

weapons, arms and the like, which they shall accordingly deliver up and shall not have or buy any without license, on pain of imprisonment for not exceeding one month; and the houses of aliens may be searched for arms. His Majesty may require all aliens to register themselves, and obtain licenses of residence, which may be limited, revoked or renewed; and the penalty of being at large, without such license, is six months imprisonment," &c., &c.

The above act is still in force, though suspended in its operation. Her Majesty can, by proclamation, revive it or such portions of it from time to time, as the public exigencies require. Meantime, all that relates to passports, lands, offices, &c., &c., is in force, and shows the inestimable boon to foreigners of being naturalized in Great Britain, while there are but very few advantages offered to them, as yet, in the Hawaiian Islands, and these of but minor importance.

LIGAMEN.

Honolulu, 14th. Oct., 1844.

THE POLYNESIAN.

OFFICIAL JOURNAL OF THE HAWAIIAN GOVERNMENT.

HONOLULU, SATURDAY, OCT. 19, 1844.

Statistics OF THE FOREIGN WHALING SHIPPING FOR THE PORT OF HONOLULU. NUMBER OF AMERICAN WHALERS WHICH ARRIVED DURING THE SPRING SEASON FROM JAN. 1 TO JUNE 14.

Spring Season—from Jan. 1 to June 14.

51 SHIPS.	
Whale Oil—18,712 bbls., at \$10,	\$187,120
Sperm do.—16,158 do. at 28,	452,416
170,000 lbs. bone, a 30c,	51,000
	660,536
51 ships, with their outfits, at an average of \$30,000 each,	1,530,000
	\$2,190,536

Fall Season—from July 27 to Oct. 10.

32 SHIPS.	
Whale Oil—54,400 bbls., at \$10,	\$544,000
Sperm do.—11,580 do. at 28,	324,240
426,000 lbs. bone, a 30c,	127,800
	996,040
32 ships, at \$30,000 each,	960,000
	\$1,956,040
	2,190,536

Total value of 83 ships with their cargoes, Manned by 2400 seamen.

Bremen do.—Spring Season.

5 SHIPS.	
Whale Oil—4600 bbls., at \$10,	\$46,000
Sperm do.—130 do. at 28,	3,646
40,000 lbs. bone, a 30c,	12,000
	61,646

Bremen do.—Fall Season.

3 SHIPS.	
Whale Oil—9,700 bbls., at \$10,	97,000
80,000 lbs. bone, a 30c,	24,000
	121,000
8 ships, valued at	200,000
	\$321,000

Manned by 240 seamen.

French do.—Spring Season.

6 SHIPS.	
Whale Oil—3250 bbls., at \$10,	32,500
Sperm do. 115 do. at 28,	3,270
30,000 lbs. bone, at 30c,	9,000
	44,720

French do.—Fall Season.

8 SHIPS.	
Whale Oil—11,600 bbls., at \$10,	116,000
Sperm do. 50 do. at 28,	1,400
100,000 lbs. bone, at 30c,	30,000
	160,000
14 ships, valued at	280,000
	\$440,000

Total amount, Manned by 420 seamen.

Danish do.—Spring Season.

1 SHIP.	
Clean,	30,000

English do.—Fall Season.

1 BARQUE.	
Sperm Oil—500 bbls., at \$28,	14,000
Value of the Barque,	30,000
	\$44,000

New Brunswick—partly owned in U. States.

2 SHIPS.	
Spring 1 ship—400 bbls. wh., at \$10,	4,000
400 do. sp., at 28,	11,200
4,000 lbs. bone, at 30c,	1,200
	26,400
Fall 1 ship—2700 bbls. wh., at \$10,	27,000
20,000 lbs. bone, at 30c,	6,000
	59,400
2 ships and outfits,	50,000
	\$109,400

LAHAINA, MAUI.

ARRIVALS OF AMERICAN WHALERS FROM JANUARY 8TH TO JUNE 2ND—Spring Season.

125 SHIPS.	
Whale Oil—34,614 bbls., at \$10,	346,140
Sperm do.—44,154 do. at 28,	1,256,232
338,600 lbs. bone, 30c,	101,580
	1,703,952
125 ships, with their outfits, at an average value of \$30,000,	3,750,000
	\$5,453,952

Manned by 3750 seamen.

Bremen do.—Spring Season.

5 SHIPS.	
Whale Oil—7350 bbls., at \$10,	73,550
Sperm do. 380 do., at 28,	10,640
63,000 lbs. bone, at 30c,	18,900
	103,090
Value of 5 ships,	125,000
	\$228,090

Manned by 150 seamen.

French do.—Spring Season.

5 SHIPS.	
Whale Oil—1000 bbls., at \$10,	10,000
Sperm do. 65 do. at 28,	1,820
10,000 lbs. bone, at 30c,	3,000
	14,820
5 ships,	125,000
	\$139,820

Manned by 150 seamen.

New Brunswick do.

1 SHIP.	
Whale Oil—800 bbls., at \$10,	8,000
Sperm do.—400 do. at 28,	11,200
	19,200
Value of ship and outfit,	30,000
	\$49,200
1 Danish ship—no oil—value	\$30,000

Fall Season—July 14 to Oct. 7. American Shipping.

106 SHIPS.	
Whale Oil—174,140 bbls., at \$10,	1,741,400
Sperm do. 39,713 do. at 28,	1,186,220
1,537,000 lbs. bone, 30c,	461,100
	3,388,720
106 ships at \$30,000 each,	3,180,000
	\$6,568,720

Total value, Manned by 3,180 seamen.

Total—Spring & Fall—231 ships—\$12,022,672. 6930 men.

French Shipping—do. do.

5 SHIPS.	
Whale Oil—6400 bbls., at \$10,	64,000
Sperm do. 102 do. at 28,	2,856
60,000 lbs. bone, at 30c,	18,000
	84,856
5 ships,	125,000
	\$209,856

Manned by 130 seamen.

Bremen Shipping—do. do.

3 SHIPS.	
Whale Oil—9330 bbls., at \$10,	93,300
Sperm do. 20 do. at 28,	560
89,000 lbs. bone, at 30c,	26,700
	120,560
3 Ships,	80,000
	\$200,560

Manned by 100 men.

HILO, HAWAII.

Fall Season—to Sept. 23.—American Whalers.

3 SHIPS.	
Sperm Oil—2450 bbls., at \$28,	68,600
Whale do. 500 do., at 10,	5,000
4000 lbs. bone, at 30c,	1,200
	74,800
3 Ships,	90,000
	\$164,800

Manned by 90 seamen.

WAINEA, KAUI.

Fall Season.—American Shipping.

1 SHIP.	
Whale Oil—350 bbls., at \$10,	3,500
Sperm do. 50 do. at 28,	1,400
	4,900
1 Ship,	30,000
	\$34,900

Manned by 30 seamen.

Grand total of property and men in the American whaling fleet, touching at these islands between Jan. 1 and Oct. 10:—

HONOLULU.	
Spring—Cargoes,	660,536
51 Ships,	1,530,000
Fall—Oct. 10—Cargoes,	996,040
do. do. 32 ships,	960,000
	\$4,146,576

LAHAINA.

Spring—Cargoes,	1,703,952
125 Ships,	3,750,000
Fall—Oct. 10—Cargoes,	3,388,720
do. do. 106 Ships,	3,180,000
	\$12,022,672

HILO.

Fall—Oct. 10—Cargoes,	74,800
do. do. 3 Ships,	90,000
	\$164,800

WAINEA.

1 Ship and Cargo,	34,900
Total amount of American Whaling property,	\$16,328,948
318 Ships—9450 Seamen.	

Grand total of property and men in the Bremen whaling fleet, touching at these islands between Jan. 1 and Oct. 10:—

HONOLULU.	
Spring—Cargoes,	61,646
Fall do.	121,000
8 Ships,	200,000
	\$382,646

LAHAINA.

Spring—Cargoes,	103,090
Fall do.	120,560
8 Ships,	205,000
	\$428,640
	382,646
	\$811,286

16 Ships—480 seamen.

Grand total of property and men in the French whaling fleet, touching at these islands between Jan. 1 and Oct. 10:—

HONOLULU.	
Spring—Cargoes,	44,720
Fall do.	160,000
	204,720
14 ships,	230,000
	\$484,720

LAHAINA.

Spring—Cargoes,	14,820
Fall do.	84,856
	99,676
10 ships,	250,000
	\$349,676
	484,720
	\$834,396

24 ships—720 seamen.

Total Danish.

Manned by 30 seamen.	
Honolulu. 1 ship,	30,000

Total English.

Manned by 100 men.	
Honolulu. Fall. Cargo and barque,	\$44,000

Total New Brunswick.

Manned by 90 seamen.	
Honolulu. Spring. Cargo,	26,400
Fall do.	33,000
	\$59,400
Lahaina. Spring. Cargo,	19,200
	78,600
3 ships	80,000
	\$177,600

Total amount of whaling property of all nations touching at the several ports of the Hawaiian Islands, from Jan. 1 to Oct. 10, 1844:

\$18,225,910. 373 ships. 10,800 men.
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As a large proportion of these vessels

touched twice within the year, or proceeded from one port to another, and have been computed in the estimates of each, it will be necessary to deduct, say one third from the above amount, to approximate to a correct estimate, which will make the several amounts as follows:

Cargoes and ships.

\$12,183,940. 249 vessels. 7200 men.

The great preponderance of American property engaged in this business will strike every one. At the reduced estimate, it exceeds that of all the other nations, by \$9,621,960—by 176 vessels, and by 5,407 men. The New Brunswick vessels are partly owned in the United States, as well as the Bremen, many of which are commanded by Americans. The principal French houses engaged in this business are at Havre, and the head of the one most prominent is an American of great wealth, who went to Havre as an Agent of the Rodmans of New Bedford. The American vessels sail on temperance principles, and much of their success is to be attributed to this fact. The United States government bestow no bounty upon this fishery, and yet it flourishes to an extent which casts that of all the other countries combined into the shade, although they may be aided by government funds. The English appear to have almost entirely abandoned it. Next to the Americans the Bremens are the most successful, but their business can be considered little else than a branch of the American, being mainly established by them.

The American vessels are generally from 300 to 600 tons, built of the best materials, and sailing from home at an expense of from \$30,000 to \$65,000, each. We have taken the lowest value for the average, and the prices of oil and bone are according to latest dates from the United States. It is conjectured that whale oil will decline and sperm increase in price, during 1845.

The manner of killing the right whale is said to be as follows. The boat is rowed towards the centre of his body, and two harpoons are then thrown deep into him, and the boat backed off. The whale generally goes down, taking with him 250 to 400 fathoms of line, or starts off taking the boat along with him at the velocity of twenty miles and upwards an hour. Sometimes he remains comparatively quiet, and the boat again approaches, and a lance is plunged into his back. If his heart is reached he instantly spouts thick blood, and in three minutes turns up. If the animal is not killed, as is often the case, a fierce battle ensues. The right whale fights hard, and frequently occasions serious damage and loss of life before he yields himself to his foes. He strikes towards the boat, but is said never to attack except when provoked. A boat-steerer of the "Vermont" received the upward blow of a "fluke" of a whale, throwing him fifteen feet or more into the air. At the same instant a blow from the "small" of the tail drove one of the men completely through the boat, fracturing both legs, one arm and his ribs, and bruising him shockingly. The captain of the "Chelsea" had his hat taken off by a blow from the tip of a whale's tail,—a few inches lower and a different tale would have been told. Although a part and sometimes a whole boat's crew is lost in pursuit of their mammoth game, the mortality has been over-estimated. An intelligent and experienced ship-master computes it at 2½ per cent. a season.

250 bbls. from one whale is the largest amount that we have heard—many yield upward of 200. The average of the Hope with 3600 barrels, was 125 to a whale.—This ship saved but one whale out of every three killed. Another vessel lost 20—cut in 11 making 1575 barrels. The destruction of life is immense, as not more than one half of those killed are saved, and not more than one in five of those struck, secured.—The largest animals are from 70 to 80 feet in length. If they sink off soundings they do not rise again, the great pressure of the water keeping them far down below the surface. The most successful ships that we