mote a purer state of atmosphere in caloric ships than in steamers. Again, as no smoke whatever is produced, when anthracite coal is employed, the masts and rigging of the caloric ship will be as clean as in sailing vessels. We examined the combustion of the sixty-horse caloric-engine most critically.—No smoke could be detected from it, and we arrived at the conclusion, that with such a slow combustion and easy firing smoke cannot possibly emanate from the anthracite consumed in the furnaces. Europe has scarcely any of this fuel, and in a national point of view, therefore, the introduction of the caloric engine is important. We congratulate the commercial world that this invention is to be presented upon a scale and in a manner commensurate with its surpassing magnitude. The commercial part of this enterprise is conducted by Mr. John B. Kitching, a merchant of the city of New York, who has, for this purpose, associated with him a few gentlemen of wealth and high standing. It is fortunate that he possesses the practical intelligence which has enabled him to appreciate the advantages to be derived from the introduction of this new motive power. He at once concurred with Captain Ericsson, that its development in practice should so thoroughly test its utility and value, that no doubt could thereafter be entertained concerning either. So far as human scrutiny and foresight can penetrate, this invention promises to be the richest boon to Commerce and civilization yet attained by the application to machinery of those natural forces created by Omnipotence for the benefit of our race. Upon the manner of its first introduction to the world, will, in a great degree depend the time within which it will be made generally available in practice. Mr. Kitching will be remembered as the man whose sound judgment and perfect self-reliance have so contributed to present the caloric engine to the public, that a second trial will not be required to warrant its universal adoption.

THE POLYNESIAN.

SATURDAY, SEPTEMBER 18, 1852.

ERICSSON'S CALORIC ENGINE.

The public has had an occasional intimation during the past two years, of the experiments in progress to perfect the new discovery of Mr. Ericsson, and to render it of practical utility. Relying more upon a general belief in the ability of the human mind to work out great results, than upon any special knowledge of the particular discovery under consideration, it has, nevertheless, found many firm believers in its importance and feasibility.

It is no doubt necessary, in this age of the world to believe every thing possible. Skepticism has has been so often and thoroughly routed, by the absolute accomplishments of science and skill, that men are becoming ashamed of doubts, even when they have no tangible ground for belief. In regard to the new element employed by Mr. Erricson,—atmospheric air,—its known quality of expansion by heat has afforded ground for hope, that it might be employed advantageously as a motive power, and its universality has, of course, suggested the idea, that if it could be thus employed, it would supersede the more expensive and dangerous elements now used for that purpose.

By an interesting article on our first page, from Hunt's Merchant's Magazine for July, our readers will see that the experiment is about to be tried upon a scale that will fully test its practicability, which if successful, will, indeed, result in affects so grand and important, as to change the whole of the machinery now employed in manufactories and for the the propulsion of vessels.

The description given of the new engine constructed, in this article, (which we believe is from the pen of Mr. Hunt, and may therefore be relied on as correct,) and the mode of procuring the power is the first we have seen, and we commend it to our readers as the first attempt to apply it to an extensive practical use, the result of which will be watched with intense interest by every one interested in the extension of scientific knowledge.—Could water be converted into fuel, and air into a motive power applicable to the propulsion of vessels, we see not how science could achieve another victory. Paine promises the former, and Ericsson the latter; but it may require another century to combine the two in perfection.

SWINE.—Notwithstanding the law on the subject of nuisances, our streets, yards, and sidewalks continue to be infested with swine, to the disgrace of the city, and the annoyance of everybody. Is it really so, that under our new criminal code, where Chap. 37 is expressly devoted to the subject of "Common nuisances," there is a loop-hole large enough for all the swine that infest Honolulu to creep through? Is there no power thereia conferred, by which a police magistrate can abate such a nuisance?

Section 4 forbids the "obstructing a highway;" now we should like to be informed why the highway is not as much obstructed by an enormous hog, which obliges a person to go off the walk, or to give way to the grunter, as by a hand cart or a stick of timber?

The same section forbids "tying horses or other animals in the public streets for the purpose of grazing;" and yet our magistrates can find no law for preventing swine from running at large, for the same purpose!

If it is true,—which we do not believe,—that there is no law for abating this particular nuisance, we hope His Majesty will call an extra session of the Legislature to make one, or at least bring it up before the Privy Council, for their action upon it. We should like, for the credit of the city, to see this nuisance remedied; but if it can't be done, why we "guess" we can stand it as long as any body. We will engage to do it, if somebody will only furnish us with umbrellas to punch the vermin with.

☞ That excellent paper "The Friend" will be issued twice a month during the remainder of the year. Subscriptions are received at the Study of the Seamen's Chaplain, where bound volumes for eight years can also be procured.

THE AMATEUR.—We have been favored with the 3rd number of this spirited little sheet, with which we are much pleased. As the first two numbers had not been furnished us, we could not before, wish the adventurous little voyagers success in their tiny craft, as we now do most heartily. As the "Organ" of the Juvenile Society, we hope it will ever keep in tune, and dispense sweet music.

☞ We are glad to perceive that the subject of granting some privileges to transient vessels, in order to make it an object for them to visit our ports, has met with a response from the mercantile community, and that steps have been taken by them to bring the subject immediately before the government. As it appears to us, action cannot be too speedily taken by the Privy Council upon it; and we hope the petition referred to in the following communication of a "Merchant," will receive attention at their first meeting after its receipt.

In acceding to the prayer of the petitioners, it is certain that the government can lose nothing, while it is believed by the whole commercial community that benefit will accrue. As stated by us last week, without the privilege asked for transient vessels will not touch here, and no tonnage dues will be collected, while with the privilege, many, it is believed, would come, and each add something to the means of the natives, by purchasing their supplies and contribute towards a more active state of business, by leaving money among us for value received.

If any action can be taken by the government which promises to relieve the islands from the terrible state of stagnation which has brooded over them for more than a year past, it is certainly its duty to come up promptly to the task, and make the attempt; and this, we conceive to be a case where the probabilities are altogether on the side of benefit from the immediate action.

For the Polynesian.

ONEROUS BURDEN UPON SHIPPING.

MR. EDITOR:—The article in your last issue, setting forth the injurious effects of some of the provisions of the laws of this kingdom "regulating harbors, vessels and customs" has been read with interest.

The subject is one which possesses more than ordinary interest for the mercantile community, and as the necessity for a modification of those regulations is daily becoming more apparent, it is to be hoped that the Privy Council will give that early attention to the matter which its importance demands.

The regulations to which you more particularly refer are exceedingly restrictive in their character, and I believe without precedent in Europe or the U. States. Since the direct trade with the Islands must necessarily for a time at least be limited, it is unquestionably the policy of this Government to leave nothing undone to secure as much of the transient trade as possible—and the liberal policy pursued towards the whaling fleet having accomplished its object, it is clearly not a matter of experiment only. As you justly observe, nothing can be lost by the gov't, for under the present laws, ships cannot find it for their interest to recruit at our ports.

At the time of the enactment of these laws, there seemed to exist no necessity for provisions except for whalers, but since the discovery of gold in California and Australia, and the employment of so great an amount of foreign tonnage in the Pacific the trade has become of great importance, from which it should be the object of this government to secure some benefit.

A petition to the Privy Council is now in circulation, and upon its presentation, it is hoped that it will receive their early and attentive consideration.

MERCHANT.

☞ MACBETH once said, on a perplexing occasion, "bring me no more reports," and it was probably a very sensible remark, under the circumstances. But Macbeth was not an editor. He was never perplexed with 40 different recitals of the same facts. But we have been; and when we thought we had the truth firmly within our grasp, a subsequent report has upset the former, until we don't believe any thing. This is just the case in regard to the Marianne, and we shall allow our correspondents to tell their own tale, without note or comment.

Nawiliwili, Kauai,
September 8, 1852.

MR. EDITOR:—I trust that the time may soon come when with steam communication between the Islands, we may be rid of some of the wretched craft to which we are now obliged to trust our persons and property, and may have more frequent and sure knowledge of events as they transpire.

Kauai seems now farther removed from Honolulu than San Francisco, so far as the transmission of correct information is concerned.

This will account for the series of errors which have crept into the Polynesian in regard to the loss of the Schr. Marianne off Anahola.

I am sorry to see that in the paper of Sept. 4 is a statement more unfortunately in error than any of the preceding. More *unfortunately* I say, because it does injustice to individuals while the previous accounts only mistated facts.

The article complains of the "Culpable indifference and neglect" of Kolia the native Judge and of the five foreigners who at the time of the accident were at Anahola. From careful inquiries made of persons who were at Anahola at the time of the accident and immediately after, I am satisfied that you have (unintentionally) done the parties great injustice.

Anahola is situated at the head of a little bay formed by two points of land, the Northernmost forming the North-eastern extremity of Kauai.

The Marianne it appears was capsized about three o'clock of the morning off this northern point. It was then dark and stormy. Of course no one from the shore witnessed the disaster.

Neither was anything known of it until some of the wrecked natives swam ashore at the southern point of the bay and came up to the village and told the story. They did not reach the village until the morning was well advanced. As previous to the accident they had had no opportunity to observe the shore, it was naturally supposed that the vessel had been capsized near where these came ashore.

Kolia, therefore did the most natural and the wisest thing when he mounted his horse and rode at once to the supposed scene of the disaster. To have put off in a canoe without first taking an observation from the shore would have been sheer folly.

Upon reaching the point, he discovered his mistake, saw the boat off the other headland, and at once returned to the village and exerted himself to get a canoe off. In this he was assisted by the foreigners at the place who had also upon hearing of the accident started out to look for the boat.

Most of the inhabitants of the village had unfortunately gone inland, it being Saturday, to obtain the week's supply of food, and those who remained were not all of them as prompt as they should have been. If I have not been misinformed, one of the foreigners offered to pay any who would go in the canoe.

It is true that neither he nor any of his companions went out in the canoe themselves. Kolia did not but it would have been folly for them to have done so. The surf was high at the time, and Anahola harbor is a bad one to get out of. Every one knows that natives only can manage their canoes in the surf, and that in such a case as the one in question, foreigners would only have been in the way, have been objects of care themselves, and would probably have defeated the very purpose of the expedition.

It may be that there was some lack of energy on the part of both foreigners and natives at Anahola at the time the Marianne, was lost, but I do not believe that the individuals censured in the Polynesian were guilty of any conduct deserving of such hard names as "disgraceful and criminal" and I trust they will be relieved from the imputation.

The accounts received at Anahola on the morning of the disaster were evidently of a confused and contradictory character. At such a time there is always confusion, often ill-judged action. Should we not attribute to this state of things the inefficiency or the ill success of the parties who have been so severely censured, rather than to guilty indifference? I think that both justice and charity would prompt us so to do.

Respectfully Yours, E. P. B.

For the Polynesian.

My dear sir,—Many of your readers will be interested in the following item of intelligence from Maui which I hasten to communicate.

Ordained and installed as pastor of the Church at Keokea, Kula, September 2d, David Malo formerly of Lahaina. Introductory prayer and reading a portion of Scriptures, Mr. Dwight, Molokai; Sermon 1st Timothy 3: 1—Mr. Green, Makawao, Consecrating prayer, and charge to the pastor, Mr. Baldwin, Lahaina; Right-hand of fellowship, Mr. Kauwealoha, Kaupale; Charge to the people, Mr. Alexander, Lahainaluna; Benediction by the pastor.

Mr David Malo is generally known as a talented and excellent Hawaiian, for a long time the able and devoted teacher of the late Mr. Richards, and the confidential friend and counsellor of the former governor of Maui. Though somewhat advanced in life, and of feeble health, he has a prospect of usefulness as pastor of the newly formed church at Keokea. Allow me to commend him to the sympathy and prayers of the friends of Zion, and of the Hawaiian nation.

MODERATOR OF COUNCIL.
Maui, September 3d, 1852.

☞ We are indebted to Mr. Evans, a passenger in the Vesta, for the following summary of news, several items of which have not appeared hitherto in our columns.

SUMMARY OF NEWS.

French ship Vesta, Capt. Soubry, from San Francisco, to Sydney, calling at Honolulu and Tahiti, left California, 26th August, 1852. 18 *cabin, and* 12 *intermediate passengers:*

Trade in San Francisco generally was dull, and Island produce which had been high, was showing a downward tendency, good potatoes were fetching 5 cents per lb., and fruit, such as oranges, pine-apples, and bananas, (the former particularly,) were unprecedentedly low.

Stock of various kinds is selling well, breeding sows fetching extraordinary prices. The brigantine Petersburg went ashore in a dense fog, at the entrance of the harbor and would become a total wreck, this vessel was supposed to be from Lahaina.

The New Zealand schooner "Mary," Bell, master, had arrived with the remainder of the Sarmiento passengers, after a passage of 43 days.

The exports of gold had increased, but this does not show the general prosperity of the miners, some few companies having fallen into rich diggings which brought up the amount sent by the semi-monthly conveyances.

The Golden Gate arrived and brought 700 troops, this vessel brings dates from the States to 4th August, and from Europe to 17th July, her news from Panama is excessively distressing, the mortality from cholera on the Isthmus, is truly alarming, some 150 of the soldiers, and 7 officers fell victims to it.

The Pioneer, one of the Vanderbilt line and a new propeller, was run ashore at San Diego to keep her from sinking, this was a new vessel, and sent to sea from the States at a cost of $250,000; some doubts are entertained, whether the insurance of the ship could be recovered, she having struck on a rock at Talcahuano, where from insurance usage she should have been abandoned to the underwriters.

In the United States, excitement produced from the coming Presidential election ran very high, and it is supposed the "dear old General," as General Scott is termed by the ladies, would be left far behind in the race. Daniel Webster is spoken of as coming forward on the independent ticket.

A very destructive fire had half destroyed Montreal, (Canada) and was still burning when the steamer left. The loss, up to present destruction, was calculated at £3,000,000 sterling.

A great inquiry is being carried on at St. Johns Newfoundland, whether the two vessels in the ice, seen by the Renovation, are those of the long missing Franklin; public nautical opinion is much divided on the subject.

From England the news is promising, a fruitful harvest would repay the farmer's toil; but to the golden harvest of Australia, every eye was directed; in the United kingdom 131 large vessels, were on the berth, and filling rapidly with passengers for Sydney and Melbourne. The steam ship Great Britain, and Sarah Sands with sundry others, were filling with goods and passengers, the former had 1000 engaged and was to sail the 1st of August.

A company were having two steamers built of the respective tonnage of 14,000 tons, 700 feet long, with two sets of paddle wheels, and guaranteed to run at 35 miles per hour, to cost each £350-000 sterling.

"La France est tranquil," so say the papers of that country, but this tranquility looked onerous, and is only preceded by another "coup d'etat" which Louis Napoleon, would be compelled to keep himself a little longer in the Presidential chair. The people were emigrating in larger numbers than was ever before known.

The Emperor of Russia had been to Austria viewing the Imperial troops, but had returned to his eyrie where he was watching the game of chess, and particularly the Bishop's move, or that of the clergy, for since the fete at Paris of blessing the bust of the President, these gentlemen had taken a higher stand, than has been accorded to them for some time.

P. S. The steamship Northerner was going up the harbor as the Vesta was beating out.

Several lines of steamers were to join the European lines at Panama, for Sydney and the Australia colonies and among them the Royal West India company, the Cunard line, one from Liverpool, and lastly from San Francisco, which line would probably be first in this interesting and profitable trade.

The Golden Gate on her last trip from Panama, left 50 mail bags on the Isthmus through carelessness, these would most probably be brought up by the Northerner.

POSTSCRIPT!!—By the arrival last evening of the fine clipper brig Maryann Jones, Newell, 18 days from San Francisco, the remainder of the U. S. Mail of July was received at the Post-office. A very large number of letters arrived, but mostly for whalers.

Capt. Newell reports very calm weather throughout the passage. Among the passengers by the M. A. J., we are happy to notice Chas. E. Hitchcock, Esq., formerly Editor of this paper.

The News from the States is no later than previously received. And our California files are quite devoid of news. The markets, however, for most island products were steadily improving.

GOLD.—Since the discovery of gold in California, all the world has given itself to searching for the ORO, and within the past eighteen months it has been found in a dozen different localities. In Australia, Van Diemen's Land, New Zealand, Choco, in New Granada, Oregon, Queen Charlotte's Island, Cayenne, in French Guiana, Nova Scotia, Liberia, in Africa, and Devonshire, in England, gold has recently been found. Some of these localities may prove vastly rich, as we know that of Australia has aleady, while others may not pay for working; but at all events the supply is likely to continue to an extent hitherto unparalleled, and to flood the world with an amount of the precious stuff, which will reduce its value, when compared with silver, considerably below its present relative rate.

In addition to the above, it is just now reported that gold is found in abundance on the eastern slope of the Sierra Nevada, to which point miners from the Atlantic States will direct their attention, as the first "diggings" on their route to *the* golden country, par excellence.

VACCINATION.—It is now several years, we believe, since there has been any vaccine matter in this kingdom, and of course all young persons, and many adults are destitute of the protection which vaccination gives from the small pox. As this disease exists in the Pacific, and in ports, such as Hong Kong, with which we have intercourse, we are exposed to its introduction at any time; and there can be but little doubt that it would prove extremely fatal should it once prevail among the natives.

What steps can be taken for the introduction of vaccine matter, and for the thorough vaccination of the population of the islands? Cannot the government take proper measures to have this desirable end accomplished? And is it not their duty, as it would undoubtedly be for their interest, to see it speedily attended to? A little precaution may prevent disastrous consequences, for after the small pox is introduced, preventive remedies would be too late and of no avail.

☞ The steam marine of the United States on the 1st of July, 1851, numbered 1,370 vessels with a tonnage of 416,226. Of this, 96 were Ocean Steamers, with a tonnage of 97,475,—giving an average of over a thousand tons to each vessel. It is said this average has been greatly increased during the year from July 1, 1851, to the same date, 1852, by the building of many of the largest class, while but four ocean steamers of less than 1500 tons have been built within that period.

In 1851 Great Britain had about 500 steam vessels, with an aggregate tonnage of 180,000.

765 of the American steamers, with a tonnage of 204,726, were employed upon the rivers and inland waters of the United States; the balance, 625, including the 96 ocean steamers, were employed upon salt water.

The present number of American steam vessels is estimated at 1,500, with a tonage of more than five hundred thousand.

GOVERNMENT AND THE SHIPOWNERS.—Within the last few days the Government has given a practical proof of its conviction that the British shipowner requires no protection. We allude to the fact that the Ticonderoga, an American vessel of 1,100 tons register, has been chartered by the Government Emigration Commissioners to take out emigrants to Australia from this port. Some persons assert that this employment of a foreign vessel was an act of necessity, resulting from the scarcity of suitable British ships: others state that a preference was given to the Ticonderoga because her owners accepted a rather lower sum per head for emigrants than a British owner would take; but whichever version be the correct one, it is a proof that our shipowners are fully and profitably occupied, and that the Derby Government is not inclined to afford them any large amount of protection. It is stated, indeed, that complaints have been made at head-quarters about this employment of an American vessel for such a purpose, and that a promise has been given that the act shall not be repeated; but this we can scarcely credit. The Colonial Secretary has repeatedly declared that the Emigration Fund belongs to the Australian Colonies, and that he is bound to expend it in the way most conducive to their interest; and if American vessels can be obtained to take out emigrants at a cheaper rate than British vessels will take them for, how could he justify himself to the Colonists for systematically going to the dearer market? As an additional proof of the demand which exists for large vessels at the present moment, we may state that the Birmingham, a fine ship of 2,000 tons register, which had been lying up, in want of a purchaser, for the last twelve months, has been bought, and is being refitted, to carry emigrants to Australia. [Liverpool Mercury.

FROM BOHEMIA.—The following is an extract from a letter to the editors of the New York Express, dated Prague, Bohemia, June 3:

The head of the house of Rothschild is most dangerously sck, and at the point of death, in Frankfort, (on the Main River, Germany.) His brothers have been sent for, and some have already arrived.

The famine in our mountain districts and in the mountains of Southern Germany is yet unabated. Provisions of all sorts are scarce, and consequently extraordinarily high in price, and still the prices rise; for the last remnants of last year's harvest are gone.

Families formerly in easy circumstances are reduced to beggary and to severe sufferings from hunger. Bakers sell bread of rye and oat bran at high prices; people gather common grass along the public roads and high ways, and moss in the woods, cook and eat it to appease their hunger and prevent starvation. Such are a few of the many glaring features of the great famine, not in the least exaggerated, but authenticated by the official reports of the local authorities to their respective Governments. Truly the wrath of God is upon us!

ADMIRALTY NOTICE.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c., &c.

By virtue of the power and authority vested in us by the Act 14 and 15 Victoria, Cap. 79, dated 7th Aug., 1851, we hereby require and direct that the following Regulations be strictly observed:—

STEAM VESSELS.—All British Sea-going Steam Vessels, (whether propelled by Paddles or Screws) shall within all Seas, Gulfs, Channels, Straits, Bays, Creeks, Roads, Roadsteads, Harbors, Havens, Ports, and Rivers, and under all circumstances, between sunset and sunrise, exhibit Lights of such description, and in such manner, as is hereinafter mentioned, viz.:—

When under Steam.—A Bright White Light at the Foremast Head; a Green Light on the Starboard Side; a Red Light on the Port Side.

1. The Mast Head Light is to be visible at a distance of at least five miles in a dark night with a clear atmosphere, and the Lantern is to be so constructed as to shew a uniform and unbroken light over an arc of the horizon of twenty points of the Compass, being ten points on each side of the Ship, viz., from right ahead to two points abaft the beam on either side.

2. The Green light on the Starboard side is to be visible at a distance of at least two miles in a dark night, with a clear atmosphere; and the Lantern is to be so constructed as to shew a uniform and unbroken light over an acre of the horizon of ten points of the Compass, viz. from right ahead to two points abaft the beam on the Starboard side.

3. The Red Light on the Port side is likewise to be fitted so as to throw its light the same distance on that side.

4. The side Lights are moreover to be fitted with screens, on the inboard side, of at least three feet long, to prevent the lights from being seen across the bow.

When at Anchor.—A Common Bright Light.

SAILING VESSELS.—We hereby require that all Sailing Vessels when under sail, or being towed, approaching or being approached by any other Vessel, shall be bound to shew between sunset and sunrise a bright light in such a position as can be best seen by such Vessel or Vessels, and in sufficient time to avoid collision.

All Sailing Vessels at anchor in Roadsteads or Fairways, shall be also bound to exhibit between sunset and sunrise, a constant bright light at the Mast-head, except within Harbours or other places where Regulations for other Lights for Ships are legally established.

The Lantern to be used when at anchor, both by Steam Vessels and Sailing Vessels, is to be constructed, as to shew a clear good light all round the horizon.

We hereby revoke all Regulations heretofore made by us relating to Steam Vessels exhibiting or carrying Lights; and we require that the preceding Regulations be strictly carried into effect, on and after the 1st of August, 1852.

Given under our hands the 1st day of May, 1852.

HYDE PARKER.
P. HORNBY.

By Command of their Lordships,
W. A. B. HAMILTON.

DIRECTIONS FOR FITTING THE LIGHTS.—The manner of fixing the Colored Lights is to be particularly attended to. They should be fitted, each, with a screen of wood, on the inboard side, in order to prevent both being seen at the same moment from any direction but that of right-a-head.

This is important, for without the screens (a principle first introduced with this plan) any plan of bow-lights would be ineffective as a means of indicating the direction of steering.

This will be readily understood by a reference to the preceding illustrations, where it will appear evident, that in any situation in which two vessels may approach each other in the dark, the colored lights will instantly indicate to both the relative course of each,—that is, each will know whether the other is approaching directly or crossing, either to starboard or to port. This intimation is all that is required to enable vessels to pass each other in the darkest night, with almost equal safety as broad day, and for the want of which so many lamentable accidents have occurred.

Patterns of the Lanterns to be carried, and of the mode in which the Screens are to be fitted, may be seen at the Custom Houses of the principal Commercial Ports of the United Kingdom.

By Command of their Lordships.
W. A. B. HAMILTON.

NOTE. The system of Night Lights laid down in the above Regulations has been adopted in Her Majesty's Service, and by the Governments of the principal Foreign Maritime Nations.

MRS. MULOWNY'S TAI [TEA.]—Phil Mcdivit loved his tai. In fact it was weakness with him; and although he was sometimes mighty sharp, as Mrs. Mulowny said, she was still proud of her boorder.

"That's very fine tai the night, Mrs. Mullowny. Is it Shoolong, or Yolong, or black tai, Mrs. Mulony, or all one? It makes no differ, it's the best tai I've had for this many a day. Arrah! where now did ye get that ilegant tai, Mrs. Mulowny?"

"At the Canton Tai Company, ov coorse—where else?"

"Do you tell me so, Mrs. Mulowny? Did ye pay tin dollars the pound, Mrs. Mulowny?"

"Bad cess to ye,—only one."

"Only one! Be the big boot, it's intirely too chaip, Mrs. Mulowny. Only one dollar a pound, Mrs. Mulowny for such tai as that. Shure tin dollars the pound wouldn't be too much for it, it takes such iligant hold ov the second wather."

SUBMARINE TELEGRAPH BETWEEN ENGLAND AND IRELAND.—As has already been stated in *The Tribune*, the laying of the wire across St. George's Channel was performed on the 1st of June. The rope was rather less than one inch in diameter, and was composed of a central copper inclosed in a double gutta-percha tube, and surrounded by 12 galvanized iron wires. The breadth of the Channel being only fifty-nine miles, eighty-miles of line were put on board to prevent a repetition of the accident which happened between Dover and Calais. At the end of ten miles it was determined to compare the distance run over with the length of the line run out, and it was found that only twelve miles of it had been expended. The next comparison showed 20 miles of line to 16 miles' distance; the next, 31 to 25; the next 55 to 47; finally, for the 59 miles' distance, only 65 miles of line were expended. During the operation the vessels moved at the rate of four miles an hour. The greatest depth passed over was 84 fathoms.

VARIOUS STATISTICS.—The telegraph from New York to Albany carries sometimes 700 messages a day, exclusive of those for the press. The Hudson River has been closed this year 102 days, or 12 days more than the average of the last 67 years. The longest time of suspension of navigation was 136 days, in 1842-'43; the shortest was 42 days, in 1805-'6. Liverpool had in 1841 a population of 260,000; in ten years it has increased to 384,000; this is growing as fast as any American city. Lake Erie is only 60 to 70 feet deep; Lake Ontario, which is 452 feet deep, has its bottom 230 feet below the level of the sea; Lakes Huron, Michigan and Superior, although their surfaces are much higher, have their bottoms on the same level as that of Ontario. Lake Erie is accordingly a sort of shallow canal between large reservoirs of water.

A MONSTER STEAMSHIP.—There is now building on the Clyde, at Carts Dyke, an immense iron steamship, to be called the Atrato, of much greater capacity, and considerably larger, than that leviathan steamer, the Great Britain; indeed, so large is the Atrato to be, that the fine steamship Arabia, of 2,400 tons, might be put inside the new steamer, with a good deal of room to spare.

There are to be four decks, the upper or spar-deck being flush from stem to stern, and presenting a promenade of about 38 in breadth. The hull is to be divided into seven compartments by six iron water-tight bulkheads, extending from the keel to the main deck. This will give rigidity to the hull, and afford security against sinking. The Atrato is expected to be ready in all this year—a wonderful brief period, considering the work that there is still to do before this leviathan of the deep will be fit for launching.

Unwritten Music.

BY L. VIRGINIA SMITH.

Dost thou not hear it? 'Tis upon the breeze,
And by the brookside, in the forest aisles,
And far away where cloud and sunshine meet,
In the deep azure sky. The symphonies
Of spring are gushing fervently and free,
As early orisons from the pure hearts
And lips of childhood. From the valley green,
Where wave the slender willows, upward steals
The low, clear tinkling of the rivulet,
As though it mocked the roving zephyr's search
For its sweet hiding place. The bird and bee
Sing to the blossom, and their minstrelsy
Calls forth the queenly rose, as erst the lay
Of bard was wont to herald the approach
Of beauty to the tournament. On high
The sky-lark bathes his bosom in the cloud,
And every tiny drop within it thrills
To his glad melody as thrill the hearts
Of some vast multitude of listeners
When Sweden's song-bird sings.

Around the eaves
Flits the young blue-bird and the little wren
With its low, piping note, the humming bird
Bright as a folding rainbow, while afar
From the keep everglade comes up the call
Of sweet-voiced dwellers in the solitude,
Where the dark cedar flings its mossy boughs
O'er the white-crest dog-wood trees, is heard
The winding of the locust's tiny horn;
While from the beechen grove, the hairy-did
Sends forth her merry challenge. At early morn
The gay grasshopper, with his fairy fife
Sounds a shrill reveille, and swift at eve
The elves come trooping to the beetle's drum:
Then, when the thunder, with its organ swell,
Peals through the dome of heaven, how softly fall
The foot-steps of the rain—like to a band
Of gentle worshippers, slow entering
The Temple of the Lord.

Oh! what a world
Of Heaven-descended music lies around
Our daily path-way; in the morning air,
The noon-tide glory, and the dewy fall
Of dusky twilight; in the carolings
Of bird and breeze, the murmur of the leaves,
And the low-gliding streamlet. Shall we note
Their many-braided melodies? or give again
Their spells of song to thousands? None—but one
And yet the poorest slave may revel in
This music, written by the hand of God.

By Authority.

APPOINTMENT BY THE MARSHAL.—James F. B. Marshall to be Sheriff of Kauai, vice T. H. Marshall, resigned.

ALL parties concerned, are hereby notified that to remedy the evils and disorders in the King's personal accounts, arising from the ordering of goods in His name, unknown to Him, it has pleased His Majesty to appoint a committee and trustees to examine all accounts against His Privy Purse, and to liquidate the same, so far as they may be just, and so far as present means may be available.

Therefore, all parties having claims against the King for goods ordered by Him, or in His name, are requested to send in their accounts in duplicate, to the undersigned, on or before the 1st day of November next, stating the date of the account, the date when it was presented for payment, to whom it was presented, by whom the goods were ordered, to whom they were delivered, and the date and amount of any payments that may have been made to account.

R. C. WYLLIE,
Chairman.

Privy Council Chamber, Sept. 13, 1852-7t-19

KE hoakaka ia aku nei na mea a pau loa, i kulaana no ko ka Moi makemake e hoopau ia ka ano pono ole o kekahi o kono mau aie ponoi ana i aie ai, no ka waiwai i kii ia ma kona inoa, me kona lohe ole nae, ua koho ka Moi i KOMIKI A POE MALAMA WAIWAI e nana i na palapala helu aie a pau i pili i kona mau aie a e hookaa aku, e like me ko lakou ike ua pono ka hoaie ana a e like me ka nui o na dala e kaa ai.

Nolaila ke oleloia nei na mea a pau a ka Moi, i aie a no ka waiwai i haawi ia e like me kona makemake ai ia ma kona inoa paha, e haawi i ka mea nona ka inoa malalo, i na bila aie me na kope pu mamua o ka la mua o Novemba e hiki mai ana, a e hoakaka mai i ka manawa i aie ai, i ka manawa i koi ia ai ka uku, i ka inoa o ka mea i koi ia e uku no ka Moi, i ka inoa o ka mea nana ka waiwai i kauoha, i ka inoa o ka mea nana e lawe, a ina paha ua kaa kekauwahi e hoakaka mai hoi i ka manawa i loaa'i a me ka helena o na dala i kaa.

R. C. WYLLIE,
Luna o ke Komiki.

Keena o ka aha kukakuka malu ma ka Hale Alii Sepakemaba 13, 1852. 7t-19

DIED.

In Honolulu, Sept. 15th, after a lingering sickness, Mrs. Emma, wife of Mr. Wm. Gill, aged 27.

MARINE JOURNAL.

PORT OF HONOLULU.

Arrived.

Sept. 11.—Fr sh Vesta, Soubry, 15 ds fm San Francisco.
13.—Am wh sh Minerva, Reynolds, 15 mos out, from Anadir Sea, 55 sp, 330 wh, 4,000 bone.
17.—Hawaiian wh bg Juno, Corwin, 6 mos out, fm N. W. Coast, 40 bbls wh, 400 bone.
—Am wh sh Jefferson of N. L., Williams, Ockotsk, this season 2,500 wh, 40 sp, 40,000 bone, 15 mos out.
18.—Haw. brig Magdalena, Long, 43 days from San Francisco touching at windward ports.
18.—Am wh sh Mechanic, Coxey, of Newport, from Anadir sea, 300 wh, 3000 bone.
18.—Brit. brig Palermo, Moriarty, 22 ds from San Francisco, bound to Sydney with passengers.

Cleared.

Sept. 11.—Fr sh Vesta, Soubry, for Sydney via Tahiti.
—Am bg Zoe, Richards, for San Francisco.

Vessels in Port.

U. S Frigate St. Lawrence, Dulany, in the Roads.

WHALERS.

Am sh Minerva 2nd, Reynolds.
Am sh Mary and Martha, Slocum.
Am sh Jefferson, of N. L., Williams.
Haw brig Juno, Corwin.

MERCHANTMEN.

Am clipper ship Harriet Hoxie, Rowland.
Am ship Alexander, Bush.
Am ship Valparaiso, Smith.
Am bark Isabella, Wood.
Am brig Noble, Robertson.
Brem ship Leontine, Arians.
Brit sch Catherine.
Haw brigt. Harriet, Webster.
" " Catherine, Benedict.
" brig Wallace, Crowell, (formerly Gen. Blanco.)
" sch Geo Washington, Derby.
" sch William, Parke.
Hawaiian schooners Kaluna, Kinoole, and Maryann.

STORESHIP—Mouna Loa.
HULKS—"Don Quixote" and "Tusker."

Memoranda.

Reported for the Polynesian, by Messrs. Coady & Co.

The ship Jefferson, of New London, Williams, arrived at Honolulu, Sept. 16, 1852, from Sea of Ockotsk, Aug. 1, hailing full cargo 2800 whale, 80 sperm, 45,000 lbs. bone. Spoke—

May 18.—Sh Chariot, of Honolulu, 2 whales.
June 20.—Sh Abm. H. Howland, of New Bedford, 7 do.
—Sh Arctic, of Fairhaven, 8 do
—Bk Cherokee, of New Bedford, 3 do
22.—Sh Robin Hood, Mystic, 7 do.
—Sh Massachusetts, of Nantucket, 11 do.
July 20.—Sh Erie, of Fairhaven, 13 do.
22.—Sh Minerva, of N. Bedford, 12 do.
24.—Sh Phenix, of N. Bedford, 10 do.
—Sh John and Elizabeth, of New London, 6 do.
25.—Sh Isaac Howland, of New Bedford, 2,500 bbls.
—Bk Mary Frazer, of New Bedford, wanting 2 whs.
Aug. 1.—Sh Hunter, (Holt), of New Bedford, 1,400 bbls.

Ship Hunter reports having spoken the following in the latter part of July, viz.:—Bk Bayard, of Greenport, 5 whales; ship Tiger, of Stonington, 4 do.; ship Massachusetts, of New Bedford, 5 do.; ship Champion, of New Bedford, 8 do.; ship Zone, of Fairhaven, 5 do.; bark J. E. Donnell, of N. Bedford, 2000 bbls; bark Franklin, of N. B., 7 whales; ship Trident, of N. B., 9 do.; ship Alert, of New London, 12 do.; ship Cicero, of New Bedford, 1 do.; ship Maria Thereza, of New Bedford, 2000 bbls.

The Jefferson reports much ice and heavy weather all through the season

☞ The Mechanic reports ship Warren of Warren, burned June 30th.

SUGAR, SYRUP AND MOLASSES.—10 tons Sugar, 2090 galls Syrup, a superior article, 5000 galls. Molasses, a superior article, deliverable at "Torbert's Landing," Maui. Apply to L. L. Torbert, Honuaula, Maui, or A. P. Everett, Honolulu.
Sept. 17, 1852-tf-19

NOTICE.

THE Board of Commissioners to quiet Land Titles, are about to settle the claims of T. C. B. Rooke and Kamaikui, his wife, to the following lands, viz.,—

Waiaka I, an ili in Waimea, Hawaii.
Kalama, " " " Kona, "
Kahului, " Ahupuaa, in Kona, Hawaii.
1-2 Halawa, " " " Oahu.
Kamomoa, " " " Puna, Hawaii.
Kaloakiu, " ili in Waipio, Hamakua, Hawaii.
Kealahewa, an ahupuaa in Kohala, "

Also the claim of the heir sof the late John Stevenson, to the ahupuaa of Kumimi, island of Molokai, and the whole of the ili of Kaipu, in Manoa Valley, Oahu.

All persons who may have any objections to offer to either of said claims, or to the surveys of any part of either of them, which may be filed with the Board, are hereby required to make known such objections, at this office, before the 10th day of October next.

J. H. SMITH, Secretary.
Hale Hoona, Sept. 15, 1852-3t-19