



CONTENTS
For March, 1867.

	PAGE.
Gen. Morgan L. Smith, U. S. Consul.....	17
Valuable Testimony.....	17
Wreck of British Bark Golden Sunset.....	17
Voyage of First Missionary Packet to the Sand. Islands.....	17-20
Time Among the Ancient Hawaiians.....	20
United States Steamer Lackawana.....	20
The United States Hospital.....	20, 21
Temperance Legion.....	21
Editor's Table.....	21, 22
Hawaiian Commerce, 1866.....	24
American Relief Fun.l Association.....	24
New Yacht.....	24
Marine Intelligence, &c.....	24

THE FRIEND.
MARCH 1, 1867.

GENERAL MORGAN L. SMITH.—This gentleman, recently arrived from the United States, has succeeded to the office of United States Consul. During the war he bore a conspicuous part in the Western campaigns. On the breaking out of the rebellion in 1861, he was residing in St. Louis, and immediately raised a purely American company of soldiers and entered the Union army. During the whole war he was in active service. He finally rose to the rank of Major General of Volunteers. He was in several engagements, and accompanied General Sherman to Atlanta in his march through Georgia, but in consequence of a wound, was sent on military duty to Vicksburg. He fought through on the Union line. We are glad that when the Republic has favors to show, and appointments to make, the soldiers and officers of the war get their share. This is right. Men who have fought through that war with characters unspotted, merit the honors and rewards of Congress and the people.

DOWN GO REALS, UP COME DIMES.—The Minister of Finance has given notice, "By Authority," in the *Gazette*, that hereafter the old Spanish reals, and other "odd" coins, must succumb to the dime, half-dime and the decimal currency. Better late than never. This step ought to have been taken years ago.

VALUABLE TESTIMONY.—Dr. McCosh, since his return to Ireland, writing a private letter to a friend in the United States, says :

"I am ready to testify that in New England and in other parts, including the West, you have been able to raise the working classes to a state of physical comfort and of intelligence such as has not been realized in any country in Europe. *You owe this to the Word of God, to your quiet Sabbaths, and to education.*"

The American papers a few months ago, contained frequent allusions to the visit of the celebrated Presbyterian divine, Doctor McCosh, to the United States. His testimony is well worthy of the serious attention of every patriot and christian. Educate the young, place the Word of God in their hands, and then afford them a quiet Sabbath wherein to hear and read the Word of God, and the foundation is laid for a virtuous, stable and christian community.

WRECK.—The British bark *Golden Sunset*, of Liverpool, E. H. Tidmarsh, master, was lost on Enderbury's Island, December 11th. She was laden with coal, and had twenty passengers. One seaman was drowned. The Captain, passengers and crew were brought to this port by the *Kamehameha V.*, and nearly all have since proceeded to San Francisco. H. B. M.'s Commissioner provided liberally for the wants of the unfortunates while here.

☞ The old *Morning Star*, now called the *Harriet Newell*, we fear has foundered at sea, or some other disaster has befallen her. She sailed for China more than six months ago, and nothing has been heard from her. Other vessels sailing since her departure have been reported.

THE FIRST MISSIONARY PACKET.—We think our readers will be interested in the narrative of the trip of this little vessel to the Islands. During her lifetime and cruises among the Islands, she was commonly known by the name of the *Ten Commandments*.

We copy the following narrative from the *Boston Mercantile Journal* of October 13th, 1866.

Voyage of the first Missionary Packet to the Sandwich Islands

Forty Years Ago—Perilous Passage of a Schooner of Forty Tons—A Thrilling Narrative.

When the new missionary ship *Morning Star* was launched at East Boston the other day, there stood on her deck a man who forty years ago navigated a little craft of only forty tons from Boston to Honolulu for the American Board. That person was Captain James Hunnewell, and the vessel which he sailed to the Pacific was the *Missionary Packet*, the first vessel sent by the Board to the Sandwich Islands. The voyage of the little vessel was a tempestuous and eventful one, occupying nine weary months, during which Captain Hunnewell and his four companions suffered great hardships. He has by request prepared an account of his voyage, which will be read with deep interest not only by the friends of Missions generally, but also by the 150,000 Sabbath School children who are stockholders in the new *Morning Star*. It is a narrative of thrilling character, and we give it substantially as written by Captain Hunnewell.

CAPTAIN HUNNEWELL'S NARRATIVE.

Time (40 years) has mellowed down in my mind many of the exciting and very thrilling incidents which, on reviewing as they passed, not unfrequently drew tears of gratitude from eyes unaccustomed to weep, to that all-wise, kind and protecting Providence of God, that had guided me and my little bark through those dark and trying periods of trial and danger; and how often did I have occasion to exclaim,

"God moves in a mysterious way
His wonders to perform,
He plants His footsteps in the sea,
And rides upon the storm."

Cheered by the words,

"Behind a frowning Providence
He hides a smiling face."

THE MISSIONARY VESSEL,

The *Missionary Packet* was built at North Salem in the year 1825, for the American Board of Commissioners for Foreign Missions, for the use of the missionaries at the

Sandwich Islands at the suggestion of the Rev. William Ellis, the excellent English missionary who had just returned from the Islands, and was built under the immediate care of the Hon. William Reed, then Chairman of the Prudential Committee of the A. B. C. F. M. She was well adapted to ply among the Islands, but poorly adapted to perform the passage out, particularly at the season of the year when she left Boston and was off the stormy regions of Cape Horn. The packet was 49 feet long and only 13 feet wide, measuring a few ninety-fifths short of forty tons register. She was to have been ready to sail in November, 1825, but did not get ready to sail until January, 1826. Thus delayed until cold weather, she was not thoroughly and properly finished.

You will not think of criticising my writing when you are reminded that I commenced my sea-faring life not as a merchant, but as cabin boy.

DEPARTURE FROM BOSTON.

On the 18th of January, 1826, we took our departure from Boston, our decks but one foot above the water line, sailing under instructions (of 14th of January,) from the venerable Jeremiah Evarts, Secretary of the A. B. C. F. Missions, committing us to "*the Divine protection during our voyage.*" Our ship's company consisted of two Americans, two Sandwich Islanders (who always proved true and faithful to me,) and myself, making five persons on board, all told.

HEAVY GALE ENCOUNTERED.

Proceeding on our voyage, after two days of fine weather we began to experience hard gales, which compelled us to lay to under balance mainsail with a drag out, to keep the vessel to the wind, made of a spare gaff, a small anchor and a coil of new rope, which we lost after using it a few times. Without the drag the vessel came to and fell off seven points, keeping our decks full of water, the vessel much exposed and in a dangerous position, our deck leaking badly, particularly around the trunk. My bed, books, clothing, and everything in the lockers were wet and damaged. The vessel leaked so bad during the heavy weather as to require a long spell at the pumps every hour. A man at the pump was like being on a half-tide rock—always wet, and sometimes all over; and a man at the helm was often wet up to his hips, and my little company had, for weeks at a time, to sleep on wet bedding below, as well as being wet on deck. It was wonderful that we were so well as we were.

During heavy weather we were compelled to lay to with fair winds for many days while making our easting, the heavy seas rolling in on both sides, filling our decks completely full, endangering the vessel, and thus compelling us to lay to. This was very trying.

THE PACKET LEAKY AND UNSEAWORTHY.

Soon after leaving Boston we found that the vessel not only leaked in her decks and around the deck trunk, but that she leaked badly in her stern and in the rudder case, causing, during all the heavy weather, a steady stream of water over the cabin floor from aft, running forward. We found a large leak between the pumps and stopped it. On a wind, with a six knot breeze from any quarter, the decks were full of water, the vessel pitching heavily. When 21 days out we had

not seen a dry place on any part of our decks for 19 days. During heavy weather our leaks seemed to increase so as to require a spell of 400 strokes per hour at the pumps.

CALMER WEATHER.

On the 12th of February, when 25 days out, it was nearly calm for the first time during the passage. The deck was dry enough to calk, and I set myself to work calking the decks, and around the (deck) trunk found it quite open, and in some places put in two threads of oakum for several feet.

During the passage I found it difficult to take lunar observations, owing to the great and quick motions of our little vessel, but succeeded better than I expected. Found the deductions from observations nearly correct.

CROSSING THE EQUATOR.

March 9, when 50 days out, crossed the equator in the longitude of $27\frac{1}{2}^{\circ}$ west. Owing to our vessel leaking so badly, decided to stop at Rio Janeiro to calk ship, and stop leaks, and repair and alter sails by reefs. Had some rough weather in crossing the trade winds.

ARRIVAL AT RIO.

We reached Rio on the 28th of March—the sixty-ninth day out. Experienced much delay in finding calkers, in getting permission to open hatches to get out articles that were necessary, and to get out and dry damaged articles. Captain Soles, of ship *St. Peter*, altered and repaired my sails and rendered me other assistance without charge. My two Americans came to me and demanded their discharge from the vessel, and threatened to take their discharge if I did not give it. I took advice and adopted such means as induced them, though *reluctantly*, to remain by the vessel and proceed in her. One of them from near-sightedness was of very little use to me. I found it impossible to get a white man of any nation to join my vessel. I succeeded, however, in inducing a black man to go with me, who proved to be of little use.

DEPARTURE FROM RIO.

After spending thirteen days at Rio Janeiro, on the 12th of April I took my departure and had comfortable weather until the 23d of April. When in latitude 37° south we met with

HARD GALES AND SQUALLY WEATHER.

So that I was compelled to lay to under bare poles, very much exposed. Lost nearly all our quarter boards on the starboard side. The vessel strained so much as to renew our leak and necessitate a long spell at the pumps every hour. For the better security of our deck trunk, lashed it down as strongly as possible to the scuppers, also relashed our boat, and in other ways prepared for Cape Horn.

AROUND CAPE HORN.

The season being so far advanced towards the Southern winter, the days being very short, and the nights so very long and cold, and not having any maps, charts, or sailing directions for the Straits of Magellan, except the "Coast Pilot," which was of but little use, (it was impossible to obtain any in Boston before sailing,) unwilling to grope my way through the straits in the dark at this inclement season of the year, and having on my former voyage seen some mild weather off the cape, I decided to give up my desire to explore the straits, and try my chance for

a passage westward around Cape Horn. I therefore made the best of my way southward.

A MAN OVERBOARD.

May 8th, in 49° south, we encountered strong winds and squally weather; we took in the square-sail, but lost it overboard with Mr. R.; immediately cut away and manned our only boat with the two Sandwich Islanders and the black man, giving them directions to pull to windward for Mr. R., leaving only the near-sighted man on board with me. It was blowing hard at the time, with a rough sea, and it was a very perilous time for us all; but after three-quarters of an hour of intense anxiety the boat returned with Mr. R., nearly exhausted, having been compelled to abandon the square-sail and spar. We succeeded in getting Mr. R. and the boat on board, and with great difficulty secured the boat. The gale increased and the sea became very rough, every sea making a breach over us; lay to the remainder of the night under balance reef mainsail. Next day made sail for the southward.

TERRA DEL FUEGO IN WINTER.

On the 13th of May we made Staten Island and Terra del Fuego, with all the high land covered with snow. The weather very cold and dreary, with hard hail squalls passed through the Straits of Le Maire, and from the 14th to the 23d of May was off the cape, and a part of the time in sight of it and the snow-clad islands in the vicinity.

Much of the time it was blowing as hard gales as I ever saw, with frequent heavy blue squalls of snow and hail. A part of the time it blew so hard as to blow down the sea and swell, leaving the surface of the ocean a level white foam; a part of the time while off the cape we were under bare poles; made sail when it lulled. The vessel leaked so much as to require pumping every hour. Two of my little company, D— and the black man, were sick and unable to do duty. Temperature of air 30° ; water 40° .

ATTEMPT TO DOUBLE THE CAPE RELINQUISHED.

Owing to the frequent heavy gales and hard squalls I found on the 23d of May that we were rather losing ground; two of my little company were unable to do duty, my sails so much strained that they could not hold out much longer, while it was impossible in such weather to get at our spare sails, almost constantly wet below as well as on deck. And after mature deliberation and consultation with my companions I deemed it to be useless, and even foolhardiness, any longer to attempt to force our passage round the cape, convinced that if we remained much longer in that latitude our friends at home would never know how far we did go.

FOR THE STRAITS OF MAGELLAN.

Therefore for the preservation of the vessel and our lives I bore away for the Straits of Magellan, meeting with severe gales, and the sea making a complete breach over us, and twice nearly throwing us on our beam ends, so that the water poured down the companion-way. Lost all the remaining bulwarks. Comfort was out of the question. We made all the sail possible to get into the Straits, but could make no headway, owing to the strong gales direct ahead and a current setting eastward. We continued our efforts till the 30th of May, when we spoke

the English cutter *Dart*, of Greenock, Captain Duncan, on a sealing voyage, just out of the Straits and bound to the Falkland Islands (twelve hours' sail to windward) to winter.

PUT AWAY TO FALKLAND ISLANDS FOR A HARBOR.

The condition of my crew, my vessel, her sails, and the necessity of soon breaking out her hold to get at wood, water and provisions, which we could not do at sea, made it necessary that we should enter some harbor soon. I therefore decided to bear away and accompany the *Dart* to the Falkland Islands, Captain Duncan agreeing to lead my way into a good harbor, where he was well acquainted, and where there was plenty of wood and water that I much needed. It blowing a fresh gale, with a heavy sea, we scud under reef foresail, "half the time under water," the sea making frequent breaches all over us, so that during the night (as on other occasions like it) every one on deck for their safety were obliged to be lashed securely.

THE LUXURY OF SMOOTH WATER.

We reached the Islands on the 1st of June, and anchored in a deep and well sheltered harbor called Roberson's Bay, in Swan Island, where we enjoyed the luxury of smooth water. The next day, by the advice of the captains of some American sealing vessels, we moved to Fish Bay, in Beaver Island.

On Beaver Island we found plenty of good water, an article of peat on the upland, a good substitute for wood, and plenty of wild fowl that could be easily taken. The upland was covered with a very coarse grass, but not a tree or a bush were to be seen on any of the windward islands, none but shell fish to be found at this season. Drift wood from the continent was to be found on the western shores of the island, and I was well supplied with breadstuff.

PROVIDENTIAL ESCAPE FROM SHIPWRECK.

Captain Duncan, of the *Dart*, was not satisfied with this harbor, and urged me very strongly to accompany him to a neighboring island, a day's sail from this, which he represented as a much better harbor than Fish Bay, and where he was very well acquainted. Though I felt under obligations to him for leading me into a safe harbor in that dreary climate, I very providentially decided not to leave the harbor with him, and told him that after being so long at sea, and some of the time doubtful whether I should ever reach a safe harbor, I would remain where I then was until the days began to lengthen, and then make another attempt to find my way through the Straits of Magellan. Unable to induce me to accompany him, Captain Duncan in the *Dart* left me early in the morning (Sunday) for his favorite island and harbor, and (as I afterwards learned) after a boisterous day, arrived at the entrance of his harbor just at dark, where, unable to see his way in to safe anchorage, he cast anchor during a heavy squall and swung on to a reef of rocks, where his vessel was totally lost. Captain Duncan and crew (except two men drowned) saved themselves with what they stood in. Their boats, turned over on the beach, was their only shelter on that cold and inhospitable beach. Some forty days after Captain D. and Mr. Smith reached our little harbor in a sealing vessel bound to Valpa-

raiso, and I prevailed on Mr. Smith to join my little company.

ANOTHER START FOR THE STRAITS.

One of the American sealing vessels that left us early in June, touched at our harbor on the way to the Straits of Magellan, and the captain promised to keep me company if I would start with him. I therefore started (though earlier than I contemplated) in company with him, his being a vessel nearly three times as large as the *Packet*, a faster sailer, light and buoyant. He left me when but two days out to find my own way.

PASSAGE OF THE STRAITS.

We had a comfortable passage over to the Straits, which we reached in four days. We worked our way along without important incident, getting occasional sights at parties of Patagonians on the northern shore, and reached Port Famine on the 22d of July. The winds then became very boisterous and the sea very rough, and we were several times compelled to put back to the harbor. On the 26th the weather moderated, and we continued the voyage, making moderate progress. From the 10th to the 19th of August, severe gales and frequent heavy squalls, with snow and hail, prevailed, and we anchored several times in Surdt Harbor. On the 19th, when in sight of Cape Pillars, the western extremity of the Straits, a strong gale set in from the east. It was

A DAY OF LIFE OR DEATH.

We ran out to the southward from among the small islands and reefs into the open Straits under double reef sails, keeping to windward as far as possible, intending to bear away and run out to the westward as soon as I could see a clear passage. The sharp, quick sea from the east, meeting the great ground swell from the west, particularly when over the rock just above and the rocky reefs near the surface, caused some of the most frightful and terrific surges I ever saw, throwing the water higher than the highest ship's masts. They would destroy the largest ship in our navy that chanced to be in the way. When well out I found that we were surrounded on all sides, except the narrow passage out of which we came by these terrific reefs and breakers. By keeping to windward we were providentially enabled to return with a leading wind into the narrow passage that we came out of, and just in time to secure anchorage before dark, in a snug but unsafe little nook, where we were sheltered from the frequent heavy squalls, with three anchors down on three points and a hawser out on the fourth quarter.

WIND-BOUND.

Here we lay two nights. Sunday the 20th we remained in the same nook, spending an intensely anxious Sabbath, when with a fair wind we were compelled to lay by, not daring to make another attempt until the sea became smoother. I spent most of this Sabbath on a neighboring mountain, prostrate on the ground, seeking Divine protection and direction, or watching the winds and waves. I could see the reefs and blind breakers for twenty miles seaward, but no clear passage out.

THE CRISIS.

On Monday the 21st the wind continued from the eastward, but moderating, and the sea going down. We left our nook and

passed through the same narrow passage into the open Straits. Found it quite smooth. Bore away and run westward, cleared all the hidden dangers, and at meridian, with pleasant weather and a smooth sea, were within one mile of the Evangelist Islands, with Cape Victory and Cape Pillars both in sight in opposite directions. At 8 P. M., calm, and 20 miles west of the Evangelist Islands.

MORE HEAVY WEATHER.

At midnight a strong gale set in from the west, accompanied by a heavy sea, which soon brought us down to bare poles. On the morning of the 22d Cape Victory was in sight to the leeward, and we made all sail possible to prevent being driven back into the Straits. It was a crisis in the voyage, and never was a vessel harder pressed than our little *Packet*. The frequent and heavy seas that passed over us required that all persons on deck should be securely lashed to the vessel for their safety.

ARRIVAL AT VALPARAISO AND DEPARTURE FOR HONOLULU.

The winds and weather became milder as we advanced northward. On the 1st of September, ten days from the Straits, we made the land, and soon after entered the harbor of Valparaiso and anchored. The next day ascertained that I could not accomplish any desirable object by remaining longer. Filled our water casks, took on board some fowls, vegetables and fruit, and discharged Mr. Smith and our black man. Being considered a public vessel they did not require us to pay any port charges. We set sail for the Sandwich Islands and were favored with pleasant weather. We met with no remarkable incidents, and on the 21st of October entered the harbor of Honolulu, where I was joyfully received by my friends, foreign and native. The time occupied on the voyage was nine months and three days. I anchored during that time upward of thirty times in upward of twenty different ports and harbors, having spent six weeks in one harbor and fifty days in the Straits of Magellan, making one hundred and four days south of the latitude of 52° south, including the three winter months. My best run in the Pacific Ocean was 169 miles, and in 16 days I sailed 2,492 miles. On arrival at Honolulu I delivered up the *Packet* to Mr. Levi Chamberlain, secular agent of the American Board of C. F. Missions, agreeably to instructions.

THE LAST OF THE MISSIONARY PACKET.

The missionaries did not have use for the *Packet* all the time, and it was expensive manning and keeping her in order. After a few years experience they gave her up to the native chiefs, (as I understand it,) who for the use of her were to keep her in order, and the missionaries were to have the use of her, or some other one of their schooners, whenever they desired. The chiefs kept her on these conditions until the *Packet* was completely worn out and run out of everything. They then returned her in this condition to the missionaries. She needed very extensive and expensive repairs. The missionaries, not disposed to incur the great expense, decided to sell her to a respectable American ship-carpenter then residing there, taking her as she was. This carpenter took his own time, repaired her, and put her in order for sea, and offered her for sale. After having

her on hand for some time he finally sold her to the French Roman Catholic Bishop of Oceania, who fitted her out and sent some of his own people on a mission to the islands in the South Pacific Ocean, where (as I understand) she was totally lost on her first voyage under new owners. Thus ended the career of the "first missionary packet."

WHY HE UNDERTOOK THE VOYAGE.

To meet the question that may arise in the mind of any reader of the foregoing—What could induce Mr. Hunnewell to embark on such a hazardous voyage in such an unsuitable vessel at that inclement season of the year at home, and was likely to be off Cape Horn? I would reply that this was not my first but my third voyage to the North Pacific Ocean. I had spent two terms at the Sandwich Islands as an agent for merchants at home. I was confident that I understood the business and wants of the Island market; and if I went there again, I intended, if possible, to establish a house there on my own account, independent of merchants at home.

On my first voyage I embarked in the autumn of 1816 (50 years ago) for the Islands and coast of California.

On my second voyage in 1819 in the brig *Thaddeus*, as an officer and a small part owner in vessel and cargo, we carried out the first missionaries to the Islands, as you are aware, and on arrival off the shores of Hawaii I had the pleasure of bringing from the shore to the Mission the glad tidings that "Hawaii's (Owhyhee's) idols were no more."

In the autumn of 1825 several vessels were being fitted away from Boston and New York, but (as was customary in those days) I could not obtain freight for a single package of merchandise at any rate of freight whatever. I had been acting for one of the most respectable firms then doing business in the North Pacific Ocean; and they invited me to take the agency for their house if I went out again. They were then fitting away a ship from Boston for the Sandwich Islands and Northwest Coast. Their reply to my application to them to take out a few packages of merchandise in their ship was: "We are chock full; we cannot take a package for you, Mr. Hunnewell; you shall have a free passage out in the ship, and a 'power of attorney' or agency to act for us when you get there." I thanked them for the offer, but declined it, and told them I did not want to go out empty. I received their agency, and acted for them, and I believe acceptably, during all my last residence there. I knew that the Missionary Packet was then building, as I had been consulted as to how they could send her out. I supposed that she would be larger than she really was. Disappointed in my application for sending out merchandise, I finally, and quite unexpectedly to the Board, decided to propose to take her out myself for the privilege of taking out in her the bulk of forty barrels of merchandise as compensation in full for my services as master and navigator, continuing to expect that she would be much larger than she proved to be, and that we should get away earlier than we did, as I desired to go through the Straits of Magellan to shorten the passage, and satisfy a desire to know whether there were furs enough to be had there to make them an object for

trade at a future day. When I came to see how small the packet was I was disappointed, but it was too late to give up. I had purchased my cargo, and had engaged to go, and however badly I felt when I came to the test, I did not dare to say that I was afraid to go. I embarked with a heavy heart and with many discouragements, but a kind and all wise Providence guided and sustained me and mine, and in due time I reached my port of destination, planted my independent mercantile house there, which house has been continued under different heads independent of each other, with respectable success down to the present day, my own success far exceeding my own most sanguine expectations.

Respectfully yours, JAS. HUNNEWELL.

Time among the Ancient Hawaiians.

In answer to our inquiry, a few weeks since, for information about the ancient division of time among Hawaiians and the names of the months and days, a gentleman, who has devoted much time to the study of ancient Hawaiian customs and habits, communicates the following information, which will be new to most of our readers, and should be placed on record:

From the reign of King PAPA, time was divided by the Hawaiians into *Makahiki*, year; *Malawa*, month; and *Po*, night. The *Makahiki*, or year, was subdivided into *O Ke Kau*, or summer, and *O Ke Hooilo*, or winter. There were six summer and six winter months. The names of the six summer months were—*Ikiiki*, *Kaona*, *Hinaiaieele*, *Kama-hoemua*, *Kamahoehope*, and *Ikuu*. The six winter months were—*Welehu*, *Makali*, *Kaelo*, *Kaulua*, *Nana*, and *Welo*. Some of these had different names on different Islands. There were thirty *Po*, or nights, in each month, and were named from the form of the moon; beginning with the new moon. *Ilio* was the first night, so called from the slender appearance of the new moon. The next was *Hoaka*, and then *Kukahi*, *Kulua*, *Kukolu*, and *Kupau*. Then came *Olekukahi*, *Olekulua*, *Olekakolu*, *Olekupau*. Then *Huna*, *Mohau*, *Ihua*, *Akua*, *Hoku*, *Mahelanu*, *Kulu*, *Laaukukahi*, *Laaukulua*, *Laupau*, *Olekukahi*, *Olekulua*, *Olepanu*, *Kaloakukahi*, *Kaloakulua*, *Kaloapau*, *Kane*, *Lono*, *Mauli*, and *Muku*—thirty in all. From these thirty were separated four, which were *Kapu*, so there were four *Kapu* nights in each month. The names of these were *Kekapuku*, *Kekapukua*, *Kekapukaloa* and *Kekapukane*.—Advertiser.

NAVAL.—We reported briefly in our last issue the arrival of the United States steamer *Lackawanna*, Captain Wm. Reynolds. She left New York July 8th, touched at Fayal, Rio, Montevideo, and passed through the Straits. She touched at Valparaiso in December, and from thence to this port was 42 days. She had a rather rough passage in the Atlantic and at the Cape. The ship carries only 7 guns, which is less than is required for saluting purposes, on which account she did not salute on her arrival. Captain Reynolds and his wife, it will be remembered, are among our pioneers, having resided at Lihue on Kauai and Honolulu most of the time from 1850 to 1861, when he returned to the United States, and has since been engaged in active naval service, having taken part in several of the notable engagements on the Southern coast. The following is a list of the *Lackawanna's* officers:

Captain.—William Reynolds.
Lieut. Commanders.—G. H. Perkins and E. A. Walker.
Surgeon.—S. D. Kennedy.
Paymaster.—Edward May.
Chief Engineer.—P. G. Peltz.
Ass't Surgeon.—W. M. Reber.
Lieutenant.—W. B. Murray, Marine Corps.
Acting Masters.—E. A. Roderick, A. K. Jones, H. W. Hand.
Acting Ensigns.—W. H. Hand, O. S. Roberts.
First Ass't Engineers.—J. L. Vauclain.
Second Ass't Engineers.—F. L. Cooper, A. H. Price, C. J. McConnell, T. M. Jones.
Third Ass't Engineers.—J. K. Stevenson, Horace Whitworth.
Midshipmen.—J. C. Reiter, W. M. Mead, E. S. Houston, L. A. Kingsley.
Boatswain.—J. B. Aiken.
Carpenter.—Thos. McGlone.
Captain's Clerk.—G. W. Lendereg.
Paymaster's Clerk.—George Berrien. —Advertiser.

THE FRIEND.

MARCH 1, 1867.

United States Hospital (alias Pauper Asylum of the United States Government in Honolulu.)

"Nor must Uncle Sam's web-feet be forgotten,"
President Lincoln.

In our last issue we endeavored to show that American seamen, when sick and destitute, were not paupers. The twenty cents per month tax, and the three months extra wages, settle that point very conclusively. As the Government assumes the right to expend the sailor's money, we maintain that it should be done upon the principles of strict economy, the very best system of hospital accommodations, and in accordance with the general sentiment of propriety current among seamen. We hold that the United States Consul, established in a foreign port, is bound to have some regard to the known opinions and feelings of ship-masters, officers and seamen. Now we claim to know what that opinion is upon the proper treatment of sick sailors, their funeral rites, and the treatment of those in health. It has been opposed to keeping up, at an enormous expense, a second rate sailor's boarding house in the outskirts of the city, and calling it the United States Hospital, which is merely a pauper asylum of the United States Government, where those in health, and not needing medical treatment, are unceremoniously crowded together with those sick and diseased with all the ills and maladies "that flesh is heir to." Officers and seamen in perfect health have been compelled to mess with and among those who were in all stages of disease, while some were actually dying. When they remonstrated, they were summarily discharged or made to feel that they were in the situation of dependent paupers. We have known officers and seamen, entitled to the Consular protection, to forsake the establishment and seek board in town, casting themselves upon their friends or some boarding house keeper. We will not dwell upon the past; "let bygones be bygones;" but for the future—for the credit of the United States Government and the welfare of seamen—we hope the Consul will break up this system and separate the well from the sick. We have already intimated how this may be done, viz.: by sending the sick to the Queen's Hospital, and those in health to the Home, or to some respectable boarding house.

Three times, at least, has the United States Government endeavored to reform this system, but the good intentions of the Government have been hitherto thwarted. We refer to the visit of the sloop of war *Levant* in 1860, Dr. Baxley's tour of inspection in 1861, and the mission of T. F. Wilson, Esq., in 1866. The first and second attempts were

signal failures, and it is yet somewhat doubtful whether the third will prove a success. We are confident it will not, if through any mismanagement the old system is perpetuated, although there may be a retrenchment of expenses. The honest truth is, *the whole system is bad*. We are not aware that the United States Government keeps up any such establishment in any part of the world, and there is no more necessity for it in Honolulu than in London, Liverpool, Havre, or any other port foreign to the United States.

Dr. Baxley, the Government special agent, has always been understood to have reported against it. Mr. Wilson may have succeeded in reducing expenses, but we maintain that it has been at the sacrifice of the sailor's welfare, and thereby to the injury of American commerce. One case of hardship has already been reported in the public prints. The course adopted in regard to the burial of seamen has already given just cause of offense, and if persisted in, will be made a subject of more complaint. But we confidently hope that all abuses will be rectified under the management of General Smith.

We will add one more remark: if the United States Government is determined to keep up an establishment for sick and destitute seamen, (hitherto contrary to all principles of economy and sanitary rule,) let it be done in a style becoming a great, powerful and commercial nation. Let a site be selected and purchased, and suitable buildings erected thereon. Let the whole be done in a becoming manner, and not in the present jobbing style, or that which has been practiced for many years. If it reflects more honor upon the Government to maintain a separate establishment, let it be done in a style really to honor the Government and promote the sailor's welfare. As the sailor is compelled to foot the bill, let him have a voice in its management. If seamen cannot be suitably provided for under the Consulate, we shall petition for a branch of the United States Sanitary Commission to be established in Honolulu.

Perhaps we owe an apology to the public for not having long since fully discussed this subject in our columns, for it has been strongly pressed upon our attention by at least two of our United States Commissioners and Diplomatic Agents residing in Honolulu. Our reason for refraining from the discussion was simply that we did not see as any good would *then* result, but now that there is a reasonable prospect of a change, we desire to add the weight of our influence to make the balance incline in favor of the sailor, as well as the Government of the United States.

The new *Morning Star*, which sailed from Boston for Honolulu November 12, may be looked for daily.

TEMPERANCE LEGION.—The effort to revive the temperance cause in Honolulu has resulted in the organization of the Temperance Legion. Meetings are held weekly at the Bethel Vestry, and are well attended. The first lecture of Mr. Barry took well, and the friends of the cause immediately gathered and formed this organization. Thus far a decidedly healthy tone has been imparted to the organization. Young and old, ladies and gentlemen, have enrolled their names.

FRESH PERIODICALS AT WHITNEY'S BOOK-STORE.—Harper's new monthly for February we find lying on his counter, as early as the 15th of the month. So it appears that we are not much behind the times at the Sandwich Islands. Other periodicals were lying on his counter, apparently fresh and moist from the press in Boston and New York. Nearly every new book noticed in the papers of the Atlantic States we find for sale at Whitney's book-store. We sometimes think that he must receive his books and periodicals "by telegraph," for he is often ahead of the mail!

REMOVAL.—We notice that Mr. Chauncey C. Bennett has removed his periodical depot from King street to the store on Fort street lately occupied by Mrs. Black. He favored us with a copy of the "Church Almanac," and some other papers and pamphlets. The "Church Almanac" contains a complete list of all the Episcopal bishops and clergy in the United States. It is quite a matter of surprise to us that a man like Mr. B. can keep so remarkably quiet and cool while surrounded by so much highly sensational literature.

BURGESS' PHOTOGRAPHIC GALLERY.—The visitor will there see some of the very finest specimens of the photographic and painter's art. His pictures, retouched by the pencil, are exquisitely fine. A person listens, for one is ready to say, pictures so very natural will surely speak! If the pictures cannot speak with their mouths, they do with their eyes! The expression is charmingly mild on some of his pictures. On comparing the present state of the art with what it was a few years ago, one is ready to ask, "What will be the next improvement?"

APPLE PARER.—At E. O. Hall & Son's store, corner of King and Fort streets, may be seen a Yankee notion that performs the work of paring apples in a style quite astonishing to persons of dull wits and slow comprehension. It is an instrument that might profitably be employed by a blind man. We suppose they are for sale, although we saw but a single specimen on exhibition.

We are indebted to the *Commercial Advertiser* for the valuable statistics of Hawaiian commerce for 1867.

EDITOR'S TABLE.

Reviews of New Books on Polynesia.

TEN YEARS IN SOUTH CENTRAL POLYNESIA—Being Reminiscences of a Personal Mission to the Friendly Islands and their dependencies. By the Rev. Thomas West. Illustrated with a Portrait and Maps. London: James Nisbet & Co., 21 Berners street. 1865.

THE KING AND PEOPLE OF FIJI—Containing a Life of Thakombau; with Notices of the Fijians, their Manners, Customs and Superstitions, previous to the great Religious Reformation in 1854. By the Rev. Joseph Waterhouse, for fourteen years a Missionary in Fiji. London: Wesleyan Conference Office, 2 Castle street, City Road. Sold at 66 Paternoster Row. 1866.

MISSION LIFE IN THE ISLANDS OF THE PACIFIC—being a Narrative of the Life and Labors of the Rev. A. Buzacott, Missionary of Rarotonga, for some time co-worker with the Rev. John Williams, Martyr of Erromanga. Edited by the Rev. J. P. Sunderland and the Rev. A. Buzacott, B. A., with Preface by the Rev. Henry Allon. London: John Snow & Co., Paternoster Row. 1866.

The reading public is now favored with three new books upon the inhabitants of the South Seas, and the efforts which are now being made to civilize and christianize them. These are books of interest, and written by men who have rendered themselves capable of treating upon affairs in Polynesia from having lived and labored among the people.

The first book we shall notice, relates to the Tonga or Friendly Islands. This volume was written by the Rev. Thomas West, a Missionary, laboring for ten years at the Friendly Islands under the patronage of the Wesleyan Missionary Society of England. It will be remembered by those familiar with the history of missions in the South Seas, that the Tonga or Friendly Islands were first occupied as a missionary field by the missionaries of the London Missionary Society, on the first establishment of Protestant Missions in the South Seas, as early as 1797. That enterprise failed, and subsequently the Wesleyan Missionaries entered the field and have labored with encouraging success. From the preface of Mr. West's book, we learn, that at the Friendly Islands there are "169 Protestant places of worship. Connected with these there are 24 Resident European and Native Ministers; 13 Catechists; 214 Day-school Teachers; 676 Sabbath-school Teachers; 856 Lay Preachers; 9,822 Church-members, and 248 Day-schools, containing 9,712 Scholars. The number of regular attendants upon public worship is about 30,000, and more than £3,000 per annum are contributed voluntarily by the people for religious purposes." This statement shows that this mission must have proved a glorious success. *The King of the Friendly Islands, George Tubou*, is represented as a sovereign who is thoroughly converted to the christian religion, and is recognized among the number of actual preachers of the gospel. King George rules with much ability and dignity. He has

granted his subjects a Constitutional Government. A copy of the Constitution and Laws we published in our columns in April, 1864. How far His Majesty King George was influenced by the progress of events at the Hawaiian Islands, we cannot say, but, that the Hawaiian Kingdom was made the subject of consideration, we learn from the following remarks, on pages 392-3.

Mr. West thus writes in his journal on the 13th of January, 1855:

"I had also considerable conversation with the king in reference to another very important subject. Some months ago, I received an official document from M. St. Julian, commissioner from the King of Hawaii, (Sandwich Islands,) requesting me to translate the same to King George, which I accordingly did. The substance of the communication was the expression of a desire, on the part of the government and King of Hawaii, to enter into political and commercial relationships with the Friendly Islands, and urging upon the king the duty of taking steps to secure a formal recognition of his independence by foreign powers. Hawaii, once as barbarous as any country of Polynesia, and much more degraded, morally, than ever Tonga was in the worst times, has now become a prosperous and comparatively wealthy state, treated with, and recognised as an equal, by all the great nations of the world.

"It is a highly instructive fact, and very suggestive of the remarkable progress of religion and civilization in these parts of the earth, to find negotiations of this kind formally opened between kings and nations, who, a few short years since, were heathens and cannibals. In a communication addressed to myself, it is said that, "the desire of His Hawaiian Majesty is to see all the Polynesian races become as prosperous, and as fully independent, as the nation over which he rules." His Hawaiian Majesty strongly recommends King George to establish a constitutional government. A copy of that adopted by the Hawaiians, and recently published in the Sydney newspapers, has been translated and laid before the king. It is receiving his best consideration; but, at present, the king thinks that the introduction of such a movement would be inopportune. Certain I am that the Tonguese have better capabilities, and greater facilities for becoming an important people, than even the Hawaiians; but such sweeping reforms and alterations in the political condition and laws of any people must, in great measure, be a work of time."

This interesting volume of Mr. West, is accompanied with a portrait of King George, a good map of the Tonga or Friendly Islands, and an Appendix, containing remarks upon the Tonguese Language and Grammar.

THE KING AND PEOPLE OF FIJI.

This book introduces its readers to the real cannibals—eaters of human flesh. The Fijians made no scruple of boldly asserting that they were man-eaters, and they did so because they loved the food. On a certain occasion, King Thakombau's soldiers return-

ed from battle and presented themselves before his "second Queen," Adi-mai-Naikasakasa, and she thus publicly reproached one of them: "Shame on you, to return without even one man for me to eat."

It should be remembered that such scenes occurred not long years ago, in the dark ages of a remote antiquity, but even within a very few years. The incident just noticed occurred in 1854.

The Fiji Islands are a beautiful group in the South Pacific. They were thoroughly surveyed by the United States Exploring Expedition about 1840. In the third volume of the "United States Exploring Expedition" will be found Wilkes' narrative of a visit to those islands, and a map will be found in volume sixth. To any one wishing to become thoroughly acquainted with those islands, this narrative of Wilkes will be found interesting. Several books have however since been published, which more fully unfold the character and condition of the people, viz.: "Fiji and Fijians," in two volumes; Capt. J. E. Erskine's (R. N.) "Journal of a Cruise among the Islands of the Western Pacific, in H. B. M.'s S. *Havannah*," and Mrs. Wallis' "Life in Fiji." This last is the work written by the wife of an American ship-master, engaged in the biche-de-mer trade.

No books, however, are more valuable and reliable than those of the English Wesleyan missionaries, who have during the last thirty years labored so nobly, courageously and successfully in reclaiming those vile cannibals from their abominable practices to the Christian religion. If any skeptic after this shall question whether there is power in Christianity to subdue the most besotted and degraded heathen, then we would recommend that he make a voyage to the Fiji Islands, and hear the story of a Fijian conversion from the lips of some of those old and veteran missionaries, or the Fijian himself.

The book we have now under review was written by a brother of our fellow-townsmen, J. T. Waterhouse, Esq. He was fourteen years a laborious missionary among the Fijians, and his father was superintendent of the Wesleyan Missions in Australia and the South Seas. There is a noble tribute to the father's great usefulness and admirable character as a public officer of the Missionary Association, in pages 87-91 of this book, which is copied from "Fiji and the Fijians."

It would be quite impossible for us to present even a mere outline of the great variety of topics discussed in this volume, but we can assure our readers that it will amply repay the perusal. It brings the history of the islands down to about 1855, when cannibalism was formally abandoned as a national practice under the authority of the Government,

and Christianity established. Mr. Waterhouse, the writer, intimates, on page 294, that he has in preparation another volume, as a sequel to this. We shall anxiously look for its publication, and we hope it will be accompanied by a good map or chart, resembling that accompanying Mr. West's work on the Tonga Islands.

From the public prints and a gentleman who has long resided at the Fiji Islands, we learn that Thakombau is now acknowledged by Fijians, foreigners and foreign governments, (England, France and the United States,) as the King of Fiji. He has his Court Residence on Bau, and a young American is his Secretary of State. About 1,200 foreigners reside upon the group, commerce is increasing, the agricultural resources of the islands are being developed, and in fine, Christian-Fiji is taking its place among the civilized and Christian nations of the earth. The entire population of the group is estimated at 150,000.

MISSION LIFE IN THE ISLANDS OF THE PACIFIC.

In this volume we have portrayed the life of one who has been styled the "model missionary of Polynesia." Who that has read missionary intelligence, has not often met with the name of the Rev. Aaron Buzacott, of Rarotonga, one of the Hervey Islands? He was the early friend, co-laborer and companion of Williams, the Martyr of Erromanga. It was the fortune of Williams to be an enterprising explorer, but of Buzacott to settle down on one of those beautiful islands of the South Seas, and there labor diligently, laboriously and successfully. Very often have we listened to the narrations of ship-masters and sailors who have visited Rarotonga, and it was once our privilege to correspond with him. He died at Sydney, September 20, 1864, where he had retired on account of ill health. He was a missionary of the London Missionary Society.

We hail with delight the publication of so many new books on Polynesia. As we had occasion to remark on another occasion, the time has not come to write a history of Missions, or Christianity in Polynesia, but the materials are being gathered for a history of thrilling interest. Other books, we doubt not, are in course of preparation, and whenever any of them are laid upon our table, we shall most cheerfully give them a review or notice. We shall do it *con amore*, for in the subject of Missions among the heathen, and especially unevangelized Polynesians, we take a deep interest. In our estimation, there is no subject of greater importance which can come before the human mind, for the time is sure to come

"When one song shall employ all nations, all shall cry,
Worthy the Lamb, for he was slain for us.
The dwellers in the vales and on the hills shout to each other,
And mountain tops from distant mountains catch the flying joy,
Till nation after nation, taught the strain,
Earth rolls the rapturous hosanna round."

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Hawaiian Commerce During 1866

The Collector's statement of our exports for 1866:

Table listing export goods and their values for 1866, including items like Sugar, Molasses, Rice, Coffee, etc.

The value of our exports shows a small increase in the totals over the previous year, but the increase is in the foreign goods exported and in supplies furnished to vessels...

Summary table comparing 1866 and 1865 values for foreign goods, domestic goods, and supplies.

Turning to our imports, we find that there has been a small gain on the previous year. The following, made up from the tables of the Collector, show the value of leading articles imported during the past two years:

Table listing import goods and their values for 1866 and 1865, including items like Ale, Porter, Beer, Animals, Building materials, etc.

The total importations for 1866 were valued at \$1,993,821 against \$1,946,265 for 1865, showing an increase of \$47,555.

The following will indicate the countries from whence the dutiable merchandise imported into this Kingdom is obtained, and the value from the same countries during 1864, 1865 and 1866:

Table showing the value of dutiable merchandise imported from various countries (United States, Bremen, Great Britain, etc.) for the years 1864, 1865, and 1866.

American Relief Fund Association.



The Treasurer of the American Relief Fund Association respectfully submits the subjoined account current of the fund for the year ending 22d February, 1867:

Financial statement showing payments for relief of individuals and a balance of \$819 36.

By cash old balance \$518 57, By cash received from subscribers 914 00, By interest on \$600 invested 60 00. Total \$1,492 57.

By resolution it was voted that \$200 additional be invested. A. D. CARTWRIGHT, Treasurer.

Honolulu, Feb. 22, 1867. By a unanimous vote the old officers were re-elected for the current year, viz:

President—A. J. Cartwright. Vice President—Rev. S. C. Damon. Treasurer—A. D. Cartwright. Secretary—K. H. Stanley.

MEMBERS DECEASED. Theop. Metcalf. B. F. Snow. W. A. Aldrich, Ira Richardson, Thos. McGeorge, Chas. L. Richards, G. K. Sparks, A. S. Gribbaum, Wm. Wilson, Thos. Tennatt, T. T. Dougherty.

MEMBERS AMERICAN RELIEF ASSOCIATION. Jas. W. Austin, Joseph B. Atherton, Wm. F. Allen, Dr. A. C. Bufam, Jas. A. Burdick, J. W. Burrows, Chas. R. Bishop, Cornelius S. Bartow, Jacob Brown, Ichabod Bartlett, Robert Briggs, A. D. Cartwright, A. J. Cartwright, O. G. Clifford, H. A. P. Carter, H. L. Chase, Joseph Cook, S. C. Damon, J. G. Dickson, J. K. L. Desha, David Dayton, Henry Dimond, D. N. Flitner, Jerome Feary, Thos. R. Foster, Daniel Foster, Israel Fisher, R. Gilliland, R. H. Gilmore, J. P. Hughes, Wm. Hughes, Wm. E. Herrick, J. A. Hopper, G. W. Houghtaling, Chas. C. Harris, Frank Harris, E. O. Hall, W. W. Hall, G. G. Howe, A. F. Judd, W. W. C. Jones, P. C. Jones, Jas. L. Lewis, W. N. Ladd, Jas. S. Lemmon, John S. Low, Jas. Louzada, H. Y. Ludington, R. Lewers, R. D. Morgan, J. McCabe, E. C. McCandless, R. Newcombe, J. M. Oat, Wm. C. Parke, John H. Paty, Wm. Phillips, S. Peck, M. Raplee, S. b. Rawson, Jas. H. Rogers, C. E. Richardson, Wm. E. Richards, J. de Silva, R. H. Stanley, H. W. Severance, H. N. Stillman, H. L. Sheldon, David Taylor, H. M. Whitney, C. E. Williams, J. W. Widdifield, J. S. Walker, — Wilber, Geo. Williams, Llew. Zublin—76.

IMPORTANT TO MARINERS.—The Treasury Department of the United States has given notice of the erection of the following light-houses:

A screw pile light-house at the mouth of Roanoke river, Albemarle Sound, North Carolina, to take the place of the lightship formerly marking that station. A light-vessel has been placed on the "one-fathom" bank in the British Channel, Coast of England. A red light has been placed in the Nash High light-house, and a red light in the Burnham Low light-house, both in the British Channel. A green buoy, marked "wreck," has been placed in the Eastern Channel to Spit-head, England. A white fixed light, at an elevation of 134 feet will be shown in the clock tower in the center of Fort, at Colombo, Ceylon. A fixed white light has been erected on Cape Ballavista, on the east coast of Sardinia; and a floating light has been placed near the extremity of the Mole, at Palermo.

A NEW YACHT.—The schooner Fruiter, which arrived Feb. 21st from New London, has made a long voyage for so small a craft, having nearly circumnavigated the globe, and sailed over 20,000 miles. She is under command of Capt. Daniel Watrous, who brought out the schooner Eneine, now in port. The Fruiter touched first at Cape Town September 21, for wood and water. She next stopped in New Zealand and lastly at the Marquesas, arriving in port on the 21st, 231 days from New London. Though of only 40 tons register, she is of 70 old measurement, and capable of carrying 600 kegs of sugar. Her captain claims that she is one of the easiest and finest seaboats he was ever in.—Advertiser.

Table for Free-will Offerings with columns for Friend and Chapel, listing donations from Captain Thomas, Mr. Miller, A Friend, etc.

PORT OF HONOLULU, S. I.

ARRIVALS.

- Feb. 1—Am. bark Comet, Dailey, 14 days for San Francisco. 1—Am. schr. Caroline Mills, 16 days from San Francisco. 2—Brit bark Irazu, Jones, 132 days from Liverpool. 3—Haw brig Kamehameha V., Etoue, 32 days from Buano Is ands. 9—U. S. S. Luckawana, Reynolds, from New York. 12—Am bark Cambridge, Brooks, 10 days from San Francisco. 14—Am bark Kutusoff, Clements, — days from Teekale, W. T. 21—Brit schr Fruiter, Watrous, 231 days from New London, via Capetown, New Zealand and Marquesas.

DEPARTURES.

- Jan. 30—Brit ship Nimrod, Lilley, for San Francisco. Feb. 1—Haw brig Blossom, for Micronesia. 2—Am schr San Diego, Tengstrom, for Howland's Isl'1. 6—Am schr Caroline Mills, for a cruise to Westward. 9—Am bark Camden, Mitchell, for San Francisco. 16—Am barkentine Jane A. Falkenburg, Rumwell, for San Francisco. 23—Am bark D. C. Murray, Bennett, for San Francisco.

To NAVIGATORS.—Messrs. Taber & Brother, of New Bedford desire us to make public the following corrections in the American Nautical Almanac for 1867. Captains will please make a note of the errors:

- EPHEMERIES FOR 1868. Page 38. March 8, Sun's Declination, for 49' read 39'. " 40. March 8, Siderial Oh, for 58s. 03 read 59s. 03. " 129. August 13, Sun's Declination, for 21' read 31'. " 182. November 27, Sun's Ascension, for 16m read 14m. " 200. December 26, Equation of Time, for 0m read 1m. " 200. December 27, Equation of Time, for 0m read 1m. " 201. Dec'ber 29, Sun's Declination, for 35' 3 read 25' 3.

PASSENGERS.

FROM SAN FRANCISCO—Per Comet, Feb. 1.—Miss Mary A. Cooke, Mr. and Mrs. Thos. G. Thruin, John Stubbiehem, J. H. Harrison, Andrew Finley, A. S. Donneli, S. Ballard, S. Hinckley, P. Kallahau, Eugene Glauz, John Foy, Mr. Hazard, J. Robinson, I Kaakaa. FOR HONGKONG—Per Atrevida, Jan. 26—H. Bonham, Mr. Jessup, Mr. Ferrier, Chulun, wife and child, Alone, Ayun, Asing—9. FOR A CRUISE—Per Blossom, Jan. 31—J. W. Crowell. FROM GUANO ISLANDS—Per Kamehameha V., Feb. 4—C. W. White, wife and child, Bill Foy, Mr. Lake, Mr. Poun, 30 Hawaiians, 38 people from the wreck of the Golden Sunset—74. FROM SAN FRANCISCO—Gen'l M L Smith, U. S. Consul, and lady; Miss A Brooks, James Lowe, J E Glin, D Crosby, Henry Weed, Col John H Noble, W Kenesey, R H Rockman, W McCandler, G N Tucker, D Henshon. FROM TEKALEFT, W. T.—Per Kutusoff, Feb. 14—Mr. Clifford. FOR SAN FRANCISCO—Feb. 8—18 of the crew and 20 passengers of wreck d bark Golden Sunset; W. Geerke, H. Haanings, Mr. Fradan, E. Glane—42. FOR SAN FRANCISCO—Per D C Murray, Feb. 23—L M Carter, John M Burbank, S Scott and wife, Miss Kate Carter, Miss Cara Carter, George R Carter, Mrs T F Wilson and servant, C L Richards, F S Pratt, Mrs Crockett and child, N T Fisher A S Gribbaum, Morgan Sullivan, Andrew Finley, Thos Leaning, Walter Clark, Hugh Campbell, Mr Poun, W S Card, John Smith, H C Rhodes, Antonio Fremethers. FOR GUANO IS.—Per Kamehameha V., Feb. 22—W Foye, W Lake and 16 laborers.

MARRIED.

KNEDSEN—SINCLAIR.—On the 12th of February, at the residence of the bride's mother, Niihau, by the Rev. D. S. Kupahu, pastor of Niihau, Valdemar Knudsen, Esq., of Waiawa, Kaaui, to Annie, youngest daughter of the late Francis Sinclair, Esq., Canterbury, New Zealand. No cards. THURM—BROWNS.—In San Francisco, Jan. 10th, by the Rev. E. G. Beckwith, Thos. G. Thruin, to Anna L. Brown. No Cards.

DIED.

HAVENS.—At Hana, Maui, on Sunday, January 20, 1867, of inflammation of the lungs, Wm. G. Havens, aged 47 years. Deceased was a native of Hartford, Conn., U. S. A. KING.—At Kohala, Hawaii, Jan. 10, 1867, of consumption, Julia Peleliah, wife of J. W. King, aged 18. REDDING.—On the evening of the 17th January, at the residence of Mr. Alfred Todd, in South Kona, Hawaii, Mr. David Redding aged 26 years. The deceased was a native of Kentville, Nova Scotia, and had been for some time connected with the Onomea Sugar Plantation at Hilo. PICKFORD.—In Honolulu, February 15, 1867, Mrs. Sarah Pickford, aged 92 years, a native of Macclesfield, Cheshire, England. The deceased was mother to Joseph Booth, and grandmother to J. Pickford, of this city. [Lloyd's Weekly, London, please copy.] FRASER.—In this city, on Wednesday, Feb. 13th, John Rhodes Fraser, Esq., of Holly House, Bebbington, Cheshire, England, aged 34 years. KANE.—On the 9th February, at South Kona, Hawaii, Henry Kane, aged 26 years, of consumption. He was a native of Lancashire, England. STEWARD.—At Koolau, Oahu, on Thursday, 14th inst., James D. Steward, of Bristol, England, aged 46 years. Bristol and London papers please copy. ROWLAND.—Died suddenly at the Harbor Master's office, in consequence of a hemorrhage of the lungs, Mr. G. S. Rowland, a native of Wilmington, N. C. He served in the Union army in the early part of the war, but subsequently came to the Islands, and was attached to the Hawaiian bark Harvest when she was burnt by the Shenandoah at Ascension.