

attention of your distant readers to the fact of the existence here of an excellent place, where vessels of all descriptions, can be hove out and faithfully repaired.

It is well that such thing as the above should be extensively known, partaking as it is both of a nautical and commercial character, conducive to the prosperity of this town and of immediate benefit to the great number of vessels whose sails now almost whiten the bosom of the vast Pacific. We subjoin some information in relation to the subject, that may be found useful to those who may be interested in navigation in this quarter of the globe.

The Ship Yard at this place is owned by Messrs. James Robinson, Robert Lawrence and James Holt—partners, under the firm of James Robinson & Co.

Honest, industrious, economical, temperate and intelligent, they are living illustrations of what the exercise of those virtues can secure to men. Mr. Robinson and Mr. Lawrence landed on these shores in the year 1822, penniless and friendless; their vessel, the English Whaleship *Hermes*, having been wrecked on the until then unknown coral reef, situated to the north west of the Sandwich Islands. Being good mechanics and of industrious dispositions, they found immediate employment here. Rihorihio, or Kamehameha II., then king of these Islands took notice of and patronized them—giving his own dwelling house to their use as a work shop; and a lease for a long period of time, of the land on which it stood, as well as a large piece of ground adjoining thereto. They thus became well established, and from that time to this have gone on prospering. Mr. Holt did not join them until about six years since. He is a very respectable man from Boston, United States; if a perfect knowledge of the trade of ship carpentering,—if honesty, industry and temperance are deserving of encouragement and a competency, he, with his partners deserve and will obtain them.

Their Yard is situated in the most convenient part of the harbor—has a stone butment, and where two vessels of six hundred tons burthen can be berthed, hove out and undergo repairs at one and the same time. There is fourteen feet of water along side of the butment. The proprietors generally keep on hand all kinds of material for repairing vessels. Also those things requisite for heaving out, such as blocks, falls, &c. On the establishment are fourteen excellent workmen, among whom are Ship Carpenters, Caulkers and Gravers, Ship Joiners, Block makers, Spar makers, Boat builders, &c.

Those persons who have employed Messrs. Robinson & Co., can bear testimony to the faithfulness with which their work is done; the charges are probably not greater than would be found in New York or London for the same kind of work.

The *despatch* with which vessels are repaired and coppered have astonished many. Subjoined is a list of vessels which have been repaired at the Yard within nine months past.

Brig Thomas Perkins, Capt. Varney, of Salem, upper works caulked, vessel hove out and copper repaired.

Brig Lama, of Honolulu, same repairs as the above.

Brig Joseph Peabody, Capt. Dominis, of New York, upper works caulked, bottom caulked and newly coppered.

Schooner California, Capt. Cooper, National vessel of Mexico, upper works and bottom caulked throughout; stem, keel and stern post refastened with copper fastenings, bottom newly sheathed and coppered.

Schooner Paalua, yacht of King Kamehameha III., hauled ashore, repaired as follows, thirty eight new first futtock timbers, new keel and kelson, several new planks in bottom, bottom caulked

sheathed, and newly coppered, masts lengthened.

Schooner Clarion, hove out and copper repaired.

Brig Harliquen, Capt. Chiene, of London, upper works caulked, new stern, &c., bottom caulked, and newly coppered.

Ship Lausanne, Capt. Spalding, of New York, upper works caulked, vessel hove out and copper repaired.

Brig Friends, Capt. Rugg, of Valparaiso, upper works caulked, vessel hove out and bottom caulked and newly coppered, mainmast shifted farther aft, new windlass, &c.

Several other vessels beside the above, have, within the period aforementioned, been caulked and otherwise repaired.

It is thought, by those who know, that there is no place from Cape Horn to Norfolk Sound, from the coast of America to the East Indies, where vessels can be repaired, so faithfully, and with such facility, despatch and economy as at Honolulu.

Yours, P. & B.

Honolulu, Sept. 23, 1840.

TRANSLATION.

Law prohibiting the manufacture and use of intoxicating drink.

In our inquiries after the best means of promoting the interests of the Kingdom, it has appeared to us that an increase in the production of food is of great importance. Scarcity of food is of course a great evil to the country.

It is said that the present is a time of scarcity, and we therefore have been searching for the cause of it. One reason we ascertain to be the following. Articles of food, potatoes, sugar cane, melons and other things are taken and transformed into intoxicating drink; the people remain in idleness, without labor, in consequence of their lying drunk; wherefore the land is grown over with weeds and is impoverished.

In consequence of our desire to promote the order and welfare of the kingdom, we have assembled to reflect on the subject, and now enact this law.

I. If any man take potatoes, sugar cane, melons or any other article of food, and transform it to an intoxicating liquor, and drink it, he shall be fined one dollar, and if he do the like again, the fine shall be two dollars, and thus the fine shall be doubled for every offence even to the utmost extent.

II. If any one make an intoxicating liquor such as is mentioned above, and give it to another to drink, he too shall be fined, according to the first section of this law.

III. Whosoever shall drink that which another has prepared in order to produce intoxication as mentioned above, he too has violated this law, and shall be fined in the same manner as he who prepared the drink.

IV. If a man be fined according to the above requirement, and have no money, he may then pay his fine in produce, or if he have no produce, he may pay it in labor, the labor being proportioned to the amount of the fine, or if he do not labor according to the requirement, the punishment may be increased, or he may be confined in irons.

V. When this law is proclaimed by a crime in any village, the day of its proclamation shall be the day that it takes effect at that place. But if it be not proclaimed it shall take effect on the last day of November, at all the places at these Hawaiian Islands.

Enacted by the Government of these Hawaiian Islands at Honolulu, Oahu, this 1st day of October, in the year of our Lord, 1840.

Signed

KAMEHAMEHA III.
KEKAULAOHI.

From the Sydney Herald.

DISCOVERY OF THE ANTARCTIC CONTINENT.

Amongst the arrivals to be found in our shipping list of this day, is that of the United States ship *Vincennes*, under the command of Charles Wilkes, Esq. The *Vincennes* has been absent from this port almost eighty days, most of which time has been spent in southern exploration, and we are happy to have it in our power to announce, on the highest authority, that the researches of the exploring squadron after a southern continent have been completely successful. The land was first seen on the morning of the 19th of January.

in latitude 66° 20' south, longitude 154° 18' east.

The *Peacock*, (which ship arrived in our harbor on the 22nd ultimo, much disabled from her contact with the ice,) we learn, obtained soundings in a high southern latitude, and established beyond doubt the existence of land in that direction. But the *Vincennes*, more fortunate in escaping injury, completed the discovery, and run down the coast from 151° 18' to 97° 45' east longitude, about seventeen hundred miles, within a short distance of the land, often so near as to get soundings with a few fathoms of line, during which time she was constantly surrounded by ice islands and bergs, and experiencing many heavy gales of wind, exposing her constantly to shipwreck. We also understand that she has brought several specimens of rock and earth procured from the land, some of them weighing upwards of one hundred pounds.

It is questionable whether this discovery can be of any essential benefit to commerce; but it cannot be otherwise than highly gratifying to Captain Wilkes and the officers engaged with him in this most interesting expedition, to have brought to a successful termination the high trust committed to them by their country, and it is hoped that so noble a commencement in the cause of science and discovery, will induce the government of the United States to follow up by other expeditions that which is now on the point of termination.

We understand that the *Vincennes* will sail on Sunday or Monday next for New Zealand, where the *Porpoise* and *Flying Fish* will rejoin her should they have been equally fortunate with their two consorts in escaping from the ice. The *Peacock* will follow as soon as her repairs are completed; whence they will all proceed in furtherance of the objects of the expedition.

We will only add, that we wish them God speed.

THE POLYNESIAN.

SATURDAY, OCT. 3, 1840.

After six months of continued expectation, the Exploring Squadron has reached our shores. Many of us have looked with more than ordinary interest to the period of their arrival, as one which would bring to our homes, valued friends, relatives, and acquaintance, whom to meet again in this far distant spot from our common country, would give a pleasure, such as those alone can tell, who have experienced similar reunions. To them, also, it must have been an event of equal interest. The long expected news from home, tidings of parents, wives, children, and friends, for weal or woe, the hopes or fears which were here to be realized, the enjoyments of rest and society, all contributed to render this place the haven of much cherished desire. Our best wishes attend them, and may their visit be one of unmingled satisfaction.

HAWAII, VERSUS SANDWICH ISLANDS.

What appellation shall be adopted for this Archipelago? As its importance is yearly increasing, it is necessary that some one specific term shall prevail; else much confusion will unavoidably arise, especially among other nations. Both of those above quoted, are in common use in the Pacific, but in the Atlantic countries, the former is scarcely known. We give the preference to Hawaii for the group. Hawaiians for its inhabitants, and its derivative adjective, for these reasons. The natives have ever used "Hawaii nei" as applicable to the Islands collectively, and consequently style themselves Hawaiians. These proper nouns are in general use in all their printed works, and while their language exists will remain unchanged. They are by far the most euphonical, of easy enunciation, and through them

the awkward compound adjective "Sandwich Islands" as when applied to the nation, government, &c, is avoided. This argument alone would be all sufficient for their general adoption, with those who aim at ease and simplicity in language. But when we consider that they are the national names of the people, having been extant from time immemorial, and around which all their sympathies cling, powerful motives only should occasion the substitution of others. The indigenous inhabitants have most assuredly the right to adopt and perpetuate such names for themselves and their country, as their peculiar condition, traditions, or local circumstances may give rise to.

Nothing tends more rapidly to denationalize a people than to change their language. Nations, like individuals, even after they have ceased to exist as such, are fond of transmitting their names to their successors. The memories of their descendants are attached to them as to a most valuable bequest. Nicholas may blot out Poland from the chart of nations, but while one of her sons survives, her name will be as dear to him as his heart's blood. In a race like this, struggling for a political existence, every thing which tends to incite a spirit of patriotism, to arouse the "amor patrie" should be studiously encouraged.

The early navigators with much of the spirit that sent them forth upon their perilous enterprises, robbing the aborigines at once of their lands and their titles, gave such names to their discoveries, as whim, duty or affection suggested. Others, in after years following in their footsteps, did likewise, and thus created a Babel-like confusion, which adherence to the plan of retaining the original names, would have avoided. What American does not regret the adoption of New York for the city and State, in lieu of the beautiful aboriginal terms of *Manhattan* and *Ontario*. The spirit alive at present upon this subject is manifest by the exertions making to obtain the substitution of the latter, for those given by the colonists. The feeling would eventually obtain here, should the title by which they are now generally known to the commercial world, be retained.

"Good people all" shall it be Hawaiian, Hawaiians; or Sandwich Islands, do. as adjective and Sandwich Islanders!

The brilliant success which has already crowned the labors of the United States' Exploring Squadron, must prove a source of true joy and pride to every American, and reflects the highest honor upon the untiring zeal and perseverance of those engaged in the enterprise. No better refutation of the many slanders, which have been so freely circulated at home in regard to the expedition, could be presented than the results of the past year. That an enterprise so great in itself, so limited in time, and embracing the globe for its field of labor, could be perfect in all its details, or that it will leave nothing for future explorers to do, can only be expected by those whose ignorance of the subject can be their sole apology. The experience acquired by this one, will afford just reason for greater expectations of others, should any hereafter be sent forth upon the same mission. But sufficient has already been accomplished to vindicate its honor, and to prove its usefulness. The discovery of the great Antarctic Continent, which Cook sought for in vain, and in consequence disbelieved in its existence, will of itself immortalize it, and the last four months devoted to the survey of the Fiji and neighboring islands, the importance of which we alluded to in a former number, will eventually be of great benefit to the mariner and merchant, besides fully developing the natural history of the group.

During their stay here, we hope that the mooted points in this group will be settled. The summit of Mauna Loa, and its crater examined; the heights of all the mountains accurately measured; the great table land