

THE POLYNESIAN.

PUBLISHED WEEKLY, AT HONOLULU, OAHU, HAWAIIAN ISLANDS.

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For the Polynesian.

Translated from the Hawaiian.

Laws of the Hawaiian Islands.

Continued from page 66.

We publish the following laws now, on account of their interest to foreign residents, though by it they do not come in their regular place in the code as it is translated for our columns.

Quarantine Laws.

Whereas, it has been clearly ascertained that the Small Pox has prevailed on board of one or more ships now cruising in the Pacific Ocean, which may be expected to visit the Sandwich Islands, and whereas that disease is understood to prevail at the present time in ports on the western coast of America, frequently visited by ships on their way to the Sandwich Islands; therefore,

Be it enacted by the king and chiefs of the Sandwich Islands in council assembled,

1. That after the promulgation of this law, all canoes and boats, and all persons not authorized by the Board of Health, are prohibited from visiting any foreign ship whatsoever, until she shall have been examined by a Health Officer, or one of the Board of Health, as hereafter named, and pronounced healthy. And whosoever shall visit any ship contrary to this law shall forfeit forty dollars, to be paid one half to the government and the other half to the person who shall give information of the same.

2. All vessels having the small pox, or any other contagious disease on board, and all vessels having had any contagious disease on board within a period less than four months, are hereby prohibited from anchorage at any port, harbor, and roadstead of the Sandwich Islands, until visited by a Health Officer or by one of the Board of Health, and having received his approbation. And any master or officer of any such vessel, who shall land or permit to be landed any persons affected with a contagious disease or any article containing such contagion, shall, on being duly convicted thereof, be fined not more than one thousand dollars, or be imprisoned one year.

3. All vessels having had contagious diseases on board as above, on arrival at the Sandwich Islands, or at any port thereof, shall be entirely at the direction of the Board of Health, for a period not more than forty two days. And all vessels quarantined, or laid under restrictions as above, shall keep constantly flying, during the day, a yellow flag at the main top. And whosoever shall go on board of any vessel thus put under the yellow flag, shall forfeit forty dollars, and shall be entirely at the direction of the Board of Health for a term not longer than forty-two days.

4. For the purpose of carrying into execution the above regulations, it shall be the duty of the several Governors to set apart a Board of Health for each of the harbors of the Sandwich Islands. And said Board of Health shall have full power to enact such laws and regulations as may be necessary to protect the health of their several places. They (the governors) shall also appoint health officers, whose duty it shall be to examine every vessel suspected of having a contagious disease on board, and the health officer shall be entitled to receive from every vessel thus examined by him, five dollars.

Done at Honolulu, on the 29th day of May, in the year of our Lord, one thousand eight hundred and thirty-nine.

Statute Regulations respecting Ships, Vessels, and Harbors.

1. It shall be lawful for ships and vessels of all countries at peace with this, and engaged in lawful pursuits, to come to and anchor at all the roadsteads, ports and harbors of the Hawaiian Islands. No embarrassment shall be thrown in their way by the governors or local authorities of any place. No impost, duty, or tax shall be required except by express provision of law.

2. Pilots shall be established at all the Hawaiian ports where pilots are necessary. His majesty the king, together with the premier and governor shall make the appointment, and give the commission. Said commission shall state the wages of pilotage.

3. If any man in a deceitful manner shall present himself as a pilot, and act as a pilot at any of the harbors of the Islands and take the pay of a pilot without first having received a certificate of appointment from the king, is guilty of a violation of this law. He shall be brought to trial and on conviction thereof shall be fined ten dollars, and shall furthermore restore whatever he deceitfully received in payment. And if he involve the ship in difficulty he shall pay to the captain all damages sustained by him, or in default thereof shall be imprisoned one year.

4. If any pilot shall, deceitfully take higher pay than is allowed in his certificate of appointment, he shall on conviction thereof be fined four times the amount which he deceitfully claimed; thus, if he took one dollar wrongfully, he shall pay four, and if he took ten wrongfully he shall pay forty.

5. It shall be the duty of all pilots or harbor masters to give to every captain of a foreign vessel, the laws of the harbor where said vessel anchors and the captain shall give him a certificate of acknowledgment that he has received said laws. If any pilot or harbor master shall neglect thus to give a copy of the laws, and the captain of the vessel thereby becomes involved in difficulty, because of this ignorance of the laws, then the pilot or harbor master shall be liable and shall pay to the captain the full amount of all damages sustained by him.

6. When a merchant vessel arrives at any port or harbor of the Hawaiian Islands, no goods shall be landed from a foreign country until a correct manifest giving a full account of the goods be delivered to the hands of the harbor master. If the captain have the charge of the sales, then he shall deliver the manifest, but if he have not, and the goods are consigned to some one on shore, then he to whom the property is consigned must deliver the manifest.* When the harbor master receives said manifest, he will then give a certificate of permission that said goods may be landed. If the certificate be not given, then the goods must not be landed. Whoever violates this law or intentionally evades it, and whoever delivers a false manifest shall be brought to trial and on conviction thereof shall be fined to the amount of one fourth of the value of all the property wrongfully landed by him.

7. When goods are once landed, having been registered on the manifest, it shall not be proper for the captain again to take them on board his vessel, nor shall it be proper for him to take other property on board, without giving, previous to his departure, a correct manifest of said property. Whoever violates this law

*The manifest must state the quantity and kind of goods.

or evades it, shall be fined to the amount of one fourth of the value of the property thus illegally taken away.

8. On the last day of December of each year, the harbor masters having faithfully preserved the manifests spoken of in the sixth and seventh sections, shall deliver them all into the hands of the governors, who shall deliver them to the premier of the kingdom.

9. Ships which come to these Islands for the purpose of obtaining refreshments, or for repairs, must first render a clear and explicit account of the kind and amount of purchases designed to be made, and this written account must be delivered into the hands of the harbor master of the port, and if he wish to pay for such refreshments in any other articles except money, he must state what articles. And if he purchase articles not mentioned in the written account, or if he sell any article not mentioned in the first writing, then previous to his sailing from the port, he shall give in another correct account. Whoever violates this law or evades it, and whoever gives in a false account, shall be brought to trial and on conviction thereof shall be fined two hundred dollars.

These accounts also shall be preserved in the same manner as those mentioned in section eighth.

10. If any vessel arrive from a foreign country having a passenger on board, then the captain shall give immediate notice in writing of the name, country, age, and business of said passenger. And he shall neither set at liberty, or permit to be landed said passenger nor his property until the harbor master have seen said writing. Whosoever violates this law shall be fined one thousand dollars.

11. No master of a vessel shall discharge or leave any of his men to remain on shore without the consent of the governor or his agent in writing. Whosoever violates this law shall pay sixty dollars, and he who is thus discharged shall leave the Islands by the first suitable vessel. But if he do not leave according to this requirement, then he shall be treated as the deserter spoken of below.

12. If any foreigner desert from a foreign vessel it shall be the duty of the captain of that vessel to make it known immediately to the harbor master who will search for the deserter. If said deserter be found near the harbor where the vessel is at anchor, then the captain of the vessel shall pay to the harbor master six dollars and the deserter shall be returned to the vessel. If he be found at a place remote from the anchorage, or on the mountains, or at a distance of ten miles, then the reward shall be twelve dollars. But if he be found on another island, then the reward shall be twenty four dollars.

If the deserter be kept on shore and boarded, the pay required will be a half a dollar per day. Though this section does not prevent a special agreement between the captain of the vessel and the harbor master respecting the deserter provided it be entered into previous to his being taken.

If a foreigner desert, and the vessel from which he deserted sail without the captain's having given notice respecting said deserter, or if he delay to give notice for forty eight hours after the desertion of the man, then he shall be considered to have discharged his man and shall therefore be fined according to the requirements of the eleventh section of this law.

13. Every foreigner who deserts, or comes on shore secretly without the

knowledge of the governor or his agent, is obnoxious to this law. Whoever does it shall be put to hard labor, from which he shall not be freed until he leave the country. He may also at the discretion of the chiefs be dispossessed of all his property.

But if the chiefs think best to leave him his property and substitute a flogging, it shall be lawful, though the stripes shall not exceed thirty.

14. If any native, or foreigner residing on shore entice a man belonging to a foreign vessel to leave his vessel, or if any one see a deserter and understand him to be such, and do not give notice to the harbor master nor to the chiefs, then he shall be considered as accessory to the desertion and shall be fined sixty dollars, one half to the captain of the vessel from which he deserted and the other half to the government.

15. It shall be the duty of all governors, and officers, and of the people at large, as well as of the land agents, to be on the alert, and when they see a foreign deserter, seize him and deliver him to the harbor master. Whoever seizes a deserter thus, shall receive one half of the reward.

16. If any foreign vessel be in difficulty, be wrecked, or suffering from a severe storm, or if in straits of any other kind, it shall be the duty of the governors and all local authorities, and all the people, to aid with all their ability him who is thus distressed. And they shall receive their pay by a salvage of a part of the property rescued by them. If there be no previous contract, and the owner of the property and those who saved it do not agree, then referees shall be appointed to decide the reward.

17. If any foreign vessel arrive at any Hawaiian port or harbor, the crew of which have mutinied, or have committed any misdemeanor, by which the captain of said vessel is brought into straitened circumstances, it shall then be the duty of the governors, harbor masters, and other officers to aid the captain of the vessel; and if he wish the criminal part of his crew put in confinement on shore, they shall be merely confined. No other punishment except confinement shall be inflicted. Though if they break the Hawaiian laws then they shall be punished according to law.

18. If any master of a vessel wish to discharge one of his men on shore in accordance with the laws of his own country, and the consul of that nation consent to take him under his care and return him to his own land, such a procedure shall be proper. Captains of vessels and consuls shall not be hindered in doing so, though the governor must be informed thereof.

19. 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 said certificate allows. Whoever violates this law or evades it shall be fined four hundred dollars.

20. If any master of a foreign vessel wish a native to sail on board his vessel, it shall be the duty of that master to go to the harbor master with the man he desires, or if he cannot obtain them, then the harbor master will search for them. But the men shall not sail till they receive the assent of the governor. When that is obtained then the captain shall fill out the blank in the following bond and sign

it, after which he may receive the man on board.

The Bond is as follows :

I, _____ Master of the ship _____ of _____ hereby declare that I have agreed with _____

a native of the Sandwich Islands, to serve on board the ship under my command. I hereby pledge myself and said vessel in the sum of two hundred dollars to return said native to the Sandwich Islands within two years from date, provided he then be alive, and I will pay him wages according to agreement on the shipping articles.

When the above writing is properly completed and delivered into the hand of the harbor master, then the man may go. If any master of a vessel take a man in violation of this section of this law he shall be fined four hundred dollars.

21. If a native desert from the vessel on board which he shipped, for which reason the captain of the vessel is unable to return him according to the above bond, then it shall be the duty of the captain, previous to the expiration of the time mentioned in the bond, to make known the reason of his not returning said man, and having been established by good evidence that there was no fault of the captain's then the judges shall clear him from the payment of the bond.

22. If any seaman of a foreign vessel run in debt on shore and do not pay it, that debt shall not be demanded of the captain unless he had given his consent previous to the contraction of the debt, nor shall any seaman be put in confinement for debt, unless it be contracted in a wrongful manner in which case he may be confined. If the debtor have property on board the ship, the debt shall be paid from that. This section does not forbid the confinement of those who have committed a criminal offence.

23. If a foreigner from a foreign vessel commit a criminal offence on shore, and the criminal escape on board the vessel, and the police officers go for the criminal, and he is retained by the captain of the vessel and not delivered up, then the captain and the ship shall be held accountable for the crime.

24. If any vessel secretly take away a prisoner, the fine shall be four hundred dollars and the prisoner shall be returned. If he be not returned, then the captain of the vessel shall also be held accountable for the crime of the prisoner and shall pay whatever the law requires, [of the criminal.]

25. If the governor perceive that the laws are disregarded by any vessel he shall have power to detain the vessel, or the captain of the vessel, or the property of the vessel as he shall judge proper in order to enforce the laws.

26. It shall be lawful for the harbor masters of the various harbors to call for the papers of the vessels which anchor at these Islands. If they are called for and not presented, then the vessel shall not trade at all at these Islands, and no privilege shall be granted her here, and the governor may act his judgment in the case. But if the papers are presented, the harbor master shall by no means take the papers away from the ship.

27. All captains and masters of vessels coming to these islands and regarding the laws of the same, shall enjoy full protection and succor in the same manner as native born citizens of the Hawaiian Islands.

28. If it should be discovered that any captain of a foreign vessel has violated the laws of the harbor, then leaves and goes to another harbor, he shall not be permitted to trade there, nor to enjoy privilege, until he has settled for his fault according to law.

The same also in relation to vessels violating the law and leaving, but afterwards return, and even though under another captain, it shall be the same, no

privilege shall be granted, until the crime formerly committed be settled for. And the governor shall pursue such a course as he perceives to be necessary in order to carry out the law.

28. If any vessel arrive and lie off and on, or even anchor at any place at the Hawaiian Islands, and at once commit any act in violation of the laws, before the harbor master or pilot arrive, then the captain of the vessel, and not the pilot shall be accountable for that crime.

LAWS APPLICABLE TO THE HARBOR OF HONOLULU, ONLY.

1. Vessels approaching Honolulu and desiring a pilot, will set their national ensign, and pilot signal, on which he will go off immediately and shall be rewarded according to the following rate :

For taking a vessel in, one dollar pr. foot.
For taking a vessel out, one dollar pr. foot.

2. When a vessel arrives in the harbor then the harbor master shall immediately go on board and carry the harbor laws according to the requirements in section fifth. Then the captain shall exhibit the papers of the vessel, and make known the business for which the vessel has come. He shall also deliver to the harbor master the manifests spoken of above.

3. Vessels entering the harbor for refreshments or for repairs, and not for trade will pay harbor duties as follows :

For the outer harbor 6 cents per ton.
For the inner harbor 10 cents per ton.
For the buoys 2 dollars.

But if the vessel have goods on board selling at regular sale, then she shall pay the same rates as are paid by merchant ships.

4. Vessels entering the harbor for purposes of trade will pay harbor duties as follows :

For the outer harbor 50 cents per ton.
For the inner harbor 50 cents per ton.
For the buoys - - 2 dollars.

Any foreign vessel entering this harbor and then leaving it for some other harbor of the Hawaiian Islands, shall not on its return to this place be required to pay harbor duties again. But if she visit a foreign country, or prosecute her business at sea, and then return, such vessel shall pay duties as on her first entrance. But if a merchant ship be driven in by stress of weather or by misfortune, and do not enter for purposes of trade, then said vessel shall pay the same duties as vessels entering for refreshments. If after entering the harbor she trade to small amount, not exceeding one thousand dollars, she still does right. But all vessels which land or take off a considerable amount of cargo shall pay the fifty or sixty cents per ton according to the above requirement.

5. If the vessel belong to the Islands and have a Hawaiian Register, she shall pay no harbor duties. If the vessel be owned by a resident foreigner who has taken the oath of allegiance to this government, the vessel shall pay no harbor duties. If the vessel be owned by a resident foreigner having a dwelling house or shop on shore where he permanently resides, though he have not taken the oath of allegiance, his vessel shall pay but half duties. But if the vessel be owned by two or more persons, one of whom resides in a foreign country, there shall be no diminution of the harbor duties.

6. All vessels at anchor are forbidden to throw stones and heavy rubbish overboard in the harbor. Let it be carried on shore. Any vessel throwing its rubbish into the harbor shall be fined ten dollars for the first offence. If done again twenty dollars, and thus the fine shall be doubled for every repetition of the offence.

7. Furthermore, at half past seven a clock in the evening, a gun will be fired from the fort, when all boats and seamen shall return to their ships; the whole must return, and at eight o'clock another gun will be fired. When the second gun is heard, then all seamen [remaining on shore] will be seized and delivered to their several consuls, who will

pay to the police officers two dollars for each seaman thus seized.* And it shall be the duty of the police officers to examine and search, at the houses of entertainment and other places frequented by those men. And whatever native or foreign resident, shall aid, secrete, or entertain a seaman on shore in violation of this law shall pay ten dollars. And whosoever shall oppose the police officers with force in their search for such persons shall be fined ten dollars.

8. No vessel shall leave the harbor until a certificate from the harbor master be granted, certifying that the port regulations have been complied with for which he has a right to demand one dollar. Any vessel which sails without such certificate shall be fined one hundred dollars. And the pilot is hereby forbidden to take any vessel out of the harbor until such certificate is presented. And those consuls also that take charge of the papers of ships belonging to their several countries are requested not to deliver them up until the conditions of this section are complied with.

LAWS APPLICABLE TO THE PORT OF LAHAINA, ONLY.

1. Whenever a foreign ship or vessel shall anchor off Lahaina, she shall be visited as early as convenient by the harbor master, who shall exhibit to the commander of such foreign vessel, a certificate of his appointment, signed by the governor of the Island.

2. Every master of a foreign vessel who desires the privilege of purchasing refreshments for his vessel at Lahaina, shall pay to the harbor master, ten dollars, in return for which said master shall be entitled to receive five barrels of potatoes, with the privilege of purchasing at pleasure in the market, supplies for his ship, according to the rules of the place. He shall also be entitled to the protection of the laws, both for himself, his officers, his men, and his property, as long as he and those under his command obey the laws of the Island.

3. It shall be considered irregular for sailors from foreign ships to spend the night on shore without the leave of the governor, and whoever is found on shore one hour after sunset, shall be put in confinement until morning and then be delivered to the master of the vessel to which he belongs, who shall pay to the harbor master, six dollars for every man thus delivered.

If on account of sickness or for other reasons, any master of a vessel shall wish to have his men on shore during the night, he shall first apply to the governor of the place, and receiving his permission, the men may reside on shore, but shall remain within the limits assigned them by the governor, or shall be subject to confinement and penalty according to the 3d section of this law.

5. Henceforth two lights will be kept burning, one directly above the other and opposite the entrance for boats. All ships anchoring at Lahaina and making any purchases, shall pay one dollar each towards the support of said lights.

When these laws are printed and given to any captain of a vessel then the laws will be applicable to that vessel. And on the first day of September of the current year they will become binding in all parts of the Hawaiian Islands.

All these harbor laws are enacted by the chiefs and representatives, and we have set our names on this fourth day of May in the year of our Lord one thousand eight hundred and forty one at Lahaina, Maui.

(Signed) KAMEHAMEHA III.
KEKAULUOHII.

*The design is that the captain pay the two dollars to the consul. But if the consul prefer not to pay, then the delinquent shall be taken to the fort, and shall be delivered to the captain on his paying six dollars, as is done with all persons who have been confined.

From the N. Y. Albion of May 9.

ANTIQUITIES OF CENTRAL AMERICA.

Attention having of late been called to the rumored wonders of Central America, and suppositions having been raised that, through the numerous and astonishing monumental treasures that lie widely scattered about that region, the correct traces might be found of the manner in which this vast continent was originally peopled, two gentlemen undertook the difficult task of exploring that part of central America (or Gautimala as it was formerly called) in which those monuments were most abundant, and to give their observations and experience to aid in the solution of that interesting and very important problem.

There are few perhaps to be found better fitted for so difficult a mission as this, than Messrs Stevens and Catherwood, the gentlemen to whom we have here alluded. The labors and enquiries of the former are before the world in that agreeable and every way well written work called "Incidents of Travel," in which Mr Stevens has well exhibited his aptitude in exploring all that is curious, in relating everything that is new or unusual, and placing before his readers, as in a glass, the subjects of his pen, as though the matters were present to their view. Mr Catherwood also, to the researches of the philosopher and the scholar, brings the eye of the artist, the profound reflection of the antiquarian, the just comparisons of the practised critic in these things, and much of the practical knowledge of the civil engineer. Of these qualities he has given abundant proof in his lectures on Palestine and Egypt in general, and on Jerusalem and its environs in particular.

The results of their travels will be shortly published, from the pen of Mr Stevens, ably and extensively illustrated by plates from drawings made on the spot by Mr Catherwood.

The travellers proceeded from hence to the Bay of Honduras, and, upon landing, their first halting place in the way of their task was Copan, the ruins in the vicinity of which, were both extensive and magnificent. Mr Catherwood exhibited a drawing of a temple at Copan, which seems to have been upon an extensive scale, one front of it being in length about 230 feet, and its side face about 180 feet. The interior of the temple is laid out with all the skill and regard to convenience, of the most practised architect, and the exterior presenting an elaboration of ornament as well as a refinement in sculpture, which altogether astonished the travellers, as in fact so did the drawing astonish those before whom it was placed at the lecture. There were many single columns most elaborately wrought, the work was deeply cut, and all in masterly style.

From Copan the travellers proceeded to Kuirigui, where they found many monuments, chiefly of the same character as those at Copan, only the latter were much longer than those which were first visited. From thence they proceeded to Santa Cruz del Cuiche, to Guequetenango, to Ocosingo, to Palenque, and to Uxmal. The whole forming a circuit of nearly three thousand miles in perimeter, and the greater part of which was thickly studded with extensive ruins, all of which were perfectly analogous to each other, although the variations in extent, ornament, &c, were numerous. They were all evidently the labors of a people of a common origin, of apparently the same political, religious, and social principles, of the same habits and association of ideas, and certainly far advanced in civilization and refinement. Innumerable square columns or obelisks of stone were found in the course of their investigations, all of which were carved on every side with either hieroglyphics, or with figures of animals or human beings; the former in all probability containing legends which, if they could be deciphered would go far to explain the history of

the people who had thus executed them; and the latter executed with such regard to the due proportions of figure as actually to astonish the travellers, who had not the most remote expectation to find any branch of the fine arts in a forward state. What added to their astonishment was the fact that all these monuments were found in the deepest recesses of forests of gigantic and closely planted trees; a proof of their antiquity altogether irrefragable, as it must have required centuries to bring such trees to their maturity and enormous growth, and it must have been after those cities were ruined and gone to desolation that the forest was permitted to take root in their precincts at all. These considerations, unaided by any other, must carry the mind back to a period of the world altogether startling to think of.

An erroneous notion has got abroad, that these antiquities in the colossal magnitude of their parts, throw those of Thebes, Luxor, and other Egyptian monuments into the shade, and that the latter may now "hide their diminished heads;" it is believed also that in architectural elegance as in extent these American remains far exceed those of Palmyra, or even ancient Babylon itself. These surmises receive no countenance from the accounts given by Messrs. Stevens and Catherwood. The extent of the American monuments has rather regard to them as one mass promiscuously and almost every where spread within a circumference of three thousand miles, than to the extent or magnitude of any one specimen or set of ruins; and nothing but either a complete misunderstanding of the true details, or an intense love of the marvellous can have brought about those false comparisons.

But the most important point to be ascertained is that of referring these monuments truly to any of those in the old world. At a first glance at some of the more colossal figures, their costumes and their grouping, there was for the moment a similarity to those of ancient Egypt, but the practised eyes of our travellers soon corrected the momentary error of their thoughts. There was not one of those monstrous heads which so essentially belong to Egyptian mythology, religious rites, and occult writings; the proportions of the figures were in every respect better in those before them, and no where did they find that inherent regard for great magnitude or peculiar position in the statuary and sculpture. The hieroglyphics too, though liberally scattered and everywhere homogeneous, were altogether different from those upon the Egyptian monuments. From the intricacy of their designs and from many grotesque subjects of their sculpture, these monuments might be referred to a more oriental source than that of Egypt; and the similarity seems to increase the farther they are referred to the eastward. China and Japan present many of the images and groups which are found on these American monuments, and, although with much that is grotesque in the latter, there is much that is beautifully and symmetrically correct, while in China and Japan, particularly the latter, the monstrous prevails in an exorbitant degree, there is really much that is common to the East of Asia and to the west of America.

THE POLYNESIAN.

Honolulu, Saturday, Oct. 9, 1841.

The attention of the learned and antiquarian world has of late been directed with much zeal towards the vast piles of ruins which lie hid deep in the recesses of the almost impenetrable forests of Southern Mexico, Guatemala, and Yucatan. The difficulty in reaching them is so great, that few have had the resolution to undertake, and those that did, have brought back reports of marvellous magnificence, and relics of former grandeur and civilization which have startled and puzzled the curious of all countries.—Like a mystery of any nature, imagination has deeply colored the picture, half drawn from the mind, and half from the stories of those to whose researches we refer, until these masses of stone and sculpture have assumed the shape and figure of cities, the ruins of which cast those of Thebes and Palmyra far into the shade. Indeed some have

not hesitated to ascribe to these solitudes the primal seat of civilization, and the abode from which man went forth to till the soil, and people the earth. That such conjectures have no other foundation than that of an over-zealous fancy, the report which the travellers, Messrs Stevens and Catherwood, which we give in another column sufficiently shows. From them we shall doubtless have an account faithful to nature, and divested of the marvellous, which clings so tenaciously to the unknown. Enough is already made clear to the world, to excite a deep interest in these remains. Ancient they are, beyond all our present means of ascertaining their structure. Magnificent too, and grand, sufficient to show, that other heads than those which peopled America at its discovery by Columbus, must have planned, and other hands executed. The finely sculptured hieroglyphics, which are now a dead letter, may eventually be deciphered, and those silent stones be read and known of all men. What a history they might reveal! A nation as populous and as civilized as that of Ninevah, or Babylon, or the early Persian, now passed away from earth's surface, and nothing left but the palaces of the living to become the tell tale tombstones of the dead. A nation's fears, hopes, and power lie buried amid the deep silence of those forests; a memento, it may be, of the wrath of an offended Deity; to all, a valuable moral on the fate of men and empires.

Connected with these ruins is the question so frequently mooted, "whence the population of this country?" This is also of special interest to the inhabitant of Polynesia, for granting that Asia was the birth-place of mankind, the same sources that peopled America, probably filled these islands, and the investigation of the question, will be of interest to the dwellers of both lands.

To the Romans, Jews, Welch, Mongols, and almost every other known nation, has the people of America been attributed; but passing over these varying surmises, it might be well to inquire why so little can be learned with certainty with regard to its early history. Who, upon examining the magnificent ruins lately discovered in and about Palanque and Mitla, the immense city of Otolana, (which, as illustrating the domestic life and manners of a people long since departed, and whose name even defies antiquarian research, may with propriety be styled the Pompeii of the New World) and the account of like remains existing in various parts of South America—will not come to the conclusion that America was once the seat of arts and sciences buried in oblivion? How little should we have known at this day concerning the ancient Egyptians, had it not been for the literature of other nations and the late brilliant discoveries of Champollion! Destroy all the records of the Jewish race, then visit Palestine, and gather, if possible, from hoary tradition and the blackened monuments of ancient art, the history of the chosen people. The empire of the Assyrian, and the mighty capital, whose towering walls seemed built to defy the encroachments of age—where are they?—Time laughs alike at Thebes's hundred gates, and Babel's lofty tower. Witness Tyre and her daughter, Carthage—what know we of those proud ocean-queens save through the writings of their enemies? Their ruins attest not their former greatness; for the all-destroying hand of the barbarian has been there. Such may have been the fate of this continent in times past—and its inhabitants, unac-

quainted with a written language, preserved not, except through the uncertain medium of oral tradition, faint glimmerings of which have reached us, the history of these changes.

"Here, as elsewhere, revolution may have succeeded revolution, and the barbarous hordes from 'the mighty storehouse of the human race,' poured themselves with irresistible fury upon America—changing government, language, and religion, as they have done upon Europe. The latter recovered from these assaults to make still greater advances in civilization; whilst the former, unaided by the light of Christianity, and crushed under ignorance and superstition, was sunk into barbarism, with but few and faint traces of a better state. At her discovery—if we may judge from the then rapidly progressing empires of Mexico and Peru, which were in some of the arts far before certain parts of Europe—she too might have been casting aside the darkness which shrouded her; and, emerging from the mighty cloud with renewed brightness, might have taken her seat high among the powerful states and lawgivers of the earth. As every succeeding year brings to light some long-buried memorial of an ancient race, the public curiosity becomes aroused, and many are the questions asked and theories formed with regard to it. In the present state of our knowledge, little or no certainty can exist; but time and laborious investigation may lead us to such results as will prove gratifying, and even satisfactory, to our minds, if no higher object is to be gained. To effect this we should preserve with sacred care, all relics of the past, and note, with careful and discriminating hand, each new discovery. Let the philologist, with critical acumen, examine the structure of the various languages; the physiologist, the crania and mummies so often disinterred, and compare them with those of existing races—and let all be slow, but sure, in arriving at conclusions; and from materials thus carefully prepared, let the strong-minded, sagacious philosopher gather truths to instruct and amuse mankind.

The Curacoa brings the distressing intelligence that the Don Quixote carried the Small Pox to Tahiti, and that it is now prevailing there to a very fatal extent. While the Curacoa laid there, she allowed no communication with the shore, and by the precautions of the commander the crew were preserved from the contagion. It had also spread to Eimeo, and without doubt would prevail through the whole southern groups, adding a fearful item to the already full catalogue of diseases which were depopulating those groups. It is to be hoped that all the residents will unite with the government here, in taking every precaution to prevent its reaching these shores. The quarantine laws should be enforced with the utmost strictness. A little precaution in season would save a great amount of misery and death, both among natives and foreigners. The danger of its introduction would be greatest at ports on the other islands, where ships are in the habit of recruiting. These should be closely watched, and the vessels coming from the infected groups, allowed no communication until it is clearly proved that there is no contagion on board. The U. S. Corvette Yorktown not being here, it is supposed that she has the disease on board, and has gone to some island to cleanse ship, and will there remain until she is free from it.

The physician who reported the Don

Quixote healthy, at Tahiti, by whose representation she was allowed to enter, was banished from the Island.

The Curacoa is the first English man of war that has visited these islands for upwards of two years. She draws too much water to enter the harbor. Soon after coming to anchor, she exchanged salutes with the batteries on shore. From this place she goes to Monterey, and Mexico.

NOTICE.

The Annual Examination of native schools in Honolulu and its vicinity will commence on Monday, the 11th inst. at 9 o'clock, and be continued until Friday, when the exercises are expected to close with a feast in Hawaiian style. The examination will be conducted in the two Protestant meeting houses.

LETTER BAGS FOR UNITED STATES.

Ship William Thompson, to sail Oct. 10.
Ship Nautilus, - - - to sail Oct. 20.
Ship Gloucester, - - - to sail Nov. 1.
At the Office of the Am. Consul.

MARINE NEWS.



PORT OF HONOLULU.

ARRIVED.

Oct. 2, Am Sch Pilot, Spunyarn, Kauai.
" Haw Sch Hawaii, Hawaii and Lahaina.
" Haw Sch Kekauloohi, Wailua.
6, H. B. M. Corvette, Curacoa, 28 guns, Captain Jones, from Valparaiso July 10—touched at Callao, Pitcairn's Island, Tahiti, Eimeo, and last from Hawaii.
7, Haw Sch Clarion, Maui.
9, Am Whaleship South Carolina, Bailey, from Maui.
" Ship William Grey, Brewer, New York April 1.—Valparaiso and Tahiti.
" U. S. Corvette Yorktown, 16 guns, Captain Aulick, 18 days from Tahiti. News by these last vessels too late for insertion in our present number.

SAILED.

Oct. 2, Br Whaleship Eleanor, Barnet, to cruise.
" Am Brig Lama, Jones, Central America.
5, Am Sch Pilot, Spunyarn, Kauai.
" Br Brig Clementine, Molteno, N W Coast.
6, Haw Sch Hawaii, Lahaina and Hilo.
7, Haw Sch Kekauloohi, Ewa.
" Am Ship Copia, Macomber, to cruise.

PASSENGERS.

In the Wm. Grey, Mrs Brewer, and Mrs Moore.

LAHAINA, Maui—Arr Sept 2, Ship Philip Tabb, Jenny, Warren, 14 mos 2180 bbls whale. 25th, Vineyard, Crocker, Edgerton, 11 mos 250 sperm. 26th, Mt Wallaston, Rose, Salem, 15 mos 2000 whale. 30th, Mercury, Gray, Stonington, 10 mos 2100 whale. 30th, James Loper, Cathcart, Nantucket, 39 mos 1700 sperm. Oct 5, South Carolina, Bailey, Dartmouth. 34 mos 1800, (950 sp 850 wh.) 6th, Cortes, Gardiner, 2100 sperm.

Advertisements.

E. H. BOARDMAN, Watchmaker and Jeweller,

Having recently established himself at Honolulu, will give his faithful attention to any business in his profession that may be committed to him. He will be constantly supplied with

WATCHES

of the best quality, and a choice assortment of JEWELRY.

Also—Chronometers Repaired, and accurate Rates given.

Honolulu, June 12, 1841.

tf.

PEIRCE & BREWER.

Have on hand and for sale at low prices the following articles, viz:

- 23 Cases 4-4 blue Cottons of the best dye and fabric.
 - 18 " 4-4 Chickopee Cottons, bleached.
 - 1 " Bleached Cotton Drill
 - 1 " Satin Jeans
 - 1 " Ticking
 - 30 Bolts Am. Cotton Duck
 - 2 Cases Merrimack blue Prints
 - 1 " Orange Prints
 - 2 " Furniture Chintz
 - 1 " Marseilles Quilts
 - 5 " Cotton Thread
 - 1 " Pink Cambric
 - 20 Bales 4-4 Brown Cottons
 - 4 " 3-4 do. do.
 - 3 " do. Drill
 - 1 " Scarlet Flannel
 - 1 " Russia Sheeting
 - 4 Bolts Brusgins Canvass
 - 20 " Ravens Duck
 - 5 Cases Prints, assorted colors
 - 10 Boxes Muscat Wine
 - 100 Demijons, 5 galls.
 - 85 pair Venitian Window Blinds
 - 90 Window Frames, sashes, &c.
 - 60 Kegs White Lead
 - 100 Molasses Shooks
 - 75 Bales Am. Leaf Tobacco
 - 15 Bbls Tar
 - 5 " Bright Varnish
 - 1 Box Rifle Powder in cannisters
 - 50 Kegs Powder
 - 20 doz. Swaim's Panacea
 - 5 Bbls. Linseed Oil
 - 20 doz. Olive Oil
 - 40 " tin boxes Seidlitz Powders
 - 2 Bbls. Spirits Turpentine
 - 1 Case Friction Matches
 - 300 Boxes Am. Soap
 - 10 Boxes Pipes
 - 20 Sides Sole Leather
 - 2 " Patent
 - 25 Ox Bows—25 doz. Axe Handles
- ALSO—
- Sheathing Copper—viz.
 - 1 Case 26 oz. 80 sheets
 - 1 " 24 oz. 90 "
 - 1 " 22 oz. 100 "
 - 1 " 20 oz. 100 "
 - 1 " 18 oz. 100 "
 - 1 " 16 oz. 100 "
- } 570 sheets
- 3 Kegs Sheathing Nails
 - 30 Coils Manila Rope, assorted sizes
 - 50 Indian barrels White and Sicily Madeira Wine
 - 36 Qr. Casks Pale Sherry
 - 8 Indian bbls. Burgundy Port.
 - July 10, 1841. tf.

LADD & CO.

Have for sale

- 20 bales Domestic.
- 10 cases do.
- 59 " Blue Cottons.
- 4 " Blue Drills.
- 2 bales Brown Drills.
- 4 " Striped Shirtings.
- 6 cases Fancy do.
- 1 " Beaverteens.
- 1 " Molestin.
- 1 " Plaids.
- 1 " Silk Umbrellas.
- 10 " Cotton do.
- 31 " Prints.
- 4 " Printed Pongee Hdkfs.
- 11 cases Cotton Hdkfs.
- 9 " Kiheis.
- 55 " Blue Nankin.
- 8 " Assorted Dry Goods.
- 9 " Drab Hats.
- 3 " Thread.
- 51 packages Hard Ware.
- 50 Kegs Nails.
- 4 Casks Soap Stone Furnaces.
- 20 doz. Cast Steel Wood Axes.
- 1 Cotton Ginn.
- 3 cases Brushes.
- 10 " Boots and shoes.
- 222 Bars and Bundles assorted Iron.
- 5 doz Shovels.
- 1 cask Cart Boxes.
- 8 bundles Spike and Nail Rods.

- 5 boxes Tin plates.
- 20 bolts Canvass.
- 30 pieces light Ravens Duck.
- 69 coils Cordage.
- 20 doz. Carolina Hoes.
- 3 cases Looking Glasses.
- 9 " Assorted Fancy articles.
- 2 " Books, late publications.
- 100 barrels Pilot Bread.
- 22 hlds. Navy do.
- 525 boxes Soap.
- 1 cask Glue.
- 50 boxes Window Glass.
- 26 packages Crockery Ware.
- 15 " Glass do.
- 28 barrels Tar and Pitch.
- 5 casks assorted Paints.
- 63 kegs English White Lead.
- 40 " do. Black Paint.
- 500 Gallons Paint Oil.
- 100 boxes Spanish Cigars.
- 1 keg Superior Tobacco.
- 6 tubs Spices.
- 5 casks Rice.
- 5 baskets Olive Oil.
- 1 bale Corks.
- 10 kegs Fancy Biscuit.
- 1 case Macaroni.
- 1 " Tapioca.
- 8 doz. Chairs.
- 3 cases Stationery.
- 4 hlds. Tin Ware.
- 8 " Hollow Ware.
- 138 Reams Wrapping Paper.
- 20 " Writing do.
- Honolulu, Aug 22 1841.

B. Pitman & Son,

Have for sale on reasonable terms, viz., English and American Prints. Gingham. Printed Muslins. White, Brown and Blue Cotton Drill. White and Brown Linen Drill. Bleached and Unbleached Cottons, Cambric, plane and Figured. Swiss Muslin. Lace Edgings. Insertings. Fancy Gauze Hdkfs. and Scarfs. White Veils. Garniture. Silk. Satin. Velvet and Belt Ribbons. Wound Wire. Furniture Chints. Hamilton Stripes. Bonnet Wreaths and Flowers. Ladies and Gentlemen's Hosiery. Gloves. Satin Neck Stocks. Nankeens. Pongee Colored Hdkfs. Grass Cloth. Cotton Hdkfs. Needles. Pins. Spool Cotton. Thread. Buttons. Suspenders. Ready Made Clothing. Wick yarn, &c., &c.

GROCERIES.

Molasses. Sugar. Lamp Oil. Tea. Flour. Meal. Dried Apples. Raisins. Citron. Prunes. Tamarinds. Pickles. Vinegar. Nutmegs. Mace. Allspice. Cinnamon. Cloves. Ginger. Sage. Pepper. Mustard. Honey. Tobacco. Cigars. Pipes. Snuff. Soap. Sallad Oil. Olives. Lemon Syrup. Porter. Pale Ale. Stoughton's Elixir. Wines, &c.

SUNDRIES.

Boots and Shoes. Writing Ink. Shoe Blacking. Arrow Root. Epsom Salts. Bench Planes. Brace and Bitts. Chisels. Fish Hooks. Combs. Sauce and Fry Pans. Iron Squares. Screws. Nails. Axe Handles. Axes. Adzes. Hatchets. Writing Paper. Blank Books. Quills. Corks, &c. Generally on hand a good assortment of Crockery, Glass, and Tin Ware.

Honolulu, Dec. 5, 1840. tf.

HUNG TAI

Have for sale, at their plantation, at Wailuku, East side of Maui, a quantity of superior WHITE SUGAR, not inferior to the best imported Loaf Sugar. Also, WHITE SYRUP,—a superior article for family use. For the information of Merchants and others trading to these Islands, they would state, that they are enlarging their business, having now 150 acres of Sugar Cane under cultivation, and in the course of the next season will have 250 acres. By the 1st of December next, they will have a large lot of BROWN SUGAR for sale, on as reasonable terms as can be offered by any other firm.

May 29th, 1841. tf.

FRESH CORN MEAL.

By the Barrel, or less quantity, constantly on hand and for sale by
E. & H. GRIMES,
Jan. 18. tf.

B. PITMAN & SON,

Have for Sale, which they offer on

- reasonable terms:
- 20 Doz. Port Wine
 - 25 " Sherry do.
 - 10 " S. M. do.
 - 20 " Claret do.
 - 10 " Raspberry do.
 - 5 " Sarsaparilla Syrup
 - 10 " Lemon Syrup
 - 5 " Assorted do.
 - 5 " Stoughton's Elixir
 - 25 Boxes Assorted Teas

Also—Just received

- 3 Lady's Splendid Riding Saddles,
 - 50 Patent Leather Head Stalls.
- April 24. tf.

COPARTNERSHIP.

The Subscribers respectfully give notice that they have formed a Copartnership under the firm of

MARSHALL & JOHNSON,

for the purpose of transacting a general Mercantile business at this place. And they also offer their services as Auctioneers.

Honolulu, May 23, 1841.

J. F. B. MARSHALL.
FRANCIS JOHNSON

SAM AND MOW,

BAKERS FROM CANTON.

Good people all—walk in and buy, Of Sam & Mow, good cake and pie; Bread hard or soft, for land or sea, "Celestial" made; come buy of we.

June 15. tf.

For Sale.

- 2 Boxes Loaf Sugar,
- 5 Baskets Olive Oil,
- 2 Boxes assorted Spices,
- Lot Willow Baskets,
- Earthen Jars,

by B. PITMAN & SON.

May 22, 1841. tf.

PEIRCE & BREWER

Commission Merchants,

Honolulu, Island of Oahu,

HAVE Constantly on hand and for sale on liberal terms, Merchandise imported from the United States, England, Chili, and China, and adapted to the trade of the

NORTH PACIFIC.

They offer to purchase the productions of the Sandwich Islands, and of California; and Bills of Exchange on England, France, Russia and the United States.

MARSHALL & JOHNSON

Have for Sale

Brown Linen. Super Webb Braces. Super India Rubber Braces. Cotton Bandanna Hdkfs. Large Cotton Flag Hdkfs. Imitation Pongee Hdkfs. Colored Cotton Half Hose. White Cotton Half Hose. Imitation Linen Cambric Hdkfs. Super Linen Cambric Hdkfs. Large Choppas. White and Brown Linen Thread. Russia Sheeting. Ravens Duck. White Linen Drills. French Linen. Mourning Lawns. Black Bombazine. Colored Bombazine. Russia Diaper. Check Muslin. Jaconet Muslin. Check Cambric. Stripe Cambric. White Cambric. Super White Linen. Birds Eye Diaper. Linen Damask. Printed Linen Drills. Stripe Linen Drills. Assorted Sewing Silk. Stay Lacings. Pearl Shirt Buttons. White Suspender Buttons. Pea Jacket Buttons. Figured Vest Buttons. Figured Coat Buttons. Black Silk Cravats.

Patent Pins. Crash. Mous. de Laine Vestings. Pantaloon Check. Summer Cloth. Plaid Crape de Lyons. Fine Ermine Broadcloth, Black. Satin Stripe Chally. Ladies' Gloves. Ladies Scarfs. Pressed Crapes. Swiss Figured Muslin. French Muslins. Saleratus. Dried Apples. Nutmegs. Allspice. Malmsey Wine, extra. Paste Blacking. Pipes. Raisins. Cassia. Gaiter Boots. Gentlemen's Calf Boots. Ale. Nails. Fine Ivory Combs. Tooth Brushes. Cambleteens. An assortment of Stationery. Ladies' Kid Shoes. Ladies' Kid Slippers.

A select assortment of Cut and Pressed Glass Ware, consisting of Decanters, Wine Glasses, Cake Dishes, Lamps, Tumblers, Door Knobs, Salts, etc.

Honolulu, May 27, 1841.

eptf.

NOTICE.

The Partnership of the late firm of HENRY PATY & CO. has expired by the decease of Mr HENRY PATY, one of the partners.

The undersigned will assume the responsibilities and continue the business of the late partnership under the same firm (Henry Paty & Co.) for the present, until its affairs can be adjusted, when notice will be given of a change in the firm.

JOHN PATY.
ELI SOUTHWORTH.
WILLIAM PATY.

Honolulu, Aug. 9th, 1841.

HARD WARE.

Brass Kettles, Files, Hatchets, Adzes, Axes, Ship and Broad Axes, German Silver, Britannia and Iron Tea and Table Spoons, Soup Ladles, Cork Screws, Pen and Pocket Knives, Razors, Scissors, Shears, Knives and Forks, Ivory Handled ditto, in sets of 51 pieces, Sewing and Sail Needles, Mill, Pit, Cross-Cut Hand, Pannel, Back and Key Hole Saws, Wood Saws in frames, Steelyards, Patent Balances, Coffee Mills, Fry, and Sauce Pans, Elastic Slates, Toilette, Satira and Fancy Looking Glasses, Thermometers, Silver and German Silver Pencil Cases, Trowels, Ship Scrapers, Chest, Draw and Door Locks, Paint, Floor, and Whitewash Brushes, Hooks and Eyes, Gimblets, Bitts and Braces, Patent and Common Augurs, Paste Blacking, Shaving Soap, Glue Pots, Tinned Tea Kettles, Copper Pumps, Shovels, Spades, Bench Planes, Plows and Moulding Tools, Butts, Hinges, Screws, Brads and Tacks, Blind and Sash Fastenings, &c. &c. For sale by

LADD & CO.

August 28, 1841.

Volume I, of the Polynesian in neat binding, can be had at the store of MARSHALL & JOHNSON. Price \$5.

Terms of the POLYNESIAN.—VOL. II

A WEEKLY PAPER PUBLISHED ON SATURDAY. For the Proprietor and Editor.

SUBSCRIPTION. Eight Dollars per annum, payable half-yearly in advance; half year, Four Dollars quarter, Two Dollars Fifty Cents; single copies, 5 cents.

ADVERTISING. \$2, 25 for three insertions of one square; forty cents for each continuance; one that is half and less than a square, \$1, 75 for first three insertions, and 30 cents for each after insertion. 1 full square, \$1, 25 for first three insertions, and 20 cents for each succeeding insertion. Cards, notices, deaths or marriages inserted only as advertisements, and upon the above terms, excepting when desired as a matter of charity.

TERMS OF YEARLY ADVERTISING—quantity unlimited, \$40 per annum; half-yearly \$20; for any quantity not exceeding half a column, \$20; half-yearly, \$15. The privilege of yearly advertisers to be limited to their own immediate business, unless by special agreement to the contrary.

AGENTS. For Maui, Mr. J. B. Vonpflister, Lahaina. For California, Mr. T. O. Larkin, Monterey. For Society, and other Southern Islands, Messrs. Shaw & Gray, Tahiti.