THE POLYNESIAN.

SATURDAY, NOVEMBER 19, 1853.

Goods Damaged by Sweating.

The frequent recurrence of this kind of loss to consignees at this port, has been the just occasion of comment and complaint; and our attention has been called to it by some of the sufferers, as an evil that must be remedied.

It seems quite evident that such losses should not fall upon the owners of goods, shipped in good order and condition. Against the the "dangers of the seas," owners can insure; and for damage accruing from any other source, it would appear that the ship should be responsible. Their bills of lading agree to deliver their goods in like good order and condition in which they were received, "the dangers of the seas excepted." Equity, we should suppose, would require the fulfilment of this contract, and any damage sustained, other than by "the dangers of the seas," should be compensated by the ship. This, however, does not appear to to be the custom, at this port, and consignees have submitted to receive some portions of their goods in a damaged condition, rather than test the question before the courts of the country.

We regard this question of so much importance, that we republish, from the Alta California of Oct. 24th, the following remarks by a correspondent, touching the same evil as experienced in San Francisco. It is doubtless a crying one, and increasing; and a remedy must be sought, from some quarter.

SWEATED CARGOES BY CLIPPER SHIPS.—MR. EDITOR: It is high time that the attention of mercantile men should be directed to the heavy losses they are suffering by the bad condition of cargoes landed here from so many of the clipper ships; losses not arising from any legitimate dangers of the seas, but from dampness and steaming of the hold—in sea parlance, *sweating*.

From one ship the merchant receives his goods clean, dry, and perfect; from another he finds coming into his store packages wet, discolored, and mouldy, and the contents more or less injured. The latter lot he offers again and again in our well stocked market without success, and, finally discouraged, accepts a reduced price, or *slaughters* the goods at auction. But in the former case no such result is realized; the goods either meet sale at fair market rates, or are held without apprehension for better prices.

There is not the least doubt that in this way a large assorted cargo will sustain damages amounting in the aggregate to many thousands—often $25,000, or even more; not one dollar of which can be recovered from the underwriters, and at the same time, on her part, the ship gets off scot-free. Where is the remedy?

An innocent shipper places his goods on board a new clipper "in good order and condition;" he pays to the ship, before delivery, an extravagant rate of freight, and to an insurance company a high premium; and he finally receives the goods mouldy, wet, and depreciated in value perhaps ten to twenty-five per cent; while the ship, showing no sign of damage by stress of weather, tells him "it is only sweat: we are not accountable."

The importer in this market has too many expenses to bear on his goods, and too much risk of the market during their long and uncertain transit to continue quietly to bear this burden also. There ought to be—there *must* be—some recourse for this sweat damage, either against the underwriters or the ship.

By the latest papers from the East it appears that some party here has forwarded a communication, in regard to damages on the cargoes of several clippers named, which has excited considerable interest, and on the part of some of the Boston papers, a little ire.

The author of that communication is probably posted up on this subject. Let us hear from him. The mercantile community would be right glad to receive some reliable information and good suggestions as to the origin and extent for this crying evil, and the proper mode (for such there must be) to abate or remedy it. MANY CONSIGNEES.

The editor of the Alta, in commenting upon the above, says:

"A Correspondent, writing over the signature of "Many Consignees," touches upon an evil that is becoming very serious to the business community—the damaged condition in which many clipper ships bring their cargoes into this port. The evil complained of involves points worthy of the earnest consideration of commercial men. We have been cognizant for some time of the facts which our correspondent sets forth, but were under the impression that the consignee of merchandize damaged by "sweating," or from dampness, had recourse upon the ship. It seems this is not the case.

The unparalelled success of the shipping interest during the last two years has stimulated ship building to an extraordinary degree. Particular attention has been directed to the construction of clippers, because that class of vessels justly obtains better rates of freight than those constructed upon the old models. During the last year, in the Eastern States, with the incentive of obtaining very lucrative freights to urge them on, parties have contracted for the building of clipper vessels in so short a time, that it has not been feasible for the ship-wrights to obtain, in most instances, seasoned timber fit for the purpose required. The consequence has been that ships have been constructed, with haste, of green timber, laid on at once, we will say, for California filled up in from one to three weeks, with a varied assortment of merchandize, and sailed. The commanders, desirous of making quick passages, carry on day and night, keeping the forward part of the vessels constantly wet, and bring their cargoes here after having twice passed beneath the tropics, damaged and "sweated." This is the case of a large proportion of the clippers that have arrived here during the present season; but there are many which have delivered their cargoes in nearly as perfect order as they were in when put on board at the East, because, in the construction of the latter class, seasoned timber had been used by skilful ship-wrights.

If there be no recourse upon the ship or the underwriter, in cases where goods are damaged by "sweating" and moisture, it would appear that shippers should protect themselves hereafter, either by insisting upon the insertion of a clause in the bill of lading which will cover the subject, or if that be impracticable, by discriminating in the choice of vessels between those constructed of seasoned and unseasoned timber. A ship, which in addition to a reputation for fleetness, enjoys that of turning out at the end of a long voyage, her cargo in perfect order will command her choice, for the carrying trade of the world.

There is no evil that cannot be remedied, and this of sweated goods can be very readily checked, if business men will take hold of it."

The cause suggested above as the occasion of a ship's sweating her cargo, may have some influence, in certain cases; but we imagine it is not sufficient to account for it entirely. In fact, many OLD ships, thoroughly seasoned, turn out their cargoes badly sweated, while NEW ships deliver theirs according to contract, "in like good order and condition."

The principal cause, we imagine, is not in the greenness of the timber of which the ship is built, but the greenness, or wet condition, of large quantities of lumber stored with miscellaneous merchandise. It doubtless often happens that while a ship is loading in Boston or New York, lumber is wet by showers of rain, or is stowed in the winter full of frost. This is a sufficient cause in itself to account for the sweating of a ship. As soon as she gets into warm weather towards the line, the temperature of the hold increases amazingly. The frost comes out of the lumber, or the wet boards send out their moisture in the form of steam or sweat, which penetrates into every part of the hold, and often concentrates on the under side of the deck above, and keeps a constant dripping upon the cargo below. Wet lumber and dry goods are incompatible cargo in the same hold, and cannot be brought safely together, unless some means can be found of thoroughly ventilating the hold while on the voyage. This, we imagine, is the only remedy ship owners need to devise, to bring their assorted cargoes safely. And whether the steam originates from the green timber of which the ship is built, or from the dampness of lumber on board, a free ventilation would remedy the evil in either case; would save owners much vexation, and consignees much loss.

The English language in the Marquesas.

In listening to a brief account of the late expedition to Fatuhiwa, by Rev. Mr. Parker, at the Court House on Monday evening, the 7th inst., we were particularly impressed with his remarks on the desire of the natives to acquire the English language.

It is impossible to fathom the motive in the minds of the islanders, for wishing to familiarize themselves with our language, but the obvious presumption is, that it would facilitate their intercourse with the vessels that occasionally touch there for trade and refreshments, the number of which is increasing from year to year. Mr. Parker said, in substance:—"During my stay at the island of Fatuhiwa, I noticed among the natives of that island a strong desire to learn the English language. They seemed highly pleased that among the company of missionaries who had come to live with them, there was one who could teach them and their children that language.

I found I could communicate quite intelligibly with some of the chiefs and common natives in English, although there has probably been less English and American shipping at this, than at either of the other islands in the group.

It is a practice among them occasionally to have a feast for the purpose of promoting a knowledge of this language. Those only are invited to the feast who have picked up some words or sentences in the English language. During the feast the Marquesan language is not allowed to be used; and so intent are the natives to make the feast promotive of a knowledge of the English language that, by agreement, a fine is imposed on any one present, who, either from forgetfulness or for lack of English words, resorts to the Marquesan language."

Finding the desire so strong, Mr. Bicknell had concluded to devote his time to teaching the English language, and has made the request that he be furnished with elementary books in that language, slates, pencils, &c., to facilitate his endeavors. By a fortunate opportunity, these articles have been forwarded within a few days, by the captain of a whaleship who engaged to touch there and deliver them, with letters and other things for the Hawaiian missionaries there.

For some days before Mr. Parker left, the natives had become quite interested in learning to read the little book printed here in their language before the sailing of the expedition; and it was a common sound, as they passed the house where he was stopping, to hear them repeating over their school lessons, A. E. I. O. U. as they returned from school.

At the first island at which they touched, the inquiry of the people was for liquor, guns, powder and ball. We have no doubt the people of Fatuhawai will find the little elementary book alluded to, of far more value than either or all the above combined.

Arrival of the Steamer S. B. Wheeler.

This little boat arrived at Honolulu on the 12th inst. from San Francisco, having touched at Hawaii and Maui on her passage.

As is well known to our readers, she has come to enter into the coasting trade of the Islands, and if she is found to answer the purpose, will commence soon her regular trips between Honolulu and the other Islands of the group.

She seems rather small for the business, but perhaps is large enough to commence with; at all events, we hope the business she will create, will soon compel the proprietors to put on another, of larger carrying capacity, and that the increase will progress until it shall be a lucrative enterprise to sail steamers in the coasting trade of these Islands.

Before completing the contract with this company,—which was open to all parties by the failure of Capt. Howard, to supply the stipulated boat,—the government desired a demonstration of her ability to accomplish the object in view. Consequently, permission was given her to make a trial trip to Lahaina, without changing her flag, and an appointed committee took passage in her on Wednesday last, to try her working power, and to make their observations upon her. She sailed at half past 11, A. M., and went out in good style under the pilotage of Capt. Penhallow, who went to Maui in her.

The cheering sight of a steamer in our harbor, and the long familiar sound of her bell, as she was about leaving her wharf, awakened many reminiscences in the minds of the old residents. It seemed really that a new era had dawned upon us, and that we were about entering upon an improvement in Island Navigation, and taking a step in the march of *progress*, of cheering import to these Islands.

We, and in fact the whole foreign population, have long desired this innovation upon the old usages; and now that it has come, we hail it with joy, and wish it success. If once established, a steamer will become a necessity that cannot be dispensed with.

Among the passengers in the S. B. Wheeler on her first trip, we noticed His Honor, Chief Justice Lee, and Mrs. Lee, the Minister of public instruction, Rev S. C. Damon, R. H. Bowlin, Esq., and a number of other residents of Honolulu and Lahaina. Quite a number of natives also took passage in her, and we imagine she will be popular among this class of travellers, for the reason that they will be better protected from the weather in a steamer, than in the sailing craft at present plying among the Islands.

The official correspondence in another column will show the result of the trip, which was highly satisfactory. Her passage up was made in 13 hours, and she returned in 11, with a stiff head wind both ways. In a pretty heavy sea going up, she was perfectly dry, and altogether comfortable for her passengers.

Ships Shipping &c.

The RIALTO, Capt. King, arrived on the 13th, from California, via Kealakeakua, where she touched to engage a cargo of native produce. She sailed hence on the 17th, for San Francisco, via Kealakeakua.

The clipper Ship CONTEST, Capt. Brewster, arrived on the morning of the 14th in 11 1-2 days from San Francisco. She brings papers to the 1st of November from California, and to the 5th of October from New York. The Contest arrived at San Francisco from New York, on the 24th of October in 108 days; in three weeks from her arrival there she had discharged her cargo, and made the passage to this port, a distance of over 2,000 miles. This we call despatch. She was but 129 days from N. Y. to this port, via California, and discharged cargo in the mean time.

Her B. M. S. AMPHITRITE, hence Oct, 9th, arrived at San Francisco on the 29th, in 19 days from Honolulu. She was shortly bound down the coast to the South American Station.

The monster Clipper GREAT REPUBLIC, which was successfully launched on the 4th of October at East Boston, is the largest ship in the world. Her stowage capacity is between 6,000 and 7,000 tons. She is 325 feet long, 53 wide, 30 deep, and and has four decks. She will be commanded by the brother of the builder and owner, the former Captain of the Sovereign of the Seas, and on completion, was to sail for New York, to load for California or Australia.

The Directors of the Eastern Navigation Company have laid the keel for a monster steamer, to be called the LEVIATHAN, whose dimensions altogether surpass any vessel yet built. Her length is to be 673 feet, breadth 80 feet, out to out of wheel houses 120 feet; depth of hold 60 feet, power of engines 6,000 horse. Her decks present an area of one and a half acres of surface. This Ship is being built by Scott Russell, Esq. the greatest naval Architect of England, at Milford Haven, whence she will sail, or from Holy Head Harbor, which promises eventually to become the great Steamship terminus of the British Isles.

The Bark KREMLIN, Capt. Rogers, arrived at this port on the 17th inst., in 130 days from Boston, with an assorted cargo of Merchandise for this port. The Ship Chilo and Bark Constance both sailed before the Kremlin, neither of which have yet arived.

The whaleship NORTH STAR, Capt. Brown, returned to port on Wednesday, having sailed on Monday previous. What brought her back was the discovery, when 12 or 20 miles from land, that 13 of her native crew were missing. How they left the ship at that distance from land is a mystery; but it is conjectured that they jumped overboard and were picked up by some boat or canoe in the neighborhood.

Hawaiian Public Schools.

We call the attention of our readers to a communication under the above head, republished from the New Era and Argus in our paper to-day.

To a brief historical synopsis of the public school system of the islands, the writer adds his deep appreciation of its importance, as the last "hook to hang a hope upon," for the existence of the natives either as a nation or a race. In this view we fully concur, and look for his suggestions by which their efficiency may be increased, with the hope that he may hit upon such improvements as his experience has demonstrated to be necessary to accomplish the design sought in their establishment.

The Ladies' Fair.

On Tuesday evening this very neat affair came off at the Court House, according to previous notice; and it was highly creditable to all the parties concerned.

In the first place the room was decorated with much taste, with flags, evergreens, mottoes, &c. The design of the fair being to raise funds towards building a place of worship, the mottoes, wrought with evergreens, upon a white ground, were neat and appropriate. Among them we noticed, "Holiness to the Lord;" "Except the Lord build the house, they labor in vain that build it;" "The liberal soul shall be made fat," &c.

The arrangment of articles upon the tables was excellent, and evinced as much skill, as the construction of the various works themselves. A large proportion of them consisted in articles of utility, and the sale was spirited and brisk, both at private sale and at auction. The refreshment tables were well patronized, and the soda fountain was drained to its last drop. Upon the whole, the Fair went off well, and gave general satisfaction to all present. The room was crowded, too much so, for the comfort of the spectators, which was the only drawback to the satisfaction of the evening.

The sum raised for the object in view was $1950

☞ A communication from Maui, dated the 4th inst. did not reach us till the 12th. The writer complains that the schooner Sally introduced a case of small pox into a district where it had not before appeared, thus endangering many lives.

The writer asks, "why are native passengers allowed to leave Honolulu without a certificate from some physician?"

It is to be hoped that the precaution will be taken by captains of coasters to ascertain whether passengers passing to and fro among the islands, are protected, and not endanger healthy localities by conveying infected persons among them. The passage money received can be no sort of compensation for the risk run, and the evil that may be thus accomplished.

Weather, crops, &c.

We learn from East Maui, that the weather has been fine for several weeks, and that they are threshing out their wheat, which is in fine order and yields well. From 18 to 20 plows are at work breaking up the ground for the fall planting of wheat, and from present indications, there will be a larger crop of this grain raised than ever before. The certainty of a market at Honolulu, by the time the crop can be harvested, has doubtless stimulated Maui wheat growers to increase their crop, and it is one easily raised in that quarter, as well as in some other localities on the islands.

☞ The mail per San Francisco by the "Boston" will close *this day* at 3 P. M. There is some uncertainty as to her sailing to-day, as she is waiting for freight from Maui, which will probably arrive this morning.

For Auckland and Sidney.—A mail will be despatched on Tuesday Nov. 22.

For Tahiti.—On Monday, Nov. 21.

Official report relating to the Steamer.

Honolulu, 15th Nov., 1853.

GENTLEMEN:—Understanding that you proceed tomorrow, in the steamer "S. B. Wheeler," to the port of Lahaina, with the approval of a special committee, of the King's Privy Council, of which committee I have the honor to be Chairman, I have respectfully to request of you, to report to me, in writing, so soon after your arrival, at that port, as convenient, upon the efficiency of that steamer, for the purposes expressed in the Resolution passed by the Privy Council, on the 24th November 1851, which was as follows:

"*Resolved*—that the privilege granted to Captain Howard, which expires on the 30th November 1851, be extended to sixty days, from that date, and that thereafter the contract for which he had stipulated be given, in the same terms, to whomsoever shall first place an efficient steamer of the capacity indicated, in the King's waters properly equipped, for Inter-island steam navigation, and that this resolution be published every week in the Polynesian till further orders."

With the highest respect to you collectively and individually

I have the honor to be
Gentlemen,
Your most obedient
Humble servant,
R. C. WYLLIE.

Chairman of the Special Committee on Mr. Bowlin's Petition.

To the Hon. W. L. LEE, Capt. D. P. PENHALLOW, RICHARD ARMSTRONG, Esq.

The undersigned sub-committee appointed by Privy Council to report upon the Steamer "S. B. Wheeler," beg leave to submit the following:

That they took passage on board of said steamer on Wednesday the 16th inst., in the harbor of Honolulu. She left the outer buoy at 12 o'clock and arrived at Lahaina at a quarter past one next morning. She had to contend against a strong head wind and heavy sea in both channels, or the passage would have been shorter.

The undersigned judging from this trial, are of opinion that the "S. B. Wheeler" is a good and efficient boat for carrying passengers, and admirably adapted for the purpose.

RICHARD ARMSTRONG,
D. P. PENHALLOW,
W. L. LEE.

Lahaina, Nov. 17, 1853.

Anniversary Dinner.

Tuesday, the 15th inst., was the anniversary of the organization of the 1st Hawaiian Guard, on which occasion that fine corps turned out on parade and was much admired by residents and strangers in the city. It is a fine corps, and worthy of the encomiums bestowed upon it.

In consequence of the evening of Tuesday being occupied for the Ladies' Fair, the anniversary dinner was deferred until Wednesday evening, when the whole corps in uniform assembled at the French Hotel, with many invited guests. His Excellency the Governor of Oahu, naval officers from the American and French ships of war in port, and others, sat down to the well provided tables of mine host, which would have done credit to a much larger town than Honolulu.

The dinner passed off with much spirit, cordiality and satisfaction; but our want of space precludes a more extended notice of the sayings and doings on the occasion.

☞ The shipment of specie on the 1st of Nov., by the Steamers Cortes and California amounted to the total sum of $2,755,064; of which $1,200,000 were shipped by Messrs. Page, Bacon & Co., and $478,000 by Adams & Co.

☞ Virginius P. Chapin Esq., arrived at APIA, Navigator Islands on the 3d of June last. He presented his credentials to the principal chiefs, and readily obtained their permission to reside there and discharge his duties as Commissioned Agent of His Majesty King Kamehameha III.

Foreign News.

The CONTEST brings New York papers of the 5th of October, by the Nicaragua route, which contains advices from Europe to the 21st of September.

The marked success attending the opening of the books of subscription to the Atlantic and Pacific Rail Road Stock, is one of the most interesting features of American news by this arrival. Over *forty three millions* were subscribed in New York, of which over $30,000,000 were taken in a single day! Mr. Samuel Brannan, of San Francisco, has also arranged, for himself and others, to take two millions of the stock.

James McKee, wife, and three children had arrived by the Pacific in San Francisco, on the 31st of November.

The S. F. Herald, of Nov. 1st, says, a company of wealthy and enterprising gentlemen in this city has been organized, with a capital of ten millions of dollars to establish a line of steamers between this port and China, touching at the Sandwich Islands.

The following Telegraphic despatch was received at New York from Washington on the 4th October:

FROM WASHINGTON.—Secretary Dobbins, accompanied by Capt. McGruder, left here this morning to visit and inspect the various Navy Yards throughout the Northern States.

Jefferson Davis is appointed Acting Secretary of the Navy during Mr. Dobbin's absence.

THE YELLOW FEVER AT MOBILE.—The sickness in this city is rapidly abating. The total number of deaths on the 4th Oct., was 7, and included only 2 from the yellow fever.

THE YELLOW FEVER AT NEW ORLEANS.—The interments from the Yellow Fever during the twenty-four hours ending on the 3d October, were only six, and the Board of Health have determined to discontinue their daily reports for the future, considering the epidemic at an end.

The Mississippi papers report the Fever to be declining at Vicksburg, but very violent at Jackson, where one hundred cases occurred in one day. At Port Gibson there have been sixty deaths; at Grand Gulf, fifty, and at Shreveport, La., twenty.

The forty-fourth annual meeting of the American Board of Commissioners, assembled in Cincinnati, on the 4th ult. In the absence of President Frelinghuysen, ex-Chief Justice Williams, of Ct. occupied the chair.

TRANSPORTATION OF TROOPS TO THE PACIFIC.—An order issued from the War Department on the 26th ult., specifies certain movements in the troops, to meet the interests of the service. In anticipation of the necessity for more troops in the Pacific division, six companies were ordered to concentrate in the harbor of New York, and proceed to the Pacific division via Cape Horn.

Hon. George M. Dallas is said to have received the tender of the mission to China.

The Board of Underwriters of New York have given notice that a return of two and a half cents will be made by the Board upon premiums of insurance on vessels provided with approved lightning rods.

The congregation of Rev. Henry Ward Beecher, of Brooklyn, have presented him with $15,000 with which to buy a country seat.

We find among the items of the English Newspapers, that Dickens has cleared $20,000 from his last work, Bleak House.

Freights to California are dull, consequent upon the discouraging tenor of the news from the Pacific side. Forty to sixty cents is the extreme range.

There were three arrivals at New York, bringing very important news from Europe—the steamship Washington with English dates to the 14th Sept., the America to the 17th, and the Baltic to the 21st.

THE TURKISH QUESTION.

War Probable.

The London Times announces in its impression of the 14th inst., that a telegraphic despatch had been received from Berlin, with the news for which all Europe was waiting, viz: That the Emperor of Russia had rejected the Turkish modifications of the note which he had accepted at the suggestion of the Four Powers. An answer in this sense had been despatched from St. Petersburg to Vienna on the 7th inst.

It was not certain whether the rejection was pure and simple, or whether (says the Times) reasons for the rejection were stated which would necessarily lead to further negotiation. The Emperor himself was at once to proceed to Warsaw, and on the 23d September was to meet the Emperor of Austria at Olmutz.

War between Russia and the Porte was now considered inevitable, as advices from the Lower Danube state that Omar Pasha was in an embarrassing position. His soldiers insist on fighting the Russians; he cannot overcome their resolution, and there was reason to fear that the fanaticism of the troops would interfere with further negotiations.

Telegraphic accounts from Constantinople to the 29th August, state that the Turks were waiting impatiently for a manifesto from the Sultan, explaining the position of Turkey with respect to the other Powers. The Egyptian troops, after being reviewed by the Sultan, were to march to Shumla. It was again stated that Lord Stratford de Radcliffe had sent in his resignation as ambassador to the British government.

Accounts from Jassy to the 30th of August, mention that the Consuls of Great Britain and France had left the city. The public were panic-struck. It was said that General Luders, at the head of a fresh corps of Russian troops, was marching upon Moldavia. The cholera was making havoc in Bessarabia.

The Baltic, which arrived at New York on the 2d of Oct., brought news from Liverpool to the 21st of Sept. At the time of her sailing nothing definite had occurred. The long protracted Eastern dispute still remained unsettled, but it was expected that the diplomatic action of the re-assembled Vienna conference would result in a modification of the original note so as to produce a series of propositions which could be accepted both by the Czar and the Sultan without compromise of dignity.

LATER.—The America's news left everything in *statu quo*, no direct step having been taken of a hostile character. A rumor, which received no credence, was in circulation that Turkey had attacked the Russian outposts. A despatch was received at Vienna stating that "The Czar rejects the Turkish modifications, but abides by the Vienna note, and promises to evacuate the Principalities if the Port accept its pure and simple." This leaves one chance for peace. A new manifesto was expected from Russia.

The Turks were quite ripe for war, and Omer Pasha had great difficulty in restraining his troops from hostilities. Fanatieism on both sides was at its height. Anonymous placards on the walls, calling on the faithful to attack the Russians had much excited the people. It was only on special demand of the representativef of the Powers that the Sultan had consented to postpone the issuing of his manifesto to his people. This manifesto is in warlike language, and is, indeed a declaration of war.

The Turks continued their armaments, everything being paid for in specie. The Turkish levy of 80,000 additional troops went on actively, and detachments were certainly marching to join Omer Pasha, on the Danube. A reserve corps was forming at Adrianople under Mehemet Pasha, Colonel of the Sultan's Guard. Mehas Pasha, of Egypt, promises to send 15,000 more men.

From Bucharest the Russian Commander-in-Chief had addressed an order of the day to his troops, and concludes by saying: "Russia is called on to annihilate Paganism, and those who oppose her in that sacred mission shall be annihilated with the Pagans. Long live the Czar."

MARINE JOURNAL.

PORT OF HONOLULU.

Arrivals.

Nov. 11—Am sh Wm C. Nye, Adams, Och, 1080 wh, 1500 b.
" 11—Am sh Braganza, Devoll, Och, 40 sp, 300 wh, 4500 b.
" 11—Am sh Caravan, Bragg, fm Lahaina.
" 12—Am sh Rodman, Allen, Och, 100 sp, 900 wh, 12000 b.
" 12—Brem sh Hansa, Husing, Arc, 2300 wh, 23000 bone.
" 12—Am sh India, Miller, Och, 2200 wh, 30000 bone.
" 12—Am sh Tamerlane, Shockley, Och, 1200 wh, 13000 b.
" 14—Am sh Jeanette, West, Och, 900 wh, 9000 bone.
" 14—Am sh Brighton, Weaver, Och, 800 wh, 4000 bone.
" 14—Am sch Rialto, King, 6 ds fm Kealakeakua.
" 14—Am Steamer S. B. Wheeler, 20 ds fm San Francisco.
" 15—Haw sch Pfeil, Rothfoss, 17 ds fm San Francisco.
" 15—Am sh John Wells, Cross, 550 sp, 2000 wh, 18000 b.
" 16—Am sh Hellespont, Manwaring, 2250 wh, 25000 bone.
" 16—Am sh Contest, Brewster, 12 ds fm San Francisco.
" 17—Am bk Kremlin, Rogers, 130 ds fm Boston.
" 18—Steamer S. B. Wheeler, Ellis, fm Lahaina.

Cleared.

Nov. 14—Bk Rebekah, Townsend, *Hong Kong*.
" 16—Sch Rialto, King, Kealakeakua.
" 16—Steamer S. B. Wheeler, Ellis, Lahaina.
" 16—Wh sh Fabius, Smith, cruise and home.
" 16—Wh sh North Star, Brown, coast California.
" 16—Wh sh *Huntsville*, Smith, cruise and home.

PORT OF LAHAINA.

Arrived.

Nov. 3—Bk Newton, Sherman, N. B., Arc, 700 wh, 1000 b.
" 4—Sh Almira, Jenks, Edg., Arc, 500 wh, 5000 bone.
" 7—Sh L.C. Richmond, Cochran, N. B., Arc, 700w, 1000 b.
" 7—Bk Covington, Newman, Wat., Arc, 425 wh.
" 7—Bk Venice, *Harris*, N. L., Arc, 800 wh, 10,000 bone.
" 7—Bk Antelope, Potter, Npt., Och, 1500 wh, 25000 bone
" 9—Sh Caravan, Bragg F. H., Arc., 500 wh, 8000 bone.
" 9—Sh Hellespont, Manwaring, Mys., Och, 1600w, 25000 b
" 10—Sh Arnolda, Harding, N. B., Och, 1000 wh, 15000 b.
" Bk S. H. Waterman, *Hall*, Ston., Och, 2150 w, 30000b
" Bk Italy, Rowley, Gpt., Och, 20 sp, 1400 wh, 9,000 b.
" Sh Brighton, Weaver, N. B., Och, 800 wh, 5000 bone.
" Sh Walter Scott, Collins, Edg., 600 wh, 6000 bone.

PORT OF HILO.

Arrived since last report,—Sh Thos. Nye, Almy, 2500 wh, 30000 b. The Daniel Wood, Tallman, had just anchored. No report as yet. B. P.

OFFICE OF THE COMMISSIONERS OF PUBLIC HEALTH—WEEKLY REPORT.—The number of new cases of Small Pox which have been reported during the past week for the island of Oahu are 24; the number of deaths reported in the same time are 15.

From the other islands the reports are as follows:—On Hawaii, 8 new cases and 4 deaths; Maui, 2 new cases.

Total number of cases reported to this date, 6,083
" " deaths " " " 2,338

LIHOLIHO, Chairman.

Honolulu, Nov. 11th, 1853.

ACARD.—Capt. S. H. NORTON, late master of the ship Citizen, of New Bedford, wrecked in the Arctic, begs to return his grateful acknowledgments to the ship-masters and merchants of Honolulu and Lahaina, for their generous aid and assistance and kind sympathy extended to him in his misfortune. Being about to leave for the U. S., he hopes that this will convey to those with whom he is not personally acquainted, a token of the deep sense which he entertains of their great kindness.

Honolulu, Nov. 18, 1853.—28.

NOTICE.—Any person knowing where CARL HOFFDING, a seaman belonging to Denmark, is to be found, is requested to call upon Mr. WYLLIE at the Foreign Office. 28.—3t.

ROYAL HAWAIIAN THEATRE.

The Historical Drama of

CHARLES II.

WILL be performed the first time this season, on SATURDAY next, Nov. 19, 1853,

With a full and powerful cast, when Miss FIDDES will make her first appearance on any stage.

After which, Mr. Derby, on the Elastic Cords, will have the honor of introducing several pleasing feats of

Gymnastic Exercises.

Several Songs, by MRS. FIDDES.

The whole to conclude with the laughable Farce of

BETSY BAKER.

In rehearsal, and will shortly be produced, the great Western Drama, entitled "NICK OF THE WOODS."

ADMISSION.—Boxes, $1, Pit, 50 cents. Doors open at 7 o'clock; Curtain rises at 7 1-2 precisely.

N. B.—A large Fan has been put up, which will produce a constant current of air, so as to fully ventilate all parts of the Theatre. 28.

Ascension Island:—Shipping List.

1852. RONO KITTIE HARBOR.
Oct. 12, Milton, Jones, NB. 600 sp. Sld, Oct 25, for the line.
" 20, Mohawk, Swain, Nant, 1500 sp. Nov 3, "
" 27, Inga, Barnes, NB. 40 sp, Nov 17, "
Nov. 7, Sheffield, Roys, Cold Sp, 1600 Nov 13, home via Rio
Dec. 31, Italy, Rowley, Gpt, 1400 wh, 20 sp, Jan 25, Amste.
Jan 6, '53, Spartan, Wyer, Nant, 600 sp, Jan 17, for line.
" 14, Av. Heineken, Georxen, Bre, 1700 wh, Jan 24, Hong
" 14, Roscoe, Gorham, NB, 1600 sp, Feb 12, home direct.
" 16, North America, Mason, NL, Feb 3, Hongkong.
Feb 4, Indian Chief, Fish, NL, 1400 wh, Feb 28, Guam.
" 21, Sam Enderby, Oliver, Sydney, clean, March 6, Guam.
" 23, Coral, Sherman, NB, Mch 7.
" 25, Dartmouth, Manchester, NB, 1700, Mch 7, Guam.
Mch 7, off and on, Isaac Howland West. NB, 900 wh bound
" " Baltic, Brooks, NB, 1200 wh, 900 sp, "
" " Three Bros, Adams, Npt, 1500 wh, 100 sp, "
" 9, Columbus, Harris, NL, 1500 wh, sld Mch 28.
" 10, off and on, Orozimbo, Johnson, NL, 22 sp since leaving S Is., bound to Guam
" 12, Susan, Smith, Nant, 250 sp; Apl 3 Ochotsk.
" 23, off and on, Columbus, Hayden, NB, bound to Guam
Apl 3, Milton, Jones, NB, 800 sp; sld Apl 16.
" 19, Caroline, (tender to a whale ship.)

BONATIK HARBOR.
Nov 20, '52, Hannibal, Mason, NL, 1600 wh; sld Dec 3 for the line. Jan 15, '53, passed bound for Hongkong.
Feb 19, '53, Romulus, Baker, Mystic; sld Mch 4.
" 20, Gen Scott, Smith, NL, "
" " Newton, Sherman, NB, "
Mch —, Delta, Gpt; sld 24th, northward.
" Prudent, Nash, Stonington; sld 25th, northward.

Strong's Island.

Oct 13, '52, Narragansett, Coleman, Nant, 15 mos, 650 sp; cruising Oct 25.
" 16, Ch W Morgan, Samson, NB, 41 mos 1150 sp; 570 wh, cruising Oct 25.
" 27, Em Morgan, Ewer, NB, 36m, 1000 sp; Nov 5, cruising.
Nov 16, Roscoe, Hayden, NB, 15m, 600; Dec 3, cruising.
" 25, Canton, Folger, NB, 18½m, 750 sp; Dec 10, cruising.
" 25, Genii, (br) Brown, Sydney, 8½m, 50 sp; Dec 6, Sydney.
Dec 13, Ld Duncan, bk, Barton, London, 6m. 20 sp; Jan 6, cruising.
Jan 11, '53, Serpent, bg, Hammett, London; Jan 13, leeward.
Feb 14, Gratitude, Cornell, NB, 17m, 1700 wh; Mch 6, NW.
" 17, A Gibbs, Jenney, NB, 15m, 1200 wh, 125 sp; Mch 6 NW.
" 18, Waverly, Kempton, NB, 19m; 1200 wh; Mch 6, NW.
" 18, Globe, bk, Handy, NB, 29m, 800 sp; Mch 1, NW.
Mch 3, Herald, Terry, FH, 64m, 1700 sp, 170 cocoanut, Mar 30, Hongkong.
" 8, Paragon, bk, Nelson, Nant, 27½m, 350 sp; wrecked on
" 12, Wm. B. Brown, White, Sidney, trader im Honolulu; Sidney; Mch 28
Apl 7, Caroline, sch, Long, tender to a whale ship.

SPOKEN BY THE PILOT OUTSIDE.
Dec 26, '52, Italy, bk, Rowley, Gpt; took letters to Ascension
Jan 3, '53, Spartan, Wyer, Nant, 14m, 600 sp; for Ascension
" 30, Arctic, Gellett, FH; brt mail fm Honolulu;
Feb 20, Coral, Sherman, NB, 2 whales on deck;
" 26, Jerry Perry, Lawrence, NB, 7½m, 100 sp; for Guam.
Mch 10, Mohawk, Swain, Nant. 33m, 1700 sp; home via Guam
China and Honolulu.
" 22, Roscoe, Hayden, NB, 19m, 700 sp; took letters for Ascension
" 31, Susan, Smith, Nant, just from and right for Ascension
Apl 3, Republik, Austin, Bremen.
" 3, Bowditch, Waldron, Warren, R. I.
" 7, India, Miller, NL.

	Matalanim Tribe.	Kittie Tribe.
Total,	1648	4571
Average by each whale ship,	576	1905
Total by 15 whale ships,	8640	28575
Total by 4 other vessels,	46	20
Total by 2 traders,	92	40
Total from Matalanim Tribe,	8778	
Total from Kittie Tribe,		28615

1. EXPORTS.

	Matalanim Tribe.	Kittie Tribe.
hbls. Yams. at 5 lbs. tobacco per bbl.	1648	4571
No. Pigs. at average of 5 lbs. tobacco each.	576	1905
Wood. 6 lbs tobacco per boat load	46	20
Tortoise shell. 5 lbs. tobacco per lb	92	40
Mats.	131	134
Fowls. 1 head of tob. each.	262	268
Mummy Apples.	171	100
Sassafras.	342	200
Pigeons.	171	100
Cocoanuts	342	200
Money—Cowries.	171	100
Pearl, Oyster and Pasiu.	342	200

2. IMPORTS.

1. Muskets,—150 may have been imported during the year—price about 20 lbs. tobacco each. 2.—Sheath Knives; 1 lb. tobacco each. 3.—Powder; 1 lb. tobacco per lb. 4.—Shot. 5.—Calicoes, common; 2 yds. for 1 lb. tobacco. 6.—Turkey Red; 3 yds. for 2 lbs. tobacco. 7.—Handkerchiefs; from 4 to 6 lb. each. 8.—Red Flannel Shirts; 4 to 5 lbs. tobacco each. 9.—Red Flannel. 10.—Red Yarn. 11.—Beads. 12.—Iron pots at an average of 1½ lbs. per gallon. 13.—Hatchets and Axes. 14.—Tobacco.

ACARD.—The ladies of the Second Foreign church and congregation would tender their grateful acknowledgments to citizens and strangers for the articles contributed and the aid rendered in preparing for their Fair at the Seamen's Court House on the 15th inst., and also for their generous patronage on the evening of the sale.

May they all realize the fulfilment of the promise that "the liberal shall be made fat." By order of the

COMMITTEE OF ARRANGEMENTS.

Honolulu, Nov. 17th, 1853.

P. S.—The committee of arrangements for the Ladies' Fair would report, through your paper, that the proceeds of the Fair amounted to $2017,00, leaving as the net avails, after defraying incidental expenses, $1950,00.

ACARD.—Capt. Thomas H. Norton, late of the Whaleship Citizen, of New Bedford, wrecked in the Arctic Ocean Sept. 25th 1852, returns his thanks to Capt. Goodman, of the Bremen ship Joseph Hayden, for relief afforded himself and men, in taking them off East Cape, and providing them with clothing and necessaries when they were destitute.

Capt. N., would also return his thanks to Capt. Fales, of the *Helen Augusta*, Capts. Jernegan, Tilton, Pierce, and Gardner for many acts of kindness and relief afforded himself and crew.

THOS. H. NORTON.

November 17th, 1853.

ACARD.—The undersigned, late master of the whaleship Citizen of New Bedford, feels it a duty he owes alike to the living and the dead to make known the following circumstances.

On the 25th of September, 1852, in the Arctic Ocean, in lat. 78° 10 min. N., the ship Citizen was wrecked, and five men lost; himself and the balance of the crew reached the shore without anything but the clothes they stood in. It was very cold and they kept alive by burning casks of oil that floated ashore from the wreck. That they lived near the wreck until Oct. 3d, when the