

# THE FRIEND,

## OF TEMPERANCE AND SEAMEN.

VOL. II.

HONOLULU, OAHU, SANDWICH ISLANDS, FRIDAY, NOVEMBER 1, 1844.

No. XI.

For the Friend.

### NOTES

**On the Shipping, Trade, Agriculture, Climate, Diseases, Religious Institutions, Civil and Social Condition, Mercantile and Financial Policy of the Sandwich or Hawaiian Islands, viewed in relation to other groups of islands, and to the natural and acquired advantages of the Sandwich or Hawaiian Islands. By ROBERT CRICHTON WYLLIE, Esquire.**

(Continued from No. IX., page 72.)

68. KING AND COURT.—The king and his small court, have for several years resided chiefly at Lahaina, in the island of Maui; but since the end of June, they have been living here; and I understand, this capital is to be their permanent residence. It is desirable that his majesty should not be too far removed from the seat of his government, as his absence subjects his ministers to misrepresentation, and creates delay from the necessity of consulting him on all important measures of administration. I understand that during the recent troubles of his kingdom, and till the "fiat" of her Britannic majesty's government, upon the questions referred to them, were known, it was his majesty's wish to keep himself out of the way of unnecessary intrusion, whereby the *prestige* of his prerogatives might be impaired. There never was, nor could be any wish on the part of his ministers to throw his majesty into the shade by studiously keeping him in retirement. In the existing state of things, it became their duty, in concurrence with the royal wish, to shield their master's prerogatives from any encroachment that could prejudice them in the eyes of his subjects. Now, his majesty appears on the *arena* as a member of the family of recognized independent sovereigns, and the ministers are attempting to place his court, and organize his tribunals, upon a footing suited to his altered situation. In all this they only do what is their duty to the king, and what foreign governments will expect them to do. Where every thing was to be created *de novo*, errors are but to be expected; and fault has been found with the code of court etiquette decreed, and with the etiquette observed on the late festival of the 31st of July. After the explanation rendered, I believe by authority, in the *Polynesian* of the 31st of July, an intention to avoid any offensive preference becomes manifest; and with a government so young and surrounded by so many embarrassments, in my opinion offence ought not to be felt, where no intention to give it can be suspected. On proper application being made previously, the representatives of foreign powers are at all times admitted to a personal interview with the king, for the purpose of submitting to his majesty any case of well founded grievance which any of their countrymen may have against the government or authorities of the country.

In speaking of the court, I cannot well omit making some allusion to the *king* himself. In all countries the character of the sovereign is to be approached with respect, and in this particular instance I do so in strict accordance with the feeling which I entertain towards the king of these islands. It is not a little remarkable that in a society where there are some few individuals disposed to blame, censure and find fault with every thing and every body, I have never heard a single remark unfavorable to his majesty Kamehameha III. All admit the goodness of his disposition; none profess to doubt the soundness of his intentions; none accuse him of cruelty, tyranny or oppression; and those who have familiar access to him, all concur in ascribing to his majesty much natural talent, and a good deal of acquired information. Amongst those, I am happy to quote my friend *Major Low*, of the Bengal army, who lately made a tour in these islands, and after presenting to the king an introductory note from H. B. M.'s consul general, experienced from his majesty the utmost kindness, rendered in the most frank, generous and gentlemanly spirit. The *Major* retired from these islands with the most favorable opinion of his majesty's character and talent. He expressed himself particularly struck with the king's remarks upon the native states of India and Persia, the policy of the British government of India, and the organization of the native army.

His majesty of late years has become both the patron and the example of temperance among his subjects; and no one can be more regular in his attendance at church, or more zealous in discouraging the pagan rites, ceremonies and superstitions that formerly prevailed amongst the natives.

Kamehameha III. is now about thirty two years of age, and though less robust than some of the chiefs, enjoys good health. On the 29 February 1837, he was married to *Kalama*, now aged twenty seven years, but by whom he has no offspring. In the event of his having no succession, the crown will devolve upon *Alexander Liholiho*, whom his majesty has adopted for that purpose. He is a sprightly promising youth, now in his eleventh year.

A singular feature in this monarchy is the custom of appointing a female to be *premier* of the kingdom. This custom seems to have originated in the will of Kamehameha I., which declared the kingdom to belong to his son *Liholiho*, but that *Kaahumanu*, (one of his queens), should be his minister.

The present premier is *Kekauloohi*, aged forty eight, and apparently much respected by all classes. Her attributes under the constitution are to carry into execution all business which the king wishes to transact—to be his majesty's special counsellor in the great business of the kingdom—to receive reports of all government property and make it over to the king, and to concur with and approve of all important business which the king may transact in person. Whatever business in the kingdom she does, is to be considered as executed by the king's authority—but the king has a *veto* on her acts, while his own are not binding unless approved of by her.

The premier has one son, *William Charles Lunailo*, an interesting youth, now in his tenth year, but I presume his sex disqualifies him from being her successor, as *Victoria Kanamalu*, now in her sixth year, is the reputed heir to the *premiership*.

I may add here that no pains are spared by Mr. and Mrs. Cook, through proper education and training, to fit these young persons, *Alexander* and *Victoria*, for the high functions which they are to be called upon to perform.

They are the children of his excellency *Kekuanaoa*, governor of Oahu, by *Kinau* or *Kaahumanu* the *second premier*.

69. NATIVE HABITATIONS.—In point of neatness, cleanliness and workmanship, the huts of the natives exceed those of the lower order of the Mexicans, in many parts of the republic that are reputed the most civilized. Still they are very defective in the essential points of elevation in the floor, in the roof, division of compartments, and ventilation. I do not see that, where the materials for construction are so abundant, and where the spare labor can so easily be afforded, a law requiring the natives to improve the construction of their huts, in these respects, could be considered oppressive. In most of the native huts, there is only one door, and no window. In such there can be no ventilation, and it must be extremely prejudicial to the health of the inmates, especially the children, to sleep six or eight hours in an atmosphere so heated, impure and confined. I am convinced that many diseases result from that cause alone.

70. MOLES OR WHARVES.—From what a "*Resident*" writes to the editor of the *Polynesian*, it appears that he finds fault with my omission of the wharf, in this port, which forms the frontage of the ship-building and repairing yard of Messrs. James Robinson & Co.

I do not suppose that any of the partners of that industrious, quiet and highly respectable firm, is the *Resident* who so complains; nor did I think that any other notice of their establishment was required, standing separate and immured as it does from the chief warehouses to which goods after being landed are conducted, than what appeared in the *Friend* of 1st May.

On inquiry, however, I find that they do allow vessels to land their cargoes on their wharf, on payment of one dollar per day for every schooner that lays along-side—of two dollars for every brig, and of three for every ship.

I find also, that within their capacious premises, they have stores, where they allow goods to be deposited on very reasonable terms, which though far from the most of the merchants, from their proximity to the anchorage of ships of war, are more eligible to receive their

stores, than any other in Honolulu, and also to receive goods landed here in bond, for reshipment.

As to the small wharf belonging to Mr. Reynolds, it is separated from his shop and dwelling house by a public street, and being continuous with that of Messrs. Ladd & Co., I naturally supposed that they were the proprietors of the whole.

Messrs. Ladd & Co. charge 16 cents on every ton of goods landed on or shipped from their wharf, but make no charge for a vessel lying alongside, unless for repairs, or exceeding the reasonable time for discharging and embarking cargo.

71. COURTS OF LAW.—The government has recently established a court of chancery and a court of admiralty, assisted by the law adviser of the crown, *John Ricard*, Esquire. Where private parties cannot agree among themselves, it is for their advantage that courts should exist; where their differences can be heard, fairly tried and justly decided. This is more particularly the case with foreigners whose governments cannot adjudicate upon cases within the jurisdiction of this kingdom.

72. COMMUNICATION BY THE ISTHMUS OF PANAMA.—If a ship-canal, or rail-road, or train-road, or even a good common road, were made across the isthmus of Panama, connected with the Sandwich Islands by a line of steamers, doubtless it would greatly promote the prosperity of the Sandwich Islands.

But whence is the traffic to come to pay for the line of steamers? It has erroneously been supposed, both in Europe and America, that by a canal across the isthmus, we would have China, the Philippines and India, comparatively speaking, at our door. No greater fallacy ever prevailed; and the wonder is, how it came ever to be entertained.

If sailing vessels were employed, the voyage from England to Chagres would not be less, on an average, than ----- 50 days; even were a ship canal cut, we could not allow less time for a ship to cross from Chagres into the bay of Panama than ----- 2 days. The average passage of three vessels from Panama to this port has been ----- 55 days; and the passage from this port to Macao or Hong Kong, will very seldom be done in less than 30 days.

Making in all, ----- 137 days, or eighty five from Panama only.

But suppose steamers were employed from England to Chagres, considering the number of places where they call for coal, and to land mails and passengers, they would have to run about 5270 miles, and at the very least, would require an average of 30 days, to which adding 87 days to *Macao* or *Hong Kong*, the voyage from England would still be 117 days.

Again, for the sake of argument, let us suppose steamers established all the way. The time required may be calculated as follows.

From England to Chagres, ----- 50 days. Steaming through canal, and taking in coal, say ----- 8 days.

Steaming from Panama to this port, a distance of 4505 miles, at an average of eight miles per hour, say ----- 23 days.

Stoppage at this port, taking in coals, &c., say 3 days.

Steaming from this port to *Macao* or *Hong Kong*, a distance of 5397 miles, at an average of eight miles per hour, say ----- 28 days.

Making in all, ----- 87 days, at the very shortest calculation. There are instances of fast sailing vessels doubling the cape of Good Hope having made the voyage in less time.

The overland mail from London to Hong Kong, via Suez, and conveyed from Bombay, by sailing vessels, has departed and arrived as mentioned below:

Left London.	Arrived at Hong-Kong.	Number of days.
Nov. 4, 1842	Feb. 7, 1843	95
Feb. 6, 1843	May 4, "	87
April 6, "	June 19, "	74
June 6, "	Aug. 25, "	80
July 6, "	Sept. 7, "	63
Aug. 6, "	Nov. 7, "	93
Sept. 6, "	Dec. 21, "	106
Oct. 6, "	Jan. 20, 1844	106

Average of eight arrivals, ----- 88 days, even at the present time, before the line of steam-

navigation has been completed from Suez to China. But it is believed that when the line is completed, the mail and passengers from London to Hong-Kong, will be conveyed in 59 days only. On the 30th of September, 1843, a friend of mine,

Mr. Henry Wise, of London, published the following calculation showing how that may be done; and it will be observed he calculates only upon seven miles per hour as the average rate of steaming, while I have calculated upon eight:

Suggestions for accelerating the communication between GREAT BRITAIN and CHINA.

Proposed route from Hong-Kong to London, and from London to Hong-Kong.	Course.	Dis-tance in miles.	Average rate per hour.	Interval under weigh.		Interval at anchor.		Total interval.	
				Days.	Hours.	Days.	Hours.	Days.	Hours.
Hong-Kong to Labuan, Pulo-Labuan to Singapore,	S. 2° 18' E. S. 69 23 W.	1009	7	6	1	12*	7	12	
Singapore to Malacca, -	{ S. 64 48 W., 19 } { N. 51 41 W., 103 }	122	"	18		6 ‡	1		
Malacca to Penang, - - -	N. 80 37 W.	222	"	1	8	16 §	2		
Penang to Ceylon, - - -	{ N. 82 24 W., 303 } { S. 89 45 W., 916 }	1219	"	7	6	1	12	8 18	
Ceylon to Aden, as performed by P. & O. Steam N. Co., including two days detention, - - -								11	
Aden to Suez, do. do. do.								8	
Suez to Alexandria, including all stoppages, - - -								3	
Alexandria to Malta, do. do. do.								4	
Malta to Marseilles, as performed by H. M.'s post-office packets, - - -								4	
Marseilles to London, by regular course of post, - - -								5	

\* To receive coal. † To receive coal, land and receive mails.  
 ‡ To land and receive mails. § To receive coal, land and receive mails.  
 || To receive coal, land and receive mails.

Total interval from Hong-Kong to London, and vice versa, by route proposed, - - - - - 59 days;  
 while the average interval of transmission of China correspondence, via Calcutta and Bombay, during the last twenty overland mails, from 10th October 1841, to 6th May 1842, has been - - - - - 89 days;  
 making a difference of time, in favor of the proposed route, of - - - - - 30 days.

The present average of 89 days, exceeds the period occasionally occupied by fast sailing ships, in accomplishing the voyage, via the cape of Good Hope.  
 London, September 30th, 1843.

(Signed,) HENRY WISE.

Had I taken the average rate of steaming at seven miles in place of eight, it would have made about fifty-nine days from Panama to Hong-Kong, in place of fifty-one; or, in all ninety-five days from England. In further elucidation of my position, that a ship canal across the isthmus would have no effect in accelerating communication with India, China, the Philippine Islands and Australia, &c., I beg reference to the following calculation of distances, for which I am indebted to captain Charles Hope, of H. B. M.'s S. Thalia:

From.	To.	Miles.
Panama	Nukahiva, Marquesas,	3,759
do	Honolulu, Oahu,	4,505
do	Papeite, Tahiti,	4,458
do	Port Nicholson, N. Zeal.,	6,788
do	Sydney, N. S. Wales,	7,815
do	Guayaquil,	713
do	Callao,	1,329
do	Port of Guatemala,	734
do	Valparaiso,	2,620
do	Acapulco,	1,234
do	San Blas,	1,683
do	Mazatlan,	1,849
do	Monterey, California,	2,946
do	Columbia River,	3,525
San Blas	Honolulu,	3,026
Honolulu	Macao,	5,397
do	Manila,	4,876
do	Jeddo, Japan,	3,368
Falmouth, Eng.	Macao, via Suez,	9,636
do	do Manila, do do,	9,011
do	do Sydney, N. S. Wales,	11,276
do	do Port Nicholson, N. Zeal.,	12,346
do	do Hobert Town,	10,810

From the above, it is evident that the advantages of a steam communication across the isthmus of Panama, would in a great measure be confined to the ports on the west coast of America. The coast of Peru as far as Callao, of the republic of the Equator, of New Grenada, every part of the isthmus, the coast of Central America, and of Mexico, would derive great benefit from such a communication, but it could only be kept up with regularity at very great expense, and it is questionable whether the traffic in goods and passengers would afford a revenue to defray that expense. A canal across the isthmus, for sailing vessels, afterwards to proceed to those coasts, would yield scarcely any advantage whatever, unless to whalers destined for the N. West Coast, or bound home, for after getting into the bay of Panama, it is extremely difficult to get

out of it, and whether going southward or northward, a ship has to proceed in the face of a constant trade wind. When the settlements on Columbia River become of importance, a steamer, at the rate of seven miles per hour, would reach them in about twenty one days—or say fifty three days from England. What I have said above, relating to steam communication across the isthmus with England, applies also to North America, but not to the same extent, owing to the greater proximity of the southern ports of the United States to Chagres. But the time is yet far distant, when the traffic between the U. States and China would support a line of steamers stretching across the broad Pacific. From the whole, it is obvious that the Sandwich Islands are not likely to become a grand depot for a trans-Pacific line of steamers. But they may become so for the British and other war-steamers visiting the coast of Mexico, or other groups of islands interspersed in this ocean. Coal of good quality for steamers is to be found at Vancouver's Island, and also, it is said, in other parts of the coast of the territory along the N. West, known under the name of Oregon. By having depots at San Francisco, Honolulu, and Mazatlan or San Blas, steamers of war would be as efficient in the northern Pacific as in the southern.

It is not to be supposed that Upper California, with its vast agricultural resources, will remain for ever neglected. The port of Monterey could be reached in seventeen and a half days steaming from Panama, at the rate of seven miles per hour, or say fifty days from England, and from the United States in a much shorter period.

Since writing the foregoing, through the kindness of the Rev. Samuel C. Damon, I have been favored with the following extract of a letter from Panama, written in April, this year.

"The Government of New Granada have declared the privilege of making a canal across the Isthmus of Panama, granted to Messrs. Salomon, extinct. The French charge in Bagota reclaims it, as being still in force. The natives are jealous of the French, and suspect from the sudden interest shewn about the Isthmus that France has designs upon it."

From this I presume that all that has appeared about Messrs Baring Brothers & Co., of London having taken up the contract, was without foundation.

R. C. W.

73. Under the want of any communication with Mexico, often for four or six months, it is sometimes advantageous to the merchants of Honolulu, to avail themselves of ships proceeding to China, for the conveyance of their letters to Europe and America. For their information, I here add the post-office regulations of her Britannic majesty's colony of Hong-Kong:

"Post-office regulations.—To take effect on and after the 19th day of April inst. The regular mail between the United Kingdom and Hongkong consists of two portions, the general mail by Marseilles, and the supplementary mail by Southampton. All letters to go by the latter route must be addressed "via Southampton." Postages on letters via Marseilles, to or from the United Kingdom, cannot be paid here. Postages on letters hence "via Southampton" to the United Kingdom, &c, prepayment optional. Postages on letters and newspapers hence for foreign countries (France and Holland excepted) must be prepaid. No postages upon stamped British newspapers from Great Britain "via Southampton," nor upon Hongkong newspapers hence "via Southampton" to the United Kingdom; but if "via Marseilles" subject in the United Kingdom to a charge of 8d. Rates upon ship letters and newspapers properly forwarded to and from the United Kingdom not collected here. From Canada, Nova Scotia, New Brunswick, Newfoundland, Bermuda, Jamaica, Barbadoes, Dominica, Antigua, Nevis, St. Kitts, Tortola, St. Lucia, St. Vincent, Tobago, Grenada, Trinidad, Berbice, Demarara, Bahamas, Carriacoo, Montserrat, Malta, Gibraltar, and New Zealand, not collected here. Rates upon ship letters properly forwarded from British colonies and not under the control of the post master general, subject to 4d. per half ounce, &c., and to gratuities. Rates upon ship letters hence to British colonies and foreign countries, not through the United Kingdom, subject to 4d. per half ounce, &c.

"The British scale.

	Ounce.	Ounce.	Rates
"For charging postage on letters above	1-2	and not exceeding	1 2
do	1		2 4
do	2		3 6
do	3		4 8

"And for every ounce above four ounces, two additional rates, and every fraction of an ounce will be charged as one additional ounce.

"Scale of postages. Countries to which prepayment is compulsory in Hongkong.

	Letters	Newspapers
Spain, - - - - -	3 2	Letter Rate:
Portugal, - - - - -	2 7	do
Madeira, the Azores and Canary Isls.	2 8	do
Brazil - - - - -	3 7	do
Buenos Ayres and Monte Video - - -	3 5	do
United States of America - - - - -	2 -	do
Panama, Chili, Peru, and Honduras	2 0	do
Foreign West Indies, viz: Guadeloupe, Hayti, Martinique, Porto Rico, St. Croix, St. Eustatius, St. Martin, and St. Thomas	2 3	do
Mexico, Venezuela, New Grenada, and Cuba - - - - -	3 1	do
Austria and the Austrian Dominions - - - - -	1 5	do
Sardinia and Southern Italy - - - - -	1 10	do
{ British 1 ,, 5 } { Foreign - ,, 5 }	1 10	do

Countries to which prepayment is optional in Hongkong.

	Letters	Newspapers.
Canada, New Brunswick, Prince Edwards Island and Nova Scotia [Port and Town of Halifax excepted] - - - - -	2 2	Free.
Newfoundland, Bermuda, and the Port and Town of Halifax in Nova Scotia - - - - -	2 -	do
British West Indies - - - - -	2 -	Free.
Jamaica - - - - -	2 2	do
Gibraltar and Heligoland - - - - -	2 -	do
Hamburgh, Lubec, Bremen and the Duchy of Oldenburgh - - - - -	1 6	Letter Rate.
Belgium - - - - -	2 4	do
Denmark, Russia, Prussia, Baden, Wurtemberg and Bavaria - - - - -	2 8	do
Holland - - - - -	2 -	Free.
France { British 1 ,, 5 } { Foreign - ,, 5 }	1 10	do

The foreign rate of 5d is chargeable on a letter under a 1-4 oz. in weight and an additional rate of 5d. for each 1-4 oz.

All Newspapers to pass under these Regulations must be sent without a cover, or in a cover free and open at the sides.—No sign of communication to be written or printed upon the paper subsequent to publication nor upon the cover beyond the necessary ad-

dress of the person to whom sent; nor to contain any inclosure

The attention of the public and particularly of Merchants, Masters of and Passengers in vessels is directed to the provisions of the Acts 1 Vic. C. 36 and 3 and 4 Vic. C. 96 prohibiting the delivery and sending of letters by vessels excepting through the Post Office under heavy penalties—making it incumbent upon all masters of vessels to deliver all letters to the Post Office and prohibiting vessels from being reported and from having bulk broken till a declaration by the Master of the faithful delivery of letters has been made and signed before the Post Master. The provisions of these acts extend to passengers in vessels delivering or having in their possession letters that ought to have been delivered to the Post Office.

It is particularly requested that all letters may be fully and legibly addressed and route marked thereon.

All letters and newspapers will be delivered on application at the Post Office window.

The Post Office will be open from 10 A. M. to 4 P. M.; but when a vessel is about to leave with letter bags the time will be extended and duly notified by notice at the Post Office.

Letters can on no account be received after the appointed time for closing the office.

T. J. SCALES,  
Deputy Post Master.

Victoria, Hongkong, 5th April, 1844.

When opportunities occur of vessels going to Mazatlan or San Blas, the shortest and most certain route for letters, (as seen by my note 24 in the Friend of 1st July) is certainly by way of Mexico, but it must be remembered that the postage of each single letter, in that Republic alone, costs about 50 cents.

73. *Salt Pits or Pans*—By referring to the Friend of 1st May, it will be seen that *Salt* ranks as one of the exports from this port.

The Salt Pits or Pans to the South End of the Town, and the Salt Lake about two miles to the Westward afford ready means for manufacturing this commodity to a great extent, and during this year, there has been a considerable demand for it for export, to *New South Wales*, and other places.

Through Mr. Wm. Paty, I learn that some intelligent natives estimate the amount manufactured yearly, or rather some years as high as 10,000 barrels. This probably is overrated, but no one can doubt that a much larger quantity might be made if the natives could be induced to apply themselves, diligently to the manufacture.

Since the 29th August, the Treasury Board have been advertising for laborers to gather Salt from the Lake of *Moanalua*, and I am assured they now employ about 25 natives to whom they pay 2 dollars per week, in cash, and that these 25 men collected 500 barrels in four days after they commenced.

After allowing for the wages of the laborers, at that rate, I am told that the Treasury Board could afford to sell the Salt at 25 cent per barrel, of about 250 pounds or upwards, placed on the bench of *Moanalua*.

If foreign vessels could calculate always upon obtaining cargoes at that price, I have no doubt that the demand would be greatly increased, and that the trade would become a source of considerable wealth to these Islands. Vessels of light draft of water, have no difficulty in embarking it from the beach of the Lake, while to bring it in small country vessels to this port would cost only about 25 cents per barrel.

At 50 or even 60 cents, it is presumed it would answer in the markets of *New South Wales*, *California*, and the *N. W. Coast*.

As a branch of trade, this would be highly beneficial to these Islands, although the profit on it should be small, from the number of hands that it would employ.

The greatest good of the greatest number, is the primary principle of every good government, and if the administration of His H. Majesty can foster into existence branches of industry, holding out a sure though low reward to the natives, I do not see that a certain degree of compulsion would not be excusable, with the view of training them to habits of regular industry, beneficial to themselves. A certain degree of sloth or disinclination to labor, pervades all classes of the copper colored race; if they can earn, during one day, enough to live upon for three, they cannot comprehend why they should work during these three; to accumulate wealth or provide for the future, seems no part of their care, and hence indigence, disease, immorality, premature decay, and depopulation.

It is a remarkable fact that the only countries where the copper colored race have multiplied on a par, or nearly so, with the whites, are those colonized by Spain. It is true that under the system of "*mitas*,

*repartimientos*," and "*comiendas*," thousands were exterminated by hard labor, but under that system, they were initiated into habits of regular industry, and since the independence, many of them have risen to wealth and distinction.

Far be it from me to recommend a system of compulsion so atrocious as that introduced by the successors of *Cortes* and *Pizarro*, but if under the operations of the so long expected *Belgian Company*, or other adventurers who may be induced to embark their capital in rendering productive the soil of these Islands, it should be found that unemployed natives will not agree to work for reasonable wages, I think the common good of the King and his subjects and that of these natives themselves, would justify an enactment devoting those idlers to compulsory labor on the public roads, or otherwise on Government account. It would not be difficult to register all natives industriously employed; the natives themselves would seek the certificate of their employer for protection, contracts between master and servant would be readily enforced, and the last bar to the social improvement of the native race generally would be removed.

(TO BE CONTINUED.)

#### EDITOR'S CORRESPONDENCE.

An article in the *Polynesian* of Sept. 14th, on the subject of Egyptian Chronology, to which a reply was published in the last number of the *Friend*, contains the idea that Pharaoh, the monarch of Egypt at the time of the exodus, probably escaped the destruction which befel his army. The reply above stated, referring to that idea, has this remark, "whether that one perished in the Red Sea we know not, and to us it is not important; but the natural inference from the narrative is that he did."

I am not willing to admit that any room for doubt on the subject, exists; for to me it appears evident, that the monarch in question perished in the Red Sea.

It is said in Exodus XIII: 8, "And the Lord hardened the heart of Pharaoh king of Egypt, and he pursued after the children of Israel." In verse 17. God speaks, "And I, behold, I will harden the hearts of the Egyptians and they shall follow them: and I will get me honor upon Pharaoh, and upon all his host, upon his chariots and upon his horsemen;" and, 23 v. "And the Egyptians pursued and went in after them, to the midst of the sea; even all Pharaoh's horses, his chariots and his horsemen."—At the word of the Lord—v. 27, 28;—"Moses stretched forth his hand over the sea, and the sea returned to his strength when the morning appeared, and the Egyptians fled against it: and the Lord overthrew the Egyptians in the midst of the sea. And the waters returned and covered the chariots and the horsemen and all the host of Pharaoh, that came into the sea after them; there remained not so much as one of them." V. 30: "And Israel saw the Egyptians dead upon the sea shore."

Now if Pharaoh was among the company that entered into the sea, he was destroyed; for there remained not so much as one. That he was, is inferred from the fact that he pursued the fugitives to the Red Sea; and, that he was destroyed, from the declaration of Jehovah that he would get him honor upon Pharaoh. Moreover in the song of Moses

and the children of Israel, it is said—"the horse of Pharaoh went in with his chariots and with his horsemen into the sea." But we are not left in any doubt as to his fate, if we are to understand, according to its obvious meaning, the declaration in Psalm 126: v. 15; "But overthrew Pharaoh and his host in the Red Sea."

In view of these declarations of the Bible what room do we find for conjecture on the subject of Pharaoh's destruction; for, if the host was destroyed, so was Pharaoh.

Others may see in the portrait of *Rameses III.* the likeness of the returning monarch seated in his chariot, safe from the destruction which overwhelmed his army, and dying quietly in possession of his throne: but I am constrained to regard the scripture account, as above quoted, conclusive as to his disastrous end. A READER.

DRUNKARDS BEGIN THEIR COURSE WHEN THEY ARE BOYS.—At a late temperance meeting in Boston, several reformed inebriates told the story of their lives—the lives of drunkards—that they might do something to warn those present to avoid the misery they had endured. Said one, and he the youngest, "I began to drink rum at twelve years of age. A rich man now in this city, (I do not name him,) sold me rum when I was not tall enough to reach the top of the counter." After much more, he gave the following: "I had elevated companions—all healthy young men—all doing well in our business. We used to meet to drink and to gamble; we continued our course for some time; and what is the history of us twelve? Six have died drunkards—two have enlisted in state-ships—two are in the house of correction—one is a drunkard still—I alone, have escaped to tell you. Who were they," exclaimed this young man, "who have for these many years sold us this rum? Of them, in the sight of God, I demand those who have gone down to the drunkard's grave, or are living the drunkard's life—where, where are my companions!" Here his voice failed, and convulsive sobbing took its place. The effect was intense. Men, hard-fisted men, with child-like hearts, were seen with floods of tears washing their weather-beaten faces—the mourning, fit mourning, over such remembered dead.

A GOOD SPIRIT.—"Father," said a little soldier, who was travelling, and had become very thirsty, "will you get me some water?" "Yes, my son, we will stop at the hotel yonder." "But do they sell rum there, father?" "I suppose they do, Henry." "Well, father, I had rather go without the water than to get it there."—[Youth's Pic Nic.

TO-MORROW!—Away with anxiety. Let us lean on Providence. There is a being to whom all the distinctions of time are the same, and who is able to dispose every thing for our wise improvement.

## THE FRIEND.

HONOLULU, NOVEMBER 1, 1844.

## AM. WHALE SHIP HOLDER BORDEN WRECKED

Agreeably to an intimation in our last Number, we now present the readers of the Friend with a more extended account of the Holder Borden and her loss. The reader may rely upon the accuracy of this account as it has been submitted to the examination of Captain Pell, who communicated the particulars to the Editor.

The Holder Borden 442 tons, was about three years old, and had made one voyage as a merchant ship to England, before sailing as a whale-ship. When leaving England, she went ashore, in the English Channel and knocked off her false keel. She was built and named in honor of Mr. Holder Borden, an extensive manufacturer in Fall River, Mass., who left his property mostly to three sisters, whose husbands were the builders and principal owners of this ship. She sailed on her first and only whaling voyage Nov. 10th., 1842, touched at Valparaiso in March following. At the time of sailing ship and cargo were valued at \$65,000, and it was reported that they were insured for \$60,000.

She arrived at this Port, March 15th., 16 mos. out, having taken 800 brls. sperm, and 700 black-fish oil, the latter was taken to the N. of Panama Bay. When she sailed from this Port on the 5th. of last April, her ship's company consisted of the following person—viz.

†Jabes J. Pell, Master, Fall River, Mass.  
 †B. F. Manchester, 1st. Off., Bristol, R. I.  
 Antonio Dean, --- 2d. " Flores, W. I.  
 John Bull, --- 3d. " Otahitian.  
 Andrew Wilcox, Boatsteerer, Fall River.  
 William B. Hyde, " N. Dartmouth, Mass.  
 Josa Antonio, " Portuguese.  
 Josa Fredsha, " --- "  
 Carington P. Munroe, Cooper, Bristol, R. I.  
 Alexander Enasue, Carpenter, Italian.  
 †Charles Brookfield, Steward, England.  
 Manuel Preza, Seaman, Portuguese.  
 Joaquièn Josa Nieza, " --- "  
 Frank Antonio, " --- "  
 Manuel Felue, " --- "  
 Joseph Enasue, " --- "  
 Antonio Silva Lewis, " --- "  
 Francisco Antonio, " --- "  
 Daniel Asprade " --- "  
 Nicolas Jarrus, " Spaniard.  
 Brecent, " --- "  
 \*Joseph Enasue, " Portuguese.  
 \*Frank Silva, " --- "  
 \*Antonio Silva, " --- "  
 \*Benjamin Barrus, " Bristol, R. I.  
 \*George Gladden, " --- "  
 \*Julius Harris, " New York State.

\*Cornelius Jennings, " Fall River, Mass.  
 \*James Murphey " --- "  
 \*William P. Bliss, " --- "  
 \*George Down, " Easton, Penn.  
 \*Benjamin Groves, Cook, An American.  
 5 Natives of the Sandwich Islands.  
 Total number, "all told" 37.

The Holder Borden's crew formed no exception to the remark, that seamen of "all nations" are found on board whale-ships—seven nations being represented.

After the ship left this Port nothing of importance occurred until she was lost. The following extracts are copied from the Ship's Log-Book. "Thursday, April 11th., commencing with strong trades—steering W. by N.—middle part took in top-gallant sails and flying gib, steering W. by S. Latter part fresh gales, reefed top-sails and took in main sail, steering N. W. by W. N. Lat. 24° 57' W. Long. by Chro. 174° 09'" Friday, April 12th. Commencing with fresh gales from N. by E., steering N. W. by W., under a single reefed main, and double reefed fore and mizzen top-sails. Middle part more moderate. At 1 A. M. the ship struck on a shoal and *stuck*, hauled all the sails aback and used every exertion to get her off. In about 10 m. after she backed off. We immediately tried to get her round, but in a few seconds she struck again, being about 100 feet from a rock that lay above the water's surface, (the surf slightly breaking over it.) We tried every means that lay within our power to get her afloat, but found it impossible, as she was aground afore and aft, with 4 feet water in her hold. The night being very dark and we not knowing our situation commenced getting water up and getting the boats ready. At day-light we found that we were about 4 or 5 miles from a small sand island, bearing W. N. W. from the ship, and on the weather-side of a large field of scattering rocks and shoals. Finding it impossible to get her off, we commenced getting provisions, and other things that would be useful to us. At 7 A. M. cut the masts away to keep her from falling over."

Early in the morning some of the hands went on shore, and the day was spent in landing provisions &c. At 6 P. M. all hands went on shore. At sun-down the ship fell over on her star board side, in about 12 feet of water, the lower hold being full of water, and in this position she has remained, excepting that she has gradually sunk into the sand. Six days after landing they commenced building a small schooner, which was completed in four months and twenty-two days. All hands were busily employed, from day to-day, (Sabbath excepted) in discharging the ship's cargo, stripping off the rigging and taking on shore every thing that

\* Remained on the island. † Returned in the Dela.

was valuable and moveable. They were so far successful as that only 80 bls. of oil were lost by the casks being stove, 40 bls. in large casks now remain in the forward part of the hold, together with 15 bls. of salt provisions. It is estimated that property to the amount of \$30,000 has been saved. The island was not found upon the Ship's Charts, and there is a dispute whether it has ever previously been surveyed, its position discovered and laid down upon any chart. By repeated observations Captain Pell ascertained its position in W. Long. 174° 51' and 26° 01' N. Lat. It is triangular in form, and elevated about 40 feet above the sea. It is about 3 miles in circumference, being the most elevated in the N. W. part. The schooner was built at the S. W. point and their encampment made on the S. E. part. In digging about 5 feet, tolerably good water was found. The well was dug near the centre of the island, where there was formerly a lagoon. No trees were found upon the island, neither was there any trace of human foot-steps, which would induce the belief that it had ever been visited. The trunk of a north-west pine 50 feet long and 2½ in diameter had drifted to its shores. The island was covered with a species of coarse sea-grass, a few flowering vines, and inhabited by numerous species of sea-fowls, hair-seals, and green turtle. The ducks seemed peculiarly inclined to renounce their wild and roving propensities and adopt the domestic habits of civilized life! A flock of 40 had attached themselves to the settlement. The heat was often intense. At one time the mercury were to 106° F. but usually ranged from 92° to 98°. The mornings and evenings were cool.

We take another extract from the log-book. "August 2d., Capt. and 1st. Officer went off in two boats to survey the shoals. We found the S. point bearing from E. by S. to E. by N., a good channel having from 4 to 7½ fathoms of water, and rocky bottom. Between the outer and inner reefs, good anchorage, the outer reef being two miles from the island. One mile out-side of the outer reef good anchorage, with from 4 to 12 fathoms of water. The shoal extends as far as the eye can reach from S. W. to S. as far round as S. E."

"Aug. 25. Saw from the schooner's mast-head what we supposed to be a small low island, in the S. E. direction. Sent off two boats to survey, and found a large field of rocks, from 20 to 25 miles distant, bearing E. S. E. to S. E. by S, from the island, with heavy breakers, and found it difficult to land."

The schooner built from the wreck of the *Holder Borden*, and named "*Hope*," was launched on the 10th. of September, and sailed for this Port on the following 14th., commanded by Capt. Pell. He arrived safely after a passage of twenty-three days, accompanied by twenty-five of his crew, eleven having remained upon the island. Those names marked with a star, remained on the island. Forty barrels of oil and a cable were brought in the schooner. On the 15th ultimo, the schooner was sold at public auction for \$1,400, and other property to the amount of \$1,500, for the benefit of the underwriters and owners. From the price which the schooner brought may be inferred that she was a craft, that speaks a good word for the ship-carpenter and others engaged in her construction. She is well built and copper fastened. Her masts are thought to be too short, but her model is pronounced good. May the "*Hope*" never disappoint her owners or those taking passage in her!

Capt. Pell left this Port, October 19, commanding the Am. Brig *Delaware*, which vessel he had purchased to remove the oil and whatever is valuable and moveable, to the United States. The *Delaware* was bought for \$6,500. Unless something disastrous attends the shipping of the oil &c. from the island, Capt. Pell expects to return in six weeks to this Port or his way to the United States.

In reviewing the disaster which befell this noble ship, it is a source of much joy that no lives were lost. During all the time that Capt. Pell remained upon the island; "all hands" enjoyed good health. Shipwrecks and other disasters of the sea do befall seamen in this ocean, but they usually are not attended with that immense sacrifice of life which attends the loss of vessels in the Atlantic Ocean. Upon the shoals of the Pacific, the hulk of many a staunch-built vessel lies washed by the waves, but her inmates have returned to their homes or are encountering the perils of the sea in other climes; but rarely does the mariner escape with his life, when dashed upon the rocky shores that bound the Atlantic waters. Never were waters more rightly named than when this ocean was called *PACIFIC*.

The following extract is taken from the Captain's Journal "Saturday, Sept. 14th., commences with fine trades and pleasant. At 6 A. M. got under way with a fresh breeze from the N., steered to the southward and westward. At 10 A. M. run off the shoal lying off the S. W. part of the island. I judge the shoal runs off about 7 leagues

from the island. At noon steered E. by S. bound for the Sandwich Islands. Lat. by observation 25° 47' N."

P. S. The statement in the *Polynesian* of Oct. 20th., that "*Pell's Island*" is the same as Sand Island, is calculated to give a irrelative impression, because the location of Sand Island as placed on the charts differs nearly a degree in Long. from the position of *Pell's Island*. The position of the latter Island as defined by Capt. Pell, is undoubtedly correct, as the mean of all his Lunar observations agreed with his Chronometer, which on his return to Oahu proved to have varied but a trifle from its given rate.

We make these remarks upon the authority of a Nautical gentlemen, who has examined the charts and otherwise acquainted himself with the facts relating to the subject.

### OVER LAND MAIL.

ENGLISH ITEMS. Thos. Campbell, the Poet, died 15th June, at Balogne.

The accouchement of Queen Victoria was expected to take place in August.

The Emperor of Russia had visited Queen Victoria, and the King of the French was expected in England in August.

Gen. Tom Thumb, the American Dwarf, had the honor of appearing before the Emperor of Russia.

The Steamer *Caledonia* had arrived in Liverpool, from Boston, making her passage in ten days.

O'Connell had been sentenced to £2000 fine and one year imprisonment for conspiracy.

The King of Hanover is dead.

ITEMS EXTRACTED FROM NEWSPAPERS AND LETTERS RECEIVED BY THE CORVETTE WARREN. Messrs. Richards and Haalio, arrived in Boston just in time to be too late to take passage in the *Inez*, which sailed on the 12th of May, for these Islands, via Tahiti.

They had not succeeded in getting back the \$20,000 from France, or an indemnity from Great Britain.

P. A. Brimsmae, Esq. has been successful in making his arrangements with the Belgian Company.

The Whigs had nominated Henry Clay for President, and Theo. Frelinghusen for Vice President, and the Democrats, J. K. Polk, of Ten. for President, and G. M. Dallas of Penn. as Vice President. The former would probably be elected by a large majority.

Connecticut and Virginia had gone for the Whigs.

Congress adjourned June 17th.

Joe Smith the Mormon prophet and leader had been assassinated.

On the 7th 8th and 9th May there were several riots in Kensington, (Philadelphia) between the Irish and native Americans, in which a number of lives were lost, and the Catholic Church of St. Augustine and St. Michael were burnt to the ground, and also other buildings destroyed.

The House of Representatives in committee of the whole by a vote of 75 yeas to 49 nays, abolished the Spirit ration in the Navy, also by a vote of 67 to 63 abolished flogging in the Navy.

Commodore Shubrick is dead.

Mr. Spencer, Secretary of Treasury has resigned and Bibb of Kentucky was appointed in his place.

A Store Ship left New York for this place about the 1st of July, name *Mariposa*.

Commodore Jones had arrived home, and was to have the first vacant command on shore.

Two Arabian horses had arrived as a present from the Imaum of Muscat, to the President of the United States.

Two heavy shocks of earthquakes in the Island of Porto Rico, and other W. I. Islands.

Rev. Mr. Crocker, of the Am. Baptist Mission, died at Monrovia, Feb. 26.

The receipt of the A. B. F. Missions in June, were \$20,467,43, and for the preceding year, \$163,689,00.

Price of Sperm Oil on July 20th, 90 and 92 cents; Whale, 35 and 36 cents; Bone 40 and 42 cents.

New York Express, June 28.

WASHINGTON, June 8—9 P. M. Texas Treaty rejected! For it 16!—Against it 35!

The Texas treaty has just been rejected in a full Senate, by a vote of 35 to 16. Instead of a two-thirds vote for the treaty as the Texan Government were assured there would be, there are more than two-thirds against the treaty. Fifty-two Senators were present, and fifty-one voted. Mr. Hannegan of Ia. declining to vote.

The following are the yeas and nays. It will be seen that Mr. Henderson of Miss., (who probably felt himself instructed) was the only Whig who voted for the treaty. Benton and Wright, the strong men of the other side voted against it, carrying Allen, Atherton, Niles, Fairfield and Tappan, and throwing Hannegan, of Ia., off the track. Delaware, Maryland, Virginia, Louisiana, Kentucky, among the Slave States, were unanimously against the treaty, and North Carolina, Georgia and Missouri, had a divided vote. A majority of the Senators representing the Slave States were therefore opposed to the treaty.

For the Treaty.—Alabama, 2. South Carolina, 2. Mississippi, 2. Pennsylvania, 2. New Hampshire, 1. North Carolina, 1. Illinois, 2. Arkansas, 2. Georgia, 1. Missouri, 1.—16.

Against the Treaty.—Maine, 2. New Hampshire, 1. Massachusetts, 2. Vermont, 2. Connecticut, 2. Rhode Island, 2. New York, 2. New Jersey, 2. Delaware, 2. Maryland, 2. Virginia, 2. North Carolina, 1. Georgia, 1. Louisiana, 2. Tennessee, 2. Kentucky, 2. Michigan, 2. Ohio, 2. Missouri, 1. Indiana, 1.—35.

From the New York Express, June 7th.

OREGON. The Western (Mo.) Expositor of the 18th inst. says the Oregon company which rendezvous in the vicinity of Independence, has started on its journey; and promises an account of its numbers, &c., hereafter. The same paper contains a letter to Col. Ford from Col. Gilliman, who commands another company of emigrant, dated Oregon Camps, May 15, which says:

"Our company, when joined with yours, will be very large—much the largest that has ever crossed the Rocky Mountains. There are, in the Independent Oregon Colony, at this date—1 minister, 1 lawyer, 1 millwright, 3 millers, 1 tailor, 1 ship-carpenter, 2 blacksmiths, 1 cooper, 1 tailor, 2 cabinet-makers, 5 carpenters, 4 wheelwright, 2 shoemakers, 1 weaver, 1 gunsmith, 1 wagonmaker, 1 merchant, and the rest farmers. There are 43 families, 108 men, (60 of whom are young men,) 323 persons, 4.0 oxen, 160 cows, (16 of which are term cows,) 143 young cattle, 54 horses, 41 mules, and 72 wagons. The number of horned cattle is 713 head. Many men from the adjoining counties are on their way to join us,

From the New York Express, June 25.

DIFFERENCE OF LONGITUDE DETERMINED BY MORSE'S TELEGRAPH. Among the many wonderful developments of the new Telegraph, one has just come to light which will be regarded in the world of science as deeply interesting. Professor MORSE suggested to the distinguished ABAGO, in 1839, that the Electro-Magnetic Telegraph would be the means of determining the difference of longitude between places with an accuracy hitherto unattained. By the following letter in the National Intelligencer, from Captain CHARLES WILKES to Professor MORSE, it will be perceived that the first experiment of the kind of which we have any knowledge, has resulted in the fulfilment of the Professors prediction:

WASHINGTON, June 13, 1844.

MY DEAR SIR:—The interesting experiments for obtaining the difference of longitude through your Magnetic Telegraph, were finished yesterday, and have proved very satisfactory. They resulted in placing the Battle Monument Square, Baltimore, 1m. 34s. 86S east of the Capital.

The time of the two places was carefully obtained by transit observations. Lieutenant CARR and ELD assisted me in these observations. The latter was engaged in those at Baltimore. The comparisons were made through chronometers, and without any difficulty. They were had in three days, and their accuracy proved in the intervals marked and recorded at both places. I have adopted the results of the last days ob-

servations and comparisons, from the elapsed time having been less.

The difference from former results found in the American Almanac is 732 of a second. After these experiments I am well satisfied that your Telegraph offers the means of determining meridian distances more accurately than was before within the power of instruments and observers.

Accept my thanks and those of Lieut. ELD for yourself and Mr. VAIL, for your kindness and attentions in affording us the facilities to obtain these results.

With great respect and esteem, your friend,

CHARLES WILKES.

Prof. S. F. B. MORSE,  
Capitol, Washington.

## TEMPERANCE.

For the Friend.

### IS THE TRAFFIC IN INTOXICATING DRINKS IMMORAL?

By AMICUS.—No. 4.

The affirmative of this question, I have attempted to support—with what success the reader will judge—from the fact, that it *conflicts with the revealed will of God*. If this has been satisfactorily shown, additional arguments, it may be said, are superfluous; for what can be more plainly *immoral than known and deliberate and persevering* opposition to the will of the moral Governor of the Universe? And what argument will be likely to influence the man who disregards the law of his Maker? The subject, however, is of too great importance to rest it on this single argument, though confessedly one of more weight than any other that can be produced. But lower considerations—those which appeal more directly to human affairs, to temporal interests, may possibly affect some minds more forcibly than the high one which has been presented in these papers. I therefore proceed to argue that the traffic in intoxicating drinks is immoral because, *2dly, it conflicts with the law of love to our neighbor.*

"Thou shalt love thy neighbor as thyself," is classed by the Great Lawgiver, with the first and the great command. In another connexion, the obligation of love to our neighbor, is stated and urged with extraordinary explicitness and force. "All things whatsoever ye would that men should do to you, do ye even so to them: for this is the law and the prophets." This has been called the "golden rule," and is justly admired by all good men, and praised not unfrequently by many who have little regard to the first and great command, which enjoins supreme affection to the blessed God. Let us then carefully examine this rule, and inquire what bearing the traffic in question has upon it.

The law of love to his neighbor, implied in the above rule, obviously requires every man to pursue a business which shall not only *not* injure, but which shall benefit his fellow men; a business which shall not only *not* diminish, but shall actually increase the amount of good in the community with which he is connected. He may not be a drone. He may not be industrious in a business which will yield no profit to his neighbor, though it might enrich himself—as the making, or bartering of things of no value in exchange for money or other valuable property. This law also requires that every man scrupulously avoid whatever would destroy the good name of his neighbor; impair his influence in his own family or his neighborhood; or contract his sphere of usefulness as a member of civil community. In accordance with the spirit of this law, every man must do all in his power, both by his example, and by his efforts, actually to increase the amount of good, of general good. His daily business must be such that every member of the community, other things being equal—might engage in it, not only lawfully, but profitably, in a manner subservient of the public weal. Such is the business of the farmer, the mechanic, the merchant, the seaman, and the professional man. Each of these, if he be an honest man, is serving his generation according to the will of God. His business is honorable. His example salutary. He adds to the amount of good in the community. He fulfills the law of love.

But how is it with the man who traffics in intoxicating drinks? He admires, it may be the "Golden Rule," does he fulfil the law of love? Look at him and his customers, and judge. He is no drone, not he. No man more industrious, enterprising than he is. He rises up early and sits up late. No pains, no expense does he spare in fitting up his establishment that it may be convenient, and attractive. He meets his customers with a smile—is affable and accommodating; eager to supply the demands of the miserable beings who crowd about him clamorous for the privilege of slaking their raging thirst at the fountain which he has opened. But

to what end is all this industry, this assiduity, this promptitude in answering the calls of customers? Can he who traffics in intoxicating drinks say honestly, that his business is in accordance with the "Golden Rule," with the law of love? That it does not only *not* injure, but does actually benefit his fellow men? that it does not only *not* diminish, but does really increase the amount of good to the community? Can he say, believing his own declaration, that for the property which he obtains by the sale of his commodities, he renders a valuable equivalent? That he contributes to the reputation and domestic happiness of his neighbors? to their physical and mental energies, to their peace of mind; and especially to their preparation for the hour of death, and the scenes of the Judgment? It seems well nigh a mockery to propose these questions even to the trafficker in this article. He does not even flatter himself that his business has any such tendency. Nor dare he flatter himself, that like some kinds of business, his has a negative character—that like some branches of commerce it may be valuable or otherwise according to the disposition of those who are engaged in prosecuting them. He knows, or might know, that his traffic is an *evil, and only evil, and that continually*; that in its influence on individuals and on the community, it is withering, deadly; hence that it *conflicts with the law of love to our neighbor.*

To substantiate the above assertions—should any one question their correctness—I beg leave to call the attention of the reader to the Permanent Temperance Documents, from which I have already made extracts. Speaking of the traffic in intoxicating drinks, the Executive Committee of the American Temperance Society, men carefully selected from three or four different professions—say—"It is the selling of that, without the use of which nearly all the business of this world was conducted till within less than three hundred years; and which of course is not needful."

2. It is the selling of that, which was not generally used by the people of this country, for more than a hundred years after the country was settled; and which, by hundreds of thousands, and some in all kinds of lawful business, is not used now.

3. It is the selling of that which is a real, a subtil, and very destructive *poison*.

4. It is the selling of that, which tends to form an unnatural and a very dangerous and destructive appetite.

5. It is the selling of that, which causes a great portion of all the pauperism in our land.

6. It is the selling of that, which excites to a great portion of all the crimes that are committed.

7. It is the selling of that which makes wives widows, and children orphans; which leads husbands often to murder their wives, and wives to murder their husbands; parents to murder their children, and children to murder their parents; and which prepares multitudes for the prison, for the gallows, and for hell.

Can any man, I seriously ask, can any man doubt, for a moment, that the traffic in intoxicating drinks *conflicts with the law of love to our neighbor*—that it is unlawful in the highest sense of the word, hence that it is *immoral*?

AMICUS.

ORIGIN OF INVENTION.—Electricity was discovered by a person observing that a piece of rubbed glass, or some similar substance, attracted small bits of paper, &c. Galvanism, again, owes its origin to Madame Galvani's noticing the contraction of the muscles of a skinned frog, which was accidentally touched by a person at the moment of the professor, her husband, taking an electric spark from the machine. He followed the hint by experiments. Pendulum clocks were invented from Galileo's observing the lamp in the church swing to and fro. The telescope we owe to some children of a spectacle maker placing two or more pairs of spectacles before each other, and looking through them at different objects. The barometer originated in the circumstance of a pump, which had been fixed higher than usual above the surface of the well, being found not to draw water. A sagacious observer hence deducted the pressure of the atmosphere, and tried quicksilver. The Argand lamp was invented by one of the brothers of that name having remarked that a tube held by chance over a candle caused it to burn up with a bright flame—an effect before unattainable, though earnestly sought after. Without the Argand lamp, the light houses (to pass over minor objects) could not be made sufficient; and on the importance of these it is needless to dwell.

CURIOUS FACT.—The hexagonal cells of bees have angles of 70 degrees 34 minutes. This enables them to enclose a given space with the least possible quantity of material.

THE LOVE OF THE JEWS FOR THEIR NATIVE COUNTRY.—Independently of that natural love of country which exhibits among this people, two objects bring the Jew to Jerusalem; to study the Scriptures and the Talmud—and then to die, and have his bones laid with his forefathers in the valley of Jehoshaphat, even as the bones of the patriarchs were carried up out of Egypt. No matter what the station or the rank; no matter what, or how far distant the country where the Jew resides, he still lives upon the hope that he will one day journey Zion-ward. No climate can change, no season quench, that patriotic ardor with which the Jew beholds Jerusalem, even through the vista of a long futurity. On his first approach to the city, while yet within a day's journey, he puts on his best apparel; and when the first view of it bursts upon his sight, he rends his garments, falls down to weep and pray over the long-sought object of his pilgrimage; and with dust sprinkled on his head, he enters the city of his forefathers. No child ever returned home after long absence, with more yearnings of affection; no proud baron ever beheld his ancestral towers and lordly halls, when they had become another's, with greater sorrow than the poor Jew when he first beholds Jerusalem. This, at least, is patriotism. It is curious to read the indications of fond attachment to its very air and soil, scattered about in the Jewish writings: still, it is said, that man is esteemed more blessed, who, even after his death shall reach the land of Palestine, and be buried there, or even shall have his ashes sprinkled by a handful of its sacred dust. "The air of the land of Israel," says one, "makes a man wise;" another writes, "he who walks four cubits in the land of Israel is sure of being a son of the life to come." "The great wise men are wont to kiss the borders of the Holy Land, to embrace its ruins, and roll themselves in its dust." "The sins of all those are forgiven who inhabit the land of Israel. He who is buried there is reconciled with God, as though he were buried under the altar. The dead buried in the land of Canaan first come to life in the days of the Messiah." It is worthy of remark, as stated by Sandys, that so strong is the desire this singular people have always manifested for being buried within these sacred limits, that in the seventeenth century large quantities of their bones were yearly sent thither from all parts of the world for the purpose of being interred in the valley of Jehoshaphat; for the Turkish rulers at that time permitted but a very small number of Jews even to enter Palestine. Sandys saw shiiploads of this melancholy freight at Joppa; and the valley of Jehoshaphat is literally paved with Jewish tomb-stones.—[Wilde's Narrative.]

A LITERARY TASTE FAVORABLE TO VIRTUE.—An attachment to literary pursuits—a desire for the acquisition of knowledge in general, will, for the most part, be found to co-exist with a virtuous turn of mind. Every species of literary, as distinguished from scientific composition, is directly or indirectly didactic: for though vice may be propagated by books as well as virtue, there is no branch of literature of which this is the nature, though it may be the perversion; and he who has a relish for immoral productions, has not a taste for literature, (any more than a merchant, in calculating his profits, has a turn for mathematics,) but merely for literature so far as it is a means of pampering his debased propensities. A taste for literature, then, is in general a taste for the lessons of virtue."

EXTRACT.—"I know of but one thing safe in the universe, and that is truth. And I know of but one way to truth for an individual mind, and that is, unfettered thought. And I know but one path for the multitude to truth, and that is, thought freely expressed. Make of truth itself an altar of slavery, and guard it about with a mysterious shrine; bind thought as a victim upon it; and let the passions of the prejudiced multitude minister fuel; and you sacrifice upon the accursed altar, the hopes of the world!"

MEANS AND ENDS.—"As in the steam-engine the most wondrous and valuable parts of the machinery are those which escape the notice of the casual visiter, so, in the administration of public affairs, the greatest merits of the statesman are those which escape the cognizance of the generality of mankind. Men are so dazzled by the mightiness of the powers evoked, that they pay little regard to their adaptation to the end desired; at any time, a great war producing small results is more likely to be popular, than a small war producing great results. An express revelation was necessary to teach the prophet that God was neither in the wind, nor in the earthquake, nor in the fire, but in the still small voice."

**YOURSELF.**—You cannot find a more companionable person than yourself, if proper attention be paid to the individual. Yourself will go with you wherever you like, and come away when you please.—approve your jokes, assent to your propositions, and in short, be in every way agreeable, if you only learn and practice the true art of being really “on good terms with yourself.” This, however, is not so easy as many imagine, who do not often try the experiment. Yourself, when it catches you in company with no other person, is apt to be a severe critic on your faults and foibles; and when you are censured by yourself, it is generally the severest and most intolerable species of reproof. It is on this account that you are often afraid of yourself, and seek any associates, no matter how inferior, whose bold chat may keep yourself from playing the censor. Yourself is likewise a jealous friend: if neglected and slighted, it becomes a “bore,” and to be left for even a short time “by yourself” is then regarded as actually a cruel penance, as many find when youth, health, or wealth, have departed. How important is it then to know thyself, to cultivate thyself, to respect thyself, to love thyself warmly but rationally.

It is a most excellent rule to avoid gross familiarity, even where a connexion is most intimate. The human heart is so constituted as to love respect. It would indeed be unnatural in very intimate friends to behave to each other with stiffness; but there is a delicacy of manner, and a flattering deference, which tends to preserve that degree of esteem which is necessary to support affection, and which is lost in contempt when a too great familiarity is allowed. An habitual politeness of manners will prevent even indifference from degenerating into hatred. It will refine, exalt, and perpetuate affection.

Integrity is a great and commendable virtue—a man of integrity is a true man, a bold man and a steady man. He is to be trusted and relied upon. No bribes can corrupt him, no fear daunt him. His word is slow in coming, but sure. He shines brightest in the fire, and his friend hears of him most when he most needs him. His courage grows with danger, and conquers opposition by constancy. As he cannot be flattered or frightened into that he dislikes, so he hates flattery and temporising in others. He runs with truth and not with the times—with right and not with might; his rule is straight—soon seen, but seldom followed.

Moderate desires, says the late President Dwight, constitute a character fitted to acquire all the good which this world can yield. He who is prepared, in whatever situation he is, therewith to be content, has learned effectually the science of being happy; and possesses the alchymic stone which will change every metal into gold: such a man will smile upon a stool, while Alexander, at his side, sits weeping on the throne of the world.

**CONSUMPTION.**—There is a dread disease which so prepares its victim as it were for death, which so refines it of its grosser aspect and throws around familiar looks, unearthly indications of the coming change—a dread disease, in which the struggle between soul and body is so gradual, quiet and serene, and the result so sure, that day by day, and grain by grain, the part wastes and withers away, so that the spirit grows light and sanguine with its lightning load, and feeling immortality at hand, deems it but a new term of mortal life—a disease in which death and life are so strangely blended, that death takes the glow and hue of life, and life the gaunt and grisly form of death—a disease which medicine never cured, wealth warder off, or poverty could boast exemption from—which sometimes moves in giant strides, and sometimes at a tardy sluggish pace; but, slow or quick, is ever sure and certain.

**EXTRACT.**—“I first look up to heaven, and remember that my principal business here is to get there; I then look down upon the earth, and call to mind how small a space I shall occupy in it when I come to be interred; I then look around in the world and observe what multitudes there are in all respects more unhappy than myself. Thus I learn where true happiness is placed, where all our cares must end, and what little reason I have to repine or complain.”

If a friend ask a favor, you should grant it if it is reasonable; if it is not, tell him plainly why you cannot. You will wrong yourself, and wrong him, by equivocations of any kind. Never do a wrong thing to make a friend, or to keep one: the man that requires you to do so, is dearly purchased at such a sacrifice. Deal kindly but firmly with all men: you will find it the policy which wears best. Above all, do not appear to others what you are not.

**A GOOD CREATURE OF GOD.**—The Rev. Thomas P. Hunt, the drunkard's friend, used to tell a good story of a young bragging opponent of the temperance cause, who thought he could put it all down by quoting scripture. One very cold night he staid at the house of a good lady, who was a warm friend of the temperance cause; but, amid a circle of young friends he bore triumphantly the palm as an anti temperance hero, by showing from scripture that every creature of God was good, and to be received with thanksgiving. When the hour of retirement came, the good lady introduced him into a very cold chamber, where stood a bed covered with large cakes of ice. “O!” he exclaimed, “you are not going to put me under blankets of ice!” “Ice, sir,” said she—“why ice is a creature of God, and you said every creature of God is good and to be received with thanksgiving. I hope you will be very thankful for it for a covering, for I am sure it is as good for that as fire-water is to drink; so, good night, sir.”

**READING.**—Give a man this taste, and the means of gratifying it, and you can hardly fail of making him a happy man. You place him in contact with the best society in every period of history. You make him a denizen of all nations—a contemporary of all ages.—[Sir J. Herschell.

**BE SOMETHING.**—One principle of the mussulmen creed is, that every person shall have a trade. Thus should it be the world over. See the young man, no matter what are his circumstances or his prospects, if he has no plan he never will accomplish much. If he relies upon his present possessions, or upon the anticipated favors of fortune, ten to one if his fine hopes are not blighted, and he find, too late, that the only path to true greatness is by application.

Education is a companion which no misfortune can depress; no crime destroy; no economy alienate; no despotism enslave. At home a friend; abroad an introduction; in solitude a solace; in society an ornament. It chastens vice; it guides virtue; gives at once grace and government to genius.—Without it what is man? A splendid slave; a reasoning savage; vascillating between the dignity of an intelligence derived from God, and the degradation of passions participated with brutes.

#### ITEMS RESPECTING WHALE SHIPS.

**NICHOLAS GORDON**, a blacksmith, who left the Ann Mary Ann, a few months since in this Port, has opened a shop near the store of Tyhoun, the Chinaman, and he desires to share with others the patronage of the public.

We regret to learn that Capt. Brown, of the Hannibal, of New London, has been obliged to leave his ship at Lahaina, and take passage home on board the Daniel

Webster. From the same cause Capt. B. was unable to go to the N. W. the last season. During the absence of his ship he was a member of our family, and we are most happy in bearing testimony to his excellency and worth as a man and christian.

Capt. Lawrence, California, reports B. Brothers, 28 July, 400 s. the season. Columbia, 28 June, 60 s. the season. Adaline, Gibbs, 20 Sept., 800 s. the season.

The Bremen ship Alexander Barckley, took 2,400 w. oil this season, on the coast of Kamschatka, near St. Peter's and St. Paul's. The ship was one month within sight of land.

The Bk. Pantheon, fortunately shipped 1,000 bbls of oil to the U. S. one year since, by the Wm. and Eliza, which will probably add one fourth to the profit of her voyage, as the vessel does not carry over 2,600 bbls, and as she has been successful this season. She took her oil N. E. 50° and 55°, W. L. 150° and 155°, whales plenty.

The whale ship Warren, of Warren, R. I., is now having a new fore mast made at this Port, by Messrs. Drew and Shelton.

#### Important to Mariners in the Pacific.

Having obtained accurate information of three dangerous rocks in a juxtaposition with the Curtis Islands, in the S. Pacific Ocean, I deem it my duty to publish in as concise and succinct a form as may be, conveniently, for the benefit of mariners. The position of these dangers lie directly in the track of ships cruising for sperm whales—in the parallels of latitude 31° 14' s., and the longitude of 178° 8' w., bearing E. N. E. by compass from the French Rock, about 45 miles distant; said to be 12 feet of water on it; but no breakers were discerned.

“The second rock was discovered in the latitude of 31° 17' s., and in the longitude of 179° w., bearing W. N. W. from the French Rock, 10 miles distant; just a wash with the surface of the sea; and breaks high in boisterous weather.

“The third danger was observed in the latitude of 31° 28' s., and in the longitude of 178° -' E., bearing W. by the French Rock, about 133 miles distant; and heavy breakers were discerned when the surface is roughened by the wind.” N. Bedford Mercury.

June 14, oil is quoted as follows:—New Yook market.—N. W. oil for export, 34 1-2 cents cash. June 28, N. W. oil firm and quick at 35 cents. Whale bone 37 cents. June 7th, crude sperm, 92 1-2 cents.—Sperm oil on July 20th, 90 and 92 cts. whale 35 and 36 cents, bone 40 and 42 cents.

## THE JUG OF RUM.

From the Western Star, (published in Mass., 1792.)

Within these earthen walls confin'd  
The ruin lurks of human kind;  
More mischiefs here united, dwell,  
And more diseases haunt this cell,  
Than ever plagued the Egyptian flocks  
Or ever curs'd Pandora's box.

Within these prison walls repose  
The seeds of many a bloody nose,  
The chattering tongue, the horrid oath,  
The fist for fighting nothing loth,  
The nose with diamonds glowing red,  
The bloated eye, the broken head!

Forever fasten'd be this door—  
Confined within a thousand more;  
Destructive fiends of hateful shape  
E'en now are planning an escape:

Here, only by a cork controlled,  
And slender walls of earthen mould,  
In all their pomp of death, reside  
REVENGE, that ne'er was satisfied,  
The TREE that bears the deadly fruit  
Of maiming, murder, and dispute,  
ASSAULT, that innocence assails,  
The images of gloomy jails,  
The giddy thought, on mischief bent,  
The evening hour in folly spent,—  
All these within this jug appear,  
And—Jack, the hangman, in the rear!

Thrice happy he, who early taught  
By nature—ne'er this poison sought;  
He with the pearling stream content,  
Th' beverage quaffs that nature meant;  
In reason's scale his actions weigh'd,  
His spirits want no foreign aid;  
Long life is his—his vigor pass'd  
Existence welcome to the last;—  
A spring that never vet grew stale;  
Such virtue lies in ADAM'S ALE.

The Chaplain has received letters overland for the following persons, Masters of whale ships:—Captains Albert McLean, Palladium; N. S. Middleton, Alert; Parker H. Smith, Nantasket.

## PORT OF HONOLULU.

## VESSELS IN PORT, OCT. 31.

*Vessels of War*:—U. S. S. Warren. Her M. Ketch Basilisk.

*Merchantmen*:—Am. Ship Congaree, Brig Globe, Eng. Brq. Honolulu, Brigs Clemantine and Euphemia.

*Whalers*:—Am. (inside) ships California, Hope, Warren, Orozimbo, Damon, Nassau, Phillip Tabb, Janus, Peruvian, Splendid, Massachusetts, Navy, Eng. Indian, (outside) "17th of May," (Norwegian) Fr. Ville de Reine, Am. Minerva Smith, Wm. Hamilton, Hannibal, Milo, Neptune, Samuel Robertson.

## ARRIVED.

Oct. 12, Ship Wm. Penn, Lincoln, Falmouth, 35 mos, 1300 sperm, 100 whale Ship Stonington, Hamby, New London, 12 months, 50 sperm. 2050 whale, off and on. Ship Benj, Tucker, Sands, New Bedford, 9 months, 70 sperm, 3200 whale, off and on.  
Oct. 17, Ship Warren, Gardner, Warren, R. I. 14 mhs, 1300 whale. Ship Phillip Tabb, Webb, Warren, 14 months, 2500 whale. Ship Janus, Turner, New Bedford, 24 months, 200 sperm 3000 whale.  
Oct. 18, Ship Ann Mary Ann, Winters, Sag Harbor, 23 months 2300 whale. Brq. Pantheon, Borden, Fall River, 23 months, 75 sperm, 3250 whale, (part of the cargo shipped home).  
Oct. 20, Ship Falcon, Richmond, New Bedford, 14 ms, 180 sperm, 1300 whale.  
Oct. 21, Ship Massachusetts, Nickerson, Nantucket, 1330 sperm, 1370 whale. Ship Navy, Smith, New Bedford, 13 months, 230 sperm, 2520 whale.  
Oct. 23, Ship Orozimbo, Bartlett, New Bedford, 15 ms, 3800 whale.  
Oct. 24, Ship California, Lawrence, New Bedford, 29 months, 2400 sperm.

Oct. 25, Ship Benjamin Rush, Gifford, Warren, 38 ms, 1000 sperm, 650 whale.  
Oct. 26, Ship Maine, Smith, 300 sperm, 1400 whale.  
Oct. 27, Ship Nassau, Weeks, New Bedford, 39 months, 1100 sperm, 1800 whale. Ship Gustave, Norton, Bremen, 1700 whale, Ship Ville de Reine, — Havre, 25 months, 2400. U. S. S. Warren, Hull, brings mail from Mazatlan. Brq. "17th of May," Holmer, Norway, 10 months, 50 sperm, 800 whale. The first Norwegian vessel in this port.  
Oct. 28, Ship Milo, Gardner, New Bedford, 16 months, 100 sperm, 2400 whale. Mrs. Gardner accompanies the Captain. Brq. Noble, Sweany, New Suffolk, 14 months, 120 sperm, 1080 whale.  
Oct. 30, William Hamilton, Cole, New Bedford, full.

## DEPARTURES DURING THE MONTH OF OCTOBER.

Oct. 2, Fr. whale ship Ganges. Am. Brq. Cossack—Fr. Brq. Faune.  
Oct. 3, Fr. Brq. Eliza. Am. whale ship Frances, home.  
Oct. 7, Am. whale ship Ed. Cary, cruise.  
Oct. 8, Am. whale ship Oregon, home.  
Oct. 15, Am. wh. Brq. Superior, home.  
Oct. 19, Am. whale ship, Ann Mary Ann, cruise.  
Oct. 19, Brig Delaware, Pell.  
Oct. 21, Am. whale ship Falcon, cruise.  
Oct. 25, Am. whale ship Ann Alexander, cruise. Benj. Rush, cruise.  
Oct. 26, Am. whale ship Levi Starbuck, home. Wm. Thompson, Canada, James Stewart.  
Oct. 27, Brq. Pantheon, home.  
Oct. 31, whale ships Wm. Penn, and Augusta.

## PORT OF LAHAINA.

## ARRIVED.

Oct. 7, Am. whale-ship Clematis, Bailey, New London, 17 months, 2600 whale, 26,000 lbs. bone. Minerva Smith, Fisher, New Bedford, 9 months, 165 sperm, 1500 whale, 20,000 lbs. bone. Ann Mary Ann, Winter, Sag Harbor, 23 months, 2300 whale, 18,000 lbs. bone. Barque Harvest, Taber, Fairhaven, 12 months, 1200 whale, 10,000 lbs. bone. Ship Illinois, Jaggar, Sag Harbor, 11 months, 2970 whale, 30 sperm, 24,000 lbs. bone.  
Oct. 8, Am. whale-ship Statura, Adams, New Bedford, 13 months, 2250 whale, 115 sperm, 24,000 lbs. bone.  
Oct. 9, Am. Brq. Connecticut, Hempstead, New London, 13 months, 1820 whale, 80 sperm, 18,000 lbs. bone. Ship Champion, Pease, Edgartown, 37 months, 1400 whale, 1300 sperm, 15,000 lbs. bone.  
Oct. 10, Am. brq. Persia, Whipple, New Bedford, 14 months, 700 whale, 60 sperm, 7,000 lbs. bone.  
Oct. 11, Am. brq. Clement, Fuller, New London, 13 months, 1,100 whale, 12,000 lbs. bone. Ship Warren, Gardner, Warren, 14 months, 1700 whale, 18,000 lbs. bone.  
Oct. 12, Am. whale-ship Gratitudine, Stetson, New Bedford, 42 months, 1000 sperm, 300 whale, 9,000 lbs. bone. Navy, Smith, New Bedford, 13 months, 2520 whale, 230 sperm, 25000 lbs. bone. Susan, Russell, Nantucket, 34 months, 500 sperm, 500 whale, 5,000 lbs. bone.—*Polynesia*.  
Oct. 14, Am. whale-ship Orozimbo, Bartlett, New Bedford, 15 months, 38000 whale, 40,000 lbs. bone. Brq. Gem, Worth, Sag Harbor, 12 months, 2600 whale, 30,000 lbs. bone. Ship Fanny, Edwards, Sag Harbor, 9 months, 40 sperm, 2050 whale, 15,000 lbs. bone.  
Oct. 15, Brq. Noble, Sweany, New Suffolk, 14 months, 120 sperm, 1080 whale, 8000 lbs. bone.  
Oct. 16, Ship Young Hero, Brock, Nantucket, 29 months, 1050 sperm. Ship Milo, F. M. Gardner, New Bedford, 16 months, 100 sperm, 2400 whale, 24,000 lbs. bone. Ship Samuel Robertson, Warner, N. Bedford, 35 months, 1200 sperm.  
Oct. 17, Ship Richmond, Ludlow, Cold Spring, 10 ms, 2400 whale, 25,000 lbs. bone. Ship William Hamilton, Cole, New Bedford, 26 months, 300 sperm, 4,000 whale, 40,000 lbs. bone.  
Oct. 18, Ship Franklin, Chadwick, New Bedford, 18 months, 1150 whale, 1,000 lbs. bone. Ship Leonidas, Waldron, Bristol, 16 months, 60 sperm, 1340 whale, 12,000 lbs. bone. Ship Euphrates, Post, New Bedford, 15 months, 500 sperm, 300 whale.  
Oct. 19, Ship Washington, Sandford, Sag Harbor, 16 months, 25 sperm, 2700 whale, 24,000 lbs. bone. Ship Daniel Webster, Carry, Sag Harbor, 14 months, 25 sperm 3225 whale 35,000 lbs. bone. Ship Gen. Williams, Holt, New London, 15 months, 4500 whale, 50,000 lbs. bone.  
Oct. 21, Ship Java, Shockey, New Bedford, 16 months, 60 sperm, 2300 whale, 25,000 lbs. bone. Brq. Bayard,

Fordham, Greenport, 12 months, 40 sperm, 2000 wh, 20,000 lbs. bone. Ship Swift, Fisher, New Bedford, 34 months, 800 sperm, 1500 whale, 15,000 lbs. bone.  
Oct. 23, Ship Herald, Morgan, Stonington, 16 months, 170 sperm, 1230 whale, 10,000 lbs. bone.  
Oct. 24, Ship Chili, Dexter, New Bedford, 15 months, 2100 whale, 25,000 lbs. bone. Ship Hydaspes, Post, New Bedford, 42 months, 850 sperm, 850 whale, 8,000 lbs. bone. Crescent, Miller, Sag Harbor, 12 months, 1000 whale, 6000 lbs. bone. Ship Ann, Leek, Sag Harbor, 15 months, 1200 whale, 12,000 lbs. bone.  
Oct. 25, Richard Mitchell, Long, Nantucket, 12 mhs, 550 sperm, Ship Huron, Green, Sag Harbor, 13 ms, 2400 whale, 22,000 lbs. bone. Ship Hamilton, Peck, Bridgeport, 12 months, 135 sperm, 1570 whale, 15,000 lbs. bone.

For Shipping news we are under great obligations to Mr. G. D. Gilman.

## DONATIONS.

For general expenses of the Chaplaincy.—Captain Doane, Am. Brig Globe—\$15.00  
Capt. Pell, former master Holder Borden—4.00  
Physician Fr. whale ship Ocean—1.00  
E. F. Nye, seaman of ship Janus—50

For Temperance, (or printing the Friend),—Capt. Delano, Brq. Cossack—\$4.00  
Capt. Cole, Wm. Hamilton—10.00  
Capt. Bishop, Brq. Superior—5.00  
Dr. Baker, Eng. whale ship James Stewart—3.00  
George W. Dow, seaman Benj. Tucker—1.00  
Seth Wyatt, seaman Hope—50  
Otis Stowell, seaman Ann Alexander—63  
Ebenezer Nickerson, seaman Levi Starbuck—50  
E. F. Nye, seaman Janus—1.00  
Friend—50

For Bibles—Portuguese seaman—\$1.50  
American seaman—52  
For books sold to seamen—3.00

## MARRIED.

His Excellency, JOHN TYLER, President of the U. States, to Miss Julia Gardner, eldest daughter of the late Hon. David Gardner, of Long Island, New York, one of the unfortunate persons killed on board the steam vessel Princeton. The ceremony took place June 26th, at the church of the Ascension, New York City. The Rt. Rev. Bishop Onderdonk officiating.

In Honolulu, Oct. 24, Mr. H. Wood, (col.) naturalized Hawaiian subject, to Nika, a native Hawaiian. The ceremony was performed by Rev. Samuel C. Damon, Seamen's Chaplain.

## DIED.

At the American Hospital, in Honolulu, Oct. 17th, Mr. John Massey, 2d officer of Am. whale ship Chelsea, N. London, Ct. Report says that he belonged to Boston, Mass. Among his papers was found a letter addressed to him, by a near friend, dated "Watertown Arsenal, Mass. Aug. 9th, 1843.—George Hill."

At the American Hospital in Lahaina, Oct. 3d, Jeremiah Hatch, seaman on board Brq. George. He belonged to some part of Long Island, N. Y.

On board Benj. Rush, Oct. 9, 1842, George Williams, colored man, steward, 25 years old. He belonged to N. York City.

Ship Hydaspes, Capt. Post, of N. Bedford, lost by scurvy, James Francis, of Martha's Vinyard; Geo. Shaw, Salem; Jacob Handy, New York; Abraham Thompson, Albany; Joseph Francis, —; Wm. H. Wheat, —. The rest of the crew down with the scurvy—only Capt., Mate, and one man to work ship.

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