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Vol. 73

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EDWIN O. HALL, EDITOR.

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General Commission Merchant.
HONOLULU, OAHU, HAWAIIAN ISLANDS.
Bills of Exchange on foreign countries wanted.
Aug. 27.161f

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General Commission Merchant.
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HONOLULU, OAHU, H. I.

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SHIP CHANDLERY AND PROVISIONS.
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HONOLULU, OAHU, H. I.

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TAILORS.
On the premises adjoining Dr. Wood's
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SWAN & CLIFFORD,
Ship Chandlers and General Agents.
HONOLULU, OAHU.

JOHN SMITH & Co.,
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KALEPOLEPO, MAUI.

ALEXANDER & Co.,
CHEMISTS AND DRUGGISTS.
NUUANU STREET.

HENRY ROBINSON & CO.,
Merchants and Commission Agents.
July 13-9-y

CRABB & SPALDING,
Ship Chandlers and Commission Merchants.
HONOLULU, OAHU.

M. R. HARVEY,
HOUSE, SIGN, SHIP, COACH AND
Ornamental Painter.

WRIGHT & ROBINSON,
House, Sign, Ship, Coach and Ornamental
Painters.

BOWLIN & CARTWRIGHT,
Dealers in General Merchandise,
AND
COMMISSION MERCHANTS.

STUART & RAHE,
CABINET MAKERS AND TURNERS.
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J. H. WOOD,
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Shoe and Leather Dealer.

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HONOLULU, OAHU, H. I.

BRANDON & WOOD,
Carpenters, Joiners, and Dealers in all
kinds of Building Materials.

GEORGE HARRIS,
MANUFACTURER OF
Tin Copper, and Sheet-Iron WARE.

LAFRENZ & FISHER,
Cabinet Makers and French
POLISHERS.

REMOVAL.
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Attorney and Counsellor at Law.

SAMUEL BURBANK,
ATTORNEY AT LAW.
HONOLULU, OAHU.

A. B. HOWE & CO.,
AUCTIONEERS.
A. B. HOWE, Auctioneer.

FERGUSON & EMMES,
SHIP CARPENTERS AND CAULKERS,
On the wharf near the custom house.

G. D. GILMAN,
KALEPOLEPO, MAUI.
Potatoes furnished to order.

ME. P. LOMBAR,
BAKERY.
NUUANU STREET, above the National Hotel.

JOHN BECK,
Commission Merchant,
And General Commercial & Shipping Agent.

SAN FRANCISCO NOTICES.
F. A. HUSSEY, J. B. BOND, H. M. HALE.

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JOHN BECK,
Commission Merchant,
And General Commercial & Shipping Agent.

ALDRICH & RUSS,
COMMISSION MERCHANTS,
AND DEALERS IN
General Merchandise.

S. LESTER, M. D.,
PHYSICIAN AND SURGEON from Baltimore,
Maryland, respectfully informs the public of
Honolulu and masters of vessels that he is always
ready to attend promptly to all calls that he may
be favored with. Office Nuuanu street, Captain
Hubertson's Row. Feb. 15, 1851. 3m-408

J. MONTGOMERY,
ATTORNEY.
Has removed his place of business to the office on
Messrs. Sea & Bartow's verandah, opposite Messrs.
Starkey, Janion & Co's store. March 1.42-5f

PORTER & OGDEN,
Importers and Commission Merchants.
1y-34 HONOLULU, OAHU, H. I.

EDWARD DENNIS,
TIN AND COPPER SMITH.
HONOLULU, H. I.

W. DEAN & CO.,
Merchants and Commission Agents.
KING STREET, HONOLULU.

H. HACKFELD,
Ship Chandler and General Agent.
HONOLULU, OAHU, H. I.

DR. J. W. PALMER
Offers his professional services to residents of
Honolulu and masters of vessels.
Office opposite the warehouse of G. F. Hubertson.
Feb. 19.6m-41

HEAP, GREENWELL & CO.,
COMMISSION AGENTS,
HONOLULU, OAHU.

A. P. EVERETT,
AUCTIONEER.
HONOLULU, OAHU.

G. W. HUNTER,
SURVEYOR.
Office in Kaahumanu street, next door to Messrs
Coady, Cahoon & Co. Private residence in King
street above Paki's. 45-1f

A. F. TURNER,
CIVIL ENGINEER AND SURVEYOR.
Hale Hoona, Alanui Beretania.
Adjoining the Land Commission Office,
HONOLULU.

HECTOR C. AMES,
ATTORNEY & COUNSELLOR AT LAW.
LAHAINA, MAUI, H. I.

F. W. ROBERTS,
Chronometer and Watch Maker.
LAHAINA, MAUI.

C. F. HUSSEY & CO.,
Dealers in Merchandise Generally,
Potatoes and other Island Produce.
KAHULUI, MAUI, H. I.

C. F. HUSSEY, E. S. RUGGLES, J. S. VAN INGEN.
1y-47

P. A. WIRT, FRANCONI & CO.,
DEALERS IN
French and other Foreign Fancy Goods.
OPPOSITE THE MARKET.
Honolulu, Oahu.

J. FULLER,
LAND SURVEYOR.
Communications directed to the care of H. S.
Swinton, will receive prompt attention.
LAHAINA, APRIL 12, 1851. 45-4f

LEWIS & GULICK,
Wholesale, Retail and Commission
MERCHANTS.
Honolulu, Oahu, Hawaiian Islands.
J. G. Lewis, Boston. 45-y O. H. Gulick, Honolulu

**THE AMERICAN PROTESTANT CHURCH IN
ROME.**—The London Daily news publishes
the following letter, relative to the recent
interdict upon American Protestant worship,
at Rome:—

I have already had occasion to mention
the service rendered to the ecclesiastical
authorities by the American Chargé d'Affaires,
Mr. Cass, during the siege of Rome, and the
gratitude professed to him by the inmates of
the Propaganda College, for having induced
the Triumviri to allow them to remain unmolested
by the republican soldiery. It was, in fact,
owing to the representations of Mr. Cass,
that the building was not turned into barracks.
The Pope, upon his restoration, expressed
himself in the most flattering terms to Mr. Cass,
thanking him repeatedly for what he had done,
and professing the greatest affection for the
American nation, an affection which had just
been increased by tidings from China, announcing
that four Roman Catholic missionaries, threatened
with death by the enraged populace or fanatical
mandarines, had been rescued from impending
fate by the timely interference of the U. S. Consul.

His Holiness, desirous of giving some
proof of his gratitude, thought he could afford
no stronger one than that of granting Mr. Cass
permission to open a Protestant chapel within
the walls of Rome, for the use of American
visitors, a plan which had been in contemplation
for some time, and for the realization of which,
the Rev. Mr. Hastings, a zealous and energetic
clergyman, had been frequently six days on the
passage. The improvement was certainly great,
but what would Fulton now say, to see steamboats
running the same distance in eight hours, and
some of them large enough to stow the Clermont
on their forward decks. No steamboat had broken
the waters of the Mississippi previous to 1815; the
voyage from Cincinnati to New Orleans was a
tremendous undertaking, and occupied more time
than a steamboat would now take to circumnavigate
the globe. At present it is calculated that there are
no less than 3000 steamboats, of all sizes, in America,
and the time saved to travellers, by the invention
of the steamboat, is at least 70 per cent. that

From what has subsequently taken place,
it seems that the same secret enemies who
had labored to prevent Mr. Cass's plan from
being carried out, resolved to put a stop to
the whole concern as soon as possible. Accordingly,
last week, Mr. Cass received a communication
from Cardinal Antonelli, to the effect that, in
consequence of the official complaint of the
cardinal vicar, the doctrinal decision of the
congregation of Propaganda Fide, and the earnest
petition of many English and American Roman
Catholic residents, his Holiness had been
reluctantly obliged to withdraw the permission
which he had granted with respect to the American
Protestant chapel. It may be easily imagined
that Mr. Cass was quite taken aback by this
despatch, especially as it was accompanied by
a mass of documents confirmatory of the cardinal's
statements, and moreover a paper, signed by
most of the diplomatic agents in Rome, setting
forth their opinion that even in his own house,
the charge d'affaires would not be entitled, according
to the customary privileges of international
representatives, to hold prayer meetings or
preachings for others than the members of his
own family.

Great stress was laid upon the ex cathedra
fats of the Propaganda theologians, against
which his Holiness, mortified as he professed
himself to be at the occurrence, could not in
conscience act; and the danger to the church
by the introduction of heretical doctrines,
and the scandal produced by their propagation
at the very head quarters of catholicism,
were adduced as additional considerations of
the utmost importance. To gild the pill as
much as possible, his Eminence hinted that
an American chapel outside the walls of the
city would not be interfered with, or if that
plan was not palatable, he stated that full
liberty would be granted to Mr. Cass to
open his rooms to as numerous a congregation
of his countrymen as he thought proper,
in spite of the opinions of his diplomatic
colleagues on the subject.

Mr. Cass is to have an interview with
Cardinal Antonelli this afternoon; but it is
not likely he will be able to change the
determination of the partisans of intolerance,
who work upon the Pope by alarming his
conscience, and thus bend him to sanction
whatever they have decided upon in secret
council. The scope of Mr. Hastings's mission
to Rome is entirely defeated, as he came
here supported by a large body of his fellow
countrymen, to preach Protestant doctrines
in a public chapel, and not to act merely as
chaplain to the American charge, who may be
changed every year, or oftener, if such be
the will of his government, and who may
very likely be a Catholic next time, and
therefore not inclined to have a Protestant
meeting in his house. It is unnecessary to
observe that to remove extra muros, after
having been granted a chapel in the city,
and after having spent some money—considerable
for an infant establishment—in rent
and fittings, would be considered as a
degradation, by free born Americans. All, or
nothing, is, therefore, their word—the principle
of Protestantism, if objectionable within the
walls, is equally so at the gates—the pretext
is too flimsy to deceive men of sense. Mr.
Hastings officiated yesterday, and it is to be
feared that it will be the last time he will
be allowed to do so publicly, in the eternal
city.

**PROGRESS OF DISCOVERY DURING
THE LAST HALF CENTURY.**
From the N. Y. Scientific American.

It is related that one of a party of travellers
—while standing on one of the mountains of
Switzerland—was so transported with the
beauties of the scenery spread before him,
that, in a burst of enthusiasm, he declared he
had never seen the equal of such scenery,
and he was sure there was nothing like it in
Europe, for he had travelled through every
country in it. A German, at his side, said
he had never seen its like, but with a single
exception, and he named a certain mountain
in the Highlands of Scotland, which he had
visited a few weeks before. The former
gentleman hung down his head, merely
re-marking that, although he had been on that
mountain often, he never thought much about
it. That mountain was on his own estate.

There are no common sayings which contain
more truth than "familiarity begets indifference."
"Distance lends enchantment to the view."
We live in an age of wonders, and the last
half century has witnessed a succession of the
most astounding discoveries that have ever
been made, at least during any other such
period of the world's history; and yet, living
as we do, in the midst of such developments,
with new leaves of the book of invention
still turning over, we do not wonder for it's
just like human nature—that the majority of
mankind are callous to the merits and
importance of the discoveries made in their
own day, even although they are reaping
untold benefits from them.

Let us look back to the beginning of this
century, and see what mighty works have
been done by inventors since that time. In
1800 there was not a single steamboat in the
world. Our inland seas and noble rivers
were lying grand and silent in primeval
loneliness, except when enlivened by the clumsy
bateau, or the rude flat boat. In 1807
Fulton launched the Clermont, which made a
passage to Albany in 32 hours. At that time
the mode of travel was by schooners and
sloops, which were frequently six days on
the passage. The improvement was certainly
great, but what would Fulton now say, to
see steamboats running the same distance in
eight hours, and some of them large enough
to stow the Clermont on their forward decks.
No steamboat had broken the waters of the
Mississippi previous to 1815; the voyage
from Cincinnati to New Orleans was a
tremendous undertaking, and occupied more
time than a steamboat would now take to
circumnavigate the globe. At present it is
calculated that there are no less than 3000
steamboats, of all sizes, in America, and the
time saved to travellers, by the invention of
the steamboat, is at least 70 per cent. that

is, a person can travel a greater distance in
30 days now, by steam boat, than he could
in 100 days in 1800. Just fancy Benjamin
Franklin being almost wrecked in going from
New York to Amboy, and the vessel which
he was in occupying 32 hours on the passage
—a distance which is accomplished every
day, by our steamboats, in an hour and a half
—a great change, truly.

In Europe steamboats were unknown until
1814, and no sea was regularly navigated by
steamboats until 1825. The progress of marine
navigation is remarkable. In 1838 no
steamship had ventured across the stormy
Atlantic, to establish oceanic navigation. Now
we have communication every week with
Europe, by regular steam mails; and to show
the advantage of steam over mere sailing
vessels, within a few days from the present
date, some of our finest sailing packets have
come in after a passage of fifty days, while
our steam ships have not been out more than
sixteen days. If the last half century had
given us no other invention than the steam-
boat, that alone, considering its importance,
is enough to immortalize it. If, in 1800,
there was no steamship in the wide world,
where is the country now where they are not
seen, and where they are not exercising a most
important influence? No country in the world.
On the Hudson, Mississippi, on all our lakes,
rivers, and seas, and on all the oceans of the
world. On that sea where the waters rolled
up in walls, to allow Moses and the Hebrews
to pass dry shod; on the ancient Nile, where
Cleopatra's galley spread its silken sails to
the breeze; on the Ganges and Indus, in the
east, and the Sacramento, in the west, there
may be seen numerous monuments to the
inventor of the steamboat—the steamship
"rules the waves."

The steamboat is not the only important
invention of the last half century—the
progress of invention is just as marked in
other departments of discovery. Look at that
iron moving out of his stable, screaming and
panting; to start on his journey. That is the
steam engine in its most perfect state—it is a
near approach to the spiritual and physical
combination. Behold how easily he drags
the ponderous train, at the rate of 30 miles
per hour, thus conveying hundreds of
passengers, in concert and safety, to a distance
in an hour, which, but a few years ago, would
take them nearly a whole day to accomplish,
by stages. Within three months the Queen
of England was transported from the interior
of Scotland to London, a distance of 400
miles, in ten hours. In 1700 the same journey
could not be accomplished in less than
eight days. If the steamboat has revolutionized
intercommunication, by river and sea,
the locomotive has done more to revolutionize
travel by land. In 1800 there was not a
single locomotive in the world nor for 20
years after, viz., the 6th day of October,
1825, the day on which the Rocket ran on
the Liverpool and Manchester Railway, at
the average rate of 15 miles per hour. From
that moment we date the commencement of a
new 5,600 miles of railway constructed, at a
cost of more than \$50,000,000. In the United
States there are at least 5,700 miles of railway
constructed, and there cannot be less than 20-
250 miles of railroad now in operation in
Europe and America, for neither Asia nor
Africa can boast of a single line completed.
What were the old Roman roads in comparison
to the footpath of our iron horses. In
1835 there were only 15 miles of railway in
New York, now there are about 1,500, and
a traveller can now journey as far in one day
as he could in eight days in that year. The
wealth invested in railroads is enormous, and
their influence upon mankind, in every respect,
is beyond calculation. But this grand
invention is not the limit of the great
discoveries made in our day.

Who, if he were told, twenty years ago,
that the sunlight would be used for a limner's
pencil, would have believed it? Not one;
and yet this has been done. When M. Da-
guerre, a distinguished chemist of Paris,
first published, in 1839, that he had discovered
a method of taking pictures on metal plates
by the sun, the public regarded his metal
tablets with feelings of wonder. And if this
discovery has not yet produced such important
results, nor affected the customs of so-
ciety so much as the steamships and rail-
ways, still it is a beautiful and wonderful
discovery; and the time may not be far
distant when it will be applied to paint the
planets as they roll in their courses, and thus
impress the warm kiss of the star on the
pale cheek of the artist's metallic canvas.

Among the grand discoveries of the last
half century, the Electric Telegraph stands
out in bold relief. It has given to man the
power of transmitting his thoughts to his
fellow man thousands of miles distant, in a
few seconds. "Electricity leaves her thunderbolt
in the sky, and like Mercury dismissed from
Olympus, acts as letter carrier and message
boy." In 1837, when Morse first proclaimed
that he could write messages by electricity
at any distance, wise people shrugged their
shoulders and looked with bland disbelief
upon such a daring proposition; and when the
proposal was before Congress, in 1843, to
appropriate \$30,000 to test his system of
telegraphing, it met with some determined
side cuts and stern opposition from men
(and there are a great number in the world,) who
are conservative in nothing else but scientific
discovery. In 1843 the first line of telegraph
was completed in our country, between
Washington and Baltimore, and since that
time the progress of telegraph lines has
been most surprising and astonishing, if
anything can now surprise us in the shape
of discovery. All the important cities in our
Union are linked together by the lightning
tracks, and wherever we travel, there we
behold, suspended on slender poles, those
attenuated threads, along which the lightening
fleets with messengers of love, hope,
gain, or fear. The telegraph has produced
most astonishing changes in the modes of
conducting business. A few years ago what
a wear and tear of horse flesh there was in
getting news for our daily papers; what a
trouble and delay there was in getting the
news from Halifax during the winter season.

Now what a change. A steamship arrives
at Halifax, Boston, or New York this
morning; and the European news is published
in the New Orleans papers in the evening. The
speeches delivered in the halls of Congress
to-day are delivered to the readers of the
newspaper in all our important cities next
morning. Our astronomers, "pale watchers
of the rolling spheres," employ the lightning
pen to register their observations. The
whole science of Voltaism, Electro-magnetism,
and Electrotyping, are trophies of the
discoveries made during the last fifty years.
Volta's letter to Sir Joseph Banks, announced
the discovery of the Voltaic Pile, is dated
March 20th, 1800. The splendid discovery
of the Electro Magnet, by Oersted, is dated
1821; and the beautiful art of Electrotyping,
whereby electricity is made to resolve the
metals from their liquid solution, and copy,
with the utmost accuracy, the medals of Duer,
the most delicate engravings, and even write
in permanent characters of gold, is but a few
years old. Electro-magnetism has been
employed to separate metals from their ores,
to drive machinery, to make huge bars of
iron dance in mid-air, like the fabled coffin
of Mahomet, and what it may accomplish in
future times, (for there are still mysteries
connected with it,) it is not possible to predict.

Before the beginning of this century, were
was the printing press driven by steam, now
there is not a paper with a large circulation
printed without it. From printing 1,000,
2,000, and 4,000 copies per hour, the latest
improved press can print 10,000, and the
time is at hand when a single press will be
throwing off 16,000 copies per hour. In other
departments of typography the improvements
are equally striking and beneficial.

In what may be termed minor machines,
the inventions and improvements have not
been of minor importance. Fifteen years
ago pins were all made by hand, each was
made of more than one piece, and a number
of persons were required to finish each one.
A single machine now completes the operation
from beginning to end; and, in Waterbury,
Conn., 4,030,000 are finished every day,
and the machinery for counting and
sticking them in paper, is equally ingenious.
In all kinds of machinery for manufacturing
textile fabrics, the improvements made during
the last half century, would require volumes
to describe them in all their numberless
varieties. In weaving, especially, we behold
the most beautiful carpets, with their most
intricate patterns, woven by a few rods and
cams, without the finger of man touching
them, after they are set in motion. The
rich carpets of Brussels are now made by
steam, and iron fingers lap the wires, to raise
the figures with more accuracy and speed
than the most skillful weaver. In some
departments of manufacture, improvements
have succeeded one another with such
rapidity that one set of machinery has been
calculated to last only three years.

In Chemistry, what discoveries have been
made; in fact the whole science has been
remodelled. The discovery of the voltaic
battery was to chemistry what a strong man
is to a great law giver, in executing his
mandates. In the hand of Davy, chemical
compounds of what were supposed mere earthy
crystals, were resolved into metals in 1808,
and since that time the most astonishing
progress has been made in the science.

Agricultural chemistry, is but a few
years old, and bromine, iodine, palladium,
rhodium, &c. are discoveries of very late
years. The Animal Chemistry of Leibig has
been but recently given to the world; cotton
and saw dust are now made to propel cannon
balls, and rend rocks by a spark from a
battery, and Chloroform has come to the aid
of surgery, and arms and limbs are amputated
from men and women every day, and they
are ignorant of the operation performing to
them as the dead in their graves.

Gas Light was unknown in 1800, it was
not until two years after that Murdoch made
his first public exhibition at Soho; since that
time his discovery has encircled the earth,
—in Europe and America all the principal cities
are lighted with it, and even New Zealand
villages,—where no white man had built his
residence in 1800—are now illuminated by
the same subtle agent of human comfort and
happiness. We have it asserted also, that
but of yesterday, that water is now made in
a New England city, at but little expense,
to give both light and heat, to cold, blind
and erring mortals. In the department of
Chemistry there is still as great an ocean before
us as there is behind, in physical discovery.

In Astronomy the advancement has been
equally rapid and wonderful. Mechanics has
come to the aid of mathematics—new and
powerful telescopes have drawn the stars
down to earth, and opened up the secret
chambers of Orion to the kept of mortals, and
so refined have the disquisitions of philosophy
become, that the planet Neptune was recently
discovered, even before a ray of its light
had entered the human eye; and, as Sir David
Brewster has well observed, "by the law of
the Solar System, just discovered by Mr.
Daniel Kinkwood, an humble American
mechanic, who, like Kepler, struggled to
find something new among the arithmetical
relations of the planetary elements, we can
determine the broken magnitude of the original
planet, long after it had been shivered to
atoms.

There is not a single department in science
and art, but has been greatly enriched with
splendid discoveries during the last fifty
years; and these discoveries, although so
many are blind to their value, have been the
means of conferring great benefit upon all
classes. Look at the simple article of Lucif-
er matches; twenty years ago we knew
nothing about their benefits. None but those
who were comparatively rich could buy them,
and fifteen years ago a box, which now sells
for one cent, could not be purchased for less
than 12 cents. During the last war between
America and England, cotton cloth, which
now can be purchased for eight cents, could
not be purchased for forty. Blanchard has
given to the world a machine which, by put-
ting a rough block of marble upon a spindle,