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HONOLULU, DECEMBER 1, 1866.

{Old Series, Vol. 23.

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**THE FRIEND.**

DECEMBER 1, 1866.

End of Volume 23d.

This Number concludes another volume of "The Friend."

Our subscribers in Honolulu and other islands, having enjoyed the reading of this paper for twelve months, are requested to settle when their bills are presented. No one having been called upon to pay in advance, there can be no error in regard to presentation of bills.

Donors for the support this paper, have our sincere thanks, and we can assure them that papers to the amount of more than their donations, have been gratuitously distributed during the past year.

We hope to issue our next number promptly on the 1st of January, 1867, when a report will be made of the expenses attending the publication of the Friend and support of the Bethel and Home.

**LAUNCH OF THE NEW "MORNING STAR."**—This vessel was launched on the 22d of September, at East Boston. The command of the vessel has been committed to the Rev. H. Bingham, Jr., late Missionary, at Apaiang, Gilbert Islands. She was expected to sail from Boston about December 1st, or earlier, so that she may be looked for in March. Her first trip after her arrival in Honolulu, will be to the Marquesas Islands.

**A Screw Loose Somewhere.**

There is either a defect in the laws of the United States in regard to foreign seamen shipped on board whaleships, or there is a wrong interpretation of those laws. In the application and practical working of those laws, upon a fair estimate, nearly, if not more, than one half of those serving on board American whaleships as seamen, are thrown outside of the pale of relief in case they are sick and disabled. The laws as now interpreted, do not allow relief to be administered by the consul to foreign seamen shipped in foreign ports to be discharged in foreign ports. Any one acquainted with the character of the crews of whaleships, will readily see that this *ruling* of the U. S. Consul shuts out all Polynesians (or kanakas,) and a vast number of Portuguese seamen. These two classes, Polynesian and Portuguese, will make up good one half of the seamen on board the sixty or seventy ships touching at Honolulu this fall.

We make the statement without fear of contradiction, that the successful prosecution of the American whale fishery in this ocean, is absolutely dependent upon these men—these foreign seamen shipped in foreign ports, and to be discharged in ports foreign to the United States. This whole matter of shipping and discharging seamen attached to American whaleships, has undergone a revolution during the last few years. When whaleships leave New Bedford and other American ports, they sail short-handed, touch at some of the Portuguese islands in the Atlantic and fill up their crews. The ships come around the Horn, to remain in this part of the world for several years, but almost every year the crews entirely change—the process of discharging and shipping crews is constantly going forward while these ships are abroad. It must readily appear to any one acquainting himself with the facts, that many of the crews eventually are made up of Portuguese and Kanakas, who

never stepped upon American soil and never expect to go thither. These men are however toiling and spending their lives under the American Flag, but without enjoying the *relief* of American seamen, when sick and disabled.

The result is that many seamen are turned away from U. S. Consulate, and compelled to seek relief from the community at large, who should be in the U. S. Hospital. Persons of this description are now in Honolulu. Mrs. Crabb, at the Sailors' Home, and the Ladies' Stranger's Friend Society, of Honolulu, come in to assist the U. S. Government to support sick and disabled seamen. Cases are constantly occurring in Honolulu, wherein the U. S. Government ought to furnish relief, but we are told, according to instructions from Washington, relief cannot be afforded. Now, we say, there is "a screw loose somewhere;" in the mean time the U. S. Government, with a revenue of \$500,000,000, is receiving charitable contributions from the ladies of Honolulu, to keep in a flourishing condition the whale fishery, about which there is so much boasting. It would not perhaps be modest on our part to point out to U. S. officials their duty, but we do think, for decency and humanity's sake, they had better write to Washington for new instructions. Perhaps the newly appointed Consul—General Smith—will come with proper instructions. The only just and proper method of disposing of this troublesome and perplexing affair, is simply to protect and relieve all seamen alike who sail under our flag. Not only should the Flag *protect* but *relieve* the American and foreigner alike. They toil and endanger their lives together, to enrich our countrymen and extend our country's commerce, hence it is only fair, just and honorable that they should share alike our country's *protection* and *relief*.

☞ Be always at leisure to do a good action: never make business an excuse for avoiding offices of humanity.

**Jesus Christ, the Anchor of the Soul.**

BY REV. EDWARD PAYSON.

**PREFACE.**—The following address, delivered more than forty years ago by the eminently pious Payson, has been long out of print. In republishing it in the present form, it is sent forth with the earnest prayer that its solemn teachings may be blest to the good of souls. Its author has long since gone to his final reward, and rests from his labors; yet he, being dead, may yet speak to the hearts and consciences of some immortal voyagers, who may thereby be persuaded to set their faces toward heaven, and meet him in the last great day on the right hand of the throne of God.

Shipmates! read it carefully and prayerfully. Take it with you on your voyages. Read it to your fellow seamen, and let it lie near your Bible. Never let a day pass by without seeking strength and comfort in the word of God. Pray to him to guide you safely at last into the heaven of eternal rest. May you there receive from the Lord Jesus Christ a crown of life that fadeth not away.

There may you bathe your weary soul,  
In seas of heavenly rest;  
And not a wave of trouble roll  
Across your peaceful breast.

Shipmates! We are all together in the great ship of this world, and are sailing together to the shores of eternity. You have something within you which thinks and feels; and that something is an *immortal soul*—a soul worth infinitely more than all the merchandise which you ever assisted in conveying across the seas—a soul worth more than all the stars which twinkle above you, while keeping your evening watch on deck—a soul which will continue to live, and to be happy or miserable, when all those stars are quenched in everlasting night. Yes! mark me, shipmates, you have each such a soul with you—a soul dear to Him who made it—a soul for whose salvation Jesus Christ shed his blood, and for the loss of which, the whole world, could you gain it, would be no compensation. This precious freight, these immortal souls, are embarked in frail vessels on the dangerous voyage of life; a voyage which you are even now pursuing, and which will terminate either in the Port of Heaven, or in the Gulf of Perdition. To one or the other of these places you are all bound. In one or the other of them you will all land at death. In which of them you shall land, will depend on the course you steer. These are the reasons why we feel concerned for you. We know there is but one such course. We wish you to make sure of a good harbor, in which you may rest quietly, after the toilsome voyage of life is ended. We know there is but one such harbor. We know that this harbor is not easy to find. We know that the sea over which you sail is full of sunken rocks and quicksands, on which many a brother sailor has made shipwreck of his soul. Your voyage is, therefore, exceedingly dangerous. We meet you pursuing this voyage, and wish to speak to you. When you speak a vessel, one of the first questions you ask her is, "Where are you bound?" Allow me to ask you the same question. Ho, there! creature of God, im-

mortal spirit, voyager to Eternity, whither art thou bound? Heard I the answer aright? Was it, "I don't know?" Not know where you are bound! Heard you ever such an answer to this question before? Should you hear such an answer from a spoken vessel, would you not conclude its crew to be either drunk or mad? and would you not expect soon to hear of its loss? Not know where you are bound! And have you then, for so many years, been beating about in the fogs of ignorance and uncertainty, with no port in view, the sport of storms and currents, driven hither as the winds change, without any hope of ever making a harbor, and liable every moment to strike upon a lee shore? Not know where you are bound! Alas, then, I fear you are bound to the Gulf of Perdition, and that you will be driven on the rocks of Despair, which are now right ahead of you, and which sooner or later, bring up all who know not where they are bound, and who care not what course they steer. If I have taken my observations correctly, you are in the Gulf Stream—a strong current which sets directly into the Gulf, where you will find no bottom with a thousand fathoms of line. Not know where you are bound! You must then be in distress. You have either unshipped your rudder, or you have no compass, chart, or quadrant on board; nor any pilot who can carry you into the Port of Heaven. And what pilot, you will perhaps ask in reply, can carry us there? Who can tell us, with certainty, that there is any such port? On what chart is it laid down? And how do we know, how do you know, how can any man know, that what you have told us now is true?

These are fair questions, shipmates, and you shall have an answer; but allow me, first, to ask you a few questions. Should you see a fine ship, well built, handsomely rigged, and completely equipped for a voyage, could any man make you believe that she built herself? or that she was built by chance? or that she sprung, like a bubble, out of the sea? Would you not feel as certain that she was the work of some builder, as if you had stood by and seen him shape every timber, and drive every bolt? And can you, then, believe that this great ship, the world, built itself? or that it was built by chance? or that it sprung out of nothing without any cause? Do you not feel as certain that it was made by some great, and wise, and powerful builder, as if you had stood by and seen him make it? Yes, you will say, every ship is built by some man; but He that built all things must be more than man. He must be GOD.

Another question. Should you see a vessel go every year, for many years successively, to a distant port, and return at a set time, performing all her voyages with perfect regularity, and never going a cable's length out of her course, nor being a day out of her time, could you be made to believe that she had no commander, pilot, or helmsman on board? that she went and came of her own accord? or that she had nothing to steer her but the wind? Would you have any more doubt that she was under the command of some skillful navigator, than if you were on board and saw him? Look, then, once more, at this great ship, the world. See how regularly she makes her annual

voyage round the sun, without ever getting out of her course, or being a day out of her time. Should she gain or lose a single day in making this voyage, what would all your Nautical Tables be good for? Now, would she go and come with such perfect regularity and exactness of her own accord, or with no one to regulate her course? Can you any more doubt that she is under the direction of some skillful commander, than if you saw him regulating all her motions? But if the world has a pilot, a commander, who is he? Aye, shipmates, who is he? Is it any of her crew? You know that if they should all unite their strength, they could neither move her, nor alter her course a hair's breadth. Who, then, can it be? But why need I ask? Who can regulate all the motions of the world, except He that made the world? And remember, shipmates, if God is here to regulate her course, he must be here to see how the crew behave.

Once more. Would a wise owner put a crew on board a vessel, and send her to sea, bound on a long voyage, without a compass, chart, quadrant, or pilot, to be driven just where the winds and waves might carry her, till she foundered, or went to pieces on some rocky shore? No, you reply, no wise owner, no man that cared anything either for the ship or the ship's company, would act in this manner. And would the good, the all wise God, then, who made the world, and placed us in it, act in such a manner? Certainly not. It would be insulting him to think so. You may be certain, therefore, that he has taken care to provide a safe harbor, in which, when the voyage of life is ended, we may ride secure from every danger; that he has furnished us with everything necessary to assist us in shaping our course for that harbor; and that he has provided a skillful pilot, who will carry us into it, if we put ourselves under his care. And, shipmates, we can tell you, for God has told us, that he actually has done all this. As a harbor, he has prepared heaven for us; a place so glorious, that the sun is not fit to be a lamp in it. Could you grasp the world like an orange, and squeeze all happiness it affords into a single cup, it would be nothing to one drop of the waters of life, which flow there like a river. For a Commander and Pilot, he has given us his own Son, Jesus Christ, the Captain of Salvation; beyond all comparison the most skillful, kind and careful commander that ever seaman sailed under. He can carry you, and he alone can carry you, safely into the Port of Heaven. No soul ever found its way into that port without him. No soul which put itself under his care was ever lost. Finally, for a compass, and quadrant, GOD has given us the BIBLE; and most completely does it answer the purpose of all three. By this book, as a compass, you may shape your course correctly; for it will always traverse freely, and it has no variation. By this book, as a quadrant, you may at any time, by night or by day, take an observation, and find out exactly where you are. And in this book, as on a chart, not only the Port of Heaven, but your whole course, with every rock, shoal and breaker on which you can possibly strike, is most accurately laid down. If, then, you make a proper use of this book, mind your helm,

keep a good lookout, and carefully observe your pilot's directions, you will, without fail, make a prosperous voyage, and reach the Port of Heaven in safety. It may not, however, be amiss to give you a few hints respecting the first part of your course.

If you examine your chart, you will find put down, not far from the latitude in which you now are, a most dangerous Rock, called the Rock of Intemperance, or Drunkard's Rock. This rock, on which there is a high beacon, is almost white with the bones of poor sailors who have been cast away upon it. You must be careful to give this rock a good berth, for there is a very strong current setting towards it. If you once get into that current, you will find it very difficult getting out again, and will be almost sure to strike and go to pieces. You will often find a parcel of wreckers round this rock, who will try to persuade you that it is not dangerous, and that there is no current. But take care how you believe them. Their only object is plunder.

Not far from this terrible rock, you will find marked a whirlpool, almost equally dangerous, called the Whirlpool of Bad Company. Indeed, this whirlpool often throws vessels upon the Drunkard's Rock, as it hurries them round. It lies just outside the Gulf of Perdition, and everything which it swallows up is thrown into that Gulf. It is surrounded by several little eddies, which often draw mariners into it before they know where they are. Keep a good look out, then, for these eddies, and steer wide of this whirlpool, for it has swallowed up more sailors than ever the sea did. In fact, it is a complete Hell Gate.

Besides this whirlpool and rock, there are several shoals laid down in your chart, which I cannot now stay to describe. Indeed, these seas are full of them, which makes sailing here extremely dangerous. If you will be sure to shun them all, and to keep clear of the terrible gulf already mentioned, you must immediately go about, make a signal for a pilot, and steer for the Straits of Repentance, which you will then see right ahead. These Straits, which are very narrow, form the only passage out of the dangerous seas you have been navigating into the great Pacific Ocean, sometimes called the Safe Sea, or Sea of Salvation, on the further shore of which lies your port. It is not very pleasant passing these Straits, and therefore many navigators have tried hard to find another passage. Indeed, some, who pretend to be pilots, will tell you there is another; but they are wrong, for the great Master Pilot himself has declared that every one who does not pass the Straits of Repentance will certainly be lost.

As you pass these Straits, the spacious Bay of Faith will begin to open, on the right hand side of which you will see a high hill, called Mount Calvary. On the top of this hill stands a Light House, in the form of a cross, which by night is completely illuminated from top to bottom, and by day sends up a pillar of smoke, like a white cloud. It stands so high, that unless you deviate from the course laid down in your chart, you will never lose sight of it in any succeeding part of your voyage. At the foot of this Light House you will find the Pilot I have so often mentioned, waiting for you. You must by

all means receive him on board; for without him, neither your own exertion, nor all the charts and pilots in the world, can preserve you from fatal shipwreck.

As you enter the Bay of Faith, you will see, far ahead, like a white cloud in the horizon, the High Lands of Hope, which lie hard by your port. These lands are so high, that, when the air is clear, you will have them constantly in sight during the remainder of your voyage; and while they are in sight you may be sure of always finding good anchoring ground, and of safely riding out every storm.

I might proceed to describe the remainder of your course, but it is needless, for you will find it all in your chart—the Bible. With this chart the Seamen's Friend Society are ready to furnish every destitute seaman; and they do it on purpose that your voyage may be prosperous, and its termination happy. And now, shipmates, let me ask you one question more. Should a ship's crew, bound on a long and dangerous voyage, refuse to provide themselves with either quadrant, chart, or compass, or being furnished by the owner with these articles, should stow them away in the hold, and never use them, never mind their helm, keep no lookout, pay no regard to their pilot's directions, but spend their time in drinking and carousing, have you any doubt that they would be lost before their voyage was half over? And when you heard that they were lost, would you not say, "It is just as I expected; but they have no one to blame except themselves!" Just so, my dear shipmates, if you refuse to receive the Bible, the Book which your Maker and Owner has given to assist in shaping your course; or if you lay this book aside in your chest, and never study it; or if you study it, and do not shape your course by it, nor pay any regard to the directions of Jesus Christ, your commander and pilot, but make it your only object to live an easy, careless, merry life, be assured that you will make shipwreck of your souls, and founder in that gulf which has no bottom; and while you feel that you are lost, lost, lost forever, you will also feel that you have no one to blame for it but yourselves. You cannot blame God, your Creator and Owner, for he has kindly given you his only Son to be your pilot, and his book to be your chart. You cannot blame your fellow creatures, for by the hands of the Seamen's Friend Society they now offer you this book, "without money and without price." You cannot blame him who now addresses you, for he has told you what will be the consequences of neglecting this book. Oh, then, be persuaded to receive it, to study it, and to shape your course by it. Wherever you see the Bethel flag hoisted, rally round it. As often as you have an opportunity, visit the house of God on the Sabbath, or through the week, to hear what Jesus Christ has done for poor seamen. If you see a brother sailor becalmed by the way, or steering another course, lend him a hand, and take him with you. Whenever you are keeping your evening watch on deck, look up, and see the God of whom you have now heard—the God whose name, I fear, some of you "take in vain"—throned in awful silence, and darkness, and majesty, on the sky, crowned with a diadem of ten thousand stars, holding

the winds and thunderbolts in his hand, and setting one foot on the sea, and the other on the land, while both land and sea obey his word, and tremble at his nod. This, shipmates, is the God under whom we wish you to enlist, and to whom we wish you to pray. This is the God who now offers to be the poor sailor's friend, and who in all your voyages can carry you out in safety, and bring you home in peace. This, too, is the God whom we shall all one day see coming in the clouds of Heaven, with power and great glory, to judge the world. Then, at his command, the earth and the sea shall give up all who have been buried in the former, or sunk in the latter; and they shall stand together before God, to be rewarded according to their works. Oh, then, seamen, landsmen, whoever you are that read, prepare, *prepare* for this great day. Yes, prepare, ye accountable creatures, *prepare to meet your God*; for He has said, "Behold I come, I come near to judgment!" And hath He said it, and shall he not do it? Hath He spoken, and shall he not make it good? Yes, when His appointed hour shall arrive, a mighty angel will lift his hand to Heaven, and swear by Him who liveth forever and ever, that there shall be time no longer. Then our world, impetuously driven by the last tempest, will strike, and be dashed in pieces on the shores of eternity. Hark! what a crash was there! One groan of unutterable anguish, one loud shriek of consternation and despair is heard, and all is still. Not a fragment of the wreck remains, to which the struggling wretches might cling for support; but down, down, down they sink, whelmed deep beneath the billows of almighty wrath. But see! something appears at a distance, mounting above the waves, and nearing the shore. It is the Ark of Salvation! It is the Life Boat of Heaven! It has weathered the storm; it enters the harbor triumphantly! Heaven resounds with the acclamations of its grateful, happy crew! Among them may you all, shipmates, be found. May we all, and all who believe and obey, as well as distribute, the Scriptures, save both themselves and the objects of their care. And may every perishing immortal now, while the Ark is open, while the rope of mercy is thrown within his grasp, seize it, and make eternal life his own.

#### "Help Lord, or we Perish!"

When through the torn sail the wild tempest is streaming;

When o'er the dark wave the red lightning is gleaming.

Nor hope lends a ray the poor seamen to cherish,  
We fly to our Maker—"Help, Lord, or we perish!"

Oh, Jesus! once tossed on the breast of the billow,  
Aroused by the shriek of despair from thy pillow;  
Now, seated in glory, the mariner cherish,  
Who cries in his danger, "Help, Lord, or we perish!"

And oh, when the whirlwind of passion is raging,  
When hell in our heart its wild warfare is waging,  
Arise in thy strength, thy redeemed to cherish,  
Rebuke the destroyer—"Help, Lord, or we perish!"

Nothing can occur beyond the strength of faith to sustain, or transcending the resources of religion to relieve.

# THE FRIEND.

DECEMBER 1, 1866.

**HAWAIIAN SEAMEN ON BOARD AMERICAN SHIPS.**—Last year four hundred Hawaiians shipped on board American whale ships. This year the number will not probably be less. We do not well see how the whaling fleet could be fitted out unless there was this heavy draft upon the natives of these Islands. With due regard to His Majesty's native subjects, we cannot see how his officers can allow Hawaiians thus to ship in American vessels. According to the U. S. Laws, as interpreted by U. S. Consuls at these islands, these Hawaiian seamen are not entitled to support and relief, should they be taken sick on board, and the Captain be compelled to touch and discharge them at Hongkong, Sydney, Tahiti, or any port where there is an American Consul. The Captain might or might not pay the poor sailor's board for a few days at a Sailor's Boarding House, but as soon as the ship should sail, the sailor is cast out to take care of himself—sick and penniless—but with a *duly certified discharge from an American ship in his pocket*. This is no fancy sketch, but very likely to occur at any and every port in the Pacific, visited by whale ships. As an act of humanity, we think the proper officer or officers of this Government should make a representation of the facts at Washington, or instanter tabu the shipping of another of His Majesty's subjects.

**"THE FRIEND" AT SEA.**—Occasionally a shipmaster calls upon us for a "big" volume of our "little" sheet, containing as many years as we can furnish. One having a volume of this description on shipboard, thus writes us from the Chincha Islands:

"I have not forgotten you, for I have pursued a steady course through eleven years of the *Friend*, and on my homeward voyage expect to go through the remainder."

We can supply a few more shipmasters with good reading for a long voyage, and perhaps from the perusal of the *Friend*, they may obtain hints about good whaling grounds, or sunken rocks, or dangerous shoals, or adverse currents, or hidden reefs, or low islands. Not long since one shipmaster remarked, a hint obtained from the *Friend*, kept his vessel from being wrecked on Christmas Island.

**HAWAIIAN ISLANDS DISCOVERED 1555.**—So the vexed question appears to be now definitely settled, that Capt. Cook did not discover these islands, but that they were originally discovered by a Spanish navigator, 223 years before they were visited by Capt. Cook. These islands were known to the Spanish navigators as "Islas de Mesa," or

Table Islands. Probably this name was chosen from viewing the broad table lands of Hawaii. We learn these facts from a communication recently published in the *Hawaiian Gazette*, and written to His Majesty's Foreign Minister, by the Governor of Guam, or by an officer of the Spanish Government at Madrid, Spain, who was ordered by the Spanish Government to search the archives of the Colonial department and ascertain all that could be found out upon the subject. The name of the discoverer was Juan Gaetano, or Gaytan. What however appears most strange to us, is the fact that during those two hundred and twenty-three years, these islands should not have been repeatedly visited by Spanish galleons, freighted with treasure and passing from Acapulco, in Mexico, to the East Indies.

**THE REV. D. TRUMBULL AT VALPARAISO.**—Such testimony as the following, respecting the American Chaplain at Valparaiso, indicates that he has not labored in vain. This testimony, by the way, is from one born a British subject, and hence, the allusion at the close of the paragraph. Our correspondent thus writes, under date of August 31:

Your friend, Mr. Trumbull, was absent, having gone to Panama and perhaps home with his wife, whose health was very much shattered and required change of climate. I was pleased to observe that his congregation keep up their services twice each Sabbath, and once on Wednesday evening, a number of the members officiating in turn. Mr. Trumbull has labored well and effectually. Besides attracting a large and worthy congregation, he has established a Bible Society, Bible class, Sabbath School, a colporteur among the Chilenos, &c., and the church is now expecting two young American Missionaries to labor among the people of the country. Mr. T. is the subject of an intense love and veneration on the part of his people, who, by the way, are mostly Scotch and English, a class not usually violently affectionate towards Americans."

**SOUTH AMERICAN NEWS.**—Our correspondent from the Chincha Islands, thus refers to serious trouble in the Peruvian Navy, in consequence of the appointment of a U. S. "Rebel" as Admiral of the Fleet:

"There is at present quite a row in the Peruvian Navy. A Southern American rebel, Tucker by name, was appointed Admiral of the fleet (by the President,) and went to Valparaiso to assume command. The Peruvian officers refused to allow him to come on board, and were all in consequence taken prisoners by a force sent from Callao, and are now in confinement at the latter place. The Government have called upon other marine officers to supply their places, who refused to serve under Tucker, and it is said they will also be imprisoned in a few days."

**THE IRON CROWN** recently carried from Venice by the Austrians, and since claimed by the Italian government, is an interesting relic. The crown of iron, though chiefly of gold, derived its name from an iron band which encircled it in the interior, and which was said to have been made from one of the nails which served in the crucifixion of Christ. This crown was worn by Charlemagne, the first Emperor of Germany, over 1,000 years ago.

**DEATH OF DR. S. PORTER FORD.**—It is with feelings of unspeakable sadness that we chronicle the death of this eminent surgeon and physician. The public have thereby sustained a great loss. As the *Weeklies* and *Daily* have so freely commented upon the event, we will merely add, that having frequently called upon him to visit, and prescribe for non-paying patients, it affords us great pleasure to record the fact, that he always most cheerfully administered the requisite medical assistance. The poor have lost a friend. We copy the following from the last *Advertiser*:

**FUNERAL.**—The obsequies of the late Dr. S. P. Ford were performed on Sunday Nov. 25th, at 3 o'clock, at the Bethel Chapel, where Rev. Mr. Damon delivered an appropriate address. The procession, which embraced the Masonic brotherhood, numbering about sixty, some thirty carriages and a large number of citizens on foot, then moved to the Nuanu Cemetery, where Judge Davis read the Masonic Burial Service. Rarely has death taken a more conspicuous member of our small community or one whose absence will, for a longer time, be more keenly felt—especially in the sick room. Gov. Dominis is appointed executor of the estate of Dr. Ford, by his will, and has applied for letter of administration.

**DEATH'S DOINGS.**—On Monday October 29th, Capt. Wm. Bacle died at his residence in Palama, in this city. He was one of the oldest foreign residents on these islands, having arrived here in 1812, during the American war. He was a native of Virginia, and born in 1793, being consequently 73 years of age at the time of his death. In his younger days he served as shipmaster, afterwards for many years kept a store in this city. Those who came here prior to 1850 will remember the sign of Austin & Bacle, on the corner of King and Nuanu streets. During the last five years his health has been feeble, and he was seldom seen out.

—On Sunday morning Oct. 28, Mr. William F. Jourdan died at the Queen's Hospital, of dropsy, after a lingering illness. He came to Honolulu, about 1851, with a circus company, and soon after entered the police service, and held the office of Deputy Sheriff for several years. In the spring of 1865 he visited Cambridgeport, Mass., where his relatives live, and returned much improved in health. In this warm climate he soon relapsed, and entered the hospital.

—At Wailuku, on Maui, Jonathan C. Farwell died on the 1st of November. He was a lawyer by profession, and had lived at Lahaina and Wailuku for several years. He was a native of Massachusetts, and about forty years of age.

**MELANCHOLY DISASTER.**—On the 12th of June the following persons, belonging to the whaleship *Active*, were drowned: Mr. Taber, Frank de Rosa, Jose de Rega, Joaquin de Silva, Jefferson Snow and George Cooper. Also, on the 2d of August, Axel Anderson, belonging to the same ship, was drowned.

**BOOKS FOR SEAMEN.**—We desire to acknowledge a very valuable donation of books from Mrs. Armstrong, also another donation from Mr. Joseph Brewer, of Boston, but recently a passenger per the *Iolani*. The contributions are very acceptable.

☞ Our sea-faring readers will find in this number of the *Friend*, a full report of all the whaleships visiting Honolulu this fall season.

☞ A FEW MORE FOREIGN SUBSCRIBERS wanted from among the whaling fleet. Terms, \$2.50, in advance, including postage.



## EDITOR'S TABLE.

**SOCIAL LIFE OF THE CHINESE**—With some account of their Religious, Governmental, Educational, and Business Customs and Opinions: With Special but not Exclusive Reference to Fuhchau.—By Rev. Justus Doolittle, fourteen years member of the Fuhchau Mission of the American Board. With over One Hundred and fifty Illustrations. In two volumes. New York: Harper & Brothers, Publishers, Franklin square. 1865.

This is a most interesting and instructive book. It is just the book to be read by all desirous of becoming acquainted with the customs, habits and manners of the Chinese. It is a singular but noteworthy fact that laborers are now going forth from China, to cultivate the sugarcane in Havana, Mauritius, Sandwich Islands, and many other parts of the tropics; to load the guano vessels at the Chincha islands; to dig in the mines of California and Australia; and to labor as domestics in many other parts of the world. They are a thrifty and industrious people, but intensely wedded to their ancient customs. They are a people essentially idolatrous in their religious opinions and by no means inclined to change their views and opinions upon religious subjects. Any one professing to be well-read and acquainted with the human race, but ignores the Chinese,—their habits and influence—shows that he is but partially posted up in regard to one of the most remarkable people on our globe. The book now before us appears to be exactly the one which ought to go into general circulation. It is quite impossible to treat this people justly and fairly unless their customs and habits are duly considered and carefully pondered.

This is a book for the judge, the planter, the Missionary and Editor, on the Sandwich Islands, to read. The Chinese are already here and thousands more are destined to come hither. We doubt not many hundreds of little children born in China, and now picking tea-leaves or living on the rivers of China, will find their graves on Hawaiian shores. At a late Monthly Concert at Fort Street Church, as well as on other occasions, we have heard remarks indicating that it was most discouraging to labor for the enlightenment of the Chinese. Our Missionaries in China have also found it no easy matter to teach the Chinese the tenets of the Christian's faith, but yet they are not discouraged. We think our readers will be interested in the following paragraphs:—

The first Protestant Mission at Fuhchau was established by a missionary of the American Board of Commissioners for Foreign Missions in January, 1847. The Mission has averaged three or four families since its commencement. In April, 1856, occurred the first baptism of a Chinaman at this city in connection with Protestant Missions. In May, 1857, a brick church, called the "Church of the Savior," built on the main street in the southern suburbs, and about

one mile from the Big Bridge, was dedicated to the worship of God. Its first native church, consisting of four members, was organized in October of the same year. In May, 1863, a church of seven members was formed at Chang-loh, distant seventeen miles from the city. In June of the same year a church of nine members was organized in the city of Fuhchau, having been dismissed from the church in the suburbs to form the church in the city. For the first ten years of this Mission's existence only one was baptized. During the next five years twenty-two members were received into the first church formed. During the next two years twenty-three persons were baptized. Between 1853 and 1858 a small boarding school, *i. e.*, a school where the pupils were boarded, clothed, and educated at the expense of the Mission, was sustained in this Mission. Among the pupils were four or five young men, who are now employed as native helpers, and three girls, all of whom became church members, and two of whom are wives of two of the native helpers. There are at present a training-school for native helpers, and a small boarding-school for boys, and a small boarding-school for girls connected with the Mission. It employs six or seven native helpers, and three or four country stations are occupied by it. Part of the members of this Mission live at Panasang, not far from the Church of the Savior, and part live in the city, on a hill not far from the White Pagoda, in houses built and owned by the American Board.

The Mission of the Methodist Episcopal Church was established in the fall of 1847. It has had an average number of four or five families. In 1857 it baptized the first convert in connection with its labors. In August, 1856, a brick church, called the "Church of the True God," the first substantial church building erected at Fuhchau by Protestant Missions, was dedicated to the worship of God. It is located near Tating, on the main street, in the southern suburbs, about two thirds the way between the Big Bridge and the city. In the winter of the same year another brick church, located on the hill in the suburbs on the south bank of the Main, was finished and dedicated, called the "Church of Heavenly Rest." In the fall of 1864 this Mission erected a commodious brick church on East Street, in the city. Its members reside principally on the hill on which the Church of Heavenly Rest is built. One family lives at a country station ten or twelve miles from Fuhchau. This Mission has received great and signal encouragement in several country villages and farming districts, as well as in the city and suburbs. It has some eight or ten country stations, which are more or less regularly visited by the foreign missionaries, and where native helpers are appointed to preach regularly. It has a flourishing boys' boarding-school, and a flourishing girls' boarding-school, and a printing-press. At the close of 1863 there were twenty-six probationary members of its native churches, and ninety-nine in full communion. It employs ten or twelve native helpers. It has established a system of regular quarterly meetings and an annual conference in conformity with the discipline of the Methodist Episcopal Church.

The English Church Missionary Society established a mission at Fuhchau in the spring of 1850. It has met with many reverses, and has not averaged two families. Its members have always resided within the city on Black Rock Hill. It has two large chapels, located on South and Back Streets, two of the most important streets in the city. It employs two or three native helpers, and has ten or fifteen baptized Chinese under its care and instruction.

Many of the small chapels, and some of the large church buildings, in connection with these three Missions, whether in the city, or in the suburbs, or at the country stations, are opened daily for preaching in Chinese. All who please to come in are welcomed.

All these Missions have in former years distributed, in large numbers, tracts and parts of the Scriptures prepared in the general language of the country. A considerable number, prepared in the local dialect, have also been published. The Methodist Mission in 1864 completed the translation and publication of the New Testament in the local dialect.

**LAWRENCE.**—Rev. Wm. Franklin Snow was installed on Thursday evening, 13th Oct., as pastor of the Franklin Street Church in Lawrence. Moderator, Rev. E. H. Greeley of Methuen; Scribe, Rev. J. P. Lane of Andover:

Introductory by Rev. B. F. Hamilton of No. Andover; Sermon by Rev. A. H. Plumb of Chelsea; Installing Prayer by Rev. E. H. Greeley; Charge to the Pastor by Rev. J. L. Taylor, Treasurer of Andover Seminary; Right Hand by Rev. C. E. Fisher of Lawrence; Charge to the People by Rev. James P. Lane.

The statement of doctrinal belief by the candidate was clear and full, and his examination was well sustained. The Eliot Church, the third of our order in Lawrence, was organized about one year ago, and Mr. Snow is their first pastor. They have erected a very neat and attractive house of worship, which was dedicated one week ago, the pastor-elect preaching the sermon. This organization is on a firm financial basis, owning and controlling their meeting-house free from debt, and composed of members who are able and willing to provide liberally for the support of gospel institutions. There is no ecclesiastical society connected, the church assuming the responsibility of pecuniary support as well as spiritual. This organization does not materially diminish the strength or numbers of the other two churches of our order in Lawrence, as its primary design is to reach a population that were not otherwise reached. The prospects for great usefulness are most hopeful.—*Congregationalist.*

Now, as a teacher, Christ comes to men, whether they will or not. As one having authority, he presses himself upon them, to warn and exhort them. But as a personal friend he presses himself upon no one. His personal love and the manifestation of that love, are never intruded upon any one.

**PLACES OF WORSHIP.**

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**STONE CHURCH**—King street, above the Palace—Rev. H. H. Parker Pastor. Services in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

**CATHOLIC CHURCH**—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Rev. Pierre Favens. Services every Sunday at 10 A. M. and 2 P. M.

**SMITH'S CHURCH**—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services in Hawaiian every Sunday at 10 A. M. and 2½ P. M.

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## PORT OF HONOLULU, S. I.

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- Nov. 1—Am wh bark Onward, Allen, from Ochotsk, with 1150 bbls oil and 14000 lbs bone.
- 1—Am wh ship Gen'l Scott, Washburn, from Arctic, with 900 bbls oil and 13000 lbs bone.
- 2—Am wh ship Almira, Osborne, from Arctic, with 450 bbls oil and 8000 lbs bone.
- 2—Am wh ship Chas. W. Morgan, Landers, from Ochotsk, with 130 bbls sp. 270 bbls wh oil, and 2000 lbs bone.
- 2—Am wh bark Sunday m. Garrett, from Ochotsk, with 550 bbls oil and 7000 lbs bone.
- 2—Am wh ship Gay Head, Kelly, from Arctic, with 800 bbls oil and 14000 lbs bone.
- 2—Am wh ship Congress, Castino, from Arctic, with 800 bbls oil and 12000 lbs bone.
- 2—Haw'n wh brig Kohols, Cogan, from Arctic, with 670 bbls oil, 13000 lbs bone.
- 3—Am wh ship Cornelius Howland, Homan, from Arctic, with 1900 bbls oil and 29,000 lbs bone.
- 3—Am wh ship Europa, Pierce, from Arctic, with 250 bbls oil and 6,000 lbs bone.
- 3—Am wh bark John P. West, Tinker, from Arctic, with 750 bbls oil and 12000 lbs bone.
- 3—Am wh bark Florida, Fordham, from Arctic, with 370 bbls oil and 4000 lbs bone.
- 3—Am wh ship Adeline, Soule, from Arctic, with 400 bbls wh, 140 bbls sp and 7000 lbs bone.
- 3—Am wh ship William & Henry, Stetson, from Ochotsk with 450 bbls oil and 5000 lbs bone.
- 4—Am wh bark Oliver Crocker, Lapham, from Arctic, with 800 bbls oil and 12000 lbs bone.
- 4—Am wh ship Josephine, Chapman, from Ochotsk, with 1100 bbls oil and 13000 lbs bone.
- 4—Am wh bark President, Kelly, from Arctic, with 750 bbls wh oil and 11000 lbs bone.
- 4—Am wh bark Helen Snow, Campbell, from Arctic, with 600 bbls wh oil, 55 bbls sp and 10000 lbs bone.
- 4—Am wh bark Java, Enos, from Ochotsk, with 460 bbls oil and 5000 lbs bone.
- 4—Oldenburg brig Comet, Rice, from Ochotsk, with 90 bbls oil and 500 lbs bone.
- 4—Am wh bark Sea Breeze, Hamilton, from Ochotsk, with 700 bbls oil and 9000 lbs bone.
- 4—Am wh ship Jireh Perry, Halsey, from Arctic, with 550 bbls wh oil, 60 bbls sp and 4000 lbs bone.
- 5—Am wh bark Norman, Childs, from Arctic, with 375 bbls oil and 5000 lbs bone.
- 5—Am wh bark Eagle, McKenzie, from Arctic, with 700 bbls oil and 9000 lbs bone.
- 5—Am wh bark Dan'l Wood, Richmond, from Arctic, with 500 bbls oil and 7000 lbs bone.
- 5—Norwegian barkentine Formica, Thompson, from Ochotsk.
- 6—Haw'n wh bark Florence, Loveland, from Arctic, with 650 bbls oil and 15000 lbs bone.
- 6—Am wh bark Active, Robinson, from Arctic, with 250 bbls oil and 3000 lbs bone.
- 6—Am wh ship Illinois, Davis, from Arctic, with 250 bbls oil and 3000 lbs bone.
- 6—Oldenburg bark Julian, Lubbers, from Arctic, with 1000 bbls oil, and 17000 lbs bone.
- 9—Russian brig Constantine, Dingin, 33 days from Sitka.
- 10—Haw'n clipper ship Iolani, Green, 14 days from Boston, mds to C. Brewer & Co.
- 11—Am wh bark Courser, Hamblin, from Arctic, with 400 bbls oil and 6000 lbs bone.
- 11—Old wh ship Oregon, Mammen, from Ochotsk, with 350 bbls oil and 4000 lbs bone.
- 12—Haw'n brig Kamehameha V., Fletcher, 42 days from Baker's Island.
- 14—Col. bark Sarita, Wilson, 20 days from San Francisco with mds to H. Hackfeld & Co.
- 14—Am wh bark Peru, Smith, from Arctic, with 500 bbl oil and 7500 lbs bone.
- 16—Bark Cambridge, D. Hempstead, 20 days from Papete, Tahiti, with wool to Walker, Allen & Co.—Reports barkentine Constitution sailed the same day for Puget Sound.
- 17—Eng wh bark Robert Towns, Barker, from Arctic, via Hilo, with 1100 bbls oil, and 20,000 lbs. of bone.
- 18—Am schr Santiago, Tengstrom, from Howland's Is.
- 18—Am wh bark Cicero, Pann, from Arctic, via Lahaina with 200 bbls oil and 3,000 lbs. of bone.
- 19—Am wh bark Trident, Rose, from Arctic, with 550 bbls oil and 8,000 lbs. bone.
- 20—Am wh bark Mercury, Tooker, from Arctic, with 550 bbls oil and 8,000 lbs. bone.
- 22—Am wh bark Lydia, Hathaway, from Arctic, with 500 bbls oil and 7,000 lbs. bone.
- 22—Am wh bark John Wells, Dean, from Arctic, with 275 bbls oil and 15,000 lbs. bone.
- 24—Am wh ship George, Davis, from Arctic, with 200 bbls oil and 4000 lbs bone—off and on via Hilo.
- 24—Am bark Comet, Daley, 21 days from San Francisco, with mds to C. Brewer & Co.
- 25—Am wh ship James Maury, Cunningham, fm Arctic, with 200 bbls oil and 12000 lbs bone.
- 26—Russ brig Schelehoff, Hanson, 32 days from Sitka, to Hackfeld & Co.
- 28—Am wh ship Ocean, Barber, from Arctic, with 750 bbls and 10000 lbs bone.
- 28—Schr Mink, Ella, 40 days from Victoria.
- 29—Am wh ship Minerva, Penniman, from Arctic, with 1900 bbls oil and 15000 lbs bone.
- 29—Am wh ship Canton Packet, Fraser, from Arctic, with 800 bbls oil and 12000 lbs bone.
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## DEPARTURES.

- Oct. 31—Am brig Fire Fly, Chapman, for San Francisco.
- 31—Am clipper ship Galatea, Cooke, for China.
- Nov. 2—Am bark Smyniotte, Lovett, for San Francisco.
- 2—British star Thames, Dovereaux, for San Francisco.
- 9—Am wh ship Splendid, Fisher, for Home.
- 9—French wh ship Winslow, Labaste, for Cal. Coast.
- 12—Am wh ship Champion, Worth, for Cal. Coast.
- 13—Am wh bark Wm. Gifford, Fisher, for Cal. Coast.
- 15—Am wh bark Roscoe, Macomber, for Cal. Coast.
- 16—Am wh sk Keindeer, Raynor, for Cal. Coast.
- 17—Am wh ship Thos. Dickson, Jernegan, for Cal. Coast.
- 17—Brit clipper ship Isabella, Capper, for New Bedford.
- 17—Am bark Ethan Allen, Snow, for San Francisco.
- 19—Am wh ship Lagoda, Fisher, for Cruise.
- 19—Am wh ship Navy, Davis, for Cruise.
- 19—Am wh bark Addison, Pierce, for Cruise and Home.
- 19—Am wh bark Islander, Holley, for Cruise.
- 19—Eng wh bark Robert Towns, Barker, for Sydney.
- 20—Am wh ship Eliza Adams, Fish, for New Bedford.
- 20—Am wh ship Three Brothers, Taber, for Cruise.
- 20—Am wh bark Cicero, Pann, for Cruise.
- 21—Am wh ship Cherokee, Eldridge, for Cruise.
- 21—Am wh ship St. George, Soule, for Cruise.
- 21—Am wh ship Nautilus, Bliven, for Cruise.
- 22—Am wh ship Helen Snow, Campbell, for New Bedford.
- 22—U. S. Steamship Vanderbilt, Sanford, for S. Francisco.
- 22—Am wh ship Onward, Pulver, for New Bedford.
- 23—Haw'n brig Kamehameha V., Fletcher, for Guano Is.
- 23—Am wh ship Monticello, Phillips, for Cruise.
- 24—Am wh ship Northern Light, Clough, for a cruise and home.
- 24—Am wh ship Cornelius Howland, Homan, for a cruise and home.
- 24—Am wh ship Gayhead, Kelly, for a cruise.
- 26—Am bark D C Murray, Bennett, for San Francisco.
- 26—Am barkentine Monitor, Nelson, for San Francisco.
- 26—Am wh ship Lagoda, Fisher, for a cruise.
- 27—Am wh ship Norman, Childs, for a cruise.
- 27—Am wh bark Sea Breeze, Hamilton, for a cruise.
- 27—Am wh ship Josephine, Chapman, for a cruise.
- 27—Am wh bark Eagle, McKenzie, for a cruise.
- 28—Am wh bark Midas, Drake, for a cruise.
- 29—Am wh ship John Wells, Dean, for a cruise.
- 28—Am wh ship Lydia, Hathaway, for a cruise.
- 28—Haw bark R. O. Wylie, Hatterman, for Bremen.
- 29—Am wh ship Wm and Henry, Stetson, for a cruise.
- 29—Am wh ship C W Morgan, Landers, fr New Bedford.
- 30—Am wh bark Sunbeam, Barrett, for a cruise.
- 30—Oldenburg brig Perle, Ulfers, for New Bedford.

## PASSENGERS.

- From SAN FRANCISCO—per Galatea, Oct. 30—E F Hall—1.
- For SAN FRANCISCO—per Smyniotte, Nov. 2—Dr C F Gullou, wife and daughter, Mrs M R Isenburg, Miss Lottie Smith, Mrs Shiller and child, Mr Bourgeois, Mr Layton, Mrs Layton, W Church, F Sylva, Jo Mariz, F Joaquin—14.
- FROM SITKA—per Constantine, Nov. 9th—Capt. A. French, John Loyal, Thomas Sayre, C Clark, J Green, G Reed—6.
- FROM BOSTON—per Iolani, Nov. 10th—Joseph Brewer, Peter Dubois, John Young—3.
- FROM BAKER'S ISLAND—per Kamehameha V., Nov. 12th—Wm Babcock, W C Stone, and 28 laborers—30.
- FROM SAN FRANCISCO—per Sarita, Nov. 14th—E C Knitzinger, Jau Gun, W J Fisher, D A W Walsaren, H Miller, Simon Goldberg, L Sylvester, G H Burgess, Alfred Randall, W Young, Samuel Silva, Charles Deben—12.
- FROM PAPETE—per Cambridge, Nov. 16—Mr Sinclair and lady, Mr. Valentine Dresher, Mr. E. Kummert.
- FOR SAN FRANCISCO—Per Ethan Allen, Nov. 17th—J. Pease Geo. Edwards, Mr. Morse, J. D. Silva, John Rodgers, Capt. Fisher, Capt. Dallman, Dr. Pfeifer, John Davis, Capt. Cogan, L. Gifford, Simon Goldberg, D. J. Fletcher, A. J. Baker, John Andrews, R. Alcock, H. Williams, D. Creditford, J. Brown, Anton Clark, Conrad Prosmith—21.
- FOR GUANO ISLANDS—Per Kamehameha V., Nov. 23d—Capt. Johnson, Mr. Edwards, Mr. Johnson—3.
- FOR SAN FRANCISCO—per Monitor, Nov. 26—S V Tornquist, Mr Bassett, Mr Denroe—3.
- FROM SITKA—per Schelehoff, Nov. 26—S Grant, D Woodriff, W Story, J Barkley, A Alowzo, J Inseith, J Richardson, J Suza, J Harris—9.
- FOR SAN FRANCISCO—per D C Murray, Nov. 26—E F Hall, Jr, Miss Sarah Stoddard, Capt French, Capt B H Halsey, T H Bailey, W Morton, Jas O Comsor, G E Allen, W H Allen, Geo P Sparkes, Capt C P Fish, wife and son, A Randall and wife, Mrs and Miss Ingraham, R W Roote, O S Sisson, Mr Moosepatch, Mr Leonard, J C Williams, T H Brocklin, V Drescher, E Church, J Onsalva, M Ryan, E H Wilson—23.
- FOR BREMEN—per R C Wylie, Nov. 23—F Kruger, wife and 2 children, Capt E Lubbers, Master Schrieber—6.
- FROM SAN FRANCISCO—per Comet, Nov. 24—Mr J Wodehouse, H B M's Commissioner and Consul General for the Sandwich Islands, with lady, 3 children and 2 servants, Mrs Reynolds, Mrs J J Ayers and child, Mrs Humphries, Mrs M Beck with and 2 children, Mrs D N Hawley, Mrs W C van Ordth, Mr Archer and daughter, W Goodale, W C van Ordth, H C Rhodes, James McJaerney, J H Nobb. STERRAGE—Dan'l Hasley, Richard Eastward, F J Langley, O Nase, Jesus Gouzaes, Edwin James, Lewis Maud, Louis Wesinger, Sam'l Campbell, Thomas Lee, 1 native—35 passengers in all.

## Information Wanted,

Respecting James Atchison, who came out Carpenter of ship Japan, Dimon, master, twelve years ago. He has been Carpenter of ship Mercury. Any information, will be gratefully received by the Editor, or John Atchison, 518 Atlantic Street, Brooklyn, New York.

Respecting Charles Corwin, a young man belonging to New London, who came out about seven years ago with Captain Morgan. Please communicate with the Editor, or Captain Grey, Makawao, Maui.

NOTICE TO SHIPMASTERS, OFFICERS AND SEAMEN.—Of late years you have contributed but a very few dollars to the support of the Bethel in Honolulu. The expense principally has fallen upon the residents of this city. Have you no interest in this affair? Very soon the Chaplain must expend several hundred dollars for painting and general repairs. Will you not, before leaving port, contribute your share? Five or ten dollars from each Captain; two, three or five dollars from each officer, and one, or even a half dollar, from each sailor, will help the Chaplain exceedingly at the present time.

Dr. Hillebrand's Report, upon the coolie trade, is worthy of an attentive perusal. It is published in the Gazette of to-day.

## Baker's Island Report.

- June 20—Sailed ship Leibnitz, for Hamburg.
- June 26—Sailed bark Hukolon, for Falmouth.
- July 8—Arrived bark Hadleys to land.
- Aug. 12—Touched wh bark Milton, Grant, of New Bedford 11 mos. out, 550 bbls sp oil, bound West.
- Capt. Grant reports at Apia bark Napoleon, of New Bedford, 26 mos. out 1200 bbls sp oil. Also, H. B. M.'s steam ship Spry, on a cruise around the islands. Also, reports that a boat was picked up near Sydney, New Holland, belonging to British ship Blackburn with articles of ladies' apparel in it. The Blackburn sailed from Apia March 4th for Europe with guano. This report was brought from Sydney by a vessel trading with Apia.
- Aug. 25—Sailed ship Samuel C. Grant, Rich, for Liverpool with guano.
- Sept. 6—Sailed bark Hadleys for Falmouth, with guano.

Yours truly, W. BABCOCK,  
Superintendent Baker's Island.

## MARRIED.

GARRETT—GAYLORD—In Honolulu, Nov. 29th, by the Rev Father Hermann, William H. Garrett, cooper, to Mrs. Ellen Gaylord, both of Honolulu.

## DIED.

MARSH—In Honolulu, Dec. 2d, Mr. Charles N. Marsh, 3d mate of bark Peru. He belonged in Laconia, N. H.

WOOD.—In Honolulu, November 14, 1866, Maria Kamau, wife of George Wood. The deceased had most faithfully discharged the duties of a wife and mother, for a period of 33 years.

AIKINS.—In this city, November 28, W. Aikins, a member of Hook and Ladder Company No. 1.

DUNLEVE—October 9th, James Dunleve, cooper of the brig Kohala. He belonged to Lewis, New York.

MICHAEL.—July 14th, Michael, a seaman, belonging to ship Gay Head. Also, Joseph Silva, Oct. 22d, belonging to the same vessel.

CUTTER—August 12th, belonging to whaling bark William and Henry, Mr. George L. Cutter, carpenter. He shipped from the Hospital, in Honolulu.

SHUTTLE—March 9th, near New Zealand, on board whaleship Eagle, Mr. Frederick Shuttle, carpenter.

LOMBA—March 24th, Corbia Lomba, native of Bravo, and belonging to whaleship Eagle; also on board the same vessel April 13th, Antone Dutra, belonging to Fayal.

CORNELL—Fell Aug. 17th, from aloft and drowned, Charles Cornell, belonging to Sea Breeze. He came out in the vessel and reported Boston, or his place of residence.

ROBINSON—Taken down by the line and drowned on the 11th of September, James E. Robinson. He belonged to the Sea Breeze. He came out in the vessel, and reported Somerset, Massachusetts, as his place of residence.

SILVA—On the 14th of June, by being burnt in a house, Jose Silva. The boat's crew were camping on shore, in one of the bays. He belonged to the Java.

ELSNER—Suddenly, Nov. 14th, on board American whaleship President, Henry Elsner, a native of Altona, Holstein, aged 32 years. The deceased had served in the Union Army, and was honorably discharged. He belonged to Company A, 6th New Jersey Volunteers.

COLCORD.—November 22, 1866, Mr. John Colcord, son of an old resident on the Islands who was well known in Honolulu, a quarter of a century ago.

BARATONGA—Nov. 17th, on board bark Daniel Wood, in Honolulu harbor, Sam Baratonga, a native of Baratonga, Hervey Islands. He shipped at that Island on board the Norman, in which vessel he made two voyages.

CLARK—Nov. 18th, on board ship St. George, Caleb S. Clark, boatsteerer. He was a native of New Bedford, and son of Capt. Clark.