



THE FRIEND.

CONTENTS

OF THE FRIEND, FEB. 1, 1849.

| | |
|---|--------|
| Poetry, Our Seamen, | page 9 |
| Sketch of Strong's Island, | 10 |
| Extracts from late papers, | 11 |
| Ocean Steamers, | 11 |
| Wreck of the whale ship Maine, | 11 |
| Conscience, | 12 |
| An Appeal from a Man-of-war's Fore Top, | 12 |
| London Editor upon California, | 12 |
| Oahu Charity School, | 13 |
| Honolulu Seminary, | 13 |
| Foreign Intelligence, | 13 |
| Teetotaler's Budget, | 14 |
| Commercial Statistics, | 14 |
| Rope Yarns, | 15 |
| Deaths, Donations, &c., | 16 |

The Poet's Corner.

[Selected for the Friend.]
OUR SEAMEN.

BY MISS ANNA LOWELL SNELLING.

Oh, remember ye the sailor, when by the social hearth,
Ye enjoy the countless blessings God has shower'd on the earth;
He is tossing on the ocean amid the billows' roar,
But his heart is with his loved ones, upon his native shore.

Oh, remember ye the sailor, in the darker hours of night,
When without the wind is raging, and the storm is at its height;
Ye on your downy pillows, lie sheltered from the blast,
Whilst he perhaps is rocking on the high and giddy mast,

And the dark clouds above him sending down sulphurous fire,
On the inky waves beneath him, as on a funeral pyre,
While the deep and hoarse-toned thunder is like a solemn bell,
Tolling o'er the gaping waters his requiem or his knell.

How the distant signal cannon his senses must appal,
Whilst the discordant sea-bird is answering to the call,
And amid the roar of waters, comes up the last faint cry
Of some drowning wretch, for mercy and pardon from on high.

Remember ye the sailer, at the silent hour of prayer,
As ye kneel before the altar, his soul remember there;
For thus has taught your Saviour, when on the stormy deep,
He smoothed the stormy billows, and lulled the winds to sleep.

Whose hand is ever open, whose heart is ever kind?
Who, when our peace was perilled, the bravest did we find?
Not he who rolls in luxury, the child of wealth and pride—
But the poor, hardworking sailor, whose home is on the tide.

Oh, remember ye the sailor, whose ill-rewarded toil
Has filled your teeming coffers with fruits of every soil;
When your ships, through some great danger, have safely
reached the strand,
How poorly ye repay him for the labor of his hand.

Or, when escaped from danger, your thanks abundant flow,
And on the ship's commander gifts and praises ye bestow,
Do not forget the sailor, who has greatest courage shown,
And saved your lives and fortunes at the peril of his own.

Who does not love the sailor, the hardy and the bold!
His heart and soul so truly cast in Nature's finest mould;
While our country waves a banner, or the ocean bears a prow,
Long live our gallant sailors, our pride and glory now!

While the trump of fame is sounding for many a victory won,
And our land swells forth the praises of many a gallant son—
Whilst the wreath is twin'd for valor, and merit claims its due,
Wive a song for our brave sailors, who ride the waters blue.

Polynesian Sketches.

For the Friend.

Sketch of Strong's Island.

BY WILLIAM L. JACKSON,
Master of American whale ship "Inez."

—
Ship Harvest ashore—crew disorderly—Capt. Lakey's management—Ruins on the Island—King and Royal Family—Religion—Deity—Annuto—number of inhabitants—their knowledge—idea of the English language, &c., &c.

January 7, 1848. This day I anchored in the N. E. harbor of Strong's Island, finding the entrance easy and harbor good.—Two English whalers, and the American bark Harvest, Lakey, Matter, were lying at anchor. Captain Lakey, in entering the S. W. harbor, in consequence of not having a good pilot on board, got his ship on the reef and injured her bows so that it was with difficulty he kept her afloat until he could get her ashore on the beach, where at low water he was to batten the leaks with boards, so as to be able, with the assistance of the natives, to work her around to the N. E. harbor.

I learned from Captain L. and other sources, that at the time his vessel was in the lee harbor and in danger of being lost, a part of the crew refused to work, unless he would pay them daily wages. Capt. L. represented to them the impossibility of complying with their demands, as he had no money on board, and there was none to be got at the Island. He informed them however, if they would work, and succeeded in getting the ship off, that they should be paid when they arrived at some port where an investigation could take place, and it should be judged proper and right that they ought to be paid for their work. This however did not satisfy their minds! Capt. L. then stated the case to the King. (At this time there was no vessel but the Harvest in port.) The King replied that if the sailors would not work, he would furnish some of his own people that would, and that he would "tie up" Capt. L.'s men until the vessel was ready for sea, when they should be put on board. Capt. L., however much against his will, compelled to resort to force, and deal with his men according to their natures! All then went to their duty.

There being no conveniences for heaving a ship out at the lee harbor, he brought her around to the weather harbor, although leaking badly. The natives rendered him important assistance. The King furnished houses for the storing of the cargo, and as many natives as he wanted to assist in discharging the same, also guaranteeing (so far as the natives were concerned) for the safety of every thing landed.

Jan. 26. Capt. L. has got his ship repaired to his entire satisfaction, but he has had a great deal of trouble with his crew. Last Sunday evening seven of them took a boat and left for the Island of Ascension, and the probability is they will all be lost, and if they are, I cannot think otherwise but that it will be their just desert for their ingratitude.* Being intimately acquainted with Capt. L., I know him to be a man who abhors ill-treatment to seamen, and that he sailed from home on the present voyage with a determination of governing and treating his men as reasonable and rational beings. He publicly declared that it was his opinion, seamen could be better governed by addressing the *rational* than the *brute*.—He made it his personal duty to look after their comforts and physical wants. Among other duties, he imposed upon himself the duty of going three times each day to the galley, to see that their food was served out to them in proper order and in "generous quantity." I heard one of his men say, that they always had enough and that which was good and wholesome. He however had not been long at sea, before he discovered that there were some among his crew who could not bear to be treated as rational beings, and their influence over the others was such as to frustrate all his ideas of reasoning with them.

Feb. 5. Capt. Lakey has got his vessel nearly ready for sea. The Rowena, of Fall River, came in to-day, so we now have five vessels in port, more than the natives ever saw here at one time. Since I have been here, I have endeavored to learn a little about the Island and its inhabitants. The natives are of the Caroline Island origin. The Island appears at a remote period, to have been the strong hold of the Buccaneers, or else the present generation have wonderfully degenerated; for the fortifications, walls and stone works at present to be seen, could not have been built by the present race. Large blocks of stone, 10 or 12 feet in length, with one end fixed in the ground, and opposite openings in the walls, as if expressly intended for mooring ships. The present generation of people can furnish no information how they came there. These are sacred to their deity, Annuto. [Not Suate, as stated in the Friend.]†

The King is about fifty years of age, as I could judge, but the Queen is younger, a very small but good featured woman—the mother of eight children, six of whom are living. The eldest, Prince Royal and heir to the throne, is a low, designing scoundrel,

* If the reader would learn the fate of that boat's crew, we would refer him to the Friend for October 1, 1848. Only one of the seven now survives, and his preservation was quite miraculous.—[Ed. Friend.]

† See article on Strong's Island, in Vol. III. No. 9, May 1, 1845.

and I believe none too good to commit any crime, so eager is he for the throne. Elixah, the next, is a noble and amiable youth, about fifteen years of age. The other two that I saw were Princesses, one about six, and the other three years of age. The King is a man of good sense and sound judgment, possessing a large share of Indian cunning and craftiness; for instance, when I talked with him about their religion, and smiled at some of their superstitious customs, he winked and said it was the fashion of Strong's Island, giving me to understand that he knew better! They believe in a future state and the immortality of the soul—that the spirit is buried with the body, but that during the following night Annuto comes, which is known by certain noises, such as rattling the bushes, and breaking of small sticks. It is their belief that the soul of the departed is taken to another Island, there embodied and made to serve its time, according to the pleasure of Annuto, afterwards it passes into another body, and still another, and so on through eternity.

As near as I could learn there are about 12 or 1500 inhabitants upon both Islands, though I had no opportunity to ascertain correctly. They are in a deplorable condition. There is a general sickness prevailing, a species of fever. They also have a *foul* disease raging among them, together with their other maladies. Some were dying daily, and I think unless they have some relief, all the inhabitants must in a few years be swept away. The King told me that he did not want sailors to stop on the Island, and to prevent it he will deliver up all runaways, free of expense, and insists that masters of ships shall take them off. He wishes, and so do many of his subjects, that a missionary would come and live with them. He told me that if a good man would come, and teach his children and people to read and understand as white people did, he would build for the missionary a house, and furnish him with as good food as the Island afforded. Nearly all I talked with upon the subject expressed the same opinion.—They have learned about the improvement of the people of the Sandwich Islands, and feel anxious to be enlightened themselves. Nearly all can now speak the English language* very distinctly, which singular circumstance, I think is owing to their dialect. I employed two boys to row my boat about the harbor, as is the custom at Honolulu, and in a few evenings I taught one of them the whole English alphabet, every letter of which he pronounced, clear and distinct, except *v*, which he called *we*. There would be no necessity for a missionary to learn their language. I could not learn as they worshipped but one deity, and that one invisible. They viewed him as not always favorably disposed towards them, but when he is *sulky*, (as they express it in English) the King propitiates his favor with various delicacies. I saw no appearance of idolatry, though many things are viewed as sacred to the deity, and the people would on no consideration touch them.

* The fact that the inhabitants of Strong's Island can speak the English language with tolerable correctness, we have heard stated by numerous visitors. It is certainly very remarkable, and quite anomalous.—[Ed. of F.]

EMBERS.—Nov-ember and Dec-ember are the last embers of the dying year.

Extracts from Late Papers.

IRELAND. *Trial of Smith O'Brien.*—In our last we noticed the trial and sentence of John Mitchell. By the "Dale," intelligence has been received that another Irish agitator has been arrested, tried, convicted and sentenced.

FREEDOM GIVEN BY THE SOIL OF FRANCE. *Important Decision.*—A slave belonging to Louis Alme Pigneyguay was yesterday declared to be free, in consequence of having been taken to France.—[N. O. Picayune.]

This is in accordance with decisions which have frequently been made here, and with which the South has never been satisfied. If a slave be brought by his master, voluntarily, into this State, his shackles fall off at once. Slavery cannot exist here for a moment. And it is so with every free State, and with every country where slavery is not recognised. The decision in New Orleans goes further, however, than our decisions have or can go. It establishes the important fact, that the freedom which a slave thus acquires, by the voluntary act of his master, shall avail him permanently; and that if he, of his own choice, shall afterwards return to a slave State, he shall not again be subject to bondage.—[Boston Transcript.]

☞ The N. Y. Evening Post says, "We understand that the British Government has requested ours to remove the wreck of the Missouri from the bay at Gibraltar. It lies in the way of vessels visiting that port.—Very excellent offers have been made to the Navy Department—to do this, but for some reason or other they have not been accepted."

CAPT. DU PONT AND THE CYANE.—The return of the Cyane from the Pacific we have already noticed; the Union makes the following remarks upon the cruise:

The U. S. sloop of war Cyane, Com'r S. F. Du Pont, just arrived from the Pacific squadron, in a very short passage of sixty-two days from Valparaiso, has had a most active and brilliant cruise. She sailed from the United States in August, 1845, and her crew have been particularly distinguished throughout the war; no crew have ever had the good fortune to perform so much service in a single cruise. The Cyane was on the west coast of Mexico when the war broke out, and only left there after the receipt of the news of peace. This ship's company participated in the taking of Monterey, and garrisoning the town—the first offensive operation on that coast. They were in the fights of Com. Stockton at the Mesa and the Rio Gabriel; they destroyed the gun boats of the enemy at Guaymas, cut up their shipping in the Gulf of California, blockaded the ports of San Blas and Mazatlan, and were a part of the force of Com. Shubrick when he took that place; and two of her officers, Lieuts. Rowan and Selden, had the command, one of the shore party and the other of the water party that surprised and routed a large body of the enemy at Urias. The ship's company also garrisoned in part La Paz and San Jose, Lower California. It was Capt. Du Pont, with 100 of his crew, who so gallantly landed at San Jose, in the face of an overwhelming force of the enemy, and forced his way two miles through a perfect ambushade, and under a constant and

heavy fire, to the town of San Jose, to relieve our garrison under the command of Lieut. Heywood, who had been twenty days surrounded by the enemy, and in great distress. Capt. Du Pont afterwards mounted seventy of his men, under the command of Lieut. Selden, and pursued the enemy in the interior of the country.

Lieut. Selden was successful in entirely breaking up the insurgents, bringing back and depositing on board the ship their commander-in-chief and twenty of his people as prisoners. It will also be recollected that it was the boats of the Cyane, under Lieut. Harrison, that cut out the enemy's brig Condor, in the port of Guaymas, under the fire of their musketry; and also while the ship was blockading Mazatlan, her boats signally defeated the enemy's boats sent off to defend a vessel attempting to run the blockade, and landed and spiked all the enemy's cannon at San Blas. Her crew have been remarkable for their discipline and good conduct, acting as soldiers, both infantry and mounted men; and they have been in seven fights on shore, and their loss has been one officer and one man killed in battle, with a large number wounded. Some of the crew have been wounded in several different engagements. After this long, successful and meritorious conduct of Captain Du Pont, and the officers and men of this ship, they have arrived home—their service was performed so far away, that very little is recorded; so that the relatives of these brave and devoted patriots scarcely know of their deeds of patriotic daring. No promotion, no brevets await them, as it is unknown in the navy. It is to be hoped that some distinguished mark of esteem may be shown Capt. Du Pont and his officers and crew, so worthy and deserving, and that their services will not be unappreciated by their fellow citizens. These noble tars, having served as foot and dragoons, cannot be tamely received by their countrymen.

FRANCE AND THE UNITED STATES.—The London Morning Chronicle remarks of the attempt to introduce the principles of republican government according to the American model, into France, that Caryl was right when he said: "Tell me the constitution of America suits the people of America, and you tell me that it does not suit the people of France. If a Republic takes place in France it will be a military and a literary Republic, as that of America is destined to be a peaceful and commercial one."

GREAT PACKET SHIP.—A New York letter says: "The keel of the largest merchant sailing vessel that ever was built in the world, was laid a few days since by Messrs. Westervelt & M'Kay, at their ship building yard on the East River. She will be of the tonnage of sixteen hundred tons, but will carry much more. The Ocean Monarch, which was recently destroyed by fire off the coast of England, the New World and the Constitution, were the largest vessels of this class afloat, but the new vessel which I have mentioned, will be twenty feet longer than any of them. She is intended as a packet ship, to ply between here and Liverpool, and will take her place on Robert Kermit's line in about four months. It was supposed, when the problem of ocean steam navigation was satisfactorily solved, that in a few years our packet ships would be driven off the

track, but they are flourishing now as much as they ever did, and new ones are being built almost every week."

OCEAN STEAMERS.—We read in the N. Y. Journal of Commerce of the 22d, that the line of mail steamers between New York and New Orleans, by way of Havana, with its branch to Chagres, will soon be in operation. The arrangement is to connect with the mail line on the Pacific, from Panama to the Columbia River. This service is to be performed by a steamer touching at San Blas and Mazatlan, in Mexico, and at some of the principal ports in California, until it arrives at San Francisco. Thence another steamer takes the mails and passengers to the Columbia. The whole distance from N. York to Oregon, between five and six thousand miles, will be performed in little more than thirty days. Some of the government steamers are now fitting out for the Pacific, to extend the mail communication to the Sandwich Islands, and it is contemplated ultimately to comprehend China in the system. It is supposed that the Sandwich Islands may be reached in forty days from New York. The service will be arranged with reference also to a connection with Wheelwright's line of British steamers on the Pacific coast of South America.

The Government pays \$490,000 a year for a monthly mail by this route between N. York and the Columbia river, and a semi-monthly mail between New York and New-Orleans, by way of Charleston, Savannah and Havana. The contract is for ten years. The steamers are all constructed under Government inspection, with a view to their employment, when required, as vessels of war.

One of the Pacific steamers is in such a state of forwardness, that she will be despatched to her destination in October next, and two more will follow her successively at intervals of one month each. The whole line between New York and Oregon is expected to be in operation next January.

The Journal justly remarks that the magnitude of the project and the expedition with which it has been carried out, reflect the highest credit on the enterprise and energy of New York merchants. It has involved the expenditure of nearly two millions of dollars, all of which has been furnished by New Yorkers, with the exception of one year's mail pay advanced by Government in small instalments, to be refunded out of the first year's mail service.—N. O. Pic. Sept. 4.

WRECK OF THE "MAINE."—We regard the wreck of the whale ship Maine, on the night of the 23d ult., upon the "Shark spit" at the mouth of the Columbia river, as one of the most serious misfortunes which has ever befallen Oregon. The loss of the "Shark," produced an impression abroad, that the mouth of the Columbia was exceedingly dangerous of entrance—such is not the fact, and it is extremely unfortunate that almost the first attempt since the wreck of the Shark, by a whale ship to enter the mouth of the Columbia, should result in a wreck. We understand that the Maine was one among a number of ships clearing from Fairhaven, Mass., which were directed to enter the mouth of the Columbia for supplies, if practicable. The appearance of the Maine off the Columbia bar was an experiment, and it is a pity that it proved one so unfortunate.

It appears from the statement of James Douglas, Esq., that Mr. Hawkes, who was then acting as pilot, was prevented from reaching the Maine in consequence of the roughness of the water between her and Baker's bay. We understand that the Maine, although without a chart, had entered the channel, keeping her boats in advance, sounding the way, and would have entered the bay in perfect safety, without a pilot, had not the wind failed her while in the channel. The anchorage in the channel of the river, near its mouth, is bad—insufficient to hold a ship against a heavy sea—hence, the Maine was thrown upon the spit.

We understand that Capt. Netcher now states, that he should entertain no apprehensions of danger in again attempting to bring a ship into the Columbia. The truth is, that the mouth of the Columbia affords a good channel for the ingress and egress of ships; no such mighty river, passing through such a country, up which the tide sets for one hundred and twenty miles, can pass into an ocean, over a bold iron-bound coast, without a channel sufficiently broad and deep to admit of a safe and easy entrance of ships of the largest class—the only difficulty consists in knowing where that channel is. It is an old saying, that "it is an ill wind that blows nobody good;" this is verified, to a certain extent, in the unfortunate loss of the Maine. The first and third mates of the Maine, both intelligent men and able seamen, have consented to remain in Oregon, qualify, and act in the capacity of pilots.

There are but two difficulties which attend the entrance of vessels into the Columbia—one is, that the sea is sometimes rough—the other, that the wind cannot be depended upon in the neighborhood of the sun's rising and setting. The first of these exists everywhere, to a certain extent—the second may be avoided by entering the river at other times than those of about sunrise and sunset. Both of these difficulties may be mainly overcome by such means as an efficient pilot may put in requisition—and entirely so by the aid of a steam tug.

Letter of Capt. Netcher—statement of James Douglas, Esq.—Card of Capt. Netcher.
AUGUST 25, 1848.

To James Douglas, Esq.,

SIR—I have to inform you that my vessel lies a total wreck on the south sands of the Columbia bar, and beg you will have the kindness to represent to the authorities of Oregon the same; and hearing that you were an eye-witness of my signal flag for a pilot, I beg that you will do me the favor of having the circumstances published in the Oregon Spectator. I beg to thank you for the kindness we received from Fort George, which, I understand, was done by your orders, in case the vessel you saw should be wrecked, or require any assistance. My cargo consisted of 1,400 barrels of whale oil, 150 of sperm oil, and 14,000 lbs. of bone—24 months out. G. E. NETCHER,

Late Master of ship Maine, of Fairhaven, Massachusetts.

FORT VANCOUVER, Aug. 30, 1848.

George Abernethy, Esq.:

SIR—I hasten to enclose for your information, a letter received last night from Captain Netcher, of the late whale ship "Maine," which was unfortunately wrecked

in attempting to cross the Columbia bar, on the 23d inst. The Hudson Bay Co.'s brig "Mary Dare," on board of which I was a passenger, entered the river the same day, a few hours before Capt. Netcher attempted to run in with the "Maine," and we could distinctly see the signal flag flying at the mast head for a pilot. There was, unfortunately, no pilot at the time in Baker's bay. Mr. Hawke's branch pilot being, as we afterwards discovered, at Fort George, where I arrived the same afternoon, and hastened to inform him that a large ship was waiting for a pilot off the bar. He almost instantly proceeded on his return to Baker's bay, but unfortunately, from the roughness of the water beyond that anchorage, he found it impossible to reach the "Maine" that night, and before the morning of the 24th, she had become a total wreck, nearly on the same spot which proved fatal to the barque Vancouver, and at a less recent date to the U. S. schooner Shark.

These particulars I have communicated to you for publication in the Oregon Spectator, at the request of Capt. Netcher, and further beg to suggest that it would be for the advantage of the country, that some measures were taken by the public authorities for the protection of the valuable property, a great part of which may be expected to drift on shore from the wreck.

I have the honor to be, sir,

Your most obedient servant,

JAMES DOUGLAS,

C. F. H. B. Co.

MR. EDITOR,—Permit me, through your valuable columns, to return thanks for myself, officers and crew, to the inhabitants of this territory, for their extreme kindness.—We landed entirely destitute, from the wreck, and if we had not received hospitality from the settlers, must have suffered much—as it is, we have wanted for nothing that it was in their power to provide, for which we again offer our heartfelt thanks.

Capt. GEO. E. NETCHER.

Oregon City, Aug. 31, 1848.—[Oregon Spectator.

DEATHS OF EMINENT MEN.—The Northern papers announce the deaths of the Hon. Jeremiah Mason and Mr. Wm. Lawrence, both of Boston. Mr. Mason was one of the most eminent lawyers the country ever produced. He was for many years U. S. Senator from New Hampshire, but for twenty years past has resided in Boston. He was formerly President of the United States Branch at Portsmouth, N. H., and Mr. Bidle's refusal to remove him has been considered the origin of Gen. Jackson's antipathy to the bank.

Mr. Lawrence was the brother of Amos and Abbott Lawrence, and, like them, distinguished as a high-minded merchant.

Mr. Mason died at the age of 82; Mr. Lawrence of 65.—[Am. paper.

THE IRISH PATRIOT, DUFFY.—The London Times says: "We are positively assured that Mr. Duffy, the great literary support of the Nation newspaper, has made an unequalled submission to the Government, and intends to plead guilty and throw himself upon the mercy of the Crown."

THE FRIEND.

HONOLULU, FEB. 1, 1849.

Conscience.

This monitor in man's bosom, prompts oft times to strange, worthy and noble deeds. If a man has done wrong, and has not "searched" his conscience, how restless he will be for days and months. He may try to quiet her by administering opiates, and endeavoring to forget what he has done, but all in vain; he finds no peace but in the exercise of sincere repentance and the repair of the wrong so far as it may be in his power.—The following we copy from an American paper. The letter originally appeared in the N. Y. Journal of Commerce.

"Mr. _____

"A long time ago I had occasion to go into your office in W— street. It was vacant, and your pocket-book lay in the draw exposed—the Devil prompted me, and I took it. I now return its contents to you, and may God forgive me.

"Yours, REPENTANCE.

"Albany, April 25, 1846."

The letter was mailed at Troy, and enclosed was one hundred dollars, which was stolen in May, 1840.

The next extract we copy from an old English periodical, and although the events occurred several years ago, yet the moral lesson which these facts inculcate, remains the same. Its re-publication may serve, perhaps, as a useful hint to some delinquent and less scrupulous merchant. In the commercial world, it is of the very first importance to maintain a high tone of mercantile integrity. This will be the result when merchants consult their consciences as well as their purses. *Honesty is the best policy*, in transactions commercial, political and religious.

A noble Deed.—A mercantile house in Birmingham, Eng., had lately the gratification of receiving a letter, of which the following is a copy, doing honor both to the individual and to his country.

"Philadelphia, Oct. 16, 1826.

"Messrs. _____: In the year 1816, your house shipped to _____, an invoice of hardware, which we refused to receive, in consequence of its coming out of the season for our sales. I have now some doubts whether there were sufficient grounds for refusing to receive them. I have, therefore, individually, remitted to you the first of a set of bills for exchange for £225, to meet the loss on the above goods. I am yours, &c., _____."

Reader, trifle not with conscience. Heed her warnings, and attend to her suggestions. Does she tell thee, "Go discharge that long delayed obligation"? Obey instantly. Does she warn you in terms like these, "Beware how you overreach that man in trade"? Despise her not. Does she say, "Be strictly honest"? Hesitate not a moment to com-

ply. Does she reprove thee for past dishonesty? Repent, and make restitution, so far as may be in thy power. Does she prompt thee to perform some noble act, or generous deed? Show thyself her obedient and manly servant. Art thou in doubt what course to take? Seek for information, and ever follow an enlightened conscience. Go where she directs, and happiness here and hereafter shall be thy everlasting portion. No words can fully describe the real dignity and genuine worth of a truly honest and conscientious man.

"The Almighty from his throne, on earth surveys
Nought greater than an HONEST, HUMBLE heart.
An humble heart His residence! pronounced
His second seat, and rival to the skies!"

Such an heart will be, in the highest and best sense, *conscientious*. Its value above rubies, its worth above price.

An Appeal from a Man-of-War's Fore Top.

U. S. SHIP DALE, Jan. 16, 1849.

Mr. Editor,—If you consider the following lines worthy the space they will occupy in your paper, you will confer a favor by inserting them.

It is the aim and object of many good and worthy men to suppress the use of ardent spirits. Now I am one of a man-of-war's crew that visited your town on "liberty," as it is commonly called; and I intend to propose some measures which I think will aid the cause of temperance not a little in Honolulu. I could not find a single house where good refreshments were to be had, except it was a grog shop or a hotel. If there was a house kept on temperance principles and in good order, it would be more respectable, and in the end I think more profitable. Suppose they kept Ice Creams, Soda Water, Lemonade, Spruce Beer, Segars, and a great many other trifling "notions,"—and I would also recommend music. A sailor can dance and enjoy himself as well in his sober senses as when he has rum aboard. Some people have an idea that where a fiddle is, there, as a matter of course, must be rum; but I have been in places where men enjoyed themselves in eating, drinking and dancing, without there being a drop of "liquor" made use of. The expense of fitting up such a house could not be much, and I hope to hear of one being in existence soon. If ever I visit your port again, I shall not fail to pay it a visit.

Yours,

FORE TOP.

(U. S. Ship Dale.)

If all seamen were of the character of the unknown writer of the foregoing, they would very soon work a revolution in sailor boarding houses. During the last fall shipping season, a house somewhat similar to the one recommended, was kept near the Seamen's

Reading Room. It was well patronised, but the excellent keeper caught the gold fever and shut up shop. His success, we trust, will encourage some one else to undertake the enterprise. We would here remark that there have been found some difficulties in sustaining such houses in Honolulu, which do not exist elsewhere. Our shipping season continues only a part of the year.—Persons of the proper character for keepers could find more profitable employment in some other occupation.—It must also be remembered that the temperate, the sober, and the best of our seamen do not scatter broadcast their hard earned wages, like multitudes of their ship-mates, who will squander in a few hours or days the savings of a long cruise. These latter are the men who build rum mansions and gin palaces, and support a class of men whose regard for their customers commences and ends with their money.

MONEY IS ALL.—When the drunkard has money in his pocket, he is "a jolly good fellow," and is accosted with "what do you want, Sir?" but when all his money is spent, he is "a brute," and, brutish like, is kicked into the gutter. Strange, that "free-born Britons" will endure such treatment.

Yes, "money is all." We copy these remarks from a late English paper. We would add, strange, too, that "free-born Americans" will endure such treatment! More strange that either "Britons or Americans," will condescend—will stoop to grow rich on the drunkard's earnings! But what is most strange of all, that men professing to have a regard for the good of society and the morals of the community, will advocate the license and sale of intoxicating liquors, except for medicinal purposes, considering the immense evils their use inflicts upon the world. Let us cheer up, and believe a better time is coming. Wise legislators are now advocating the passage of laws, making the vender of strong drinks responsible for the evils he inflicts, for example—support the wives and children of their ruined customers! This would be right and just.

A LONDON EDITOR'S SCRIBBLING UPON CALIFORNIA.—In a late No. of the London Mail, we find a long article upon the Yankees' occupying California. The writer in a serio-jocose style makes some sensible remarks. He speaks of it as something very "amusing" that a nation like the Americans should be turned loose into such a huge, mysterious, unexplored region! The quicksilver mines he makes the matter of joke; in that he is probably rather hasty, but what will he say when he hears about digging up "ounces" and "pounds" of real solid gold 23 carats fine! He must not treat this as a

joke! Let him speak for himself, in the following extracts:

“There is really a great deal of interest to be acquired in the siezing of California, just taken by the U. S. We mean there is something very amusing in the spectacle of the most inquisitive and tenacious people in the world turned loose into a huge, mysterious, unexplored region. It is something beyond Denon and his brother *savants* in Egypt, and is almost equivalent to a meeting of the British Association in Japan, with the free run of the Islands. It is certain that at this moment no human being of Caucasian origin has any conception of what may be discoverable in the 10° of the globe's surface between the Rio del Norte and the N. Pacific Ocean, and it is almost as certain that in two year's time there will be a railroad right across the province, and boarding houses at every station. It is something in these dull times to have a *terra incognita* in store, with Americans for adventurers. * The work of discovery has already commenced. At present the great attraction seems rather in the bowels of the earth than on its surface, and hundreds of independent citizens are at work with pickaxes. Quick-silver is the main object of search, and we are told, in a semi-official and perfectly serious report, of one mine, about 13 miles from St. Francisco, 'so rich that a gentleman who surveyed it under directions of the government, was so much affected by salivation that his mouth was sore for a period of ten days after he had concluded the survey,' &c.”

THE OAHU CHARITY SCHOOL.—The annual meeting of this Institution was held at Mr. Thompson's Auction Room, on Monday evening the 15th ultimo. The Treasurer presented his report, showing that after all demands were settled the sum of between \$30 and \$40 remained in his hands. Mr. Hatch presented his resignation as teacher, much to the regret of the friends of the School. A vote was unanimously passed, tendering the thanks of those present to Mr. Hatch for his zeal and fidelity, during the period which the school has been under his charge. Other important business was transacted relating to the school, and the following gentlemen were chosen officers for the current year, viz:

F. W. Thompson, Secretary.

S. Reynolds, Treasurer.

W. L. Lee,
R. W. Holt,
R. G. Davis,
J. Meek,
E. L. Hatch,

} Committee.

Before the meeting closed, rising \$150 was subscribed for the support of the Institution.

The School was re-opened on Monday the 29th ultimo, Mr. H. H. French, Teacher.

HONOLULU SEMINARY.—The examination of the 1st quarter of this interesting School took place on the morning of the 17th ult. It was our privilege to be present, and we

take pleasure in bearing our testimony in favor of the Teacher's fidelity and the proficiency of the pupils. It was gratifying to witness so many parents and other spectators present. The Teacher practices in the management of the school, the principle of "self-government;" i. e., allowing the pupils to keep their own record respecting punctuality, tardiness, good, bad and indifferent recitations, good and bad behavior, etc. A weekly certificate is filled out and sent home for the parent's or guardian's inspection and signature. At first view, this system might seem open to gross abuse on the pupil's part, but it must be remembered that a company of twenty or thirty scholars exercise a vigilant watch over each other, and wo betide the luckless tyro that should be discovered in making false entries!

At the close of the interesting exercises, some very appropriate remarks were offered by the Minister of Public Instruction, urging upon the pupils the sentiment "perseverantia vincit omnia," which were followed by some equally appropriate, by the British Consul General, inculcating the sentiment, that not only was it necessary to exercise *perseverance*, but also to cherish an inviolable regard for *truth*.

FOREIGN INTELLIGENCE.—New Zealand.

—By the whale ship "Margaret" which left New Zealand Dec. 4, we have intelligence that there has been an earthquake at Port Nelson, which alarmed the people and did some damage. The occurrence led to some sparring between the editors of the "Nelson Examiner" and the "New Zealand Spectator." In concluding some remarks upon the earthquake, the editor of the Spectator observes, "We cannot conclude this hasty and imperfect sketch without acknowledging in this visitation the finger of God." This strain of remark wonderfully arouses the editor of the Examiner, and calls forth a severe rebuke. He thinks such remarks not calculated to do much harm, "otherwise than as they may contribute towards the sophistication of the public mind, and the perpetuation of vulgar and unworthy notions of God's providence." His brother editor draws a sigh of pity over the man who can discover in these events nothing but "the demonstrations of physical processes."—We go for the Spectator's idea!

☞ Capt. Fales, of the "Margaret," reports that he read in a New Zealand paper, the report of the loss of 17 whale ships in the month of May last, off the coast of Cochinchina in a typhoon. We shall anxiously wait to receive further particulars of their loss, or a contradiction of the report.

California.—We would acknowledge a file of the "Californian & Star," per the

Rhone, and learn that said paper is to close with 1848, and be followed by the "Alta California." From a private source we learn that several printing presses have already been ordered from the U. S., and as soon as they arrive, we shall expect newspapers will be issued at every important place in the territory. Perhaps golden types may be employed, if not, the old fashioned will doubtless serve to make known to the reading world stories about gold, that will almost awake the Incas from their tombs, yet all be true,—for we have ceased to discredit any reports we may hear from California, about gold or gambling, money-making or murder. We regret to learn that C. E. Pickett, Esq., U. S. Indian Agent, should be charged with a crime of a dye so deep as that of murder. It may be recollected that he visited these Islands during the summer of 1847.

Oregon.—We would acknowledge a file of the "Spectator." In another part of our columns will be found an account of the whale ship "Maine," lost at the mouth of the Columbia. The Oregon people stoutly maintain that the mouth of said river is not difficult of navigation, yet one noble vessel after another is there wrecked. The authorities of the Territory should do all in their power to secure good pilots, and see that they are upon the ground. Perhaps a system of "lights" has been established. If not, might it not be well to have it done immediately?

Almost the entire male and a part of the female population of Oregon, has gone gold digging in California. The remainder seem determined to find the real gold nearer home. This is noble, but they will, if they will work their saw and grist mills, sow and reap their extensive wheat fields! Such will bring into the territory a better harvest of gold than going to California! But stop—what good will result from moralizing to the Oregonians, if people nearer home are uninfluenced.—Every body there, and here, and elsewhere, seem to be going to California.

News has been received from Tahiti, and several ports along the coast of S. America, that but the one idea of digging gold in California absorbs the public mind. If such excitement prevails here and in other parts of the Pacific, will it not be even greater in the United States and Europe, when they trumpet through the public prints notices like the following, clipped from a late American paper:

☞ **PROFITABLE DIGGING.**—Two Irish laborers who hired a lot of ground at Dahlonega, in the State of Georgia, to dig for gold, have realized \$15,000 for their ore within four years.

We make no hesitation in publishing the statement that more than a score of diggers have each realised more than \$15,000 during the last season, in California.

The Teetotaler's Budget.

VAIN BOASTERS.—Of such that boast they can drink a great deal of wine and yet be sober, I would say, let them hearken to Seneca, who saith, "Let such men say that by drinking of poison they shall not die; and by taking of poppies they shall not sleep; and that by drinking of helleborus they shall not cast forth whatsoever is in the inward parts." —[Peter Martyr.]

WATER contains in it full thirty per cent. of pure atmospheric air, the very agent that nature is every moment employing to purify the blood. On the contrary, **ALCOHOL** contains in it fifty-two per cent. of carbon, the very element which nature is every moment laboring to throw out of the blood. He, therefore, who drinks pure water, drinks that which must purify the blood; while he who drinks alcoholic drinks, whether beer, wine or gin, drinks that which pollutes the blood. —[Anti-Bacchus.]

RESULTS OF UNNATURAL STIMULATION.—Persons addicted to drinking suffer in the intervals of sobriety, and near the return of their accustomed indulgence, a faintness and oppression, *circa præcordia*, which exceeds the ordinary patience of human nature to endure. As the liquor loses its stimulus, the dose must be increased to reach the same pitch of elevation or ease. —Paley.

PLEDGING NOT SLAVERY.—For a Christian man to say that he will not pledge himself to abstain from wines and strong drinks, because the pledge would *enslave* him, is to demonstrate that he is a slave already, and voluntarily submitting to the slavery of a taste for liquors which have done more to desolate the Christian church than Nero or Dioclesan. —[Rev. B. Parsons.]

AQUA VITE is the name very absurdly given to alcohol, when used as an intoxicating beverage. It has been the *Aqua Mortis*, the water of death, to myriads of the human race; and will probably, ere long, destroy the native tribes of North America and Australia. —[Dr. Ure.]

PARTIAL INTOXICATION.—No man, says an eminent physician, who has taken only a single glass, has all his faculties in as perfect a state as the man who takes none.

INSIDIOUS DESTRUCTION.—Leaving drunkenness out of the question the frequent consumption of a small quantity of spirits gradually increased, is as surely *destructive of life* as more habitual intoxication; and therefore the gin-shops are spreading disease and death to a degree that is frightful. —[Dr. Gordon.]

WHEN IS A MAN DRUNK?—The following is Cotton Mather's definition:

"Whenne a manne fallethe offe hisse beaste, or essayethe too light his pipe at ye pumpe, he is too bee esteemed drunkenne."

A CHILD'S LOGIC.—"Papa, does the world turn round?" "Yes, my dear, it turns on its axis once in twenty-four hours." "How often is that?" "Why, once a-day." "Well I thought so, for Mr. — goes down to Bondsville most every day with a jug, and before he gets home, he has to stop and lay down beside the road, and hang on to the ground to keep him from falling off."

COMMERCIAL STATISTICS.

We are indebted to WILLIAM PATY, Esq., Collector General of Customs, for the following Commercial Statistics for the year ending December 31, 1848.

Statement of Imports, Exports, Duties, etc., at the Port of Honolulu, Oahu, Hawaiian Islands, for the year ending December 31, 1848.

| | Gross invoice value. | Gross duties. | Value exported. | Return duties. | Nett amounts | Nett duties. |
|--|---|---------------|------------------------|---------------------|-------------------------|------------------------|
| Goods paying 5 pr. ct. duty, Spirits, Wines etc., Imported by Consuls, Missions, etc., free of duty, By whale ships, under the \$200 provision—Free, | 538,781.47 24,887.34 28,263.79 13,736.13 | 26,941.49 | 11,531.73 14,019.82 | 460.32 78,437.95 | 527,199.74 10,867.52 | 26,481.17 36,978.29 |
| Deduct spirits, wines, and goods, etc., now in bond, and which will probably be exported, estimated at | 605,618.73 | 142,357.73 | 25,551.55 | 78,898.27 | 580,067.18 | 63,459.46 |
| | | | 8,000.00 | 11,250.00 | 8,000.00 | 11,250.00 |
| | \$605,618.73 | 142,357.73 | \$3,551.55 | 90,148.27 | 572,067.18 | 52,209.46 |

IMPORTS for the year ending December 31, 1848, amounting, as per table, to \$605,618.73—were IMPORTED from the following countries, viz:—

| | |
|---|--------------|
| United States, - - - - | \$211,973.59 |
| England, - - - - | 138,177.14 |
| Valparaiso, - - - - | 129,410.25 |
| China, - - - - | 49,577.38 |
| Manila, - - - - | 19,970.27 |
| Columbia River, - - - - | 14,986.57 |
| California, - - - - | 12,788.25 |
| Mazatlan and San Blas, - - - - | 9,620.52 |
| Central America, - - - - | 4,547.20 |
| France, - - - - | 4,446.07 |
| Tahiti, - - - - | 3,907.44 |
| Sitka, - - - - | 2,395.50 |
| Guymas, Christmas Island, Bremen Sea, etc., - - - - | 3,818.50 |
| | \$605,618.73 |

EXPORTS* for the year ending Dec'r 31, 1848,

| NATIVE PRODUCE— | |
|--|--------------|
| Sugar, 499,533 lbs., valued at | \$22,828.93 |
| Molasses, 28,978 gals., " " | 7,369.53 |
| Coffee, 58,065 lbs., " " | 5,943.75 |
| Salt, 4,570 bbls., " " | 4,570.00 |
| Goat skins, - - - - | 6,800.00 |
| Hides, - - - - | 3,943.00 |
| Cattle, - - - - | 900.00 |
| Arrow Root, Tallow, Pulu, Mustard, Vegetables, etc., etc., etc., | 14,464.22 |
| | \$66,819.43 |
| FOREIGN GOODS— | |
| Claiming drawback, - - - - | 25,551.55 |
| Not claiming drawback, - - - - | 426,499.42 |
| | \$518,870.40 |

* This table is not pretended to be exact, but is offered as an approximation to the truth. Outward Manifests, for the first half of the year, (until the new Law came in force, July 17, 1848) did not give values, consequently they were only to be obtained by such estimate as could be made from a list of packages.

Gross Receipts at the Custom Houses of Oahu, Maui, Hawaii, and Kauai, for the Year ending December 31, 1848.

| HONOLULU, OAHU. | | LAHAINA, MAUI. | |
|--|-------------|--|-------------|
| Import duties, - - - - | 52,209.49 | Import duties, - - - - | 374.23 |
| Transit duties, - - - - | 264.62 | Transit duties, - - - - | 22.99 |
| Harbor duces, - - - - | 3,094.96 | Stamps, - - - - | 732.00 |
| Stamps, - - - - | 956.37 | Anchorage dues, - - - - | 160.00 |
| Fines and Forfeitures, - - - - | 220.25 | Lights, - - - - | 170.00 |
| Interest, - - - - | 369.67 | Canal, - - - - | 266.00 |
| Storage, - - - - | 758.08 | Shipping and discharging Seamen, - - - - | 905.75 |
| | \$57,873.31 | | \$2,630.97 |
| HARBOR MASTER, HONOLULU— | | HILO, HANELEI, AND KEALAKEAKUA. | |
| Shipping and discharging Seamen, - - - - | 1,017.75 | Stamps, etc., - - - - | 89.38 |
| Stamps, - - - - | 627.50 | Amount at Honolulu (bro't over), - - - - | 59,518.56 |
| | \$59,518.56 | | \$62,238.91 |

Whale Ships entered at the Port of Honolulu during the year 1848.

| | | | |
|------------------------|-------|----------------------------|-------------|
| United States, - - - - | * 123 | St. John's, N. B., - - - - | 2 |
| France, - - - - | 14 | Amsterdam, - - - - | 1 |
| Bremen, - - - - | 8 | | Total, 148. |

* Four of those ships did not come inside the harbor.

How to PROSPER IN BUSINESS.—In the first place make up your mind to accomplish whatever you undertake; decide upon some particular business—persevere in it. "All difficulties are overcome by diligence and assiduity."

Be not afraid to work with your hands, and diligently too. "A cat in gloves catches no mice."

Attend to your own business, and never trust it to another. "A pot that belongs to many is ill stirred and worse boiled."

Be frugal. "That which will not make a pot lid." Save the pence and the pounds will take care of themselves."

Be abstemious. "Who dainties love will beggars prove."

Rise early. "The sleeping fox catches no poultry." "Plough deep while sluggards sleep, and you shall have corn to sell and keep."

Treat every one with respect and civility. "Every thing is gained and nothing lost by courtesy." "Good manners ensure success."

Never anticipate wealth from any other source than labor. Especially never place dependence upon becoming the possessor of an inheritance. He who waits for dead mens' shoes may have to go a long time bare-foot. "He who runs after a shadow has a wearisome race."

Above all things never despair. "God is where he was." "Heaven helps those who help themselves."

Follow implicitly these precepts, and nothing can hinder you from accumulating.—[Portland Tribune.]

Gen. Cass, has never tasted spirituous liquors in his life. From 1806 to the present time he has been intimately connected with public life, in the field; the camp, the court, and through every variety of social military and political relation, and yet Lewis Cass has never broken the abstemiousness of his life in this respect. Hence the vigor of his constitution and the clearness of his unclouded intellect.—[Am. paper.]

Religion is the cement of civil union, and the essential support of legislation.

Some men seem most severe when they are in reality most affected, as snow turns to ice when on the point of melting.

Subscription,

For the Seamen's Chapel.

Table listing subscription amounts for the Seamen's Chapel, including names like Commander Rudd, Parser Buchanan, A. S. C., Honolulu, Mrs. Armstrong, Mrs. Skinner, etc.

For the Friend, Newspaper.

Table listing subscription amounts for the Friend newspaper, including names like Seamen and Marines, U. S. S. Dale, A. S. C., Honolulu, Mr. Enos, "Josephine," J. Duncan, etc.

A CARD.

The Pastor of the 2d Presbyterian Church in Honolulu, together with his Church Members, take this opportunity to express their gratitude to Foreign residents and others, who have very cheerfully contributed to the amount of 450 dollars to aid them in purchasing shingles for their meeting-house.—They had raised seven hundred dollars among themselves, when the recent epidemic broke forth among them and carried off a hundred of their number. Many of the survivors are sick, nigh unto death; and the church as a body are very much disheartened.

This timely aid has enabled them to purchase the shingles, for which they feel very grateful to their benefactors.

HONOLULU, Jan. 30, 1849.

ALMANAC FOR 1849.

Almanac for 1849 showing days of the week (S, M, T, W, T, F, S) for each month from Jan to Dec.

MARRIED.

On the 20th ultimo, at the Catholic Church, by the Lord Bishop Maigret, and afterwards, at Her Britannic Majesty's Consulate General, by William Miller, Esq., Her Britannic Majesty's Consul General, ROBERT CHESHIRE JANION, second son of Richard Janion, Esq., of Ricksavage, in the county of Chester, to DOMITILLA, eldest daughter of Senor Don Francisco Rodriguez Vida, Consul for Chile at these Islands.

DIED.

In this town, on the 27th ult., Mr. WILLIAM MORETON, aged 41 years, a native of the Isle of Wight, England, and for some years a resident on these Islands. Dec. 13th, at Koloa, Kauai, MARY ARABELLA, daughter of Dr. James W. and Melicent K. Smith, aged 2 years and 16 days. At Walluku, Maui, Dec. 17, MARY ANDELUZIA, youngest daughter of Rev. D. T. and Mrs. A. L. Conde, aged one year, ten months and seventeen days.

MARINE JOURNAL.

PORT OF HONOLULU.

Arrived.

Jan. 4.—U. S. Sloop of War Dale, Commander Rudd, from Mazatlan via Hilo. English brig Mary Dare, from Columbia River. Jan. 9.—French schr. Sophia, from Tahiti. Jan. 16.—French schr Ann, from Tahiti. 18.—Peruvian brig Eliza, from Talcahuana. Jan. 20.—Am. merchant ship Rhone, Hill, 17 days from San Francisco. 27.—Hawaiian sch. Julian, Moran, 23 days from San Francisco. 28.—Am. brig Sabine, Goodwin, from Monterey. 29.—Am. whale ship Margaret, Fales, of Newport, 56 days from New Zealand; 7 months out, clean. 31.—Am. merchant ship Serampore, Hastings, 154 days from Boston, with mdze. Messrs. Everett & Co.

Sailed.

Jan. 4.—Am whale ship Bingham, Scovell, for San Francisco Jan. 12.—American whale ship Nassau, Weeks, to cruise. 13.—American whale ship Josephine, Hedges, for Hongkong. Jan. 18.—U S sloop of war Dale, Commander Rudd, for San Francisco. Am. merchant bark Mary, Parker, for San Francisco. Am. whale ship Chandler Price, Taber, to cruise. Jan. 19.—Am. whale ship Mount Vernon, Covell, homeward bound. Jan. 20.—Br. Hudson's Bay Co's bark Cowlett, for London.

Notice to Lahaina Subscribers.

The Rev. Mr. TAYLOR will now act as Agent for the "Friend," at Lahaina, and the irregularity which has attended the forwarding of your papers, it is hoped, will no longer be experienced. Mr. T. will employ a carrier, who will deliver the paper.

History of the Hawaiian Islands:

Embracing their Antiquities, Mythology, Legends, Discovery by Europeans in the sixteenth century, re-discovery by Cook, with their Civil, Religious and Political History from the earliest traditory period to the present time. By JAMES JACKSON JARVES. Third edition. For sale at Chaplain's Study. Price, \$1.00.

Bibles! Bibles!!

At the study of the seamen's Chaplain a supply of Bibles and Testaments is constantly on hand and for sale. At present the assortment comprises those in the English, French, German, Spanish, Swedish, Portuguese, Dutch and Welsh languages.

By a late arrival, some elegantly bound Family Bibles have been received from the depository of the American Bible Society, New York. Prices from \$1 to \$7

NOTICE.

TO SEAMEN AND STRANGERS.—The Seamen's Chapel is open for Public Worship every Sabbath, at 11 o'clock, A. M., and 7 1/2 P. M. SEATS FREE. Religious services will be held at the Vestry Room every Thursday evening. Usually, there will be a Lecture delivered.

The Seamen's Concert for Prayer is held at the Vestry Room the third Monday evening each month.

Seamen belonging to vessels (of all nations) visiting this port are invited to call at the Chaplain's Study, 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 between 2 and 4 o'clock, P. M.

Public services at the Native Churches, on the Sabbath, 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 American Seamen's Friend Society, in New York. Any person contributing the sum of \$50 is entitled to become a Life Director of the Society, and by \$20 to become an Honorary Life Member.

SAMUEL C. DAMON,

Honolulu, April 1.—tf. Seamen's Chaplain.

Return Borrowed Books.

The subscriber desires all persons having books in their possession belonging to him, or the Seamen's Library to return them immediately. Some valuable books are missing.

Some weeks since, the subscriber loaned the 'Memoirs of General M——' to some one in Honolulu, who has neglected to return the volumes. He is requested to so immediately. SAMUEL C. DAMON, Jan. 1, 1849. Seamen's Chaplain.

Lahaina Chaplaincy.

Divine service will be held in the Seamen's Chapel, every Sabbath, at 11 o'clock, A. M. Seamen, residents, and visitors, are kindly invited to attend.

The office of the Chaplain is a short distance from the Chapel, on the same street towards, the sea. All persons wishing to converse with him, procure the Holy Scriptures, or religious publications, books, etc., will be always welcome, between the hours of 3 and 5 P. M.

T. E. TAYLOR, Chaplain.

Lahaina, July 29, 1848.

The Friend, Bound.

The Friend, bound, for one, two, or more years, can be obtained at the Chaplain's Study. A few entire sets remain unsold. A deduction will be made from the subscription price to persons purchasing more than one volume.

**Seamen will never be charged more than the actual cost of the publication and binding.

Just received and for Sale,

At the Chaplain's Study, a fresh supply of the publications of the American Tract Society. Also—A complete set of the "Christian Library," in 45 vols. Price, \$25.00.

THE FRIEND:

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

PUBLISHED AND EDITED BY SAMUEL C. DAMON, SEAMEN'S CHAPLAIN.

TERMS.

Table listing terms for the Friend journal: One copy per annum \$1.50, Two copies per annum 2.50, Five copies per annum 5.00, Ten copies per annum 8.00. Single copies and bound volumes for 1, 2, 3, 4 and 5 years may be obtained at the Study of the Chaplain.