

THE FRIEND.

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HONOLULU, FEBRUARY 1, 1854.

Old Series VOL. XI

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Good news from a far Country.

In the "Sydney Morning Herald" of Oct. 17th 1853, there is an interesting communication, dated Melbourne, Oct. 11th. The Editor of the Herald heads the article "from our own correspondent," so that the sentiments advanced may be regarded as, at least *semi-official*. Our readers will bear in mind that the Herald is the most widely circulated and influential newspaper in the British Colonies. It may be styled the "Times" for Englishmen in that part of the world. The writer of the article, is discussing the various means for raising a Government Revenue. After referring to the Gold Revenue, he proceeds after this manner, in regard to a duty upon spirituous Liquors:

Here is another point. The Government is resolved to get more money out of the dram-drinking part (that is, all but the entire) of the population. Already a Bill has been brought in to raise the duty on spirits from 7s. to 12s. per gallon. The *Argus* thinks that the duty will be cut down to 10s. in the Council. My opinion is different. I think the Council and everybody of sense in the colony, have come to the conclusion that almost any amount of duty on these intoxicating drinks is justifiable, seeing that so vast a proportion of the wealth so easily gained goes in that direction. If men, then, will have these destructive luxuries let them pay for them, and dearly too. It is not just, nor political, nor Christian, to tax heavily the necessities of life, and let the *unnecessaries* off scot-free. In other words it is monstrous to make every sober and industrious man pay heavily for the articles he consumes, in order that drunkenness may be cheaply diffused through the community, and that publicans, and spirit-sellers on a large scale, may accumulate fortunes. It is all very well to talk

about encouraging smuggling and so forth; but the view I have here propounded is held by every rational man in Victoria. It would be wise to raise the duty on brandy and rum to £1 a gallon; and to levy severe fines and heavy penalties on every smuggling dealer in these articles, on the large scale or small.

Meantime, however, the mercantile community is moved with dread of the coming blow. A great rush has been made on the bonded stores. Tens of thousands of pounds sterling—perhaps hundreds of thousands—have been already paid in for "spirits in bond." That is to say, although the stock in private stores is notoriously large, and quite sufficient to meet the consumption for many months to come, yet the fear of an additional five shillings of duty, or the hope of securing five shillings more of profit, has driven men to pay down those enormous sums at once. The result will infallibly be, that though the additional duty should be imposed, yet the stock on hands will be so disproportionately great for the demand, that these clever fellows will burn their fingers at last. This *must* follow.

Who was expecting sentiments like these from the British Colonies? We are altogether "taken aback." If they had been found in some Colonial paper, published near the boundary of the state of Maine, we should not have been surprised, neither if they had been found in some out and out temperance paper published in Massachusetts, should we have considered them worthy of copying, because some of our readers would have said "just what might be expected;" but coming from Melbourne, the seat of the Colonial Government of South Australia, we are fairly thunderstruck, and coming too in the Sydney "Herald" is the most surprising of all. We would call the reader's attention to that portion of the quotation marked ☞. Such views as these commend themselves, not only "to every rational man in Victoria," but to every rational man throughout "the wide wide world."

If we mistake not, such reasoning will apply to the state of things under Kamehameha III, as well as under Victoria I. The simple truth is this, dram-drinking directly and indirectly is the cause of enormous evils and the sober, total-abstinent portion of the community is heavily taxed to support the system. This is a point to which the friends of the cause are now directing their attention. In the United States the tax-paying and vot-

ing portion of the community is now showing by its approval of the principles of the Maine Law, that the reign of Alcohol shall come to an end. There is no denying the fact, that the essential principles of the Maine Law are gaining ground noisy politicians and wordy editors to the contrary. The soberminded, sensible, and substantial portion of the community is upon the side of total abstinence. The following item from a late American paper will enforce this statement, viz:

MAINE LIQUOR LAW TRIUMPH IN BALTIMORE.—A full Maine Liquor Ticket from Baltimore has been elected to the Legislature. We had not supposed that the Temperance movement had advanced so far in that city.

It is not our wish, here or elsewhere, to witness rash and injudicious laws enacted for the suppression of intemperance, but before the lawmakers at the Sandwich Islands abrogate the "\$5 00 gallon law," allow liquors to be sold upon the Sabbath, permit the traders to sell with a nominal license-fee, and allow the sale of spirituous liquors to the natives, let them carefully contemplate the consequences which must inevitably result. We despair of seeing the immediate triumph of temperance principles in any part of the world, but we do hope however that the golden era is not far distant. Let Englishmen, Americans and the inhabitants of all lands, labor and pray for the advancement of this good cause.—Truth is mighty and will prevail.

A SHORT VOYAGE AROUND THE GLOBE.—The iron Screw Steamer *Argo*, recently arrived at Southampton, Eng., has been round the globe in 128 days. She was 64 days on her passage from Southampton to Melbourne via the Cape Good Hope, and occupied the same length of time in returning, via Cape Horn. She is completely ship rigged, and has an auxiliary steam power of 300 horse, to be used in adverse winds and calms. She has used 2,105 tons coal, about 17 tons a day, and has averaged 230 miles a day, or 9 1-2 miles an hour during the entire voyage. In fair winds under canvas, the *Argo* made 13 and 14 knots an hour for successive days; and 11 and 12 knots close hauled, with the screw feathered. Our Yankee Clippers must look to their honors, if *John Bull* has got to building such vessels as the *Argo*.—Boston Traveller.

Honolulu, Jan. 2, 1854.

TO THE EDITOR OF THE FRIEND:

Sir.—In the New Era of Dec. 29, a writer by the name of Barley astonishes the natives by the following deliberate statement:

“At the present moment there is not a single glass of wholesome or unadulterated spirits or wines to be obtained in Honolulu, or perhaps throughout the Islands.”

If true, how awful the responsibility of those who import these liquors, all honorable men although they be; how cruel are those who sell them! How mad and fool-hardy are those who drink them! Whatever is unwholesome and adulterated must positively be injurious and the man who fearlessly publishes such startling facts, regardless of of abuse or the ill will of those whose interest prompts them to sell, and of those whose love of stimulus prompts them to drink such rascally stuff, should have the thanks of every sober member of the community. Mr. Barley says further,

“Ale, porter and beer, which all acknowledge to be the most nutritious and suitable beverage to the constitution of man, in those climates, are all but prohibited from the above causes.”

Respecting the truth of this I have my doubts, partly owing to a suspicion of Mr. Barley—he makes these liquors—he must have an interest in praising and recommending them, and partly because I have heard professed distillers and friends of distillation speak very disparagingly of Barley's products, as sour, windy, bitter and unwholesome compared with free alcohol. As far as I recollect, I have known medical men and men and women, too, who seldom employ a doctor, give those beverages a character far from nutritious and suitable to the constitution of man—branding them with the epithet *poison*, as we shall see by and by. Barley himself does, except when prepared under the fostering care of the government.

There is another interesting point in the above quotation, that these beverages are *all but prohibited* from the above causes—from the intolerant and rapacious duties of the government. Let us see, the duty on spirits is five dollars a gallon, that on ale, porter and beer, five per cent ad valorem, which may amount to five cents a gallon. We must therefore believe that a burthen of taxation on spirits, *all but prohibited* ale, which bears a burthen of taxation a hundred fold less. The low rate of duty increases the cost to the consumer! This forsooth is the newest dodge in favor of temperance! On this principle, articles that bear no taxation would be quite prohibited, and the removal of all imports upon *cau de vin*, wines and other intoxicating liquors, would prove a violation of the treaty with France,—they would be prohibited thereby.

Barley makes known to the world that people are driven to madness and self-destruction by drink, and that within the last eighteen months, several cases of suicide have actually taken place by drinking spirits. For this he blames the government. He hopes, however, that

“The new advisers and rulers will look into and take into their consideration the iniquity of containing such a system, and that they will cause such reforms in the laws on spirituous and fermented drinks, as will ena-

ble the people to partake of them without being absolutely poisoned.”

This sentence is suggestive. It conveys the idea that as well as spirits, the ale, porter and beer, the common draft ale, the dollar a bottle light wholesome ale, are *absolute poison*. It suggests the idea that Mr. Barley, notwithstanding a reputed fondness for running into the alcoholic fermentation, is well posted up on temperance, and tells the truth for once, or he is trying to pull wool over the eyes of the public, with a view of aiding, not the cause of temperance, but that of two gentlemen who desire to establish a Brewery in Honolulu. Let the public judge if every intoxicating liquor not made by these two gentlemen is poisonous or wholesome.

A reform in the laws is called for by Barley, which will make the people to partake of them (the intoxicating liquors) without being absolutely poisoned. All the liquor, beer and what not, which are brought here are bad, poisonous, unwholesome. Reform the laws, let the two gentlemen make A. P. and B. that will be pure, good, wholesome, because it is made, but all that now reaches the Islands is bought, foreign. Of course the public will believe as much of this as they like, but I don't see how the thing could be done up brown, short of the undertaking on the part of the government to be responsible for the purity of the article those gentlemen propose to concoct. Every pound of hops, barley, malt, aloe, dragon's blood, &c., &c. used would have to be inspected as it enters from foreign countries, and every slop tub would need to be watched, lest owing to scarcity of the foreign ingredients, the two gentlemen be tempted to use awa, and other native products as a substitute. A taster would be required, who should experiment upon every batch, to be sure and certain that it was wholesome, nutritious and suitable, and I think I could guess who could get that office without much electioneering.

I ask, Mr. Editor, what poison, what adulteration is found in spirits, wine, or ale, porter, beer, &c., equal in virulence, as a poison to the alcoholic ingredient? I ask Barley, what but the alcohol is unwholesome? And I declare without fear of contradiction that after boiling for two hours any of these liquors now on sale in Honolulu, so as to get rid of the alcohol, a person can drink them in any quantity, with perfect impunity. Seriously I am astonished at the effrontery of those people who talk so much about good liquors, and that high duties on spirits promote intemperance as has been advocated in a certain high quarter,—that high duties encourage the use of bad liquors, &c: and now comes forward Mr. Barley and offers to make some real good, wholesome stuff, as I perceive by the last paragraph in his communication out of the products of these Islands! Just as if the world does not know that the ratio of goodness, in the estimation of those who love such drinks is proportionate with the alcoholic element they contain, and the pleasant and inviting flavors they put forth Love of alcohol induces people to buy spirits that are heavily taxed in preference to ale, that is free as bread, rice, or any other foreign article, and all the world knows that this love of alcohol is produced by the use of it generally in small doses such as are found in half a glass of ale, a spoonful of

wine to begin with, and so on to the gutter.

“Procul, O procul este profani.”

ANTI-BARLEY.

Progress of the Maine Law.

At a ‘Temperance Celebration’ held in Sacramento City Oct. 26th, 1853, an Address was delivered by a Mr. Winchell, from which we make the following extract:—

Indulge me in a glance at the progress of this law during the past year.

In Maine by an increased majority in its favor, the people have restamped it with their approbation.

In Vermont, the law has been established and all the friends of Temperance are rallying to sustain it.

Massachusetts clings to it as to her heart's blood. At her late State Temperance Convention, it was proposed to raise one million of dollars to aid in enforcing the law, and subscriptions were commenced.

In New Jersey all classes of men, and all the Temperance organizations are girding themselves for the fall campaign, resolved that the next Legislature shall be of the true Maine Law stamp, and no mistake!

In Maryland at a meeting of the people in Carroll County, it was resolved to vote for no man for the Legislature who would not pledge himself to go for this law, and this feeling is rapidly spreading all over the state.

Michigan too, has passed the Maine Law, and it is becoming more and more popular every day. Its friends are far more numerous than at the late election.

In Ohio the people are without it and for it. Their power, never exerted in vain, always triumphant when exerted, is ready to spring upon the terrible vice of Intemperance, and to master it; and master it they will.

In Wisconsin, the Legislature last spring by a vote of 40 to 12, passed a law submitting the question of a prohibitory statute, to the people this fall.

In the Territory of Minnesota, there is no reason to distrust the friends of the Maine Law. They are neither cowardly nor indifferent; and there is no danger that they will hereafter, ignobly surrender the position which they have so proudly assumed.

CAUSE FOR NATIONAL GRATULATION.—In a recent address, Hon. Edward Everett, while referring to the vast sums paid in the United States for the relief of poor emigrants from Europe, said that when he was Minister to the Court of St. James, he received a letter from one of the interior counties of England, telling him that they had in their House of Correction an American Seaman, whom they were desirous of being rid of. He wrote back that he might be sent to London, where he would be shipped to the United States; adding the suggestion that if Her Majesty's Minister at Washington were applied to in a similar way by the overseers of the poor-houses and wardens of the prisons in the United States, he would be pretty busily engaged. “I really felt pleased,” said he, “at a time when my own little State of Massachusetts was assisting from ten to twelve thousand destitute British subjects annually, to be able to relieve the British empire, ‘upon whose dominions the sun never sets,’ of the only American pauper quartered upon it.”

A FEMALE CRUSOE.—Santa Barbara, California, Sept. 11, 1853.—We have now in Santa Barbara a great curiosity; it is an Indian woman, who has lived for eighteen years alone upon the Island of San Nicholas a small island about forty-five miles from this place, during which time she has not seen the face of a human being. This Island was once peopled by a tribe of Indians, to whom the North-west tribe were hostile. To preserve the remnant of this tribe from destruction, as well as with a view to christianize them, the Padres induced them to come to the main land eighteen years ago. After they were all on board the vessel sent for them, this woman swam ashore to look for her child which had been left; and a storm springing up in the night, the vessel was compelled to put to sea; on returning she could not be found. She was known to be alive by those who at times visited the island for the purpose of hunting otters, from the marks of fires and of foot prints in the sand.

On being approached the other day she manifested much joy, which she betrayed by signs of the most significant character, and at once commenced packing up her few articles of furniture. Whether the sounds which she utters are words or not has not yet been ascertained. The man who found her is familiar with five or six Indian languages, but he was unable to understand a single expression; it is more than probable that she has forgotten her native tongue entirely. Her clothing consisted of skins of birds sewed together with the fibres of some trees or plants. Her food has been shell-fish, seals, and a small bulbous root, similar in appearance to an onion, but wholly tasteless. The needles with which she stitches her garments are made of the sharp bones of a fish. She had two hooks made of a bent nail and sharpened by friction upon a stone. Her lines were beautifully twisted from the sinews of some animal, probably a species of fox which abounds on the island.

Her age as near as can be estimated, is about 55 or 60. Her features are quite masculine, and her hair of the color of dark brown, and very fine. This is quite remarkable for an Indian; their hair, you know, is always jet black and coarse. In some future letter I will give you a more extended account of this marvel of the 19th century. She is truly an object for the reflection of the philosopher and the inspection of the curious.—*Newburyport Herald.*

Marine Information.

LOSS OF THE BARK EMMA.—A letter from Paita dated Oct. 15, says: The Bark Emma, Austin, of New Bedford, while lying at anchor in this harbor, was set on fire by one of the crew, at 12 o'clock on the night of the 14th, and burned to the water's edge. Nothing saved from the wreck but her boats, anchors and chains. Two of her crew had been put in irons for running away; one of them threatened to set fire to the vessel, for his revenge upon the captain and officers, and is supposed to be the person who committed the act. The E. had 650 bbls. of oil on board.—*N. B. Shipping List.*

SHIP BUILDING.—Among the various improvements which have been brought forward recently in the construction of vessels,

one has particularly attracted our attention. Mr. K. Howe, the patentee, shows that by the introduction of geometrical application, vessels can be built of such a character that the greatest rate of speed may be obtained, coupled with buoyancy, and cheapness in cost of construction. Several advantages are set forth by him as consequent on the application of geometrical principles. One of the principal advantages claimed, is, that "every part of the vessel in the water, from the stem to the stern, has a bearing surface and a capacity for cargo above it in direct geometrical proportion to the bearing surfaced capacity of the section of the vessel and this holds good when light, in ballast or loaded. Mr. Howe has built a schooner yacht of 130 tons, called the "Elliptic," which will be ready for inspection on Saturday next, at the foot of Delaney street, E. R. It is represented that she may be cargoes with wheat to the full extent of her capacity, and that without the use of ballast,—that she will accomplish more in respect to buoyancy and rapid sailing, than a vessel of the same size, constructed upon a different principle. The length, breadth and width of such a craft would be regulated in proportion to tonnage. We understand that she has been tried, and proved satisfactory.—*N. Y. Journal of Commerce.*

Since the discovery of gold in California, six hundred ships have gone round Cape Horn into the Pacific, which have not returned. Some were broken up at San Francisco, and some found employment in the Pacific. The abstraction of this large fleet from the Atlantic Ocean, is one of the causes of the activity which has prevailed in our ship-yards during the last few years. And besides this it makes room for the wonderful clippers.

A SHIP LARGER THAN THE LARGEST.—The *Newburyport Herald*, referring to the launch of the *Great Republic*, says:

"Mr. McKay, we hear, will immediately commence the construction of a ship larger than this, which he is to build on contract.

"The theory has been started of building a ship so large, that she will pass through the ocean with comparatively little motion, ploughing directly through the waves, without rising upon them, and so high above them that the rolling of the highest waves will always be below the deck. It is a daring thought, but in view of what has been accomplished already, who will venture to denounce it as absurd? There are those bold enough to predict that a ship will yet be built that will pass through the stormy waves on the ocean, with as stately a progress as a vessel of a hundred tons through a river in the same gale. If any one is to realize the fruition of this dream, it is we doubt not, Mr. McKay, if his life is spared five years longer."

Nearly one million of pounds sterling have been expended in the expeditions to ascertain the fate of Sir John Franklin.

A PRECIOUS CABIN BOY.—The police help to bring extraordinary characters before the public, and last week a miniature copy of an extraordinary youth fell into the hands of the river Tyne police. His name is Alexander Hallonbury, aged twelve years, the cabin boy of the *Helios*, a Russian vessel,

then waiting in the Tyne for America. The lad had run off from the vessel, and was captured by the police, who overtook him at Middlesborough. This extraordinary child is a native of Wiburg, and has been at sea since he was nine years of age. His father died when the boy was ten weeks old. In his short but eventful life the boy has visited Seville, Cadiz, London, Leghorn, Falmouth and the Tyne, and made a long trading voyage in a schooner to the Sea of Azoff. He was never at school in his life, notwithstanding which he can talk five languages—English fluently, and writes a good steady hand. He can read an English newspaper without any difficulty. His mother is a Fin, and can talk six languages; he learnt four from her but the English he picked up in London, while his vessel was in a graving dock repairing. The captain of the vessel, a kind-hearted man apparently, has no fault to find with the boy, except, as north country mothers would say, that "he is hempy and mischievous," and defies the cook and steward, his chief, who is no linguist. The little fellow has gone off with the vessel to America. *Newcastle Chronicle.*

REMARKABLE INSTANCE OF ABSTINENCE FROM FOOD AND DRINK.—H. Doesburg, Esq., editor of *The Hollander*, a paper published in the Dutch language, in the Holland colony, in Western Michigan, communicates to the *Tribune* an interesting item which he culled from one of his Netherlandish exchanges of one Engeltie Van der Vlies, a female at Pijnacker, near Rotterdam, aged 66 years, who has not eaten in 35 nor drank in 31 years. She is now in her last decline, Professors and numerous scientific men from all parts of the world, go to see her. The Board of Health of the Hague, instituted inquiries into the matter as far back as 1826. No medical man has yet ascertained the true condition of that wonderful lady. She lives in good humor, and suffers with Christian love and faith, her lot and connition. This is certainly a remarkable phenomena in the history of humanity, and is an important news item for the whole world, as there is no instance of such long abstinence among mankind.

A LINGUIST IN THE CABINET.—The U. S. Attorney General, Mr. Cushing, is said to be the only member of the Cabinet who is able to converse in any language besides his own. Mr. Cushing is a veritable polyglot; and at the late diplomatic dinner in Washington, given by Mr. Bodisco, the Russian Minister, he conversed in French with Mr. Sartiges, the French Minister; in Spanish with Don Calderon the Spanish Minister; in Dutch, with Baron Von Gevott; in Portuguese with De Figanere; and in the purest Italian, with the Representative of the two Sicilies.—We presume he could have added the Chinese, had a Representative of the Celestials been present on the occasion. The distinguished party were surprised and charmed by Mr. Cushing's captivating and various accomplishments.—*Cong. Journal.*

THE MUD CABIN, or, The Character and Tendency of British Institutions. By Warren Isham. New York, D. Appleton & Co.

Late News.

We are indebted to J. Ludlow, Esq., of San Francisco, for files of American papers, to the 5th of December. So far as the truth can be gleaned respecting the war between Russia and Turkey, victory inclines to the standard of the latter. Strange as it may seem Turkey, for once, has the sympathy of the Christian world. Her cause is apparently the cause of right and justice.

The newspapers make considerable sport over the famous Pacific Rail Road. Mr Walker, for example, a bankrupt, has subscribed \$10,000,000!

The Panama Rail Road is rapidly progressing.

The papers report most melancholy cases of murder. The first, that of Mr. Butler, a school teacher, in Louisville, Ky., by two young men, or boys by the name of Ward. They are the sons of a most wealthy citizen of Louisville, and perpetrated the horrid deed, because their younger brother was corrected for telling a falsehood. They were committed for trial before the Supreme Court for murder, in the first degree. No bail admitted. It will be a trial that will excite a deep interest. The murdered teacher is spoken of in the highest terms, as a most estimable, excellent, efficient, and accomplished teacher, he leaves a widow and a young child to mourn his loss.

The other case, is that of another school teacher, who was murdered by a Baptist Minister in North Carolina. The circumstances were most aggravated. The guilty man, having been found guilty, by the Court, took out two pistols, with one he fired at the prosecuting Attorney, (but did not inflict a fatal wound,) and with the other, shot himself through the head, and died instantly. Such cases of blood and murder are too revolting to publish in detail. It is to be hoped that the guardians of the law, will do all in their power to maintain its majesty and sacredness.

Appeal in behalf of a Native Church.

We have received a communication from Nawiliwili, Kauai, dated January 14, from which we make the following extract, knowing that some of our readers are seeking out channels wherein they may allow their charities to flow, we would commend to their attention the following extract. Should any donor see fit to make us the agent for forwarding their contributions, we shall be happy to act in that capacity.

"Are there any people among your acquaintances anxious to give away a few dollars in a good cause, who will help the poor people of this neighborhood to finish their Meeting House. They have labored hard, —have brought the timbers from the moun-

tains, and have twice erected their frame, it having been blown over the first time, in one of the gales of last winter.

For months they have been collecting a sum (mostly in quarters and reals) for building expenses. The money was deposited for safe keeping in the Gov't. Chest, and over \$100 was lost by the robbery of that chest.

The frame is now up and must be thatched for want of money to buy boards.

H. A. Pierce & Co., have given a Bell, and a tower has been erected to receive it, and above the tower is a spire, so that while within the voice of men shall utter its teachings to the Hawaiians, the outward form shall appeal to the memories and the hearts of the haoles.

We want to board up this steeple and point it, and put in doors and windows. I dont see how the people can do it all. There are very few foreigners here who feel any interest in the matter. Can't some one give the poor people a lift? They deserve it.

In haste, Yours truly,

E. P. B.

Annexation.

We have been intending for some time to offer a few remarks, upon the subject of annexation, but we fancy our readers will be much more interested in the following paragraphs from the pen of some writer in Washington. There is a *freshness*, and *prophetic sagacity* displayed by the writer, which commend his lucubrations to our island readers Judging from the Editorial and epistolary scribbling in several of the American papers respecting Hawaiian affairs, we find ourselves altogether behind the times; if our neighbors the "Polynesian" and "Era" are to be taken as mirrors of Hawaiian politics and diplomacy. We do hope, annexation may not take place without our knowledge, in "the ends of the earth." The following we copy from the "Pacific," but it originally appeared in the N. Y. Times.

WASHINGTON, Sunday, Nov. 13.

It is deemed not improbable that Mr. SEVERANCE, the United States Commissioner to the Sandwich Islands, has already negotiated a treaty of annexation to the United States. My letters, published last Spring, it will be remembered, indicated that his instructions left him full discretion in the premises. His reply to the Protests of the British and French authorities in Hawaii, certainly implied that he had the *power* to negotiate for annexation, —which he was not disposed to lose by committing himself, even by inference or default, to the views of assumptions of European diplomatists.

The recent change in the Hawaiian Ministry, clearly indicates the growing desire on the part of the King for annexation. Dr. JUDD was known to be in favor of that project, but Mr. ALLEN, who recently assumed Dr. JUDD's Portfolio, is more radical on the subject, and in favor of *instant* and perfect

annexation, without conditions of any sort likely to embarrass the United States in considering the subject. So we may as well get ready to admit the State of Hawaii, with Mr. ALLEN, and perhaps Dr. JUDD, as her two United States Senators.

ELISHA H. ALLEN, who succeeded Dr. JUDD in the Hawaiian Ministry, came to Washington two years ago, at the time of French aggression on the Island, with a direct proposition for annexation. Mr. WEBSTER would not entertain the proposition and ALLEN returned. He now promotes the same scheme as a member of the Hawaiian Government.

Mr. GREGG, the new Commissioner to the Sandwich Islands, is fully informed that the statement of the Administration warmly favors annexation. That and the Cuba question are expected to be great topics of interest during the next session of Congress.

Tract Society Meeting.

A most interesting and fully attended meeting of the Hawaiian Tract Society was held at the Bethel, Tuesday evening January 17th. The meeting was called to hear the report of Mr. Ryan, the Society's Colporteur. For the information of our readers out of Honolulu, we would remark, that during the last six months, this Society has employed a colporteur. The time for which he was engaged being about to expire, the members of the society and the friends of the cause were called together to listen to his report, and make up the deficiency in the necessary funds to meet the expenses of the society.

The Colporteur's report was read by the Secretary of the society, and heard with the most cordial sentiments of approbation.— Those who have watched the labors of Mr. Ryan, felt that the report was most truthful, and convincing, in regard to the importance and propriety of employing a colporteur, whose sole employment should be "going about and doing good." In the discharge of this duty Mr. Ryan, has given the most unqualified satisfaction to the society, which testified its approval, by authorizing the Ex: Com; to making some satisfactory arrangement with him, if he was willing to continue in the Society's service. As a guaranty that funds should not be wanting the sum of \$490 was immediately pledged. This commendable measure was adopted, after the contribution of \$248,16, to discharge previous liabilities. This amount added to what previously had been contributed for the Colportage-enterprise, makes the total sum of \$757,33.

There prevailed the utmost cordiality and generous feeling. Every one present seemed inspired with the sentiment. The tract cause is a good cause, and it is an inestimable privilege to be engaged in its prosecution.

We learn that Mr. Ryan contemplates,

visiting the United States holding out however the reasonable expectation that he may return and continue in the Society's employ.

What hinders the establishment of a Savings Bank?

No person doubts who is acquainted with this community, that there are many persons ready to make deposits, when a Bank for Savings shall be established. Enquiries are almost daily made for such an institution. No community could furnish a body of Bank Directors more capable and suitable, persons in whom the public would repose confidence, as in all respects qualified for that office.—Probably, nay, unquestionably, the Legislature would grant a charter for such an institution, demanded by every consideration of public morality, as well as pecuniary convenience and thrift. Why then, cannot such an institution be established? Its importance is admitted. Do our merchants fear it will withdraw so much capital from the retail trade of Honolulu and the Islands? Do they fear it will serve to regulate Exchange? Is a Savings' Bank dreaded because it will induce mechanics, seamen, natives, and others to save their money, instead of squandering it?

P. S. Since writing the foregoing remarks we chanced to pass a carpenter vigorously at work, upon one of the new buildings which are now so rapidly going up in Honolulu. We made the passing remark, that, it was gratifying to see so many fine and substantial buildings in progress of erection. He replied, "yes, but there is one more thing which you want in Honolulu, that is a Savings Bank,—a bank of deposit."

As we had never spoken with the person upon the subject of a Savings' Bank, the remark struck us with much force. A Savings' Bank—a Bank of Deposit—and if our wise men in Honolulu think best let them make it a bank for discount. These are matters that we leave others to decide upon and arrange. What we want is this, a well established and well regulated institution where, the hard working mechanic may deposit his \$5, or \$10 per week, the sailor, one half or one fourth of the proceeds of his cruise, the kanaka his money, now buried underground for safe deposit, the clerk a part of his salary, and the professional man, something from his income (if indeed, he has any thing left after meeting all his expenses.) This is a matter, however, the detail of which, does not seem to fall within our professional sphere; but editorially, we shall do all, in our power to further the enterprise. Who will join us?

The Ladies of the Stranger's Friend Society are happy to acknowledge the following recent donations:

Mr. Cooke,	-	-	\$10 00
Capt. Potter of the Antelope,	-	-	5 00
A Lady,	-	-	5 00

Is the Maine Law Unconstitutional?

The reader will find the opinion of all the Judges of the Supreme Court of the United States on the several points of this law, in the fifth volume of Howard's Reports of the decisions in United States Courts, page 504:

Chief Justice Taney said:
 "If any State deems the retail and internal traffic in ardent spirits injurious to its citizens, and calculated to produce idleness, vice, and debauchery, I see nothing in the Constitution of the United States to prevent it from regulating and restraining the traffic, or from prohibiting it altogether, if it thinks proper."

"Every State, therefore, may regulate its own internal traffic according to its own judgment, and upon its own views of the interest and well being of its citizens." (5 How., 573.)

Mr. Justice McLean said:
 "If the foreign article be injurious to the health or morals of the community, a State may, in the exercise of that great and comprehensive police power which lies at the foundation of its prosperity, prohibit the sale of it." (5 Howard, 592.)

And in regard to the destruction of property, he said:

"The acknowledged police power of a State extends often to the destruction of property. A nuisance may be abated. Everything prejudicial to the health or morals of a city may be removed. Merchandise from a port where a contagious disease prevails being liable to communicate disease, may be excluded; and in extreme cases it may be thrown into the sea."

Mr. Justice Catron said:
 "I admit, as inevitable, that if the State has the power of restraint by licenses to any extent, it has the discretionary power to judge of its limit, and may go the length of prohibiting it altogether, if such be its policy."—*Maine Liquor Law Advocate.*

The Panama Railroad.

As an illustration of the rapid progress made by the workmen and projectors of the Panama railroad, we transcribe to our columns the interesting report of George M. Totten, Esq., chief engineer of the company, which was recently submitted to the Board of Directors. From a perusal of its pages we learn that the whole length of the road, from ocean to ocean, as finally located, is 49 miles, of which distance the portion from Aspinwall, the Atlantic termination, to Barbacoas, on the Chagres river, a distance of 23 1-2 miles, has been in operation since July, 1852. All of this track lies on firm embankment, with the exception of about 1000 feet, which are laid on piles and cribbing.—Many improvements in regard to culverts, bridges, &c., have been completed on this end of the road during the past year. The iron which forms the road is of superior quality, weighing 60 pounds to the yard. The bridge over the Chagres river would probably be finished by the first of the present Dec. As soon as this was completed, the road would be open for the trains to Gorgona, and by Jan. 1st to Obispo, 31 miles from Aspinwall. A branch road is now under construction from the railroad near Obispo to the Cruces road, so that when the trains reach that point the passen-

gers and freight may be easily transferred from the cars to the mules, and the transit will be made in twelve hours. It appears then, that of the whole 49 miles 23 1/2 are in operation, and 8 more will be finished in a few weeks, leaving 18 miles to be constructed, which 18 miles have already commenced at both ends. The greatest grade of the road on the Atlantic slope is 61 feet per mile, and on the Pacific slope, 70 feet—the total rise being 250 feet above high water of the Pacific. The heaviest work is at the summit, where a cutting is encountered 1300 feet in length, and 24 feet in greatest depth—containing 30,000 yards of favorable excavation. Mr. Totten estimates that with no drawbacks the entire road may be completed in six months after the whole force of the company is employed. The greater portion of the laborers now at work is composed of natives. Arrangements are made for the importation of 1700 additional coolies from China, and 2000 New Grenadians. Irish laborers are not so efficient on the isthmus as in colder and healthier climates. The coolies, after a few months, become steady, temperate and industrious workmen, while the natives of New Grenada take to the pick, shovel and wheelbarrow as naturally as an Irishman takes to a potato. They are the best laborers that can be procured. Mr. Totten thinks that the total additional expenditure required to complete the road from the Atlantic to the Pacific shores, will not exceed \$1,125,800. The travelling public will read the above facts with pleasure, as evincing the energy which now imbues all connected with this great work. When completed it will afford one of the finest instances on record of successful American enterprise.—*N. Y. Times.*

AMERICAN MONUMENTS.—The monuments erected in America exceed in height those of the old world. Thus, there is not a column, either ancient or modern, in Europe, so high as the Bunker hill monument. The highest column in Europe, (202 feet high) is the one erected in London by Sir Christopher Wren, in commemoration of the great fire in 1666. Pompey's Pillar is only 90 feet in height, and Trojan's but 115. The highest monument in Paris is 137 feet. The Alexander Column in St. Petersburg is 175 feet 6 inches. The Nelson Column in London, is 171 feet from the level of Trafalgar square.

Bunker Hill Monument is 220 feet high. The proposed Brock Monument at Queens-town will be 185 feet high. The Washington Monument is now 150 feet high, and when completed will be about five hundred. It is found that the monument stands exactly in the middle of what was the "ten miles square." It is of such gigantic proportions that either of the other monuments above named, could be placed inside of it without much impeding the operations of the workmen, and when it is finished any two of the monuments of Europe could be stowed away within its walls without being noticed from the exterior.

MAINE LIQUOR LAW IN CALIFORNIA.—Temperance petitions are circulating in Tuolumne County to be presented to the next legislature, memorializing them to pass a prohibition Liquor Law, which shall combine the essential principles of the Maine Liquor Law.—*Herald.*

For the Friend.

A Child's Morning Hymn.

Written at the Request of a Mother.

Father in heaven! as dawns the light
Of a new cheering day;
I thank thee that throughout the night
Thy presence was my stay

I thank thee,—I have parents, friends,
In whom I may confide;
That thy good Spirit with theirs blends,
My infant steps to guide.

May I to them a comfort be,
Their kind commands obey;
Be ever dear to them and thee,
Nor from thy precepts stray.

Let not temptations come to try
My heart, and victory gain;
My daily bread this day forgive,
That I may strength obtain.

For all my errors pardon give
And make me wholly thine;
May I all others faults forgive,
As thou forgivest mine.

If thou shalt please prolong my days
And give me influence here;
May they be passed in wisdom's ways
And ever in thy fear.

But should my days soon numbered be,
And earthly ties be riven;
From second death please set me free,
And grant me life in heaven.

In each event, thy will be done,
While I on earth may dwell;
That will I would not wish to shun,
Thou wilt all things well.

E. S. C.

Supreme Court.—January Term.

CHIEF JUSTICE LEE AND ASSOCIATE JUSTICES
ANDREWS & II, ON THE BENCH.

Charles J. Clark vs. Daniel Jagger.—This was an action of trespass, brought to recover damages against the defendant, who was Captain of the American whale ship "Emerald," for injuries alleged to have been inflicted upon the plaintiff, who was the cooper of said ship.

It was in evidence that the "Emerald" left Sag Harbor in the year 1851, on a whaling voyage to the Pacific and Arctic Oceans, "to continue for four years, or until the return of said ship to a port of discharge in the United States." In October 1853, the Emerald put into the port of Honolulu, wanting 1000 or 1200 barrels of being full; and Capt. Jagger, having concluded to try another season in the Arctic, made arrangements to send part of his oil home in the "Montauk," and ordered his men, among whom was the plaintiff, to tranship it to the Montauk. This order, the plaintiff and others refused to obey, on the ground that it was not a lawful command, inasmuch as the Captain had no right to ship the oil without their consent. The Captain then applied to Mr. Angel, the United States Consul, for assistance, who immediately went on board of the Emerald, and remonstrated with the men, telling them that they were wrong in the matter, the ship not being full, and they having shipped for four years or until their return to the United States. He then left them to reflect upon the subject until the next day, when, finding they still persisted in their refusal to obey the master's command, he ordered them to be handcuffed and kept on board. Subsequently, on the complaint of the Captain, that the plaintiff and others were interfering with the laborers who were engaged in the discharge of the oil, and thereby disturbing the peace of the ship, he ordered the plaintiff and others to be brought on shore and confined in the Fort, where they were imprisoned for 14 days. It was for this confinement in irons on board, and imprisonment on shore, that the plaintiff brought his action for damages.

Messrs. BLAIR & MONTGOMERY, on behalf of the plaintiff, contended that the Captain had no right to order the oil to be discharged for shipment to the United States, and that, under the Articles, the men were not bound to obey such a command. Consequently his ironing and imprisoning of them was a despotic act, for which he should be made to suffer in heavy damages; and moreover, that even granting the command to have been lawful, still the plaintiff was entitled to damages, inasmuch as the defendant had punished him with unnecessary and cruel severity.

Messrs. BATES & HARRIS contended on the part of the defendant, that the plaintiff was bound by the Shipping Articles to remain with the ship four years; and during that time to obey all the lawful commands of the Master. That the order to discharge and tranship oil for any purpose whatsoever, was a legal order, such as the crew had no right to disobey, and therefore, having placed themselves in the wrong, they could not justly complain of the punishment. That the punishment was not unusual or cruel, but such as was customary and necessary under the circumstances of the case; and that in any event, if wrong had been done, it was by the command of the American Consul who stood ready and willing to shoulder the responsibility.

CHIEF JUSTICE LEE charged the jury in substance as follows:

The first question which presents itself for our consideration in this case is, whether the command of Captain Jagger to discharge the oil into the Montauk was a lawful one. To determine this, it first becomes necessary to inquire whether the crew of the Emerald had any property in, or control over, the oil; for evidently they entertained the idea that part of the oil belonged to them:—that they were joint owners and quasi partners in the catchings of the ship; and consequently ought to be consulted and allowed a voice in the shipping of the oil. In fact they subsequently stated as much to the Master and American Consul, in saying they did not wish their oil shipped on board the Montauk, as they did not wish to pay freight on it. That they entertained this idea of partnership in the oil is not to be wondered at, for it is a natural and common one; but at the same time one which has no foundation in law. The fact that seamen in the whaling service receive a certain proportion, or lays, as it is called, of the proceeds of the voyage in lieu of wages, does not constitute them partners or tenants in common with the Master and owners of the vessel in the oil which may be taken; and, during the continuance of the voyage, they have no voice or control over the disposition of that oil. "The owners of the vessel and projectors of the voyage," says Chief Justice Parker in the case of Baxter vs. Rodman, (3 Pick. R. 435, 438,) "are the owners of the product of the voyage. The true meaning of the Shipping contract is, that the men shall be paid out of the proceeds in a stipulated proportion. It is an agreement as to the mode of compensation, and gives them no property in the oil, but only regulates the amount of compensation." It has been repeatedly decided by the Court of King's Bench and the Supreme Court of Massachusetts, that the oil was the property of the owners of the vessel, and remained under their entire control, until there was some settlement or adjustment of the voyage.—The right of the seaman is to have the oil sold and to recover a share of the proceeds, according to his lay as set forth in the Articles. It is understood, in practice, that, if an officer or seaman prefers to have his share in oil, he will be allowed to do so; but even in this case, the courts say, "it is clear he can have no property in the oil until separation and delivery." The seaman's lay or share in the proceeds of the voyage, says Judge Story, in the case of Coffin vs. Jenkins, (3 Story's R. 112,) "is in the nature of wages for seamen in the common merchant service, and is governed by the same rules." In no sense whatever can the seamen claim to be treated as partners with the owners of the vessel, and I consider the doctrine that they have no property in the oil which will allow them to exercise a control over it, during

the continuance of the voyage, too firmly settled to admit of reasonable doubt.

But this doctrine of non-interference on the part of the crew in the disposition of the catchings, I believe not only to be good law but sound sense. To say that every seaman in a whaling voyage is a quasi partner in the concern, and has a right to say whether the oil shall be shipped home or remain in the vessel, would be to affirm a doctrine never dreamed of by the owners, and one which would introduce confusion and ruin into the whole business. Under such a rule the whaling business would be entirely impracticable.

In this case, the voyage was "to continue for four years, or until the return of the said ship to a port of discharge in the United States." The four years had not expired—the vessel had not returned to a port of discharge in the United States—she was not even full—and yet the plaintiff and others acting under the erroneous belief that they had a property in the oil, and that the Captain had no right to compel them to tranship it, refused to obey his lawful command. In this they were wrong, and the Captain had a right to punish them. But says the plaintiff, granting he had, still he should pay me damages, for he transgressed the bounds of reason and necessity, and imposed upon me a cruel punishment not called for by the circumstances of the case.

This brings us to the consideration of the Master's authority over his crew, and the kind and degree of punishment he may inflict for a disobedience of his lawful commands. It has been truly said, that the Master of a vessel holds a station, the responsibility of which has hardly a parallel in any other situation of civil life. He has to govern in good order a little world, and that too, under the most trying circumstances, and in the midst of terrible dangers. Upon his judgment, prudence, skill and courage, often depends not only the safety of the vessel and cargo, but the lives of all on board; and therefore, the law has clothed him with large authority and discretion in the command of his crew. The necessities of the case require that one mind, and not several, should both order and be responsible for the direction of affairs, and hence, he is invested with supreme authority over his crew, whose duty it is to obey his lawful commands in all matters relating to the government, business and navigation of the vessel. If they refuse to so obey, he may inflict punishment; but it must be such as is reasonable and necessary under the circumstances of the case; and if cruelty is exercised, or if the punishment is grossly oppressive and disproportioned to the offense, the master then becomes a trespasser, and will be liable to the seamen in an action for damages. While the law allows the Master a wide margin in the government of his crew, and much latitude of discretion in the punishment necessary to enforce his commands, still, it watches over the exercise of that discretion with a jealous eye. It confines him to the bounds of due moderation, and if he exceeds those it withdraws its shield of protection. But it is said by the courts of the United States, that where the seaman is in the wrong, and it appears that some punishment is merited, the court will not undertake to adjust very exactly, according to its own idea of fitness and propriety, the balance between the gravity of the offense and the quantum of punishment, and will not award damages unless the punishment is manifestly excessive, or unlawful in its kind. In this case the punishment first inflicted on the plaintiff was imprisonment on board the ship by confinement in irons; and the question is, was that a lawful punishment and proper under the circumstances? I think it was, and the Captain cannot be held responsible for it, unless he exercised cruelty or unnecessary severity in its infliction. It is said that after handcuffing Clarke he jerked back his arms and called for a pole to thrust between them and his back, and only desisted from carrying out his cruel intentions at the request of a Midshipman belonging to the U. S. S. "Portsmouth," who went on board the Emerald to assist in reducing the crew to a state of subordination. If he had thrust the pole through, as it is

said he threatened, I should be clearly of the opinion that he exceeded the proper bounds of moderation, but as he did not, it is doubtful whether he can be made to pay damages. As a general rule men cannot be held responsible in damages for wrong intentions, so long as they are not carried into execution.

But says the plaintiff, if the defendant committed no wrong in confining me in irons on board of the ship, still he had no right to bring me on shore and imprison me in a foreign jail. To this the defendant replies that he had no part in imprisoning the plaintiff in the Fort, but that it was done by the Marshal of the islands, upon the order of Mr. Angel the American Consul. This is all very true, but the imprisonment was made upon the request of Captain Jagger, and I think he should bear the consequences of it, if he was in the wrong, and not seek to shift the responsibility on to other shoulders. The advice or order of the American Consul furnishes no protection to the Captain in such a case, and he must rest his justification on the strong necessity of the case; and if this will not bear him out, he must fall. It is said that the law does not clothe the Master with authority to imprison the seamen for disobedience, in the common jail of a foreign port; and that the imprisonment, if necessary or proper, must be on board of the ship. My opinion, however, based in a great degree upon that of Judge Story's in the case of the *United States vs. Rutgers*, (5 Mason's R. 193.) is, that the law does invest the Master with such authority, where there is a positive necessity for the peace or safety of the ship that the offending party should be removed to a place of safe-keeping on shore. But while I think that the Master may in cases of strong necessity imprison a seaman in our jails, I am clearly of the opinion, that it cannot be justified, when a more moderate punishment on ship-board would be as effectual and safe. The idea so commonly entertained, and so generally practised at these islands, that a Captain of a ship may throw his crew into our miserable jail for the slightest offenses, is a most erroneous one; and it is high time that Masters should understand that they cannot thus abuse their authority with impunity. Such imprisonment of seamen, says Judge Story, can only be resorted to in extreme cases, and "must be with the intent to take them again on board the ship for the voyage, or to bring them home; and not with the intent merely to punish them, and at the same time to dissolve their connexion with the ship. The Master can punish only to promote good discipline, and compel obedience to lawful orders on board of the ship."

The jury after a short absence returned a verdict for the defendant.

Messrs. Blair & Montgomery for Plaintiff.
Messrs. Bates & Harris, for Defendant.

INFANTS IN HEAVEN.—Beautiful is an infant, whatever we may picture it to ourselves. Beautiful in the cradle. Beautiful upon a parent's knee. Beautiful, awake or asleep. Beautiful at play in the corner of the room, or under the shade tree before the door. Beautiful as a lamb in the Savior's arms. Beautiful at the font of baptism. Beautiful beneath the coffin lid!—Yes, beautiful even there, in the loveliness of death—with hands folded peacefully—with brow like moulded wax—with eyes closed in sleep, 'perchance to dream!'—with lips so gracefully composed, as if to say, 'I murmur not,' and with its entire face radiant with a smile, which is the imprint of its dying vision!

I MUST LIVE.—A man whom Dr. Johnson reproved for following a useless and demoralizing business, said in excuse, "You know Doctor, that I must live." To this the brave old hater of every thing mean and hateful, coolly replied that "he did not see the absolute necessity of that."

Who were the Original Settlers of New England?

In point of fact, it was not the peasantry of Great Britain, nor her paupers, nor her fortune hunters, that founded New England. It was her staunch yeomanry, her intelligent mechanics, her merchants, her farmers, her middle classes—and of devout women not a few—whose enlarged vision beheld a realm of freedom beyond the ocean, and whose independent spirits disdained the yoke of oppression, were it to be imposed either on the soul or the body. The character of our country might have been very different had her pioneer settlers or even their patrons and directors, been the younger sons of the gentry, or disappointed placemen, importunate suitors, and their servile followers. An active husbandman fearing God, or a sturdy blacksmith, honest and independent, exercising at once his reason, his electoral right, and his sledge hammer, is better than a hundred pensioned lords, to be the founder of a town, or the father of a race.—*His. of N. L.*

NAKED TRUTH.—The late eccentric John Holmes used frequently, in his addresses to different juries, to explain the meaning of the phrase, "naked truth," by relating the following fable:

Truth and Falsehood traveling one warm day, met at a river, and both went to bathe at the same place. Falsehood coming first out of the water, took his companion's clothes and left his own vile raiment and then went on his way. Truth coming out of the water, sought in vain for his own proper dress—disdaining to wear the garb of Falsehood. Truth started, all naked, in pursuit of the thief, but not being so swift of foot, has never overtaken the fugitive.—Ever since he has been known as "Naked Truth."

MELANCHOLY.—An exchange paper says that a company of Monks have recently purchased 1600 acres of land in Iowa and settled there. They never mingle with the world, and when they put on a new suit of clothes it is never taken off, waking or sleeping, till it falls off with old age. Young America has but a poor chance in such a crowd we should say, and we mistake his character if he does not try to crowd out these representatives of old fogyism off his favorite hunting ground.—Exchange paper.

G. D. GILMAN. F. C. SMITH.

GILMAN & SMITH, SHIP CHANDLERS

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GENERAL AGENTS.
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Ships supplied with RECRUITS, STORAGE. MONEY.

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HONOLULU, OAHU, H. I.

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J. WORTH

HAVING established himself in business at Honolulu, Hawaii, is prepared to furnish ships with recruits on favorable terms, for cash, goods, or Bills on the United States.

TO SEAMEN AND STRANGERS.—The Seamen's Chapel is open for Public Worship every Sabbath, at 11 A. M., and 7 1-2 P. M. Seats free.

Seamen belonging to vessels (of all nations) visiting this port are invited to call at the Chaplain's study, in Chaplain street, where they will be gratuitously supplied with copies of the Friend and other reading matter. It will be most convenient for the Chaplain to receive calls from Seamen during the afternoon of each day.

A weekly religious conference and prayer meeting is held on Wednesday evening at the Vestry, and also at the same place, every Sabbath afternoon, at 3 1-2 o'clock. Seamen are particularly invited to attend.

Public services at the New Court House at 11 A. M. and and 7 1/2 P. M., and also, Native Churches on Sabbaths, commence at 9 1-2 A. M. and 2 1-2 P. M.

The Seamen's Reading Room is open at all hours of the day. Strangers arriving and having late foreign papers are respectfully invited to aid in keeping said room supplied with useful reading matter.

Donations are respectfully solicited for the support of the Chaplaincy and the publication of the Friend. An annual report of all donations is made to the Am. Seamen's Friend Society in New York. Any person contributing \$50 is entitled to become a Life Director of the Society, and \$20 to become an Honorary Life Member. *tf.*

REV. C. M. BLAKE'S SELECT BOARDING SCHOOL FOR BOYS,
AT BENICIA, CALIFORNIA.

In this school thorough education in the English Ancient and Modern languages, and mathematics, is afforded to a limited number of pupils, under the care of experienced Teachers:

The course of study is calculated to fit the scholar for active business pursuits, and also to prepare such as desire to enter college.

The location at Benicia, has been chosen as remarkably healthful and accessible; and the arrangements of the family are such, that pupils will find the comforts of home.

Music is taught by an experienced master. The Academic year begins with August 1st, and is divided into four quarters of eleven weeks each.

Terms per quarter including all charges, \$150, payable in advance.

REFER TO

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|-----------------------|-----------------------------|
| Hon. L. Severance, | Gov. J. Bigler, California. |
| Elisha H. Allen, Esq. | Col. J. C. Fremont, " |
| Capt. John Paty, | Rev. T. D. Hunt, San Fran |
| Rev. Daniel Dole, | S. H. Willey, |
| Rev. S. C. Damon, | Rev. A. Barnes, Phila. |
| Rev. E. Bond, | Rev. S. L. Pomeroy, Bos. |
- Benicia, January 1, 1853.—*tf.*



BIBLES! BIBLES!

JUST RECEIVED and for sale at the Chaplain's Study, BIBLES of various sizes and styles of binding. These books are imported by the Hawaiian Bible Society, and sold at the American Bible Society prices in New York, with the additional charge of actual expenses.

Barnes' Notes!

FOR SALE at the Chaplain's Study, complete sets of Barnes' Notes on the New Testament, Isaiah and Job.

Also a few copies of the cheap edition of UNCLE TOM'S CABIN.

Also Webster's Spelling Book.

Any sailor unable to read, and desirous of learning, will be supplied with Webster's Spelling Book gratuitously, unless he prefers paying for it.

The Friend, Bound.

Bound volumes of the Friend for 1, 2, 3, 4, 5, 6, 7 and 8 years at the Chaplain's Study. A reduction from the subscription price will be made to Seamen and purchasers who desire more than a single volume.

Sandwich Islands Mormon Correspondence.

Summary.—By letters from elders George Q. Cannon, July, 26, and Benjamin Johnson, Aug. 10th, 1853, we learn that the Church in those Islands has increased from April 6th to June 26th, about 1000, and there are Elders preaching in every inhabited island in the group, with the exception of two, and those being the smallest, and doubtless contain many Saints, and most probably have been visited by native Elders before this.

The Small Pox was raging at Honolulu, and had swept off about 2000 natives; the brethren were kept constantly on foot visiting and administering to the sick with the greatest success, not any of the Saints dying who adhered to counsel and attended to the ordinances of the gospel!

Brothers Lewis and Farrer were assaulted, and hurt considerably, while administering to a sick person, and afterwards found that it was done by order of the Marshal, by the name of Park. The brethren commenced a suit before the Attorney General, who was much prejudiced against the truth; but Brother B. F. Johnson acted as attorney in the case, and brought it through triumphantly, by the assistance of the Holy Spirit, and much to the discomfiture of the Judge and others, who had to fine the scoundrel \$12,—a mere get off.

The Book of Mormon is now ready for the press in the Hawaiian language, having been translated by Elder Geo. Q. Cannon, but for want of type and press is delayed. There are native printers belonging to the Church, and it would be well if the brethren would secure a press and type, and have it printed in their own office.

The American Elders on the Islands were well. Sister Lewis designed returning to California.—Deseret News.

Free Will Offerings,

For the Seamen's Chapel, (seats free) supported by gratuitous contributions; and the Friend, one thousand copies of which are distributed gratuitously among seamen in the Pacific Ocean.

Names.	Chapel.	Friend.
A Friend, - - -	\$25 00	
G. Winters, - - -	2 00	
E. B., - - -	5 00	5 00
A Californian, - - -	5 00	5 00
Capt. Webster, Alphonso, - - -	5 00	
Spanish Sailor Boy, - - -	50	
Mr. Baker, Antelope, - - -	5 00	
Capt. Potter, do., - - -		5 00
Mr. Chapell, Bengal, - - -	5 00	
Mate of the Levant, - - -		1 00
Uapt. Edwards, - - -		5 00
Capt. Pierson, - - -		5 00
C. S. C., - - -		10 00
Unknown Donor, - - -	4 25	
Mr. Cook, a mariner, - - -	1 00	

HAWAIIAN BIBLE SOCIETY.—A Life Membership, P. Bond, Esq., Kauai, \$10.

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Residence in Nuuanu Valley; Office in Kaahumanu street, one door below R. Coady & Co.

MEDICINE CHESTS carefully refitted, and a great variety of Drugs, Medicines, Perfumery, Soda Water &c., for sale. Jan. 4th, 1854-lyr-2.

Married.

On Saturday evening, the 21st inst., by the Rev. T. E. Taylor, at the residence of S. Reynolds, Esq., Richard Gilliland to Miss Rosalie C. Jones, all of Honolulu.

DIED.

In this city, on the 2d inst., MARY ALICE, infant daughter of Henry Rhodes, Esq., aged 8 months.

"There is no flock, however watched and tended,
But one dead lamb is there,
There is no fireside, howso'er defended,
But has one vacant chair."

On Thursday morning, 26th inst., of croup, CHARLES HERBERT, infant son of Chas. H. and Elizabeth M. Toner, aged 2 months and 23 days.

"So fades the lovely, blooming flower,—
Frail smiling solace of an hour!
So soon our transient comforts fly,
And pleasure only blooms to die."

In Honolulu, January 25th, after a short illness of five days, THOMAS HORNSBY, steward of American whalship Antelope, aged 17 years. The deceased belonged to Newport, and came out in the vessel. He was much beloved and esteemed by his shipmates, and especially by the master, Capt Potter, and officers, who have evinced the most unwearied attention and solicitude for his welfare during his sickness. His funeral was attended on Thursday afternoon, Jan. 26th, and his remains are deposited in the Seamen's Lot, of N. V. Cemetery.

At the U. S. Hospital, Honolulu, Jan. 18th, Mr. P. TURDELL, belonging to Brooklyn, New York. He left the United States on board the "Mary Frazier." He was a cooper by trade.

Aged 28 years, in this city, on the 5th inst., HUGH DICKSON, Esq., of the firm of H. & W. Dickson, merchants, of Honolulu. The deceased was a native of Glasgow, in Scotland, was an active and correct man of business, and was much respected in this community.

PASSENGERS.

By the Prince de Joinville, for San Francisco—Messrs. Baker, Sisson, Force, Perkins and servant, Blake, Stevens and son, Post and servant, McBride, Cloghan.

By the Alphonso, for Sydney.—Mr. and Mrs. H. J. Ray and Master H. Ray, R. H. Miller.

By the Boston, for San Francisco.—Messrs. W. Brown, G. L. Howe, J. H. Straus, N. B. Morse, H. Ellis, H. Brown, R. G. Childs, J. Witkins, G. W. Ryckman, J. C. L. Wadsworth, R. B. Childs, Mr. Moses, Mr. Freeborn, J. McMann.

By the E. L. Frost, for San Francisco.—Capts. Wm Stott and F. C. Smith, Messrs. O. G. Clifford and Howes.

MARINE JOURNAL.

PORT OF HONOLULU.

Arrived.

- Jan. 5—Haw. Steamer Akamai, 14 hours fm Lahaina.
- 17—Steamer Akauai, Ellis, 10 hours fm Lahaina.
- 7—Am sh Mischief, Thompson, 14 ds fm San Francisco. Touched to land the mail, and proceeded to China.
- 10—Rus Am Co's sh Casarewitch, Gorgan, 21 ds fm Sitka.
- 27—Am clip. sh John Wade, 20 ds fm San Francisco.
- 27—Brit. bk Belvidera, 25 ds fm San Francisco.

Feb. 1—Haw sch Rialto, King, 25 ds fm San Francisco.

Clearances.

- Dec. 30, Am wh bk Washington, Edwards, cruise.
- Jan 2, Am wh sh Rambler, Willis, cruise.
- " 6, " " Marango, Devoll, " "
- " 5, schr E. L. Frost, Hempstead, San Francisco.
- 11—Sh Casarewitch, Gorgan, Shanghai.
- 11—Am wh bk Black Warrior, Lyons, cruise.
- 11—Am wh bk Delta, Weeks, Ascension.
- 11—Am wh bk Chilla, Anderson, cruise.
- 11—Am wh sh N. P. Talmadge, Edwards, Ascension.
- Jan. 14, Am brig Alfonso, Coffin, Sydney.
- " " " wh sh Marg. Scott, Eldridge, cruise.
- " " " brig Boston, Tapley, San Francisco.
- " " " bk Constance, Chandler, Manila.
- " 16 " wh sh Rodman, Allen, cruise.
- " " " " Hibernia, Jeffries, Japan Sea.
- " " " " Brooklyn, Sisson, cruise.
- " 18 " bk Fanny, Nye, Marquesas.
- " " " wh sh Canada, Ward, cruise.
- " 19 " " Wm. T. Wheaton, Comstock, cruise.
- Jan. 23—Am wh sh Sarah, Swift, cruise.
- 23—Br sch Kulumanu, Hegarty, Sydney.
- 24—Am wh sh Virginia, Seabury, cruise.
- 25—Am wh sh Bengal, Phillips, cruise.
- 26—Am wh sh Ben. Morgan, Chapel, Hilo.

PORT OF LAHAINA.

Arrived.

Dec. 31, Am 3 masted schr Indianola, Cathcart, fm Sydney, Nov 4, via Tahiti, 24 days.

Cleared.

Jan. 2, 3-masted schr Indianola, for S. F.
The Indianola reports no vessels at Tahiti, and a cargo of oil on the beach, waiting a conveyance. The Contest, from this port, will probably take it to the U. States. She had not yet arrived.

To Masters of Whale-Ships visiting the Hawaiian Islands.

YOUR attention is called to the following facts which are offered as inducements to visit KEALAKEAKUA BAY the coming season for recruits.

You will find here in the greatest abundance and of the best kind, the following articles, which will be furnished at the shortest notice and at moderate prices:—Sweet Potatoes, the best the islands afford, Squashes, Melons, Oranges, Coconuts, Beef, Mutton, Goats, Hogs, Fowls, Turkeys, Wood in any quantity, delivered at the landing. Lastly and most important, you will run no risk of small pox, as that pestilence has not appeared here, nor within several miles of this Bay. Every attention will be paid to those who may favor us with a call.

P. CUMINGS.

Kealakeakua, Sept. 1, 1853—6m-19

R. H. AGRICULTURAL SOCIETY.



Members of the Society, who have not paid their subscriptions, will please call and settle with the undersigned, at the store on Fort Street, next to the premises of C. Brewer, Esq.,

Copies of the "Transactions" No. 4, on hand and for sale, price 50 cents each; members being entitled to them without charge. GEO. WILLIAMS, Honolulu, Dec. 23d, 1853.-4m-33 Treasurer.

Honolulu Port Charges.—Merchant.

Tonnage (ships loading or discharging cargo) per ton register, - - - - -	15c.
Pilotage, in and out, each way per foot, - - - - -	\$1 00
Health Certificate, - - - - -	1 00
Buoys, - - - - -	2 00
Manifest, - - - - -	1 00
Harbor Master, - - - - -	3 00
Clearance, - - - - -	1 00
Pilotage for anchoring a vessel outside, which does not enter the harbor, - - - - -	10 00
Wharfage per ton per day, - - - - -	2c.
Water, filled at the wharf, per bbl., - - - - -	12c.
Ballast per ton, stone, - - - - -	\$3 @ 3 50
Shipping Seamen, foreign, - - - - -	3 00
do. do. native, - - - - -	1 50
Day Labor, do. - - - - -	1 00
do. do. foreign, - - - - -	2 00

Port Charges.—Whalers.

Buoys, - - - - -	2 00
Health Certificate, - - - - -	1 00
Pilotage, in and out, each way per foot, - - - - -	1 00
Harbor Master, - - - - -	3 00
Clearance, - - - - -	1 00

Whalers can land goods to the value of \$200 free of duty, \$1,000 worth additional at 5 per cent, without being liable to tonnage dues; but if they land more than \$1,200 (including the \$200 free of duty,) they are subject to the same liabilities as merchant vessels.

Products of the whale fishery transhipped free, except entry and permit.
Merchant vessels touching for repairs, supplies or refreshment, advices, shipping or discharge of crew, and landing passengers, are exempt from tonnage dues.

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A Monthly Journal devoted to Temperance, Seamen, Marine and General Intelligence.

PUBLISHED AND EDITED BY

SAMUEL C. DAMON, Seaman's Chaplain

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