,000 francs. The corresponding figures of 1866 were: Imports, 1,851,000,000 francs, and exports, 2,095,000,000 francs; or a total of 3,946,000,000 francs. The increase in the first eight months was, therefore, 60,000,000 francs.

Ships' Lists.

For San Francisco—Per D. C. Murray, Dec. 24th or 25th. For Lihouli—Per King, Monday next. For Kona—Per King Parker, Monday next. For Maui—Per King Parker, Monday next. For Oahu—Per King Parker, Monday next.

PORT OF HONOLULU. H. I.

ARRIVALS.

Dec. 24—Schooner *Lee*, Powers, four months. 14—Arr. via Victoria, 10 days delay from Ft Townsend. 15—Schooner *Kona*, Parker, Merchant, from Hawaii. 17—Ship *Sea Gull*, Captain, from San Francisco. 18—Ship *Marina*, Berrill, for Hawaii. 19—Ship *Malolo*, Ruthers, from Hawaii. 20—Schooner *Malolo*, Ruthers, from Hawaii. 21—Ship *Malolo*, Ruthers, from Hawaii. 22—Ship *Malolo*, Ruthers, from Hawaii. 23—Ship *Malolo*, Ruthers, from Hawaii. 24—Ship *Malolo*, Ruthers, from Hawaii. 25—Ship *Malolo*, Ruthers, from Hawaii. 26—Ship *Malolo*, Ruthers, from Hawaii. 27—Ship *Malolo*, Ruthers, from Hawaii. 28—Ship *Malolo*, Ruthers, from Hawaii. 29—Ship *Malolo*, Ruthers, from Hawaii. 30—Ship *Malolo*, Ruthers, from Hawaii.

DEPARTURES.

Dec. 24—Oulg wh. Ship *Georgiana*, Marquess, for Bremen. 25—Schooner *Malolo*, Ruthers, for Woodward Ports. 26—Schooner *Malolo*, Ruthers, for Woodward Ports. 27—Ship *Malolo*, Ruthers, for Woodward Ports. 28—Schooner *Malolo*, Ruthers, for Woodward Ports. 29—Schooner *Malolo*, Ruthers, for Woodward Ports. 30—Schooner *Malolo*, Ruthers, for Woodward Ports. 31—Schooner *Malolo*, Ruthers, for Woodward Ports. 32—Schooner *Malolo*, Ruthers, for Woodward Ports. 33—Schooner *Malolo*, Ruthers, for Woodward Ports. 34—Schooner *Malolo*, Ruthers, for Woodward Ports. 35—Schooner *Malolo*, Ruthers, for Woodward Ports. 36—Schooner *Malolo*, Ruthers, for Woodward Ports. 37—Schooner *Malolo*, Ruthers, for Woodward Ports. 38—Schooner *Malolo*, Ruthers, for Woodward Ports. 39—Schooner *Malolo*, Ruthers, for Woodward Ports. 40—Schooner *Malolo*, Ruthers, for Woodward Ports. 41—Schooner *Malolo*, Ruthers, for Woodward Ports. 42—Schooner *Malolo*, Ruthers, for Woodward Ports. 43—Schooner *Malolo*, Ruthers, for Woodward 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