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THE FRIEND.

A Trip from the Sandwich Islands to Lower Oregon and Upper California.

Leaves selected from "Our Log Book."

XXV.—INTERIOR OF ALTA CALIFORNIA.

An Excursion up the San Joaquin—Arrival at Stockton—Description of the town—Sabbath—Journey to Sutter's Fort—The Fourth of July—Visit "Mormon Islands," "The Mills," and "Kanaka Diggings"—Return to Sacramento City—Trip down the Sacramento River—Remarks.

The following letter is essentially the copy of one which I wrote from Benicia, to a friend in the United States, after my return from an excursion through the interior of Upper California:—

U. S. Propeller, Massachusetts, }
Benicia, U. C., July 17, 1849. }

Dear Sir,—In my last communication forwarded from this place about three weeks since, I endeavored to keep you duly informed of my peregrinations down to my arrival in California. Since that date, I have made an excursion into the interior of the country, having travelled, by land and water, about five hundred miles, and endeavored to make myself acquainted with the natural features of the country, its inhabitants, its mining characteristics, and future prospects. I was about eighteen days, during which period I slept in a "civilized" bed but once, seldom enjoyed the luxury of a chair, and otherwise accommodated myself to the strange scenes of this strange country.—Thinking you might be interested in a narrative of my rambles, I shall furnish a succinct diary of events. I will, however, preface these notes of the journey, by a few remarks upon the general outlines of the country through which I have passed.—About twenty miles above Benicia, or fifty miles from the ocean, the rivers Sacramento and San Joaquin unite in Suisoon Bay, being a part of the great Bay of San Francisco. The San Joaquin river rises in about the 36° of Latitude, and taking a north-westerly direction, being fed by numerous

tributaries, empties into Suisoon, or San Francisco Bay. This river is very winding, being at least twice the length of a straight line drawn from its head waters to its mouth. I believe on all the tributaries of this stream, which flows from the California mountains, or the Sierra Nevada range, gold has been discovered. The river Stanislaus is a tributary of the San Joaquin. It is upon this river that some of the richest mines are now found. To correspond to the San Joaquin, the Sacramento flows from the north, rising in the range of mountainous country lying between California and Oregon. The vast regions drained by these rivers and their numerous branches, forms the immense basin of Upper California. All the rivers and streams flowing from the western slope of the Sierra Nevada range, and the eastern slope of the Coast range, empty their waters into the magnificent Bay of San Francisco, and from thence find a passage into the Pacific ocean. It was my intention, so far as I was able in a few weeks, to travel sufficiently over this country to obtain a tolerably correct idea of the portion of our country which has within a few months assumed so much importance in a political and commercial point of view. I now refer you to my journal.

An Excursion up San Joaquin.—June 27th, Wednesday. This morning embarked on board a small schooner bound up the San Joaquin to Stockton. After passing through Suisoon Bay, our vessel entered the river. We passed the "New York of the Pacific," on our left. This is the site for a city lying near the union of the waters of the Sacramento and San Joaquin. It has been surveyed and laid out. In the California papers "lots" are now offered for sale, but as yet only a solitary dwelling, and that a miserable structure, marks the spot! But in these days there is no predicting how soon a stirring town may be there located.* On

*The truth of the opinion expressed in the above remarks respecting the possibility that the "New York of the Pacific," might soon become a flourishing town, is confirmed by the following notice of the place, which I copy from the "Pacific News," published in San Francisco, Sept. 29, just three months after I passed the site of the proposed city:—

NEW YORK OF THE PACIFIC.—Since our last notice of this beautiful site for a large city, we are advised that it is going ahead with rail-road speed.

There is now established from thence to Sacramento and Sutter cities, a regular line of steamers, and there is a fine river steamer building here by Capt. Blair of the U. S. Navy, that will be put upon the same route within twenty days; another is building at New York of the Pacific, by the company of the ship Mayflower, which will be in operation within the same time for the river San Joaquin. There are now lying alongside the banks of this new city, seven ships of the largest class, none drawing less than twelve, and most of them sixteen feet of water. The Sabina, Capt. Green, of Sag Harbor; Audley Clark, Capt. Dennis, of Newport, R. I.; Mayflower, Capt. Hicks, of New Bedford, Lenark, Capt. Woodbury of Boston; Henry Lee, of New York, Obid Mitchell of

entering the river, we very soon found ourselves sailing up a stream about two hundred yards wide, quite deep and having a slight current. On both sides were immense marshes covered with tules or large rushes, growing from ten to fifteen feet in height. Low willows, bushes, and other plants, such as grow in low and marshy places were every where to be seen. From the deck of the vessel it was possible to obtain only a narrow prospect. With a fine breeze from the N. W. we made rapid progress up the river.

28th. Last evening we came to anchor, as it would be quite impossible to navigate this river in the night. But Oh! the musquetoos! Never could persons be more annoyed. There was but little sleep on board. In the morning our mate was found to be so much poisoned, and swollen by the effect of the musquetoos that he was unable to remain on duty. During the entire day we sailed through the Tule-marshes. The features of the country remaining the same.

Arrival at Stockton.—29th. About two o'clock, to-day, we reached the thriving town of Stockton. It is a city of tents, there being only two wooden buildings in the place. The site of the town is well situated on a slough, (as it is called,) of the San Joaquin. These sloughs are quite remarkable and peculiar. The one upon which Stockton is situated, is several miles in length, being very deep and varying from 100 to 200 yards in width. It will admit vessels of 300 or 400 tons, which can come along the bank. Never could nature have formed more admirable docks. Goods are easily landed upon the bank and removed elsewhere. It is only a few months since the place begun to be built upon and now "lots" are selling from \$300 to \$5000, a piece. Hither resort, for supplies, the miners now digging upon the tributaries of the San Joaquin.

30th. To-day became acquainted with some of the inhabitants of the town. Mr. Belt, the Alcalde kindly furnished me lodgings at his store. I learned that a clergyman had never spent a Sabbath in the town.

New Bedford, and one other name not recollected, and arrangements have been made for ten other vessels to go there in the course of the next week, besides which a Post Office has been established which is called the Junction Post Office. This name is given in consequence of its being the point where the exchange of mails which leave San Francisco, Sacramento and Sutter cities, and Stockton, at the same time will be made. A large hotel will be immediately commenced, and other buildings in addition to those already erected, are going up at various points in the town; and the piles of brick and lumber on the banks, indicate rapid and prominent improvement.

The proprietors it will be seen by their advertisement, by handbills and papers, offer most liberal terms to settlers who will make improvements, and as its growing importance is daily becoming more manifest, investments made there must be very productive.

The inhabitants never had a sermon preached in their midst. On making known that I was a clergyman, arrangements were made for holding services on board a vessel now used as a store-ship, and moored alongside the bank.

July 1. Sabbath.

At the appointed hour a respectable audience assembled; to which I endeavored to preach from the words of Paul recorded in Galatians 6th chapter, 7th and 8th verses. I am satisfied that to many it was most agreeable once more to hear the sound of a minister's voice proclaiming the gospel. Some had not heard a sermon before for years. After the services, I endeavored to explain the nature of my duties as a Seaman's Chaplain, and make known what our Society was endeavoring to do for the seafaring population. I heard one of the merchants remark that it had really been one of the quietest sabbaths he had witnessed in Stockton. I am satisfied that a faithful minister of the gospel would be well received by the inhabitants of this growing town.

Journey to Sutter's Fort :—July 2d. Made preparations to leave for Sutter's Fort, by land, a distance of seventy miles. A large business is daily transacted in Stockton,—probably not less than from \$50,000 to 100,000. Vessels are daily arriving and departing; teams are daily leaving for the mines; hundreds of mules and pack-horses may be seen at almost any hour departing for El dorado. A daily line of stages is now established to the mines, a distance of ninety miles. It was 3 o'clock, P. M., before I was able to leave, in consequence of being called to attend the funeral of a Mr. Shaw, who died the day before. I had visited him during his sickness, and learned that he was a native of Plymouth, Mass, and had been discharged a few months previously from the Whale Ship "South America" at Lahaina. Agreeable to a previous arrangement, about ten or twelve miles from Stockton, I joined a party bound to Sutter's Fort, to spend the 4th of July. We met at Dr. Isbell's. He is a native of Ohio, and graduate of Western Reserve College. His lady furnished us a most excellent dinner, and supper! We rode about six miles further this afternoon, and then stopped for the night, but alas, our condition was distressing. Musketoes had no mercy. I am satisfied it would have been difficult for the good old Monk spoken of in the chronicles of Brazil, to have given thanks for the creation of Musketoes, if he had suffered what we suffered that night. My kind host furnished me with the best lodging in his power, being a well covered western wagon, but the night slowly wore away, and I started with the dawn, upon a fleet California steed, which took me rapidly over the prairie, at the rate of nine miles an hour. We stopped to breakfast with a Mr. Murphy, a native of the Emerald Isle, who has been several years in California, and gathered around him large herds of horses and cattle.

In crossing one prairie about twenty miles in width, I found but little to attract the attention, except a solitary grave, in nearly the middle of the prairie. It was that of a poor way-faring man, who attempted to cross the prairie a-foot, and alone. Weary, sick and exhausted, he laid down

and died. His remains were found exposed by the road side, and at a short distance a bottle. Some friendly stranger had dug him a grave, and there was the little hillock in the midst of the prairie. I know not when I have passed the grave of a fellow mortal with more sad emotions.

The country between Stockton and Sutter's Fort, is very level, and dry. A part of the distance the traveller passes through extensive "oak openings." Weary and sunburnt, we arrived at the Fort, about 12 o'clock, having rode nearly seventy miles since 3 o'clock, of the previous afternoon.—

July 4th :—The morning was ushered in with the firing of cannon and crackers. It had been reported that Col. Fremont, Hon. T. B. King, and other distinguished visitors would probably be present on the occasion. In this respect there was a general feeling of disappointment. The Day however must not be passed unnoticed. Arrangements were made for public addresses in the Oak Grove lying between the Fort, and Sacramento City. At 1 o'clock, a numerous audience assembled when the following order of exercises was observed :—

Prayer, by Rev. S. C. Damon.

Reading of the Declaration of Independence, by Mr. Mc Lellan.

Oration by Dr. Deal.

Address, by Hon. Mr. Gwinn.

Almost every state of the Union, and part of the world had its representatives on that occasion.

Towards evening, in strolling among the trees, which occupy the site of Sacramento City, I chanced to fall upon the temporary abode of Prof. F. Shepherd, formerly connected with the department of Natural History and Chemistry, in a college in Ohio. He had just finished a cup of the beverage of China, and I spent a most agreeable hour with him conversing about the physical features of the country. Prof. S. is exploring the country, but with genuine Yankee spirit, is determined to pay his way! So having purchased an ox-team, he is engaged in the transportation of goods from Sacramento City to the "Mills." He remarked that his last trip produced a profit of \$400, above his expenses! Teaming is more profitable than Lecturing!

July 5. In visiting the landing, at Sacramento City, I chanced to fall in with a miner, recently arrived. I learned that in a month he had collected \$1,500, worth of gold. This man was formerly a miner in North Carolina, where one pennyweight, per diem, was considered as doing well, but in the California mines the average amount gathered by those who labor diligently is nearly one ounce. Not a few far exceed that amount, while many are discouraged and disheartened, obtaining scarcely enough to pay their board. I have met with many who have forsaken the mines, in disgust, for mining in California is hard work, severely testing the patience, energy, and constitution of the miners. As many are unsuccessful, as successful. Probably no class of miners have succeeded better than the Oregonians. They are hardy and industrious. Having crossed the Rocky Mountains, with their families, they know by experience, what it is to labor, and to labor hard.

Mormon Island, July, 6. Started this morning to visit the mines at "Mormon Island." About twenty-five miles from the

Fort, situated on the South Fork. The weather was warm and the road very dusty. On my arrival I was kindly welcomed to the tent of Mr. Brinsmade and Mr. Calkin, gentlemen, whom I had known at the Islands. They with a company of young men, are testing the qualities of a machine constructed on the "rocking" principle and similar to those used in the gold mines of Virginia. They were employing quicksilver to collect the particles of gold. I was glad to perceive that they were encouraged to hope their machines would not prove a failure, as a multitude of other contrivances, had proved. *

The implements of old and practical miners, are exceedingly simple. It is a fact that an Oregonian with a hammer, axe, and saw, can in a few hours construct a good machine for collecting gold. The old fashioned New England *baby-cradles*, could, in a few minutes, be converted into machines for washing gold. Should the "Patent Baby-Jumpers" with elastic suspenders, supersede the cradles of olden times, some speculating Yankee might make his fortune, in shipping "old cradles," to California. If he should chance to send his merchandize at the favorable moment he might accumulate a fortune rivaling that of "Lord Timothy Dexter" of Newburyport, the exporter of warming pans to the West Indies!—

I found a company working at Morman Island, endeavoring to turn the current of the river and fancying that when this should be done, they would gather an immense quantity of the precious metal in the bed of the old stream. They may be successful!

The Mills.—July 7th. Left Morman Island early this morning for the "Mills" at Coloma, the spot where the gold of California was first discovered. On my arrival was kindly welcomed by the Rev. Mr. Roberts, the Superintendent of the Methodist Mission. He was then endeavoring to establish a Methodist Church. I was glad to learn that success will evidently crown his efforts. A "class" has already been organized. Mr. Roberts accompanied me through the busy and thriving village of Coloma, to the mill-race where only fourteen months, since a few small lumps of gold were found. Oh! the mighty movement throughout our globe which that discovery has already produced! It has turned the attention of the civilized world upon California.

July 8. The Rev. Mr. Roberts preached in the morning an eloquent sermon from Galatians, 6; 14, and in the afterpart of the day I endeavored to preach from the memorable words of our Saviour, "There is joy in the presence of the angels of God over one sinner that repenteth." During the interim of public worship the Sacrament of the Lord's supper was administered by Brother Roberts. Here we had the pleasure of spending the Sabbath with Capt. Gelston, of the barque *Whiton*, whose name is so intimately associated with efforts in behalf of Seamen, in the city of New York.

Kanaka Diggings.—July 9. Left this morning in company with Brother Roberts, to visit the encampment of Sandwich Islanders, while he would proceed to Sacramento City. About 10 o'clock I arrived at the "dig-

*Since my return to Honolulu, I have learned upon good authority, that the machines imported by Mr. Brinsmade, fully meet his expectations, and that he has succeeded remarkably well in disposing of the same.

gings" of a company from the Islands. It was exceedingly pleasant to be welcomed by many whom I had known at the Islands, and some of whom were from Honolulu. As there had been much difficulty between Americans and foreigners at other places, I was desirous of cautioning the Hawaiians to be upon their guard and not to give offence to Americans. I invited all to assemble, when about 75 made their appearance near a beautiful spring and under some excellent shade trees. There I endeavored to explain to them the causes of the difficulties between Americans and foreigners. They had some very sensible enquiries to make. I informed them that in the morning I should start, and should be happy to take letters to their friends at the Islands. Before I left, a mail of some twenty letters was made up. I was most kindly entertained during my stay among them. While there I was grieved to witness a man of my own color, an American, yes, and one who was an educated man—a lawyer—engaged in the abominable and detestable traffic of ardent spirits, with these few Sandwich Islanders. I felt indignant, and could not but express my mind to the man. He replied, "If I do not sell, others will." This old, and stale plea of the rum-seller, was all he had to offer. I was glad to learn that a majority of the Hawaiians were true to their tee-total principles, while those who were seduced had been long upon the coast and away from missionary influences! It was gratifying to learn that these people regularly assembled upon the Sabbath for Divine Service, which was conducted by two of their number, well established in the faith.

From this place I hastened my return to Sacramento City, situated at the juncture of the Sacramento river and its branch, called the American Fork. It is a rising city and place of much business. Lots are now selling at enormous prices. Should the mining business continue, Sacramento city will become one of the most prominent places in Upper California.

Trip down the Sacramento.—July 11. Embarked this morning to descend the Sacramento river. We were four days in reaching Benecia. This river far exceeds the San Joaquin in beauty, and its adaptation to navigation. It is much wider and its banks, instead of presenting an unvarying monotony of rushes, are beautifully adorned with stately forest trees. The sycamore, the willow, the cotton wood, skirt the banks. It may be said, in truth, that both rivers are now alive with numerous vessels, of various sizes, from a whale boat, to the bark of 300 tons. They are continually ascending deeply burdened with freight and their decks covered with men eager to make their fortunes at the mines. As the emigrant ships arrive at San Francisco, if they draw over twelve or fifteen feet of water, the passengers hasten on board some small vessel bound up either the Sacramento or San Joaquin river. These small vessels are now engaged in a most profitable business.

After an absence of nearly three weeks, during which period I have experienced inconveniences not a few, as a traveller, I was glad to return once more to my comfortable quarters on board the Massachusetts. The trip furnished me a good opportunity for witnessing the operations of the miners, and seeing the face of the country. In no part

of California which I have yet travelled do I find any considerable portion adapted to farming purposes according to a Yankee's ideas. The immense ranges of hills and mountains are covered with a species of wild oats which furnishes at most seasons an excellent fodder for herds of horses and cattle. It is the opinion of some that the extensive tule marshes will eventually be drained and converted into rice-fields. This however will not take place until the mines cease to yield such rich products as are now gathered.

Remarks.—In travelling through the country I have met scores of seamen with whom I had become acquainted while at Honolulu. I was cordially welcomed, although in more than a single instance they exclaimed "you are the last man that we expected to see at the mines." A few words of explanation were however sufficient to set the matter right. There are vast numbers of seamen now digging in different parts of the mines, which still keeps the price of wages very high. Ordinary seamen now receive from \$150 to \$200, per month, and the wages of officers are in proportion. It is now exceedingly difficult to engage seamen on board vessels bound to foreign ports. One thousand dollars are offered sailors to ship on board vessels bound to the States, but they will not ship. Vessels are deserted soon after they come to anchor, unless the wages of seamen are immediately raised. It is quite impossible to foresee any material change in this order of things. It would be unreasonable to expect a change until the mines are exhausted, or the value of gold depreciates. That the latter result will not take place for years is quite certain, and to expect the mines are to be exhausted, is out of the question, for the present. This may not appear so manifest to an observer at a distance, but it is quite clear to any one upon the spot. Very many years must elapse before gold will cease to be dug in California. Mines that were worked last year are now being worked over, and the present "raise," (to use a miner's term) is nearly equal to that of last year. The mining country cannot be said to be yet explored. Parties on exploring expeditions are now penetrating the mountains in all directions. I recently heard, upon undoubted authority of one party which has been successful in discovering a very rich spot. They keep it a secret, going and returning from it under cover of darkness.

I was greatly surprised at the order and quietness that reign in the mining districts which I have visited, and I learn that this is generally the fact throughout the whole place. An occasional disturbance will occur, which will be reported in the papers, and from that the inference be drawn that such is generally the case, which is very far from being true. Personal property is much respected. Should a thief be caught, he is whipped, perhaps fined, and immediately sent out of the mining country.

At the present time, there exists a very strong prejudice against foreigners, among the Americans. Mexicans, Peruvians and Chilians, are especially subject to this prejudice. I took some pains to investigate the matter. This inimical feeling arises, first, on the general ground, that these rich gold mines belong, by right, to Americans; and that the citizens or subjects of other nations have no right to dig in these mines. They

reason, other nations would not allow foreigners to work in their mines, and why should Americans allow it? Another ground of this prejudice, is the fact, that many foreigners came to work under leaders. They bring their supplies and expect to leave in a few months, having no intention of becoming citizens of the United States. The movement has already commenced, to compel them to leave the mines. Meetings among American miners have been held, and resolutions passed, strongly urging the point, that no foreigners be allowed to work in the mines. Such a meeting had been held at the "Mills" just before my visit. It has resulted in that quarter of breaking up one encampment of Chilians. A committee of Americans visited the camp and warned them off, limiting the period they would be allowed to remain, to twenty-four hours. Before the period elapsed all had quietly withdrawn. A party of Chilians had re-crossed the South Fork, and were encamped at the "Mills." How extensive the movement will become, it is impossible now to foresee, but it is my impression that ere long none but American citizens will be found, at work, in the mining districts.

Some things exceedingly pained me, as I mingled among the miners, and one was the general prevalence of the impious practice of profane swearing. It appears to me, that I never heard so much profane swearing in the same length of time, as during my late tour. Drinking spirituous liquors is also woefully prevalent. Men too, are engaged in the traffic of strong drink, from whom better things were to be expected. Most sincerely I hope that the late emigrations from New England will exert a salutary influence throughout the territory.

It is however to be feared that vast multitudes of young men will sadly degenerate in morals, by coming to this country. I witness scenes almost daily that are sad. It does seem so strange that men, young and old, can think to trample upon the laws of God with impunity. It is exceedingly gratifying that good and faithful ministers of the gospel are directing their steps to this country.—Although wickedness may abound, yet it is an encouraging field of labor. Men are willing to listen to a preached gospel, and in many instances, even those, whose practice was any thing but what it should be, express a strong desire to have ministers of the gospel located among them. There are to be found many good men in California, who do not yield to the current of wickedness. I hope their number is rapidly increasing.—They, as well as their unscrupulous neighbors, need the prayers of God's people in their behalf. From the prayer-meeting, the family altar, the house of God, and the chamber of secret devotion let supplications and prayers be incessantly offered for the people of this land. Hundreds and thousands of men are here strongly tempted to evil, and many will inevitably fall unless the grace of God interpose. Good men will come forth as gold purified in the furnace; hypocrites and false-professors will sink; while it should be the prayer of all good people that many may be, here, converted to God. Let fathers and mothers earnestly pray for their sons who have rushed and are rushing to the mines of California. Let wives pray for their husbands; let sisters pray for their brothers; let the church universal pray that

this land may become Immanuel's land. God still reigns. It is no fortuitous circumstance, that God has allowed these mines to be opened at just the moment when the American flag was hoisted over the territory.

It is no mere chance event that such an immense immigration is now pouring over the Rocky mountains, doubling Cape-Horn, and crossing the Isthmus. I should tremble, in view of the momentous results, did I not realise the fact that God reigns,—that he is at the helm. For years I have watched the movement of affairs at the Islands, and throughout the Pacific. I rejoice, in having so favorable an opportunity for observing the astonishing changes now transpiring on the Western Coast of the North American Continent. Powerful nations are now to be planted. Over the very waters of this Bay, now floating the vessel upon which I am penning these lines, a vast commerce is soon to pass. The God of Nature has so decreed. Cities to vie in magnitude with London and New-York, *must* here arise. Here is the wealth,—here tends the tide of immigration, that tide cannot be turned aside.—It will ere long reach the Islands of the Pacific!

In a very few days,—by the earliest opportunity,—I hope to resume my labors as a chaplain to seamen at Honolulu, and by the grace of God, I hope to exert my feeble influence, in connection with my fellow christians there, to keep pace with the mighty movements of this most stirring, revolutionary, remarkable, wonder-working, and God-directing age.

Yours truly.

THE FRIEND.

HONOLULU, DECEMBER, 7, 1849.

The Trials of Ship-masters.

To the remark, that all classes of men have their trials, and difficulties, most certainly that of Ship-masters, forms no exception. It would seem as if the recent movements in California, increased those trials and difficulties a thousand-fold. An officer, or a sailor may get his discharge or do as they sometimes do, take "French leave," but not so with the Ship-master. When he takes command of a vessel, she becomes his "for better or worse," until the voyage is ended, or death separates them. He must keep in mind the owner's interests, and not lose sight of his own; he must govern his ship's company, not losing sight of their health and welfare. He has a character to sustain, and fortunate indeed, is the ship-master that fulfils all the trying, and responsible duties of his station, in a manner not to sacrifice the owner's interests or his own; not to acquire the charge of a "bad" master, yet maintain good discipline and authority on ship-board. We have been led to make these remarks, in consequence of looking over the private journal of a ship-master, which has fallen under our observation. From this journal, we have taken

the liberty to copy the following remarks.

The writer seems aware of the trials of his station, and speaks of a ship-master's "perplexing responsibility" in language becoming, and dignified. The journal everywhere abounds with passages indicating a thoughtful and even a philosophic turn of mind. The writer is a person remarkably fond of reading, and though his present voyage is not more than half completed yet he remarked that already he had read about "two hundred and fifty volumes."

2d, November, 1845,—Begin with frequent showers of rain—the weather squally—winds light and variable from the southward and eastward. Several sails in company at 6 A. M. It opened to me by a call from the steward to hasten on deck, and assist the first officer in a scuffle with the cooper, who had refused to obey his orders, and had been very insolent in his language. While in the heat of passion, I thought to punish him severely, but after a little deliberation I concluded to give him a severe reprimand, which I did in presence of the whole crew, and then sent him to the mast head for the forenoon, and *promised* him for the next offence, that I would punish him, or any one else. I have so far on the voyage found him to be a very bad man—a very poor mechanic, frequently grumbling, and guilty of many other misdemeanors.

Few situations involve a more perplexing responsibility; or require a higher combination of rare talents than the commander of a ship. To be popular, and at the same time efficient, he must be able to enforce a strict and rigid discipline, without giving to it that cast of unfeeling severity, to which the despotic nature of a ship's government is extremely liable. He must be open and unreserved, and express even his sentiments of disapprobation with a freedom and frankness, which may lead the subordinate officer to that instantaneous conviction, that there is no suppressed feeling of bitterness, which may in any unexpected hour reveal its nourished and terrific strength. This plain and honest dealing, is infinitely preferable to a heartless hypocrisy of manner,—it relieves all around from those disquieting suspicions which duplicity never fails to excite, and where it is united with a generous disposition, a well informed mind and a dignified demeanor, can never fail to secure affection and respect.

☞ We have seen U. S. newspapers to the 15th of September, but they contain no news of special interest. The troubles in Canada occupy a prominent place. Editors rather make sport of the Cuba-Expedition! The cry is still, "Ho, for California!"

The 28th of November.

The question has, of late, frequently been asked, Why does the Hawaiian Government observe the 28th of November? The following document will afford an answer to the question:—

COPY of the Joint Declaration of France and Great Britain.

Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty, the King of the French, taking into consideration the existence in the Sandwich Island of a Government capable of providing for the regularity of its relations with foreign nations, have thought it right to engage, reciprocally, to consider the Sandwich Islands as an Independent State, and never to take possession, neither directly or under the title of Protectorate, or under any other form, of the territory of which they are composed.

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, and the Ambassador Extraordinary of His Majesty the King of the French, at the Court of London, being furnished with the necessary powers, hereby declare, in consequence, that their said Majesties take reciprocally that engagement.

In witness whereof the undersigned have signed the present declaration, and have affixed thereto the Seal of their Arms.

Done in duplicate, at London, the 28th day of November, in the year of our Lord 1843.

(Signed,) ABERDEEN, [L. s.]
" ST. AULAIRE, [L. s.]

The Day has by some been styled, that of the Hawaiian Independence. It is not uncommon, to hear persons speak of the United States Government being also a party to this agreement, but it is a mistake. The Government of the U. S., has however acknowledged the Independence of this Government, and we believe that 'Act of acknowledgment' precedes similar acts on the part of other Governments.

Shakespeare says, "We are such stuff as dreams are made of." The Bard of Avon doubtless said this figuratively, but a certain correspondent of the Polynesian, signing himself "Panorama" and sending his "straws from the gold coast" would apply this language literally to "us" dwellers in Honolulu. We have heard it said that a hard bed and stone pillows, make the sleeper dream most frightful dreams and see horrible sights, now, we opine, that "Panorama" must be reduced to this sad extremity! Let him beware, or "Mr. Monsieur Ave Maria Cogniac" may call him individually to account should he ever take up his abode at the Islands. Whoever reads "Straws from the gold coast, No. 11." will readily admit that "Panorama," might have appropriately taken a line of Byron, for his motto,

"I had a dream, but it was not all a dream."

AN EYE TO COMFORT AND HEALTH.—On board the Am. Whale Ship, "Orozimbo" we saw a convenient room fitted up, and provided with a stove, for the purpose of drying the clothes of the ship's company in rainy, and foggy weather. This is as it should be. The expense was trifling, but the advantages immense. If the owners and masters of ships would provide their vessels with accommodations of this description, would it not prevent much sickness, especially rheumatism among the crew? Would it not be a saving in the end? We know that "a saving" ought not to be spoken of, where life and health are at stake, yet, alas it is too true that both the health and lives of seamen would oftentimes be saved, if more attention was paid to the comfort of the crew in wet, damp and foggy weather. It is no wonder that scurvy, rheumatism and other ills afflict seamen, we have visited vessels in Honolulu harbor that we should certainly suppose would generate scurvy, fevers, rheumatism, if not the plague and cholera!

NO MAIL YET.—Patience is an admirable virtue, and dwellers at the islands will need to keep it in active exercise. We have almost daily arrivals from California, but no mail. Report says it is coming, first in a Man-of-War, next in a merchant ship, next a brig, and finally it may arrive when the Whale-ships return from the coming cruise on the Line. For the gratification of all at the islands who are expecting letters, via Panama, we would state that according to the latest intelligence, immense quantities of mailable matter are lying in the San Francisco Post-Office, for persons at the Islands.

☞ We are glad to welcome the Propeller Massachusetts, once more in our Harbor. She is now Commanded by Captain Knox, U. S. N. Since this vessel left Honolulu in the Spring, she has passed from the Quartermaster's Department of the U. S. Army, to the Navy, and is now on a visit to the islands to obtain a crew, that she may proceed on a surveying cruise along the Coast of Oregon, and California. Messrs Smith and Ogden, of the U. S. A., and Messrs. Goldsborough and Van Brunt, of the U. S. Navy, came as passengers on board the Massachusetts. These Gentlemen form a joint-commission sent out by the U. S. Government to select proper sites for Forts, Dock-Yards, &c., on the Pacific Coast.

We learn that Capt. Wood, formerly in command of the Massachusetts, is now connected with the Steam Navigation Company, between Panama and San Francisco.

Small enamelled watches, set round with pearls and diamonds, are now the fashion abroad.

Speculation Mania.

Among the speculation manias of the Nineteenth Century, that in English Rail-roads, stands, perhaps, unsurpassed. The name of its King, Hudson, will be as immortal as Nero's or Sam Patch's. This Hudson, now prostrated under a torrent of fraud and bankruptcy, was for years the master spirit of the Rail-road mania. His audacity in his peculiar empire was as great as Alexander's. He comprehended the speculation like a true genius, and impressed others with a faith in his comprehension and integrity. He became the guider and controller of rail-ways in England. He built roads with a magic facility—made splendid dividends on paper, and for years accumulated wealth, reputed to be unbounded. Widows and orphans with money to invest, and grey-headed speculators, brought their sacks of gold for King Hudson to invest, such faith had all England in his power to make gold hatch gold. Finally, the idolatry grew to such height, that a testimonial, magnificent enough for a real king, was given him. He was made Mayor of his native city, York, and sent to Parliament from his borough, bought the estates of ancient nobility, and built residences that looked down upon the castles of dukes. Strange man—by what star watched, who could fathom? Yet, he was but a linen-draper, a moderate tradesman at the start. But all bubbles must burst. Within a few months, King Hudson has been stripped of his guise, dragged from his pedestal, and stoned by his old idolaters. His success and his wealth are discovered to be a delusion, a gigantic fraud, running undiscovered through his whole rail-way career. Exposed, ruined, and disgraced, the King's effects are to be brought to the hammer. The following is an auctioneering estimate of Mr. Hudson's estates now being, or about being brought under the hammer: Lonsborough (bought of the Duke of Devonshire), £170,000; Baldersby, £108,000; Octon Grange, £80,000 Newby Park, £22,000; Gibraltar House, at Albert Gate, £18,000; making a total amount invested in lands and houses alone, within a trifle of £700,000.—[N. Y. Sun.]

☞ **ANOTHER WHALER BURNED.**—On the morning of the 29th inst. the whale-ship Tobacco Plant, was discovered to be on fire in the forward part of the hold, and the fire had so far progressed that it was found impossible to subdue it. She was consequently scuttled, and now lies upon the reef, heeled over, a wreck. It is supposed to be the work of an incendiary, as was that of the burning of the Mercury, on the 9th inst.

Long and unsuccessful cruises, together with the strong desire to get clear of a ship and be off to California, are inducements strong enough to prompt men to the commission of crimes even of the most heinous character; among which the wanton destruction of ships and houses by fire are classed.—[Polynesian.]

FILLING UP.—From the Pacific News of the 8th ult., we learn that there arrived at San Francisco during the months of August and Sept., by sea alone, 10,537 persons. The above is taken from the record of the harbor masters, and is supposed to be correct. It is computed that there have arrived in California, by land and sea, during four months 50,000 souls; and there is no cessation to the influx from all quarters.—Pol.

FROM OUR FOREIGN FILES.

MR. O'REILLY has issued a circular in which he states his determination to extend the magnetic telegraph to the Pacific, as soon as Congress shall give him aid. Mr. Sandford J. Smith is immediately to traverse the route to Fort Leavenworth, to arrange with the citizens of the various towns which may be desired to be included on the telegraph line to the Missouri frontier, to be completed this summer.

THE WONDER OF THE AGE.—The town of Lawrence, in the State of Massachusetts, is only three years old. Yet it contains 13,000 inhabitants, has six and a half millions invested in manufactures—a Town Hall erected at an expense of \$60,000—gas works—a public library of 8,000 volumes, and a fine park of 18 acres.

FROM THE LAKES TO CALIFORNIA.—The Detroit Advertiser of the 13th Sept., states that the owners of the brig Eureka, one of the largest vessels on the Lake, have obtained permission from the British Government to let that vessel pass through the river St. Lawrence, and that she will leave Lake Michigan in the fall with a cargo of lumber, direct for California.

RICHEST MAN IN AMERICA.—The New York Journal of Commerce, in noticing the profit of \$150,000 on the \$60,000 cargo of ship John W. Carter, the first vessel cleared from New York, direct to San Francisco, after the treaty with Mexico, says: "At the time of the Carter's departure, nothing definite was known of the golden treasures in California. The substance of what had transpired relative thereto, was comprised in two letters—one from Mr. Colton, Alcalde of Monterey, and the other from Mr. T. O. Larkin, U. S. Government agent at Monterey. By the way, it may be stated that Mr. Larkin is now the wealthiest man in California. Valuing his real estate at San Francisco, at what it was worth there at the last advices, he would be doubtless, the richest man in North America."

The New York Courier and Enquirer regards Macaulay's History of England as the heaviest blow which has been struck at absolutism in government, since Napoleon's sword was sheathed. It is no wonder then that he should draw down on him the ire of old Blackwood.

The next number of the Edinburgh Review is looked for with great interest, as it is expected to contain a refutation of the attack made by the London Quarterly upon Macaulay's History.

A Bell, weighing between four and five hundred pounds, was brought out in the ship New Jersey, presented by Henry N. Hooper, Esq., of Boston, to the first free school established in this country.—[Pacific News.]

A Hungarian lady, who was the means of delivering some Austrian officers into the hands of the Magyars, has been tried by court martial, at Presburg, and sentenced to be publicly scourged. This is the most brutal act on record.

Mr. Russel Tubbs, of New Hampshire, has given a thousand dollars to the Washington New Hampshire Academy, on condition that it be called by his name. We would not take it on the terms.

THE DANISH NAVY.—The Danish Navy is strong and still increasing. They have 10 line-of-battle ships in commission, more than 1000 guns and about 10,000 seamen afloat—a larger number of men than is employed in the United States.

RIVETS DONE AWAY WITH.—An invention has recently been produced in Boston by Mr. S. Pratt, by which sheets of metal of any length, bands, hoops, &c., may easily and quickly be joined together without the use of rivets. Peculiar slits are made in each end of the collar ribbon, or the band of the hoop, or in the ends of the sheets of metal, which enables one sheet, or band, to dovetail into the other when a blow from the hammer joins them as effectually as by rivetting, and effects a great saving in time.

The Largest Merchant Vessel Afloat.

The following description of the fine Packet-Ship "Constellation" we copy from the "London Morning Herald" of May 30, 1849. It is somewhat remarkable to find in an English paper, so fulsome an account of a Yankee vessel, acknowledged to be "The largest merchant vessel afloat." The tables have turned since "The Bedford" Commanded by Capt. Moore, of Nantucket, came to anchor at the Downs, Feb. 3 1783. A London Journal of that date states that "She was not allowed regular entry, until some consultation had taken place between the Commissioners of the Customs and the Lords of the Council, on account of the many acts of Parliament yet in force against the rebels in America. She is loaded with 487 butts of Whale-Oil, is American built, manned wholly by American Seamen, wears the rebel colors, and belongs to the Island of Nantucket, in Massachusetts. This is the first vessel which displayed the thirteen rebellious Stripes in any British Port. The vessel is at Horsleydown, a little below the Town, and is intended immediately to return to New-England."

The splendid packet-ship Constellation, the largest merchant vessel afloat, having completed the discharge of her ponderous cargo, is now in our docks; and as she presents to those interested in the growing trade of "the good old town," as well as to the many strangers that will visit Liverpool during the present week, a field of attraction that cannot fail to awaken the enthusiasm of unqualified approbation, we subjoin the following notice of her:—

The Constellation was built at New York, by Messrs. Westervelt and Mackay, from the drawings and under the personal superintendence of William Skiddy, Esq. Her length of keel is 195 feet; her length over all, 226 feet; her beam measured from ceiling to ceiling 43 feet; and the depth of hold 28½ feet. Her tonnage, estimated by the customs (or new) measurement, is 1950 tons, but she possesses capabilities for the storage of nearly 3500 tons of ordinary goods. It would not for a moment be supposed that a vessel of such giantlike proportions would be completed without a due regard to comparative strength, nor has that important part been neglected. Her hanging and lodging knees are all cut from well-formed timber, of great thickness and depth in the throat, and each is finished in superior style. The timbering of the Constellation is excellent, and her sides, with ceiling and outer planking, form one solid mass. She has no bilge pieces, but the ceiling is from 7 to 10 inches in thickness, from the keelson to the stringer, which is 14 inches square; and thus her timbers and outer planking form a solid thickness averaging 3 feet 4 inches. Her keelson and sister keelsons are bolted perpendicularly to the keel, as well as diagonally and horizontally. The deck stanchions are kned to the keelson, and in the upper decks

are turned as pillars, but well secured by being bolted through an ornamental iron cap. In the fore peak there is an inner bow framing of great strength, and between each of the hanging knees there is a diagonal trussing running reverse from amidships, aft and forward, which adds materially to her longitudinal strength, and prevents the probability of her becoming "hogged." The Constellation is built of the very best materials, and her bolts and fastenings throughout are all square.

The appearance of the Constellation when afloat, though magnificent and mighty, is not exactly what would please a connoisseur in clippers; for in order to give her the greatest possible accommodation on deck, which is most advisable in the trade for which she is intended, the deck beam is carried so far aft that it gives her the appearance of being heavy in quarters; but we had the pleasure of seeing her "high and dry," and found her perfectly the reverse—in fact, if anything, her lines are too fine, and there can be little doubt, from her being clean fore and aft, and sharp without being wall-sided (as she is not in sailing trim till drawing 23 feet of water), she will carry a press of canvas that cannot fail to drive her through it. The stem is adorned with a well-carved figure of Commodore Truxton, the commander of the Constellation, American frigate; and the stern is relieved with beautiful scrollwork. She has all the modern improvements in rigging, and, from the royalmasts gownwards, lightning conductors of copper are let into the spars, and carried through the keel into the water, thus almost averting the possibility of accidents from electric fluid.

Many very excellent improvements are introduced for the comfort and convenience, as well as the health, of passengers, which so far exceed the ordinary arrangements that they merit the highest commendation. The Constellation has three decks, but, in order to give full light and a free current of atmospheric air, she is constructed with eight hatchways, of capacious measurement, as well as side-lights and ventilators fore and aft. The lower deck is appropriated solely to steerage passengers, with the exception of a store-room, which is latticed off. The upper deck is also divided abaft, to form a cabin, with permanently-erected state-rooms, for the more respectable emigrants, and though this only occupies a small space, being calculated for 90 persons, it is a great desideratum, as it presents an apartment far more comfortable than the cabins of many first-rate ships. The state-rooms are large, and are each distinctly lighted from the side; some are furnished with bedding, and all with toilet ware, wash-stand, &c. Down the centre is a long mahogany dining-table, and fitted to it are reversing seats. Each room is painted and grained in imitation of oak, and the whole apartment is symbolic of "home," "cleanliness," and "comfort."

The deck arrangements are most admirable. There is a topgallant fore-castle, and a poop or quarter-deck, while amidships there are erections which are divided into several apartments, some of which serve as covered companion-ways. The passengers' galleys are all separated, so that each department of the ship has its particular allotted cooking-room. In the centre there is

a sick-bay, fully fitted out, into which invalid passengers may be removed; another division forms a complete carpenter's shop, another an icehouse, a boys' room, rooms for the stowage of coals; and, in fine, every required convenience is presented. From the quarter-deck to the houses on deck there is a neat suspension-bridge, and forward gangways to the top-gallant-fore-castle, making her almost a "four-decker."

Beneath the quarter-deck are the captain's cabin and the ladies' cabin, both of which are most gorgeously finished, and are not only lighted from the deck, but by stern ports. The ceiling is formed into panels by the deck beams, which are finished with neat mouldings, painted in dead white. An architrave of burnished white, relieved with graceful carvings in gold, surmounts the rich cabinet-work of the room. Pilasters enamelled in white and gold, with a relief of lake, neat gold caps, and veined marble pediments, form the state-room entrances. The intervening space at the sides, as well as all the doors, is formed in small panels, with octagon corners; the centres, as also the skirtings, are of highly-polished satinwood, relieved with deep-toned rosewood and zebra-wood, the effect of which is most admirable. The couches and seats are upholstered in rich blue plush.

The state-rooms are roomy, and excellently arranged; in fact the gorgeous appearance the cabins present is at least equalled by the excellent manner in which the more important but less attractive tributaries of health and comfort are secured. But, like *Punch* with the "German Giant," this fine vessel is too long for our columns; and though we have given her measurement, we must hold a reserve for a future publication. There are many points we would notice did space permit, but one we must mention. She is pumped by a double-action machine, worked with two fly wheels. To the same shaft a powerful air-pump can at all times be attached to exhaust any foul air that may have accumulated between decks. It is also applicable to a fire-engine, and from a jet with hose of 75 feet in length an equal stream can be ejected.

A visit to this monster ship will repay amply the expenditure of time, and we feel assured that Captain Luce will exhibit that attention and urbanity of manner to visitors which, with his thorough knowledge of the venturous career he follows, has placed him in command of the finest ship afloat. Since Thursday the Constellation has been visited by thousands; and amongst those on board yesterday was Lord Howard, son of the Duke of Norfolk, in company with Thomas Sands, Esq., (late Mayor of Liverpool), and George Brown, Esq., as well as many of our merchants. Lord Howard expressed himself highly delighted.

The Constellation is consigned here to Messrs. Spooner, Sands, and Co., but we learn that Messrs. W. Tapscott, and Co. undertake the passenger department.—*Liverpool Standard*.

SHIPWRECK.—The British Ship Mary Ann, arrived at Hong Kong, "reports the loss of the American whaler Ceres, with 1,400 barrels oil, on Osprey reef; crew arrived in boats at Booby Island, Torres Straits. The reef not laid down in any chart, is about lat. 13° 48', to 14° 8' S., and longitude 146° 30', East."—[Polynesian.

RELIGIOUS CHARACTER OF MR. ADAMS.—The following is from an article in the Boston Recorder, by Rev. M. H. Smith, on whose ministry at Washington Mr. Adams was for some time an attendant:

"Nearly 25 years ago, he purchased a pew in the Second Presbyterian church in Washington. Since which time, when he has resided in the city, he has made it his regular place of worship, though occasionally he has attended church at the Capitol.

Not only so, but Mr. Adams displayed a spirit of generosity towards the church rarely equaled. It became embarrassed. That the house would be sold at auction seemed inevitable. He came forward and advanced nearly \$2,000 and relieved the church. Every dollar of that sum he expended for public worship in that house. He deducted year by year his pew tax till the whole was paid.

He attended the regular services of the Sabbath when his health permitted. No distance, no storm prevented; he was an all day hearer. The great snow storm of February, 1848, which closed nearly all the churches in the country, did not keep Mr. Adams from the house of God. He was one of thirteen persons present in the Presbyterian Church at Washington, and returned home through the deep snow on foot, at the close of the service.

Mr. Adams said to me, 'I hold in great distrust all my early opinions on religion. As I advance in life I feel more and more distrust of all self formed opinions. I throw myself back upon the simple word of God. I receive what that teaches. I go where that leads. I should not, I suppose, be considered fully Orthodox, according to the standards of the Presbyterian Church. But I am not so far from them as people generally imagine. I enjoy the worship of that church. I am edified by its ministry.'

He was a christian; an humble, reverent student of the Bible; a man of daily prayer; one who endeavored to walk with God, maintaining a conscience void of offence towards God and man; one who trusted for salvation in the blood of Jesus Christ as a Lamb slain from the foundation of the world.

Religion guided him and made him what he was, a pure and a good man. And to religion belongs the great influence his character and example gave. Her power, her value, are seen in his life and death.

Young men, allow me to speak to you, and through you to the young men of the nation. Such an end you would desire, so honorable, so loved, so mourned. Be such your life. Copy this great example; the integrity, the high moral principle, the regard for the Word of God, the devotedness of the exalted dead."

THANKSGIVING.

In accordance with the laws of this Kingdom, and the excellent usage of Christian Nations, it has pleased His Majesty, in council, to appoint the Thirty-first day of December, next, as a day of public thanksgiving to God, for His unnumbered mercies and blessings to this nation; and people of every class are respectfully requested to assemble in their several houses of worship on that day, to render united praise to the Father of nations, and to implore His favor in time to come, upon all who dwell upon these shores, as individuals, as families, and as a nation.

PALACE, HONOLULU, NOV. 23, 1849.

LOSS OF SHIP NIPHON OF NANTUCKET.

Capt Smith, of the Niphon, furnishes the following particulars of this disaster. The Niphon sailed from Honolulu, Aug. 6th, for home, in charge of her first officer, leaving her original captain, Gardner, at Honolulu, sick. On the 30th Dec., in lat. 36 30 N., lon. 72 30 W., experienced a tremendous gale which raged with great violence for 24 hours, and in which the ship sprung a leak of 1800 strokes per hour, requiring one pump to be kept continually at work. On the 3d of Jan., in lat. 36, lon. 71 56, another gale came on and increased to a hurricane, sudden and frequent changes, which raised a tremendous cross sea, and strained the ship very much, so that the leak increased rapidly, requiring both pumps to keep her free. When the gale abated, the 9th, only 8 men were left of the crew able to perform duty, (several being sick with scurvy) and these were fast giving out from continued exertion at the pumps. As soon as the weather would permit sail was made and the ship headed to the Northward, with a fair wind, which took us to lat. 37, lon. 70 50, when on the 12th, we experienced another hurricane in which the leak increased so as to render it impossible to free the ship, there being only 6 men, including officers, then able to do duty. On the morning of the 13th, it still blowing heavy, a sail was discovered to leeward, lying too under close reefed maintopsail, which proved to be the ship Herculean, of Kingston, Capt. Chase, from New Orleans for Boston, who kindly consented to lay by us until the weather moderated sufficient to allow us to board her in our boats. At 4 p.m. the water had gained upon us so that it was determined to abandon the ship, and all succeeded in getting on board the Herculean, with much difficulty, the gale being still very severe. The Herculean lay by the sinking ship during the night, and in the morning, the gale having abated, an attempt was made to board her to get out provisions and water, but she was found to have filled to the lower deck, and nothing was saved. The Niphon had 800 bbls sperm oil. John Manning, carpenter, was washed overboard Dec. 26, and lost. Three days after being taken off, Manuel Merches, seaman, died of scurvy. Capt. Smith desires to express his gratitude to Capt. Chase, of the Herculean, for his promptness in responding to his call for assistance, and for the kind and generous treatment extended to himself, officers and crew, while on board his ship.

The N. was a new ship, returning from her first voyage. There is insurance upon her for \$10,000 in Boston, and \$1,300 in Nantucket. Previous to leaving her she was set on fire, and was seen burnt nearly to the waters edge by the Chicora, of Boston.

VALUABLE DISCOVERY.—The Rev. Mr. Pepper, a Presbyterian clergyman of Albany, N. Y., has invented, says the Springfield Republican, a compound of clay called Argello, which resembles in structure and appearance the richest variegated agates. It is to be used for door knobs, pavements, table tops and other ornamental articles. It surpasses in brilliancy any known variety of marble, and is equally cheap. The Hartford Whig speaks of it in the following terms: "No one, who has not seen it, can form an

idea of its beauty, and illimitable variety of color. It is so hard as to resist any scratch except that of a crystal or diamond. Already Mr. Calhoun has introduced in the Senate a resolution, which passed instantly, to the effect, that all the floors of the public offices in the Capitol should be made of this beautiful material. A million dollars has been offered for the entire patent."

H. B. M.'S CONSULATE GENERAL
for the Islands of the Pacific,
HONOLULU, July 9, 1849.

It is hereby notified that Con. Gen. Miller has received a despatch from the Foreign Office, London, dated the 31st of March, instructing him to take proper steps for causing to be made known within his Consular District, that, "The Lords Commissioners of the Admiralty have offered a reward of £20,000 (twenty thousand pounds sterling,) to such private ship or ships of any country as may, in the judgment of their Lordships, render efficient service to Sir John Franklin, his ships, or their crews, and may contribute directly to extricate them from the ice."

The following is a copy of the minute of the Lords Commissioners of the Admiralty, transmitted on the occasion:—

ADMIRALTY, 23d March, 1849.

The Lords Commissioners of the Admiralty are under the necessity of laying a supplementary Estimate for the relief of the Arctic Expeditions under Sir John Franklin and Sir James Ross, upon the table of the House.

Their Lordships having been apprized by the last letters received from Sir James Ross, that it was his intention to direct the Investigator to land all the supplies that she could spare, at Whaler Point, and to proceed to England, if no tidings of the Expedition under Sir J. Franklin were received by the whale ships now about to sail, leaving the Enterprize to prosecute the search alone,—have consulted the highest naval authorities as to the probable consequences of that step.

They find it to be the unanimous opinion of those most conversant with the Polar seas, that such a separation of the ships under Sir James Ross, would be most perilous to the ship remaining in the ice, and would neutralize the entire object of the Expedition, if Sir J. Franklin's party were to be discovered at a time when the Enterprize had nearly exhausted her own stores. They have therefore determined upon sending out a fresh supply of provisions for both ships by the North Star, which is now fitting for this purpose, at Sheerness, with orders to proceed across Baffin's Bay, and as much further as practicable in the direction of Lancaster Sound and Barrow Straits, looking out for the Investigator or her boats.

In the event of the Investigator not being fallen in with, the commander of the North Star will be directed to land the supplies at such points on the south side of Lancaster Sound, or other places indicated by Sir James Ross, as may be accessible to the North Star in sufficient time to secure his return across Baffin's Bay before the winter sets in.

The expense of fitting the North Star for the ice will be £6086, and the wages of the crew, stores, provisions on board, £6602, making £12,688 in all, which constitute the supplementary estimate now submitted to the House. But, in addition to this, Her Majesty's Government has determined to offer a reward of £20,000 to be given to such private ship, or distributed amongst such private ships, of any country, or to any exploring party or parties as may, in the judgment of the board of Admiralty, have rendered efficient assistance to Sir John Franklin, his ships, or their crews, and may have contributed directly to extricate them from the ice.

H. G. WARD.

We are indebted to the *Honolulu Times* for the following "list of Officers of the U. S. Sloop of War, *St. Marys*, which vessel may be expected here in a few days, from San Francisco, via Hilo, bound to Macao, Hong Kong and Whampoa, China":—

Commander, Philip F. Voorhees. Lieutenants, John B. Marchand, C. A. R. Jones, Wm. E. Boudinot. Acting Master, A. C. Rhind.—Surgeon, Samuel L. Addison. Purser, Cameron Anderson. Lieut. of Marines, F. B. McNeill. Com. Sec'y, Dabney C. Wirt. Passed Mid., David Ochiltree. Mids., Daniel L. Braine, Felix Grundy, Joseph L. Breeze. Acting Mid., Edward T. Williams. Boatswain, John Crosby. Sailmaker, Wm. B. Feyitt. Carpenter, C. W. Babbitt. Gunner, John Brown. Purser's Clerk, James Conway.

Donations.

For Chapel. For Friend

Master, Officers and Crew, Eng. Ship 'Harpooner,'	\$20.00	
Am. Sh. India,	17.50	\$16.50
" Nile,	4.00	6.50
Master, and Officers,		
H. Kneeland,	7.00	10.00
Officers, and Crew, Harvest,	5.50	3.00
Owners of Bark Harvest,	10.00	
Liverpool, 2d,	16.00	9.00
Liverpool, 1st,		9.00
Master, Bremen Sh. Republick,	2.50	
Br. Sh. Hansa,	19.00	
Master, and 1st Officer, Sh. Tuscany,	7.00	
Officers and Crew, Orozimbo,	11.50	8.00
Owners of "	10.00	
Master, Phillip 1st,	5.00	
A Friend, Splendid,	.50	
Mr. Clossum, Fortune,	2.00	
Mr. Corwin,		2.00
Capt. F. A. Newell, Constituted Life Director of Am. Sea Fr. Society,	50.00	
A Friend in Honolulu,	4.00	
2d Officer, Capitol,		1.00
A Friend,		1.50
	\$191.50	\$66.50

With heart-felt gratification, we report the Chapel Debt, now reduced to \$202.63: and that 'The Friend' will not be in debt, at the end of the year, provided our regular subscribers pay, with their usual punctuality when their bills are presented.

A Contribution of \$50.00, constitutes the Donor a Life Director of the Am. Sea. Friend Society, New York; and \$20.00, a Life Member of the Society.

PASSENGERS.

Per Robert Bruce, from San Francisco—H M Whitney, J I Robinson, C S Blake, J Hocker, W Coles, W Thompson, J N Phelps.
Per Memnon, from San Francisco—Dr Spring, C F Adams, Chas Denny, Chas Bennett, T W Everett, W Carpenter, Chas Humphreys.
Per Victory, from San Francisco—P B Mauran, B Schoeder, W Brown, Jackson, B Jackson, W Otowell, J Lilly, C B Faucher.
Per Thos Lord, from Auckland—Edward Welch, Mrs Welch, Jas Johnson, Mrs Johnson and four daughters, Joseph Dyer, Francis Gillespie, Thos Marston, Francis Reilly.
Per MASSACHUSETTS, Col. Smith, U. S. A. Major Ogdens, U. S. A. Commander Goldsborough, U. S. N. Mrs. Hooper, Mrs. Thompson, and Mrs. Hewey.

DIED.

At Makawao, Nov. 5th. GEORGE, adopted son of William McLane, Esq., in the eighth year of his age. His afflicted parents and friends have much consolation in the hope, that the good seed which, I am happy to testify, was sown by the hand of Mrs. McLane, with a liberal hand, and watered with her tears, was not sown in vain. He seemed to be sustained by the hope of the Gospel, and died calmly, charging all around him "Not to weep for him." This is the fourth adopted child Mr. McLane has followed to the grave since the year commenced.

Makawao, Nov. 9, 1849. [Communicated.]
At Lahaina, CHARLES HOPPEL, a native of Prussia, and formerly of the ship Condor, of New Bedford.

On the 19th July, on board the steamer _____, bound from Chagres to New York, Geo. H. GOULD, of the firm of Kelly, Gray & Gould, of Tahiti. He died of Cholera, in 36 hours after being attacked.

In Honolulu, 27th November, Thomas Davis, a Seaman, discharged from the "Capitol" He was a native of Liverpool, England, and came round Cape Horn, a seaman on board the "Tamaroo" to California.

Dec. 2d, Accidentally killed by the discharge of a gun Arthur Cooper, a Barber, late from California. He is reported to belong to Nantucket, Mass., where resides his father a preacher of the Methodist denomination.

Died in Honolulu, Dec. 2d, Mrs. Mary Holden, wife of Mr. Horace Holden, now residing at San Francisco. She had for a long time suffered from a disease of the heart, but was finally called quite suddenly to bid adieu to the scenes of earth, and to leave behind a husband and family of young children to mourn her loss.

MARINE JOURNAL.

PORT OF HONOLULU.

Arrived.

Nov 10—Am sh Nimrod, Sherman, N Bd, 13 m out, 310 sp 550 wh.
11—Am sh John Coggeshall, Lewis, N Bd, 24 m out, 460 sp 700 wh.
13—Am sh Nassau, Weeks, N Rd, 40 m out, 400 sp 2400 wh. Do do Henry Kneeland, Clark, N Bd, 15 m out, 700 wh. Do mer bk Victory, Ryan, 17 days fm San Francisco.
14 Am sh brozumbo, Bartlett, N Bd, 11 m out, 2900 wh.
15—Do bk Franklin, Cooper, S H, 27 m out, 150 sp 3350 wh. Do do Fortune, Woodbridge, N Bd, 27 m out, 2400 wh. Do do Memnon, Gordon, 14 ds fm San Francisco.
Bemen sh Hanse, eeing, 40 m out, 3700 wh.
Bitish mer bk Daniel Grant, Edie, 138 ds fm Liverpool.
Am mer brig David Henshaw, Newell, fm San Francisco.
New Zealand schr Thomas Lord, Cain, 64 ds fm Auckland.
Nov 16—Br mer brig Margaret, McLeod, 80 ds fm Sydney, with 82 passengers.
Am sh Morea, Wyatt, N Bd, 25 m out, 45 sp 3000 wh.
Do Heroine, Wall, F H, 24 m out, 350 sp 1100 wh.
Do Brighton, West, N Bd, 27 m out, 1500 wh.
Fr bk Eliza, Malero, Havre, 40 m out, 2400 wh.
17—Russian mer bk Sitka, Conrade, 12 ds fm Sitka.
19 Am bk Cavalier, Dexter, 13 m out, 100 sp 1600 wh.
Am sh Wm C Nye, Rose, N L, 16 m out, 1700 wh.
Do Warren Evans, Warren, 23 m out, 1600 wh.
Do Liancourt, Lopez, 25 m out, 160 sp 2600 wh.
Do Ohio, Norton, N Bd, 13 m out, 200 sp 1700 wh.
Nov 26—Ship Capitol, Bradbury, fm San Francisco.
Steam Propeller ship Massachusetts, fm ditto.
29—Ship Hebe, Tucker, do.
Do Samoset, Hollis, do.
Do Tarolinta, Cave, do.
Dec. 5.—U. S. Sloop St. Mary's from Hilo.
H. Bay Co's Bk. Columbia, Cooper fm Vancouver's Island

Sailed.

Nov 8—Am sh Tiger, Brewster, to cruise.
10 Dutch mer bk Sumatra, Veltman, for Batavia.
11 Br mer brig Regia, Johnson.
12 Am sh Alpha, Folger, for Nantucket.
Do George & Mary, Middleton, for N. L.
Am sh Wm Thompson, Ellis, for N Bd.
Do bk Anne, Edwards, for Sag arbor.
14—Do sh Redmar, Allen, for N Bd.
15—Do bk Columbia, Sweeney, to cruise.
Nov 16—Br brig Louisa, Milton, for Sydney.
19—Am sh Memnon, Gordon, for Hong Kong.
Br bk Harpooner, Morice, for California.
Haw schr Caroline, Cole, for San Francisco.
20—Am bk Auckland, Jennings, for Hong Kong.
Am ship Montreal, Chapwick, for United States.
22—Am sh Nile, Case, to cruise.
Am sh Parachute, Fisher, to cruise.
Nov 26—Danish bk Marin, Thulstrup, for Hong Kong.
27—Br brig Margaret, McLeod, for San Francisco.
29—N Zealand schr Thomas Lord, Cain, for do.
Nov 24—Phillip 1st, Woodruff, to cruise.
27—General Scott, Harris, to ditto.
29—Liverpool, Tripp, do.
"—Splendid, Pearson, do.
30—Harvest, Lakey, do.
"—Levant, Lowen, do.
"—Tuscany, Halsey, do.
"—Brem sh Republic, Austin, do.

Spoken.

By the bark Daniel Grant, on her passage from Liverpool.—July 29—Dutch sh Kortenaar, fm Rotterdam towards Batavia, 28 ds out, lat 8° 24' N, long 19° 53' W. Sept 12—Br sh Earl of Liverpool, fm Valparaiso, to Liverpool, lat 55° 13' S, long 60° 35' W. Sept 29—Am sh Constantine, fm Boston, to San Francisco, 87 ds out, lat 44° 42' S, long 80° 44' W. Oct 26—Hamburg sh Franziska fm Valparaiso, to San Francisco, 19 ds out, her long, being 115° 26' lat 0° 22' S. Oct 31—British bk Arigrippa fm Vancouver's Island, lat 9° 26' long 132 5'.

Shipping in Port, Dec. 1, 1849.

Am sloop of war Preble, Com. Glynn, for San Francisco.
Propeller Massachusetts, S R Knox.

MERCHANT VESSELS.

Am mer bark Mary, Bailey, S H Williams & Co; for Boston.
Peruvian brig Pacifico, for sale, S. H. Williams & Co.
Am bk Maria, Baker, M A & Co.
Am brig Veloz, Bent, for S Francisco.
Danish schr Emny, Neale, do.
Am brig Robert Bruce, Dockendorf, G D Gilman, supercargo.
Do bk Victory, Ryan, do.
Do bk David Henshaw, Newell.
Br bk Daniel Grant, Edie, Starkey, Janion & Co.
Russian bk Sitka, Conrade.
Am sh Capitol, Bradbury.
Do Hebe, Tucker.
Do Samoset, Hollis.
Do Tarolinta, Cave.

WHALERS.

Am wh ship Triton, Marshall, F R Vida; for U States.
Am wh ship Romulus, Bogue; for U States.
Do do do Cossack, Barker.
Do do do Wolga, Luce.
French ship Gustave, Hardey.
Do India, Swift.
Do Huntress, Sherman.
Do Brookline, Jeffrey.
Am bk Prudent, Nash.
Do Tenedos, Comstock.
Do Gov. Troup, Coggeshall.
Bremen sh Republic, Austin.
Do do Clementine, Hasagen.
Am bk Le Grange, Dexter.
Do Franklin, Cooper.
Do Fortune, Woodbridge.
Bremen sh Hanse, Heesing.

Do John Coggeshall, Lewis.
Do Nassau, Weeks.
Do Henry Kneeland, Clark.
Am sh Morea, Wyatt.
Do Heroine, Wall.
Do Brighton, West.
Do Wm C Nye, Rose.
Do Warren, Evans.
Am bk Eliza, Malero.

PORT OF LAHAINA.

Arrived.

Nov 9th—Am sh Romulus, Hall, Mystic. [Not reported]
Monticello, Folger, Nantucket, 1600 sp.
Champton, Henry Colt, Edgartown, 23 sp 750 wh.
Good Return, Cooke, N Bd, 450 sp 1750 wh.
Dromo, Steele, N L, 1600 wh.
12—Olympia, W. Woodward, N Bd, 900 sp.
Gen Williams, Forsyth, N L, 200 sp 1500 wh.
Luminary, Norton, Warren, 40 sp 900 wh.
Nov 15—Schr Samuel Fox, fm San Francisco.
Alabama, bk, Cogshall, Nantucket, 40 m out, 1500 sp.
13 Washington, bk, Corwin, Greenport, 14 m out, 15 sp 535 wh.
Nov 15—Am brig Alabama, Cogshal, Nantucket, 40 m out, 1400 sp.
19—Am bk Washington, Corwin, Greenport, 14 m out, 15 sp 535 wh.
22—Mer schr Paragon, Baker, 22 ds fm San Francisco.

A CARD.

Capt. Pendleton, late master of the Am. Whale Ship "Mercury" (burnt) desires to express his grateful acknowledgements to all in Honolulu, who have so kindly sympathised with him, in his late misfortune, but especially to his brother-shipmasters and others who have generously subscribed for his benefit. Honolulu, Dec. 3, 1849.



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