

The Polynesian.

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EDWIN O. HALL, EDITOR.

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Published by Authority.

Public notice is hereby given that the ANNIVERSARY of the KING'S BIRTHDAY, falls this year, on Sunday, the 17th of March, it will be celebrated on Monday, the 18th, with the usual honors.
The King will receive the visits of Foreign Consuls and other gentlemen holding official appointments, on that day, between 11 A. M. and 1 P. M.
The Queen will hold a soiree at the Palace, at 8 o'clock on the same evening.
Ladies and gentlemen not previously presented, are requested to send in their cards to the Chamberlain, on that day, between 11 A. M. and 1 P. M.
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The attention of all persons authorized to perform the marriage ceremony is hereby called to the latter part of Section 10, Art. 1, Chapter 4 of the Second Act to organize the Executive Departments, which is as follows:
"Clergymen or other officers solemnizing marriage, shall annually on the first day of January, report to the Minister of the Interior, the number solemnized by them in the respective islands."

ALL FOREIGNERS are hereby notified that they cannot leave the Islands without PASSPORTS from the Department of Foreign Relations, and that before obtaining such Passports the law requires them to post up a notice in Hawaiian and English, in some conspicuous place in the district, town or village where they may reside, for at least one month before their intended departure; and the law requires them, besides, to give notice of their intended departure, in the Polynesian newspaper, for fourteen days previous to their departure.
In applying for Passports they are requested to present copies of the notices above referred to.

All Foreigners arriving at the Islands with Passports from Foreign Ministers or Consuls are requested to present them, immediately on their arrival, to the Minister of Foreign Relations, taking care to have them previously acknowledged by the Minister or Consul of their several nations.

All Foreigners arriving at the Islands with Passports from the King's Ministers or Consuls residing abroad, are, immediately on arrival, to present them to the Minister of Foreign Relations, who, if regular, will give them.

All Foreigners (in ignorance of the existing Passport laws), arriving at the Islands without Passports, and others who may wish to settle on the Islands, require to obtain, previously, written permission from the Governor of Oahu; and are requested in forwarding their written applications to His Excellency, to make known who they are, through certificates from the Ministers or Consuls of their several nations, resident at this Court, or in default of such of their own nations, through certificates of the Ministers or Consuls of any other foreign nations as may have resident Ministers or Consuls at the seat of this Government.

Department of For. Relations,
8th February, 1850.
[Foreigners may obtain blank forms by applying at the Polynesian Office.]

NOTICE FROM THE GOVERNOR OF OAHU
All Captains and Commanders of Foreign Vessels arriving at the Ports of this Kingdom are hereby notified that the following is a Law of this Kingdom:

"No captain of a foreign vessel shall receive on board his vessel any native, to proceed to sea, nor shall any native go on board any foreign vessel, unless he first obtain the written consent of the governor or his agent, nor shall he continue a man on board for a longer period than such certificate allows. Whoever violates this law or evades it shall be fined four hundred dollars."

M. KERUANOA,
Governor of Oahu.
FORT, 8th February, 1850.

TREASURY NOTICE.
All persons holding any old or unliquidated claims upon the King's Exchequer, are requested to send them in within sixty days from this date, with the necessary vouchers and explanations, to the Registrar of Public Accounts, that they may be examined by the Board of Finance.

TREASURY DEPARTMENT ST. Feb. 6, 1850.

Original Correspondence.

BURNING OF THE BRIG BROTHERS

On her passage from the Sandwich Islands to San Francisco.

Monday, Feb. 18, 1850, lat. 33° 10', lon. 155° 15'.
Yesterday was a fine day, and we were sailing along with a five knot breeze, congratulating ourselves upon the prospect of a speedy run to the Coast, and at night all retired to an early rest, little dreaming of what awaited us on the coming morn.

At a quarter to three o'clock, a. m. the officers and passengers in the cabin were startled from a sound sleep by the cry "The brig is on fire!—the brig is on fire!" This alarm was given by the steward's wife, who came rushing up from the second cabin in the wildest consternation. Immediately the captain and some others, went below and found a blaze of fire apparently proceeding from a box of clothing, which was stowed a few feet aback the mainmast. Water was now called for, but unfortunately, two buckets only could be found. With these we commenced passing down and pouring water on the fire, which apparently extinguished the flames, but it created such a volume of smoke that it was impossible to remain in the hold. The cry of "The Powder!—the Powder!" now echoed throughout the vessel. There were over one hundred pounds of powder in the store-room, and as long as any one could endure the smoke, every effort was made to get it out, but without effect. By this time the smoke had become so thick, that we were obliged to fall back to the upper cabin, securing the lower one fast.

The flames now appearing at the main hatch, [it was lifted and large quantities of water thrown down, but finding we could not subdue them, we again closed the hatch and covered it with a tarpaulin, which was kept constantly wet. We now commenced scuttling the decks in many places, in which water was poured down in great abundance, filling the hold several feet.

During this time the brig was kept before the wind, to prevent the fire from making off. In the confusion, our only lantern was broken, and the darkness of the night and the immense clouds of smoke issuing from every opening leading into the hold, rendered it a scene which defies description. We knew not but every moment the powder would take fire and suddenly launch us into eternity, but no one shrank. A hole was cut in the deck near where it was stowed, and the place deluged with water.

The smoke and steam issuing from the openings in the deck were so intense that no one could endure to stand over them but a few moments at a time. They were kept covered with wet blankets, sheets, clothing, or whatever could be found. All hands exerted themselves to the utmost, knowing that their lives were in peril. Some urged to lower the boats, and showed much trepidation, but the

captain, with a remarkable presence of mind, urged the men to keep cool and try to smother the fire. As the welcome light of day approached, more buckets were found, and we were enabled to work with less confusion.

At six, a. m. unfortunately the steam burst open the door leading to the second cabin, and as we could not get into the upper cabin we could only apply our exertions on the outside. At eight, a. m. took off the main hatch and opened the fore-caste doors, when out rushed great quantities of smoke. This enabled us to close the door of the second cabin—but we soon discovered a large body of fire on the starboard side, near the mast. The hatch was again put on, the fore-caste doors closed, and with renewed vigor we continued to pour water in the different scuttle holes till noon. Wearied and fatigued, we rested for dinner. Our hopes of effectually putting out the fire being weak, the vessel was put under close reefed topsails, and the boats fully prepared for the worst. A barrel of water and some provisions were stowed in the long boat, and we all collected what we could carry on our backs and in our pockets.

But, oh! what a prospect was before us! Sixteen persons to be placed in two open boats upon the ocean, nearly one thousand miles from land, and without a hope of meeting with any vessel in such high latitudes! But as the flames had not appeared fresh since noon, we concluded to remain by the brig through the night.

Tuesday morning—Still in possession of our lives and vessel. There was but little sleep on board last night. At seven bells discovered fire on the increase under the mainmast and on the starboard side near the powder. We immediately commenced cutting larger holes in the deck, and some fifty barrels of water served to check the flames somewhat, but still there was a strong fire underneath. Twelve, m.—All our efforts to extinguish the fire seemed to be unavailing. For nine hours we had been battling with unceasing vigor against our common enemy, and we were completely worn out. All hands thoroughly drenched, and suffering severely from the effects of gas and steam. We felt that we should not be able to stand it much longer. We were all now satisfied that our wisest course was to make for the nearest land, and if we could not save the vessel, shorten the distance as much as possible before we were obliged to take to the boats.

By observation at noon, latitude 33° 55' N. longitude 155° W. Orders were now given to make sail, and the vessel was put about for the Sandwich Islands—wind light from the southwest. The brig had now become somewhat water-logged, and we manned the pumps and worked them two hours, still keeping five feet of water in the hold.

Nine, p. m.—The deck becoming quite warm, we went to work pouring down water, then after removing what bedding we had in the cabin, it was closed and nailed. Our prospects of sleep were not very flattering—there was scarcely a blanket left, and the night was cold and damp.

Wednesday morning—God still spares our lives and our vessel. During the night every thing was closely watched and the outside of the blankets kept thoroughly wet. Under all sail, favored with strong breezes from the S. E. and heading S. by E. we hope to prevent the fire from reaching the powder by keeping the after cabin and store-room flooded with water. At noon, latitude 33° 49', longitude 156° 15'. On sounding the pumps we found seven feet of water. During the afternoon the wind increased, with a heavy sea making from the north. At eight p. m. gave all the places a thorough drenching.

Thursday morning—At midnight all hands were called to pass water, the fire having shown itself in several places, raging with great fury. For two hours we fought as for our lives. After partially checking it, we left it till morning, then resumed our labors. In the course of the forenoon we succeeded in hooking up from below some eight of the sails, some with fire in them and all more or less burned. Noon, lat. 31° 21', lon. 157° 45'. At six p. m. the wind blowing a gale, took in topgallant sails and double reefed the topsails.

Friday morning—We had a hard night of it last night. All our scanty supply of bedding was wet, and no one slept. About midnight shipped a tremendous sea on our larboard quarter, which proved very unfortunate for us—stopping the chronometer, which with the other instruments had been placed in the round house—broke the binnacle lamp, carried away the compass, and added much to our discomfort. Went into the cabin, and from the intensity of the heat and smoke were fearful of a fresh outbreak. Many barrels of water were now poured down the holes in the cabin. At eight, a. m., gale increasing, with the sea making a continual breach over her—close reefed the topsails and reefed the courses and tri-sail. As there was much water in the hold, the pumps were worked for two hours. Noon, lat. 23° 12', Afternoon—split fore topsail and mainsail, and clewed them up and repaired them.—Finding the brig filling fast, the pumps were worked the greater part of the night.

Saturday—The sea still running high, and the wind irregular. The fire presented an alarming appearance again this morning. By the application of water it was again brought under. At ten, a. m., split the main topsail, which was unbent and repaired. Noon, lat. 25° 55'. Afternoon—was attended with heavy squalls of wind and rain.

Sunday—Weather continued squally with much rain. Unable to obtain an observation to-day, but have strong hopes of making land in the morning. Many parts of the deck very hot, and the fire appeared to be spreading—much water was passed below. On sounding the pumps, we found four feet of water in the hold.

Monday—The gale abating. During the night set double reefed topsails and whole courses. At eight, a. m. weather moderating, set single reefed topsails and topgallant sails. Every eye was now stretched to the utmost in hopes of seeing land. Made the island of Nuhau, bearing east by compass, there was a fresh misfortune for us, after having narrowly escaped becoming victims

to the combined elements, one of which was still slowly consuming our frail bark, we also find ourselves driven by adverse winds and currents some two hundred miles to the leeward of our port. But to the same kind Providence who hath preserved us thus far, we still look for help. At nine, a. m. made the island of Kaula, the most westerly of the Hawaiian group. At noon, tacked and stood to the northward, but owing to strong currents and baffling winds, we again fell to the leeward. Opened the cabin and main hatch but the prospect was not very encouraging. The hold from the pumps to the bulk head of the store-room, was all still burning, though slowly. At four, p. m. tacked and stood to the southward and eastward.

Tuesday—Stood to the northward a few hours this morning, but the wind heading us off, tacked again, standing to the southward and eastward. At noon, lat. 20° 35', lon. 161° 15'. Tacked and stood S. E. by S.

Wednesday—Went below and found the fire still raging—were obliged to keep plenty of water going to keep it under. Our provisions becoming nearly exhausted, we scuttled the deck forward of the main hatch in order to obtain some from the hold, but found it all in a damaged state. At eleven, a. m. made the island of Kauai, bearing S. E. distance forty miles. Light baffling winds, and a strong current setting to the westward.

Friday—This morning under topgallant sails and single reefed topsails—strong trade winds. At noon, lat. 21° 56', lon. 159° 26'.

Saturday—Much steam and gas arises from below and fire could be seen in different places. We allow not a day to pass without thoroughly wetting all below.

Sunday—Wind very light and making but little headway—standing S. by S. Having five tons of hard coal in the run of the vessel, this morning we discovered it on fire. It had evidently been burning for a number of days. This produced a very intense heat! Much water was applied at intervals during the day. At noon, lat. 19° 19', lon. 158° 15'.

Monday—Saw the snow-capped mountains of Hawaii on our starboard quarter. At seven, p. m. took off the main hatch there apparently being not much fire, and ventured into the hold and had a thorough search.—Found some fire in the sails, which we immediately put out, and found the vessel and cargo in a deplorable condition. The cargo was all completely burnt or destroyed, together with the vessels sails, rigging, etc.—including an entire new suit of sails—and here decks and beams badly burnt. Many places in her decks were nearly burned through.—Some of the beams and all of the carlins all the main hatch were burned entirely off. A vigilant watch was kept all day, but no more fire appeared. On examination the fire was found to have burned to within a few inches of the powder, but was fortunately stayed. Our minds were now freed from the intense anxiety and suspense which we had been under for the past fourteen days.

Thus has the watchful care of a kind Providence been over us during our perils, and a tribute of thanksgiving went up from our united hearts for the preservation of our lives and for the success which had crowned our efforts. And in the language of the Psalmist, we would say, "God is our refuge and strength, a very present help in time of trouble."

Too much credit cannot be given to Capt. Soule for his untiring watchfulness and vigilance during the whole time of the disaster. Also much praise is due to the crew for their faithfulness and promptness in the discharge of their duty.

After baffling about four days, we finally arrived safely at Honolulu. As yet we have not been able to discover the cause of the fire. The following is a list of the persons who were on board the brig Brothers:

Master—Cornelius C. Soule.
Mate—Richard Lloyd.
Crew—Lemuel Burton, Arthur Bradlet, William Taylor, William Bailey, Edwin Merrill, Thomas Thompson—George Evans, steward, and two Hawaiians.
Supercargo—David N. Hawley.
Passengers—N. S. Bailey, G. W. Wheeler, J. R. Williams, and Mrs. G. Evans.

For the Polynesian.

MR. EDITOR:—It has been wisely remarked by one of your correspondents, that "obstacles to Hawaiian industry are numerous." This has been long felt by the friends of improvements, and is, I believe, a universally admitted truth, arguing the importance of measures being immediately taken to remove at least some of them. Hitherto, as respects the Hawaiians themselves, there has been, arising no doubt from those obstacles, a great lack of incentives to engage in industrial pursuits. These, weighing down the spirits of the people, like an incubus, have been greatly reduced in degree and influence, by the opportune provisions which enable any man to acquire a landed property, in fee-simple, in certain improved lands; which allodial titles will be granted by the Land Commission when sufficient evidence for their approval is produced before them.

These provisions seem more like encouraging industry than any other measure that has been yet adopted by those who hold the lands on hereditary claims. I hail them as harbingers of still better things, and sincerely rejoice, as I believe every one wise in heart must, at this new evidence of a tendency towards improvement.

But there is one provision, which it appears to me should have been preliminary, which is that there be appointed a Recorder of Deeds and Register of Conveyances, on the several islands, or if need be, in the districts, so that every requisite facility may be offered to settlers, deeds obtained and conveyances made, without the inconvenience of travelling from one to two hundred or more miles for that single purpose.

While on this subject I may remark that there are no objections to the improvement and even the aggrandizement of the Metropolis of the Kingdom, but of all things let it be done in a spirit devoid of narrow-mindedness. Let it not be at the expense of other parts of the islands, which if my eyes see

right, seems to be the policy of those vested with authority. But, though I cannot say they would do anything directly detrimental to those other parts, yet there are many evidences that a narrow, selfish policy has well nigh done its work.

Dismissing the subject of policy, I would venture the recommendation of a measure of interest to all parts of the islands. Before any extended improvements can be made in the way of agricultural pursuits there must be public roads surveyed and provisions made for their construction. How, otherwise is one who takes up an inland farm to reach the seaboard with his produce? The measure would certainly enhance the value of such lands. Besides, a purchaser would be able to make his purchase with reference to these public lands more conveniently, and much subsequent evil be prevented, when, in a few years the necessity of such roads shall be found. Now they may be surveyed, and their course and breadth determined without discommoding or disconcerting any one. But if no attention is paid to their construction, and the lands are sold, without any reserve for this purpose, the settler must necessarily make purchases regardless of what the public exigencies may eventually demand. And as the lands are destined to increase in value, when the public may demand roads it will have to re-purchase them at the increased valuation, for certainly it could not be expected to obtain them after being improved, at the purchase price. And then though the government may be willing to re-purchase them at a fair valuation, and assessors be appointed for that purpose, it may not be the value attached by their purchaser; and if he is forced to give up his lands for less than his own valuation it will embitter feelings.

The old maxim is that "it is easier to prevent than to remedy;" it is on this ground that I would strongly recommend the speedy adoption of the measures requisite to the survey of all roads that an enterprising, thriving, and numerous population may need.—On some parts of the islands an extended road system is not required; but certainly where there is an extent of from fifteen to twenty miles of arable soil, inland roads must and will be required. Will it be said that private as well as public interest will demand it? In some instances this will be the case, but not all, so that it seems evident that it were better to consider the effect of enacting or neglect to enact measures avoiding even the least disagreeable consequence.

I do not mean to be understood that a narrow and selfish policy has been intentionally pursued. But I would ask with all due deference of those entrusted with the care of public interests, if the system of internal improvements as broad and liberal as the future well being of our people may require; for it is to the future we should have an eye. I identify myself with Hawaiians for it is my present purpose to find here my "clods of the valley."

I have, from my earliest residence at the Islands, felt a lively interest in all that concerns their inhabitants;—therefore, with a feeling of anxious solicitude, I regret any measure that makes one place the focus of all interest and influence. The metropolis must necessarily have the greater influence, but not all; as in the system of animal life, so in the body politic, if the blood flow not from the heart into all the extremities of this system, healthy action ceases. So if public measures are not upon the same principle, diverging in their influence, healthy action will here cease.

The surveying and laying out of roads, as well as all other public improvements, comes within the province of government, and I feel persuaded that when the subject has been given a moment's thought that they will receive prompt attention.

Yours &c,
a friend of internal improvement,
J. E. W.

Hilo, Hawaii, Feb. 1850.

SELF-SUPPORTING CHURCHES.

NO. 11.

MR. EDITOR:—I promised in my last to offer some reasons in favor of Hawaiian churches commencing the work of supporting their Pastors, in opposition to the views of Clerics.

In the first place, this is the Scripture method. As I remarked in my last, in the commencement of Missionary operations among the heathen, it is proper and necessary in the present age of the world, that the Missionary should be sustained by foreign churches. But this is not the Gospel method of sustaining permanently the teachers of religion. Even the first evangelists were sent out without purse or scrip, dependent for the supply of their daily wants on the liberality of those to whom they published the Gospel. And in the Epistles of Paul, special and reiterated instructions were given to the churches on the subject of supporting their own pastors. "If we have sown unto you spiritual things, is it a great thing if we shall reap your carnal things? Let him that is taught in the word communicate to him that teacheth all good things. Thou shalt not muzzle the mouth of the ox that treadeth out the corn; and the laborer is worthy of his reward." Many other passages of the same import might be cited.

If Hawaiian pastors preach the whole Gospel, they must urge this duty upon the churches, not only as a matter of benevolence, but as a matter of personal and christian obligation. But how shall Hawaiian pastors do this, while they decline the support of the churches, and look to foreign sources?

Again, this is not only the scripture method, but it is the method most conducive to the welfare of the churches. It will promote the piety and stability of Hawaiian church members. It will give manliness and independence to the churches. It will create a mutual dependence and responsibility beneficial both to pastor and people. But I cannot dwell on these general reasons. Besides these, there are some other reasons, which apply with peculiar force to the present state of things at these Islands.

1. It will stimulate to industry. It is ac-

knowledge on all hands, that indolence is a crying sin among Hawaiians—the great obstacle to their upward progress. Some have even urged that the people should be encouraged to wear trinkets and gaudy dress, that they may have additional motives to industry. How much better that their industry should be stimulated by efforts to provide themselves with mental and spiritual food. What higher and more salutary motives can be brought to bear upon them to arouse them from their indolence and induce them to become industrious and enterprising men and women? Let not the benefit of this stimulus be lost.

2. It will promote the permanent settlement of missionaries and their families at the Islands. While Hawaiian pastors retain their connection with the American Board, and regard themselves merely as evangelists without forming any permanent relations at the Islands, or making any provision for their families, a return, after a few years, to their native land, is almost inevitable. This it will be seen, must greatly retard the permanent establishment of religious institutions at these Islands, and greatly increase the expense of sustaining missionary operations. These evils will be avoided, or greatly diminished, if missionaries can adopt the Islands as their home and settle down as pastors supported by the people, and at liberty to make provision for themselves and families in the same manner as pastors in the United States. And is it not wise in the American Board, and in all who feel an interest in the Hawaiian nation, to afford them every facility for such settlement?

3. It will greatly encourage to missionary efforts. The friends of Missions are looking for progress. If they can bring forward even a small heathen nation to such a point that the churches which they have planted can take up the work and carry it on without further help, manifest progress has been made. A powerful impulse is given to the missionary work. The friends of Missions are encouraged to go forward, hoping for the same results throughout the heathen world. The cause of Missions will no longer be regarded as a visionary project. The song of triumph will begin to ascend from ten thousand hearts.

I must reserve a reply to the objections of Clerics in my next. A Pastor.

EXTRACTS FROM PRESIDENT TAYLOR'S MESSAGE.

A contract having been concluded with the State of Nicaragua, by a company composed of American citizens, for the purpose of constructing a ship canal through the territory of that state, to connect the Atlantic and Pacific oceans, I have directed the negotiation of a treaty with Nicaragua, pledging both governments to protect those who shall engage in and perfect the work. All other nations are invited by the State of Nicaragua to enter into the same treaty stipulations with her; and the benefit to be derived by each from such an arrangement, will be the protection of this great inter-oceanic communication against any power which might seek to obstruct it, or to monopolize its advantages. All States entering into such a treaty will enjoy the right of passage through the Canal on payment of the same toll.

The work, if constructed under these guarantees, will become a bond of peace instead of a subject of contention and strife between the nations of the earth. Should the great maritime States of Europe consent to this arrangement, (and we have no reason to suppose that a proposition so fair and honorable will be opposed by any,) the energies of their people and ours will co-operate in promoting the success of the enterprise. I do not recommend any appropriation from the National Treasury for this purpose, nor do I believe that such an appropriation is necessary. Private enterprise, if properly protected, will complete the work, should it prove to be feasible. The parties, who have procured the charter from Nicaragua for its construction, desire no assistance from this government beyond its protection; and they profess, that having examined the proposed line of communication, they will be ready to commence the undertaking whenever that protection shall be extended to them. Should there appear to be reason, on examining the whole evidence, to entertain a serious doubt of the practicability of constructing such a Canal, that doubt could be speedily solved by an actual exploration of the route.

Should such a work be constructed, under the common protection of all nations, for equal benefits to all, it would be neither just nor expedient that any great maritime State should command the communication. The territory through which the Canal may be

property of New Granada over that territory "with a view that the free transit from ocean to ocean may not be interrupted or embarrassed" during the existence of the treaty. It is our policy to encourage every practicable route across the Isthmus, which connects North and South America, either by railroad or canal, which the energy and enterprise of our citizens may induce them to complete; and I consider it obligatory upon me to adopt that policy, especially in consequence of the absolute necessity of facilitating intercourse with our possessions on the Pacific.

The position of the Sandwich Islands, with reference to the territory of the United States on the Pacific; the success of our persevering and benevolent citizens who have repaired to that remote quarter, in christianizing the natives, and inducing them to adopt a system of government and laws suited to their capacity and wants; and the use made by our numerous whale ships of the harbors of the Islands as places of resort for obtaining refreshments and repairs, all combine to render their destiny peculiarly interesting to us. It is our duty to encourage the authorities of those Islands in their efforts to improve and elevate the moral and political condition of the inhabitants; and we should make reasonable allowances for the difficulties inseparable from the task. We desire that the Islands may maintain their independence, and that other nations should concur with us in this sentiment. We could, in no event, be indifferent to their passing under the dominion of any other power. The principal commercial States have in this a common interest, and it is to be hoped that no one of them will attempt to interpose obstacles to the entire independence of the Islands.

The receipts into the Treasury for the fiscal year ending on the 30th June last, were, in cash, \$48,830,097.50, and in treasury notes funded, \$10,833,000, making an aggregate of \$59,663,097.50; and the expenditures for the same time, were in cash, \$46,798,667.82, and in treasury notes funded, \$10,833,000, making an aggregate of \$57,631,667.82.

The accounts and estimates which will be submitted to Congress in the Report of the Secretary of the Treasury, show that there will probably be a deficit, occasioned by the expenses of the Mexican war and treaty, on the 1st day of July next, of \$5,828,121.66, and on the 1st day of July, 1851, of \$10,547,092.73, making in the whole a probable deficit to be provided for, of \$16,375,214.39. The extraordinary expenses of the war with Mexico, and the purchase of California and New Mexico, exceed in amount this deficit, together with the loans heretofore made for those objects. I therefore recommend that authority be given to borrow whatever sum may be necessary to cover that deficit. I recommend the observance of strict economy in the appropriation and expenditure of the public money.

No civil government having been provided by Congress for California, the people of that Territory, impelled by the necessities of their political condition, recently met in Convention, for the purpose of forming a constitution and State government, which the latest advices give me reason to suppose has been accomplished; and it is believed they will shortly apply for the admission of California into the Union as a sovereign State. Should such be the case, and should their constitution be conformable to the requirements of the Constitution of the United States, I recommend their application to the favorable consideration of Congress.

A Collector has been appointed at San Francisco, under the act of Congress extending the revenue laws over California, and measures have been taken to organize the custom houses at that and the other ports mentioned in that act, at the earliest period practicable. The Collector proceeded overland, and advices have not yet been received of his arrival at San Francisco. Meanwhile, it is understood that the customs have continued to be collected there by officers acting under the military authority, as they were during the administration of my predecessor. It will, I think, be expedient to confirm the collections thus made, and direct the avails, (after such allowances as Congress may think fit to authorize), to be expended within the Territory, or to be paid into the treasury, for the purpose of meeting appropriations for the improvement of its rivers and harbors.

A party, engaged on the coast survey, was despatched to Oregon in January last. According to the latest advices they had not left California; and directions have been given them, as soon as they shall have fixed on the sites of the two light-houses, and the buoys authorized to be constructed and placed in Oregon, to proceed without delay to make reconnaissances of the most important points on the coast of California, and especially to examine and determine on sites for light-houses on that coast, the speedy erection of which is urgently demanded by our rapidly increasing Commerce.

I recommend the establishment of a branch mint in California, as it will, in my opinion, afford important facilities to those engaged in mining, as well as to the Government in the disposition of the mineral lands.

In order that the situation and character of the principal mineral deposits in California may be ascertained, I recommend that a

corps, 1844, report on the practicability of making such a road, with an estimate of the cost of its construction and support.

By an Act of Congress, passed August 14th, 1848, provision was made for extending post office and mail accommodations to California and Oregon. Exertions have been made to execute the law; but the limited provisions of the act, the inadequacy of the means to the situation of that country, and the measure of compensation allowed for service by those laws, compared with the price of labor and rents in California, render those exertions in a great degree ineffectual. More particular and efficient provision by law is required on this subject.

The act of 1845, reducing postage, has now, by its operation during four years, produced results fully showing that the income from such reduced postage is sufficient to sustain the whole expense of the service of the Post Office Department, not including the cost of transportation in mail steamers on the lines from New York to Chagres, and from Panama to Astoria, which have not been considered by Congress as properly belonging to the mail service.

It is submitted to the wisdom of Congress whether a further reduction of postage should not now be made, more particularly on the letter correspondence. This should be relieved from the unjust burden of transporting and delivering the franked matter of Congress, for which public service provision should be made from the treasury. I confidently believe that a change may safely be made, reducing all single-letter postage to the uniform rate of five cents, regardless of distance, without thereby imposing any greater tax on the treasury than would constitute a very moderate compensation for this public service; and I therefore respectfully recommend such a reduction. Should Congress prefer to abolish the franking privilege entirely, it seems probable no demand on the treasury would result from the proposed reduction of postage. Whether any further diminution should now be made, or the result of the reduction to five cents, which I have recommended, should be first tested, is submitted to your decision.

THE POLYNESIAN.

HONOLULU, SATURDAY, MAR. 16.

ORGANIZATION OF THE AMERICAN CONGRESS. After 64 ballottings, the House of Representatives succeeded in electing Mr. Cobb, (Democrat) as Speaker, on the 23d of December, and the President's Message was received and read on the 24th. This document has been published entire, by our enterprising neighbor of the "Friend," and this community will therefore have seen it, before the issue of this number of our paper. We, however, publish, in another column, such portions as are of special interest in this part of the world. It is too long to publish entire, but is well worthy of perusal. Many suggestions of great importance are made in the Message, and it is well worthy of President Taylor, and meets the expectations of almost all classes, so far as our observation extends.

THE QUICKEST PASSAGE YET.—By the arrival on Sunday last, passengers and the mail came through from New York in fifty-one days, and answers were received to letters written from here but four months ago. This is something like, and foreshadows coming events, we trust. Our latest dates are from New York to January 17th, and from England to December 29th, France, 27th. The following piece of News is too important to be put among ordinary occurrences, and we therefore place it here, that it may not escape observation. Notwithstanding its high authority, we assure our readers abroad that M. de Riswick was never heard of before at these Islands—at least, not under that cognomen.

"The Constitutionnel announces the arrival at Paris of M. de Riswick, Envoy Extraordinary from the King of the Sandwich Islands. M. de Riswick is a native of Baden, and has been for twelve years past in the service of the King of the Sandwich Islands. His mission is connected with the late events which have occurred at Honolulu, and he is instructed to make formal complaint of the conduct of the French Consul, M. Dillon, in that affair."

THE PAREMAN TRAGEDY.—No more definite information in relation to the above affair has reached us by the late mail. The injunction of secrecy had not been removed from the investigations of the inquest sitting for that purpose; and it was thought it would not be until after the case had been submitted to the next Grand Jury which had just been empaneled, and upon whom it would devolve to make the pronouncement, in case the evidence against Professor Webster was of a sufficiently definite character, which was a matter of much conjectural speculation. Many persons at the Islands are acquainted with the respective parties.

FAILURE OF MR. BAILEY'S EXPRESS.—Mr. Bailey, who embarked in the brig Brothers, for San Francisco in January last, for the purpose of making arrangements for an Express between that port and these Islands, has been obliged to relinquish the undertaking on account of the losses he has sustained and the detention occasioned.

It having been ascertained that Messrs. S. H. Williams & Co., had not been reimbursed for certain moneys advanced by them to secure the transmission of the mails from California, a subscription was set on foot, headed by the Government with \$50. The wanted liberality of the residents of Honolulu, was soon manifested in the immediate filling up of the amount, which is acknowledged in the following note from that firm.

HONOLULU, March 11, 1850.

We hereby acknowledge the receipt of One Hundred and Fifty Dollars contributed by the Residents of Honolulu, to meet the disbursements of Messrs. S. H. Williams & Co., at San Francisco, in forwarding the Island mails from that port. One Hundred Dollars of this amount was paid by them for demurrage to the Captain of a vessel, and the balance is for unpaid postage.

We shall be happy to continue to forward the mails as long as our services are necessary, or until some postal arrangement is completed, and fully appreciate the spirit which has prompted the Residents of Honolulu to contribute their proportion of the expenses incurred by us.

S. H. WILLIAMS & CO.

GARDEN SEEDS.—The seeds imported in the Carolus have long since been gratuitously distributed about the Islands; but as we have had many applications for them since they were exhausted, we would remind those who have received them of their obligation to distribute the first crop of seeds in return among their neighbors. The primary object in their importation was, to increase the products of the Islands, and to improve the varieties; and it is not a little gratifying to find applicants so numerous among those whom we should be most happy to accommodate, and who, we believe would make the very best use of them. But they are all gone; and we would suggest to importers of goods, that garden-seeds, of approved kinds, would, we are persuaded, pay well, besides being a great benefit to the Islands. Those recently imported were sold under tight in tin, and have come up well. We shall expect, occasionally, "some pumpkins," from those who have them to spare. A word to the wise, &c.

We are under much obligation to our obliging correspondent for his pains in preparing the article on the "Antarctic Expedition," on our fourth page. It will no doubt interest our readers, as it has us, and really combines an amount of information on the subject, that we could hardly have conceived could be condensed into so small a space. We shall conclude the article in our next, and refer our readers to it, as an article that will well repay an attentive perusal.

We would again acknowledge our special obligations to the Post Master at San Francisco for a valuable collection of late papers, forwarded by the Maria. In default of many of our own exchanges, they are exceedingly timely, and of great value.

Also, to Mr. John Ladd, passenger in the above named vessel, for a file of the N. Y. Herald down to the 17th January. May their shadows never be less.

CALIFORNIA MARKET.—We give below the prices quoted in San Francisco, on the 25th Feb., of some of the articles in which these Islands are more particularly interested:

Beef, mess,	per lb.	\$10.00
" prime,	"	7.00
Butter,	"	90
Bread, Pilot,	"	8
Flour, Navy,	"	6
Coffee, Chile,	20 lb.	12 to 15
" Am.	"	10 to 12
Lumber, good American,	100	to 165.00
" common,	50	to 8.00
Molasses, average,	"	1.00
Oil, sperm,	15 lb.	to 2.00
" whale,	50 lb.	to .60
Pickles, quart,	"	12.00
Pork, mess,	20	to 25.00
" prime,	"	25.00
" clear,	"	35.00
Potatoes, per lb.	12	to .15
Sugar, brown,	"	.14
Salt, per lb.	"	.15

It is remarked by the reporter of the state of the market, that coffee is in active demand, and that sales are made at from 12 to 15 cts. Sugars are scarce and advancing, and sales have been made at 43 1-2c. (we presume there is a mistake in these figures). Potatoes are getting scarce, and in demand.

TOWN CLOCK.—We learn by a letter from Mr. Boardman, that a superior clock, with four faces and sets of hands was shipped on board the Eliza Warwick in January last, for the Stone Church in Honolulu. It is represented to be of superior workmanship, as we should judge one would be, selected by a person of as good judgment as such matters as Mr. Boardman. It will

matter and embellishment all into consideration. Were the planet wrecked to-day, were all the records of the race to perish but a single copy of this sheet, it would convey to a future race a pretty good impression of the civilization of the middle of the nineteenth century.

To be obtained at our counter.

The following is an extract from a letter from New York, dated 30th November 1849.

"M. Dillon, I perceive, through some friends in the United States, is endeavoring to make capital here, by the propagation of stories so false as to defeat their own intentions; such as missionaries rule the Islands entirely, all the King's Council except one, being missionaries, and that they corrupt him that they may govern,—that the natives are fast dying off, and that the Americans must move quick or the Islands will be made over to Great Britain. Such is a sample of that man's statements. I think we have not much to fear from a cause obliged to resort to such a support."

We would call the attention of clergymen and others authorized to solemnize marriages in this kingdom, to the notice on our first page in regard to reporting statistics. But few reports have yet come in, and the time for presenting them to the Legislature is rapidly approaching. There is no time to be lost, and all who have not yet attended to this duty, would do well to comply with the legal requirement at once.

As the King's Birth-day will be celebrated on Monday, the 18th inst., the Government offices will be closed, and no business transacted on that day.

DISASTER AT SEA.—The brig Tuscar, bound from Boston to San Francisco, arrived at this port on the 14th inst., under jury masts, having been dismasted in a squall in about latitude 25 N. four weeks ago. We have not been able yet, to learn the particulars of this disaster.

P. S.—Since writing the above we learn that the brig "Tuscar," Wahlen, left Boston, August 6th, 1849, and Valparaiso Jan. 7th, 1850, bound to San Francisco. On the 22d Feb. in lat. 28 40 S. lon. 135 30 W. at 8 45 p. m. experienced a sudden and violent squall from N. W. which carried away all the stanchions to which the chain plates of the larboard fore rigging was bolted, together with the plank sheer and rail, in consequence of which the foremast was immediately carried away about ten feet above the deck, dragging the mainmast and jig boom after it, carrying away the rail and one of the stanchions to the main rigging, and unstepping and splitting the bowsprit, leaving the vessel a complete wreck. The spars getting under the bottom, they were obliged to veer them astern, and another squall coming on soon after, parted all the lines, and all the spars with the sails and rigging were lost. After getting jury masts rigged, finding it impossible to get into any port in California, they were up for this port.

ELISHA H. ALLEN, Esquire, formerly Member of Congress for Maine, arrived safely on the 10th instant, by way of Panama and San Francisco. He was the bearer of a Treaty between the United States and this Government, signed in Washington on the 26th of December last.

Mr. Allen enters upon his official functions next week. Also, in the same vessel, Mr. Pattison and lady, Mr. John Ladd, lady and son, old residents here, and Mr. Baker, of the firm of S. H. Williams & Co. from San Francisco. We hear it rumored that Mr. Pattison will hold the office of American Vice Consul for Lahaina.

LEGITIMATE FRUITS.—In perusing a file of the New Zealanders of as late date as Jan. 5th, we have noticed with gratification the observations of an intelligent traveller through that Colony, upon the effects of Missionary instruction. The editor in introducing the "Narrative," says

"The name of the writer, (were we at liberty to mention it,) would secure attention here," and "we can assure our readers at a distance, that in all relating to facts and descriptions, it is entirely trust-worthy."

This is a good endorsement, and gives one confidence in what follows: "The fruits of such labors are just what we ought to look for; and to expect any other, would be like looking for wheat to bring forth tares, and figs thistles. The truths taught, are faith, hope, charity, temperance, industry, order and immortality. And just in proportion as these truths find a lodgment in the hearts of men, in just that proportion will such fruits be witnessed as described by the author of the following extracts:

"But far more interesting was it to find that in such situations, and even by the fire of our campfires in the open wilderness, before dawn

"By far the most interesting of the water-plantations in the United States, is that of the guaiacum, near Olancho, the Church Mission station. I rode over there, and to my great surprise saw from an eminence several hundred acres under cultivation. The wheat, which they have lately begun to plant, was then just above ground, and gave such a green appearance to the land that it seemed like a fine English estate laid down in grass. Clumps of tall trees, remains of the forest, have been left in many places, and the native cottages and chapels, on the rising ground, with fruit trees about them, have quite a picturesque appearance. They are leaving off the spade and hoe, and using a plough and horse, of which they have seen the advantage—the Governor having sent a team and European to teach them its use. They have a good flour-mill, which I found at work grinding the last year's wheat for the Auckland market, and they were very busy taking in more wheat and flour for cultivation. I was scarcely prepared to see a pleasing scene of industry and improvement chiefly owing to the benevolent and unswerving exertions of the Missionary, Mr. Morgan. The natives see very clearly the benefits they derive from industry, and their example is being followed by other tribes on the rivers, who are saving the money that their pigs and potatoes sell for, to purchase flour-mills, several of which are now in progress of erection. Mr. Morgan still striving to excite them to improve their houses and style of living, as well as their fields, and also endeavoring to establish a school for half-caste children, many of whom are being with native mothers, or as neglected orphans in the villages."

The above results are encouraging to all interested in modern Missionary enterprise, and especially so to those who are the immediate laborers in the vineyard, and more particularly the burden and heat of the day. Be not discouraged therefore, would we say to all such, "in due time ye shall reap if ye sown not."

FOREIGN NEWS!

Thirty-four Days Later from New York and Europe!

The European news by the late arrival is not of very special importance. We give such extracts below, as we think will interest our readers.

The Sandwich Islands princes have arrived in England, and the Hawaiian ambassador has reached France. We make the following extracts in relation to Sandwich Island affairs:

M. Dillon, the Consul of France for the Sandwich Islands, had conference yesterday and today before, with the President of the Republic, and the Minister of Marine at the Elysee.

The Hon. G. P. Juhl, Minister to His Highness the King of the Sandwich Islands, accompanied by Alexander Libolibo, his presumptive to the Hawaiian throne, and his brother, Lot Kanehameha, arrived, says the Liverpool Standard, in the Canada. The object of Mr. Juhl's visit to the United States and Europe, at this period, has reference to the late outrage of the French at the Sandwich Islands. The king is uncle to the princes, and the object of the latter in visiting Europe is purely one of observation. The two young gentlemen, who, from their exterior and manners, are fully entitled to the name, are brothers, about 17 and 16 years of age. They speak English thoroughly, with pleasing correctness, giving every evidence of good manners and education. The two princes have been received with becoming dignity and attention, and they will, no doubt, meet with similar respect wherever they go.

ENGLAND.

CANADIAN AFFAIRS.—Parliament will assemble for the dispatch of business on the 31st of February, when it is rumored that various political and commercial measures will be brought before the Legislature. On the subject of the annexation of Canada to the United States, the Morning Advertiser, a well informed journal, has the following:

The Cabinet has under its consideration the question of a severance between the Mother Country and her Canadian possessions. The conclusion arrived at is, that England would be no actual loser were the Canadas to carry their threats of separation into effect. The result of a careful examination of the Canadian connection in all its aspects is, that so far from England being a sufferer from the renunciation of their allegiance to the British Crown on the part of the Canadians, she would be an actual gainer.

It is a well ascertained fact that the expense of the connexion have more than counterbalanced its advantages. The maintenance of the part of our colonial possessions subjects us to a yearly expenditure of more than £300,000 a hard cash. Will any one tell us that the Canadas would not be as great as they have been any former period. At any rate we speak wisely when we say that this country will be less by the accession of the Canadas—more certainly the conclusion at which the Ministry have arrived, after the most able and careful deliberations. On that conclusion they have resolved to act. When the session opens we shall see the facts brought fully before the public, we the grounds on which the Cabinet have come to the resolution at which it has arrived.

A desperate, but futile effort, will, it is said, be made on the opening of Parliament to restore a portion of the old protective laws. Nobly, however, seems concerned at the hostile appearances which the signs of monopoly have assumed.