a kind of verse, in triplets, the father, wife and son, (afterwards his successor) in each line.

"It might be doubted whether the natives could remember with accuracy so far back; but this doubt would cease on hearing one of them recite the genealogy in question. As given in the native history, called the Moo-olelo, it stands as follows,—beginning with the second king, the son of Watea and *Hoohotutalani*.

HUSBAND.	WIFE.	CHILD.
O Haloa.	Hinamanoulune.	O Waia.
O Waia.	Huhune.	O Hinanalo.
O Hinanalo.	Hununu.	O Nanatehili, &c.

"But in the native recitation, as we have heard it, the words *tane* husband, *wahine* wife, and *tamaiti* child, are introduced after each name in the respective columns, thus,—

O Haloa te tane,	O Hinamanoulune ta wahine	O Waia te tamaiti
O Waia te tane,	O Huhune ta wahine,	O Hinanalo te tamaiti, &c.

This, it will be seen, makes of it a species of verse, with, in fact, a greater approach to rhythm than most of the native poems. Accordingly the recitation is made in a kind of chant, to a regular tune, and any person who can retain in his memory a song of a hundred lines can have no difficuly in remembering this genealogy.

"It is to be observed that this is not, properly speaking, a list of kings, but merely of generations. In most cases, which frequently happened when two or more brothers succeeded one another on the throne, their names are given in the column of children. Thus *Liloa*, the eleventh in a direct line before Tamehameha, had two sons, *Hatau* and *Umi*, of whom the first succeeded him, but was deposed for his tyranny, and the kingdom transferred to Umi. Both these names with those of their respective mothers are given in the genealogy, but the former only among the children." "This explanation is necessary because the number of years to be allowed to a generation will be at least double that which we should assign to a reign." "Allowing thirty years to a generation, and supposing the list to be a correct one, we should have for the time that has elapsed since the settlement of the Sandwich Islands, about *two thousand* years."

But Mr. Hale goes on to state—

"Though there is no doubt of the ability of the natives to preserve a genealogy of this length, several circumstances incline us to question its entire correctness, and to doubt whether the first 23 names be not entirely supposititious. In the first place, the name of the king at the head of the list, O Watea, is precisely the same in pronunciation, with the Oataia of the Marquesans, (the orthography only being different.) The name of his wife is Papa, of whom it is said, 'she was the mother of all the islands.' This is the same name and the same tradition that the Tahitians apply to the wife of their great deity, Taaroa. It is further related by the Hawaiians that Watea and Papa had a deformed child, whom they buried, and from it sprang the *taro*-plant; the stalk of this plant was called *haloa*, and this name was given to their son and heir who succeeded them. This fable is evidently derived from the Nukuhivan story that the children of Oataia were named after the various plants which he brought with him from Vavau. Thus we have, in the commencement of the Hawaiian history, a singular mixture of Marquesan and Tahitian traditions. The twenty second king was *Atalana*, being the name of the god who supports the island of Savaii. He had four children, all of whom were named *Maui*, with some epithet appropriated, in other groups, to a deity. The youngest, *Maui-atalana*, succeeded him, and to him are attributed the same deeds that the Tahitians relate of their great deity *Maui*,—another name or manifestation of Taaroa. He was succeeded by Nanamaoa, from whom the real history of the islands seems to commence.

"The probability is that the Sandwich Islands were first peopled by emigrants from the Marquesans, of the mixed race which is there found. When, after a time, the inhabitants had become numerous, and some family was raised to supreme power, it became an object to trace the pedigree of the sovereign as far back as possible. After ascending as far back as their recollections would carry them—perhaps to one of the first settlers—till they reached an ancestor whose paternity was unknown, they made him, according to the usual fashion in such cases, the son of a god, *Maui*. This god was represented as the son of another deity, Atalana, and not satisfied with this, they added on as many names as they could recollect of the genealogy of the Marquesan kings, mixed with Tahitian deities and personified qualities. Thus the first name is, as above stated, the Nukuhivan *Watea*; the fourth is *Hinananolo*, a word which means *desire* in all the dialects except the Hawaiian; the tenth is *Manalu*, which means *memory* in the Samoan and Tongan languages; the eleventh is *Tahilo* or *ancient*; the twelfth and thirteenth are *Luanuu* and *Tii*, two of the principal deities of Tahiti, belonging to the class which they term *hanau-po*, 'born of night.' Moreover, the wives of the first five kings are said not to have been different persons, 'but only different names of *Papa*, as her soul inhabited sundry bodies by transmigration,' which sufficiently shows that this part of the genealogy was looked upon as merely mythological.

"If this opinion be thought correct, it will be necessary to deduct twenty two generations from the list, (one of the twenty three kings having been a brother of the preceding,) which will leave for the whole number forty five. Multiplying this by thirty, we have thirteen hundred and fifty years from the commencement of the Hawaiian records, and perhaps from the settlement of the country, though that is uncertain,) to the successions of Tamehameha; or reckoning to the present date, about fourteen centuries."

Farther confirmation of the origin of the natives from the Marquesas, is drawn from some peculiarities of language; for example, "the Marquesas and Hawaiian are the only dialects which use the proposition *ma* before the locative adverbs;" "as a plural sign to denote a company or party the Tahitian has *pue*; the Nukuhivan (or Tahuatan) changes it to *poe*, like the Hawaiian," &c.

The *Rarotongans* or *Hervey Islands*, as well as the natives of Aitutaki consider *Araiki* [Savaii] to be the country *beneath*, from which the first man, *Mumuki*, ascended to look for food. Throughout the Pacific, as Mr. Hale states, the same word means leeward, westward and below. A similar use of the words up and down with reference to opposite points of the compass is common to most, if not all languages. The trade winds at the Hervey Islands blows usually from the southeast, and Savaii which lies to the northwest is therefore nearly as possible "below" them. The traditions of the islanders refer their origin to two canoes of natives, one from an island to the westward called *Manuka* (the name of one of the Samoan islands) and the other from *Tahiti*; and the opposite sides of the island which they settled bear to this day the name of the leader in each, the former being called after Karika, Ngati-Karika, and the latter after their chief Tangiia Ngati-Tangiia. Moreover the Tahitians have traditions of Tangiia as a great navigator. We only glance here at Mr. Hale's arguments, and pass on to the

Gambier or Mangareva group, situated about a thousand miles to the eastward of the Society Islands.

"In the manuscript vocabulary of the Mangarevan dialect, which I owe to the kindness of M. Maigret, formerly missionary to this group, is found the following definition: '*Avaiki*, bas, en bas; *ko runga tenei, ko avaiki tena*,—ceci est le haut, cela est le bas.' From this it would appear that Avaiki, which in the Hervey Islands, is used to signify the region beneath, has come to denote, in the Gambier group, simply *below*, or *that which is below*. Examples of similar changes are not uncommon in the other dialects. At the Navigator group the wind which blows from the direction of the Tonga Islands (i. e. from the south) is called the *Tonga* wind. At the Hervey and Society Islands, this same word (*tonga* and *toa*) is used as the general term for south wind.

"A genealogy of the kings of Mangareva, drawn up by a native pupil of M. Maigret, with a few of the traditions respecting them, offers some points of considerable interest. The number of kings whose names are given is twenty seven. The first was *Teatumoana*, a name which means 'Lord of the Sea.' From him, the history says, 'all the inhabitants of the land are descended. He had no father, or perhapes he was a foreigner.' From him the line continues unbroken till the ninth king, *Anua*; he was succeeded by his son-in-law, *Toronga*, the name of whose father was not known. He was not, it appears, acknowledged by many of the chiefs, and a civil war ensued. One of the principal rebels named *Uma* was worsted, and, it is said, 'took refuge on the sea, and fled to a foreign land.' Afterward Toronga was killed by another chief, who endeavored to obtain his body in order to eat it; but the son of the murdered king secreted his father's corpse and buried it. The name of the son and grandson of Toronga are given, but their reigns must have been very short—perhaps merely nominal—for one of the chief combatants in the civil war succeeded finally in gaining the supreme power. His name was *Koa*, the thirteenth on the list, and from him the reigning sovereign derives his authority. His principal opponent, *Tapau*, fled to a foreign land, or abroad. After this follows an account of the numerous dissensions which took place in the different reigns, and the annalist remarks, 'formerly they fought much; formerly they ate each other.' The twenty second king, *Temangai*, was deposed and obliged to flee abroad. The usurper *Teitiou* succeeded, 'but his reign was short; he was conquered suddenly.' His name, it should be remarked, does not appear in the list—which shows, with several other circumstances, that it is in fact a genealogy, and not a complete enumeration of all who have held the sovereign power. The present king, *Maputeva*, is the fourteenth in a direct line from *Koa*, who gained the supremacy after the death of Toronga, the son-in-law of Anua, the eight in descent from Teatumoana. The son and grandson of Toronga may be omitted, in which case it will appear that twenty five generations, or seven hundred and fifty years, have elapsed since the arrival of the first colonists. Therefore, if we suppose, as all the circumstances indicate, that they came from *Rarotonga*, they must have left that island about four generations, or one hundred and twenty years, after it was settled. This would account for some of the peculiarities in the dialects of Mangareva. The only points of any importance in which it differs from the Rarotongan are, first, in the use of *rana*, instead of *ana*, to form the participial noun, as *te ope rana* for *te ope ana*, the act of finishing; and secondly in the use of *mau* as a plural prefix. In both these points it resembles the Tahitian. Now if the Rarotongan emigrants who settled in Mangareva, came, as is most probable, from that side of Rarotonga which faces toward the latter group, (i. e. the eastern side,) they were of Ngati-Tangiia, or Tahitian party, and may at that time, have preserved some peculiarities of their original tongue which were afterward lost in Rarotonga, on a more complete intermixture with the *Ngati-Karika*, or Samoan party.

"In the foregoing traditions, the existence of cannibalism at a very early period will be noticed, as also the custom with conquered chiefs, of betaking themselves to the open sea to escape the vengeance of their adversaries. It was in this manner that *Temoe* or Crescent Island, a coral islet which lies about thirty miles to the southeast of the Gambier group, was peopled between sixty and seventy years ago. A defeated party fleeing from Mangareva, were drifted to this island, and remained there with their descendants, till the arrival of the Catholic missionaries, who, hearing of their situation, sent for them and restored them to their original homes. This well authenticated fact shows the manner in which most of the South Sea Islands have probably received their first inhabitants."

We have followed Mr. Hale sufficiently far to show the character of his argument, and shall but briefly notice the remaining pages. At the Paumotus, there is the same evidence with regard to the origin of the present inhabitants. Yet he remarks that they have an element in their language which indicates a commingling with some different race. At New Zealand, it is the traditionry belief that the first nations came from *Havaiki*, a country to the east, and the names of the canoes and first emigrants are retained by them. From the variations in the dialect from the original type, it is inferred approximatively that the settlement of New Zealand took place nearly at the same time with Tahiti, or probably not less than 3000 years ago. The names for the months in different dialects, for the winds, and for numerals, affords confirmation of the general conclusions adduced. With regard to the Tonga Islands, he finds reason for tracing them direct from the East Indies through the Feejee group, and attributes some of the characteristics of the Feejee natives to a partial mixture of Malaisian with the original Papuan of those islands. Much that is interesting on this point might be cited.

The Kingsmill or Tarawan Islands, both by tradition and language are connected with the Samoan on one side and with Banabe, one of the Philippine Islands on the other.

These various conclusions are laid down on the chart, (a reduction of Mr. Hale's,) which accompanies this article. All the various groups are seen to trace their origin more or less directly to the Samoan or Tonga Islands.

But the question comes up, may the Polynesians be traced any farther back in their history? The following paragraphs from the close of the discussion, offer at least a probable conjecture.

"That the Polynesians belong to the same race as that which peoples the East Indian Islands is, at present, universally admitted. If any doubt had remained on this point, the labors of Wm. Von Humboldt and Prof. Buschman, would have been sufficient to set it at rest. Having traced all the principal tribes of Polynesia back to the Samoan and Tongan group, it next becomes a question of interest, how far the information which we now possess will enable us to verify the supposed emigration of the first settlers in these groups from some point in the Malaisian Archipelago. From the almost total ignorance in which we yet remain of the dialect spoken in the eastern part of this archipelago, our means of forming a judgment are very limited. Nevertheless we may venture to offer a conjecture, based upon such an amount of evidence as may seem to bring it at least within the bounds of probability.

"The nations of Tonga and Samoa as has been before stated, refer the origin of their race to a large island, situated to the northwest, called by the former *Buloto*, by the latter *Pulotu*, and *Puroto*. As the *l* and *r* are used indifferently in these dialects, it would be doubtful which was the proper spelling; but the Feejeeans, who distinguished between these two elements, have borrowed this and many other traditions from their eastern neighbors, and call the island in question *Mburotu*. Hence we may conclude that *Buroto* or *Ruroto* is the correct form. Now the easternmost island inhabited by the yellow Malaisian race, in the East Indian Archipelago, is that called on our maps *Bouro* or Booro. It lies west of Ceram, which is occupied in the interior by Papuans and on the coast by Malays. Apart, therefore, from any resemblance of name, if we derive the Polynesians from that one of the Malaisian islands which lies nearest to them, we should refer them to the above mentioned Bouro."

After some additional facts and observations on this subject, Mr. Hale conclues by suggesting that the syllable *tu* may have the force of "sacred" or "divine."

"It must be recollected that the natives of Samoa and Tonga, look upon this island not only as the country of their progenitors, but also as the residence of their gods. The syllable *tu* is perhaps that which is found in the Samoan *aitu*, spirit, and the *otua*, *atua*, *etua*, which in the different Polynesian dialects, signify divinity. *Tuan* is the word for 'lord' in Malay, and *hautu* for 'spirit' in Malay, Javanese, and Bugis."

THE POLYNESIAN.

HONOLULU, SATURDAY, JULY 24, 1847.

FOREIGN NEWS.

By the "Eveline," Capt. Goodwin, who sailed from Newburyport, January 28th, we have our American files to the 27th January, and Wilmer & Smith's Liverpool Times to January 5th. No news of much political importance comes to hand by this arrival, but the papers are full of interesting details of political, and other events, from which we extract largely for our readers.

UNITED STATES.—The winter had been thus far a very disastrous one to the marine. The Navy had suffered, as we before apprised our readers, the loss of the Somers, Perry, Truxton and Boston, besides numerous transports. The particulars of the loss of the Somers, written by Surgeon Wright, an accomplished officer, who visited this port in the Boston in 1843, we give below:

U. S. SQUADRON, ANTON LIZARDO, Dec. 9, 1846.—*Gentlemen:*—I have been requested to make a statement of the circumstances attending the melancholy loss of the U. S. brig Somers, while maintaining the blockade off the harbor of Vera Cruz. The writer of this was a witness of most of the occurrences detailed, and the narration may be regarded as every way authentic.

On the evening of the 7th inst., the Somers had taken shelter under Green Island, there being the usual appearances indicating a norther. Early in the morning of the 8th a sail was reported from aloft. Capt. Semmes got under way to chase, and stood out some miles, until he made out the John Adams, being on her return from Tampico. We hailed her appearance with great satisfaction, as Com. Perry had already informed us that she should relieve us from the blockade as soon as she came in.

As the wind had already hauled to the north, and the weather was threatening, Capt. Semmes at once ran back to Green Island, intending to anchor as soon as he could regain his former berth, which we had proved in the previous gales to be safe and comfortable, besides enabling us to maintain our station upon the blockade.

On approaching the anchorage another sail was discovered, apparently standing down for Vera Cruz through the passage between Green Island and Blanquilla Shoal, with the intention, as was supposed, of running the blockade. Apprehending that the strange vessel might succeed in her design, Captain Semmes was induced to change his purpose and ran by Green Island, standing across the passage to intercept her, making short tacks between the reefs. The wind was then freshening from the northwest, but Capt. Semmes hoped to be able to maintain his position until the suspicious vessel approached, and to cut her off from Vera Cruz. To effect this object it was necessary to press the Somers with canvass, in order to avoid falling to leeward upon the reefs, and finally to fetch Green Island anchorage.

The Somers was exceedingly light, having on board only fourteen barrels of provisions and about six hundred gallons of water. After standing across the passage, the vessel was tacked and run back towards Green Island, and as we approached our berth Captain Semmes said he would anchor; but as there was a lull at the moment, and the weather rather softened, he determined to hold on a little longer and wore round and stood across the passage again. As we neared Pajaros reef, we tacked and stood for the northern point of the Green Island reef. The strange vessel in the meantime came down rapidly, but showed no colors. While at this point, about half past nine o'clock A. M., while Capt. Semmes was standing in the lee arm chest, observing the reef with his glass, the officer of the deck, Lieut. James L. Parker, reported the appearance of a squall. The brig was then on the larboard tack, under topsails, courses, jib and main trysail. Captain Semmes immediately crossed to windward and ordered the mainsail to be hauled up, followed upon the instant by the order to brail up the trysail. The mainsail was hauled up but the trysail took against the lee rigging and was in part brailed up with great difficulty, at the same time the helm was put hard up. The squall now pressing her, the order was given by the officer of the deck to let go the lee maintopsail sheet, and on the next instant to cut away all tacks and sheets. Finding she would not pay off, Capt. Semmes ordered the helm to be put down, hoping to bring her to the wind. It was however all unavailing. From the moment she commenced careening she continued to go over with great rapidity, and in thirty seconds was on her beam ends. In less than ten minutes she sunk. The puff of wind was much more violent than could have been expected from the appearence of the weather. The accident is, however, mainly due to the extreme lightness of the vessel. One or two minutes after she was over, most of the men and officers had gained the side of the vessel or the tops. Dr. Wright and Lieut. Parker, passing through the weather after port, were the first to reach the main chains. They were followed by several men, and an attempt was made, with such means as were at hand, to cut away the main rigging, the men and officers using their penknives and sheathing knives for the purpose. Capt. Semmes, who had been dashed on the lee side, was now drawn from the water, and as soon as he gained the side directed our exertions. The first lieutenant, the master, and Passed Midshipman Hynson, with a large number of men, had by this time reached the side of the vessel, and were making strenuous exertions to relieve her of her masts; but it was a fruitless effort, for the brig was so far over that there was no strain upon the weather rigging. The small larboard quarter boat was in the mean time cleared away and dropped carefully round leeward, and manned by her usual complement of five oarsmen. Midshipman Clarke, who had gained the maintop by swimming from the steerage hatch, was ordered by Capt. Semmes to take charge of the boat. Finding that there was no chance of saving the brig, and that she was fast sinking, Capt. Semmes ordered Mr. Clark to shove off with Dr. Wright and seventeen men, besides Purser Steel (who reached the boat by swimming as she was clearing the wreck, first inquiring if there was room in the boat for another,) to pull for Green Island about half a mile distant, and immediately to return if possible and save more lives. This order was at once executed, but not until some of those in the boat had solicited, by name, each of the officers left on the wreck to come with them. These officers resolutely declared that they would wait and take their chance with the brig. Passed Midshipman Hynson, who had been partially disabled by a bad burn received in the firing of the Creole was particularly implored to go into the boat. A lad by the name of Nutter jumped out of the boat and offered his place to Mr. Hynson, and a man by the name of Powers did the same thing. Mr. Hynson refusing both offers, those men then declared that others might have their places, and that they would abide on the wreck with Mr. Hynson. Capt. Semmes, why was in impaired health, was also entreated to go, but refused. Lieut. Parker answered a similar solicitation by saying he would drown with the brig. Lieut. Claiborne and Acting Master Clemsen held the same language. It is a remarkable circumstance that three of the officers and all the men who acted thus nobly are saved. When the boat shoved off, the gale was blowing with great violence and a heavy sea running, so that for some moments it was a matter of doubt whether the boat would live. Purser Steel at one time proposed to leave the boat for a fish-davit he saw floating by. The boat, however, reached the island in about twenty minutes.

As soon as the men were landed, Mr. Clarke, disregarding the most strenuous entreaties, resolutely shoved off again with a volunteer crew at the imminent hazard of their lives. Less than three minutes after the boat left the brig, Capt. Semmes, finding the vessel settling under them, gave an order for every man to save himself.—All simultaneously plunged into the water, and grasped the posts, gratings, spars, coops and other floating object at hand. Many must have gone down from the want of any support whatever: others struggled on frail floats to be finally drifted on the reefs and dashed in pieces. Some were driven to sea to be heard of no more, and others encountered the worst fate which could be apprehended, in being devoured by sharks.—Of near sixty who plunged from the wreck, only seventeen escaped.

Trough all this appalling scene the greatest composure was observed by men and officers.—There was no appearance of panic, no exhibition of selfishness. Those who could not swim were particularly enjoined to go in the boat. A large man by the name of Seymour, the ship's cook, had got into the boat. Lieut. Parker commanded him to come out in order to make room for two smaller men, and *he obeyed the order*, but was afterwards directed to go in the boat when it was found he could not swim. Capt. Semmes and Lieut. Parker were picked up by Mr. Clarke from a grating, and Jacob Hazard, yeoman, was rescued swimming near them.—Those who survived have told of many instances of heroic self-devotion. The acting master, Henry A. Clemsen, was struggling on a small steering sail boom with five others, two of whom could not swim. He found that all could not be supported and he left and struck out alone and unsupported. He was seen for the last time upon a sky-light and probably perished in the surf. The five men he left were saved, the two who could not swim being supported by their comrades, Amos Colson and John Williamson. This completes the history of our own efforts; but with grateful hearts we have yet to mention the daring and devoted exertions of the foreign men of war. There were lying at Sacrificios, about two miles to leeward of the wreck, H. B. M.'s ships Endymion, and Alarm and the brig Daring, commanded respectively by Captains Lambert, Franklin and Maston; the French brigs Pylade and Mercure, Captains Dubut and La Voyaire; and the Spanish corvette Louisa Fernanda, Capt. Puente. As soon as the accident was discovered the boats of all these vessels were simultaneously called away. The crew of the Endymion to the number of two hundred came aft and volunteered. There was the most noble emulation as to which vessel should use the greatest expedition and persevere in the most strenuous exertions. The violence of the gale was such at that time that none of the boats could pull against it, and it was with the deepest regret that Captain Lambert and others in authority felt it to be their duty to make signals recalling their boats. An hour or two afterwards, when there was a slight abatement of the gale, they again put forth at the peril of their lives, and succeeded in saving fourteen persons and bringing from Green Island those who had landed there. The first lieutenant of the Endymoin, Mr. Tarleton, rescued the first lieutenant of the Somers from Pajaros reef, which he succeeded by a miracle in reaching safely, but where his situation was most critical. The most gallant and well directed efforts were made by the officers and crew in the boat of the Mercure. She rescued ten men at sea to leeward, on a spar. One hardly knows which to admire most, the forethought or the daring of this noble adventure. The risk was incalculable. Five boats, representing each of the foreign vessels, reached the island, and took off 23 persons to their respective vessels, where they were received with a degree of kindness and delicate consideration which I cannot adequately describe, but which none of us will ever forget. They gave us refreshments and supplied us with clothes. I regret that I do not know the names of all the generous and brave officers who were in charge of the boats of the different vessels.—I cannot, however, forbear mentioning such as I have learned, viz: Lieut. Wood, and the gunner of the Endymoin, and Midshipman Saliz, of the Pylade.

The strange vessel proved to be the Abrasia, bound for the squadron at Anton Lizardo. She passed very near the Somers, but the catastrophe was so sudden that she failed to discover it. As soon as the boat landed at Green Island, Dr. Wright took the boat colors and had them hoisted in the most conspicuous place, in order to attract the attention of the Abrasia so that the accident might be reported to the squadron. We were, however, to-day, the bearers of our own sad story.

The Mexicans saw the accident from the mole, and cheered and exulted for a long time. The brig had been for a long time engaged in the blockade, and had done more to interrupt the commerce of the port than almost all the other vessels together. Within the last fortnight both town and castle had been kept in a state of constant alarm by the burning of the Creole, and other demonstrations which I presume you will hear of in due time. I have no doubt the Mexicans were relieved when they saw her sink into the ocean. I append a list of the lost and saved—39 men saved—37 lost. One officer, Mr. Rogers, Passed Midshipman, and one man, John G. Fox, were captured by the Mexicans two days before, while reconnoitering an important point, in company with Dr. Wright, the latter escaping to witness the catastrophe of the brig.

J. H. W.

LOSS OF THE U. S. SLOOP-OF-WAR BOSTON.—By the arrival at this port of the schr. Volant, Capt. Mathias, from Ragged Island, we are put in possession of the following particulars of the loss of the U. S. sloop-of-war Boston, Com'r George F. Pearson, from New York, bound to the Gulf of Mexico.

The Boston left New York on the 8th Nov. and had very pleasant weather until the morning of the 15th, when, during a heavy black squall accompanied with thick rain, and going then at the rate of 9 knots per hour, she struck on an outer reef, on the northern point of the Island of Eleuthera, (one of the Bahamas,) and drove up within 50 yards of the shore, broadside on. Immediately cut away the masts, and commenced throwing over shot. When daylight appeared, it brought clear weather. During the squall the quarter boat was swept away and swamped.

All the officers and crew succeeded in reaching the shore in safety, where they had been living in tents for two weeks, when the Volant took off two officers and ten men, whom she has brought to this port. The officers are Passed Midshipman W. G. Temple, and Midshipman J. B. Smith. The remainder of the officers and crew were left on the Island, and expected to embark in a few days for Nassau, (N. P.,) from whence they will take passage for this port.—They had already sent two schooners loaded with stores, &c., to Nassau, and expected to ship the balance by the vessel that was to carry them to that place.

The Boston now lies high and dry, and bilged, within fifty yards of the shore, stripped of every thing except the guns and water tanks, which it was impossible to get out.—[Norfolk (Va.) Herald 8th Dec.

Since the capture of Tobasco, the navy had done little besides maintaining the blockades.—Many of the vessels had returned to the U. S. to refit. Some adventurous exploits of a somewhat private character had occurred, such as the

BURNING OF THE CREOLE.—The subjoined account of the burning of the Mexican schooner Creole, under the guns of San Juan de Ulloa, is from an officer of the Somers. There was a touch of downright "devil may care" courage about the transaction, which is as refreshing as the adventures whereof we find mention in novels and songs of knightly minstrelsy. It was boldly and gallantly done, and evinces the ripeness of our navy for deeds of utmost daring.—The narrative does not in the least detract from the merit of the exploit. The matter and the manner are germain.—[New Orleans Pic.

U. S. BRIG SOMERS, (Blockading off Vera Cruz,) Sept. 27th, 1847.

DEAR PIC:—The squadron have not yet returned from Tampico, but we have heard that the place has surrendered without any resistance. While the rest of the fleet have been thus engaged, we have felt that our lot was indeed unfortunate to be left to blockade the port of Vera Cruz ingloriously alone. We have, however, not been altogether idle, for last night some of our officers projected and executed quite a brilliant affair, which, if not so important in a military point of view, had a spice of bravado which was certainly creditable. It was the burning of a Mexican schooner, moored within pistol shot of the castle. She was the Creole, well known at New Orleans as a packet, and I believe somewhat notorious for her connection with a certain slave question which was a subject of diplomacy some years ago. She was about four miles from our anchorage, and had been an eye-sore to us whenever we were in sight of the town. The feasibility of burning her at her moorings had been for some time discussed, and last night she was set on fire and destroyed, by three of our officers and five men, in a single boat.

The officers engaged were Lieut. J. L. Parker, and passed Midshipmen J. R. Hynson and Robert C. Rogers. The affair was finally started on the impulse of the moment, without the cognizance of the Captain or the first Lieutenant.—Several of the officers of the vessel who were knowing to the plot, were extremely anxious to participate in its execution, but the limited accommodations of the boat, united with the probability of having prisoners to bring back, besides her own crew, precluded more than three officers going consistently with prudence. We were all sanguine of success and as it proved we were in the right.

The boat started at 11 at night, and at half after 1 the schooner was fired. The affair was not altogether wanting in adventure, which I have not time to detail in full, were it worth your while to read my account.

On nearing the schooner, the boat was discovered by her crew, and the alarm was given by hailing the castle. The bells of the castle were rung and the lights of the town displayed. This did not, however, deter our brave fellows from boarding her and setting her on fire. Seven Mexicans were found on board, and forced into our boat and landed at Sacraficios. In setting fire to the train, the first attempt failed—the light was then accidentally extinguished—every thing looked ominous of failure. The use of fire arms would have provoked the fire of the castle. One of the Mexicans was forced to find fire, with a pistol at his head. It was a single coal and on the point of going out. To save the last chance, Mr. Hynson then poured powder from his hand upon the coal, and succeeded. He was, however, considerably burned. After going into the boat, in order to make sure, the officers returned to make a second fire in the hold, and having no other means of carrying the fire, they tore up their shirt tails, which burned remarkably well. The Mexicans must be somewhat astonished when they find out to how many diverse purposes a Yankee shirt may be put; the other day at Tuspan it was a flag of truce—that is, a "fathom" of one was. Yours, &c. J.

CAPTURE OF MIDSHIPMAN ROGERS.—The successful exploit of burning the Creole, a fast sailing vessel supposed to be fitting out as a privateer, and moored alongside the very walls of the Castle of San Juan de Ulloa, emboldened the officers of the Somers to undertake fresh enterprizes. One of these was a *reconnaisance* of Vera Cruz itself, with the intention of ascertaining the locality of the magazine and the feasibility of an attempt to blow it up, and on this hazardous undertaking a little party, which Midshipman Rogers and Surgeon Wright volunteered to conduct, was made up.

For two nights, favored by the darkness, the party pursued its *reconnaissance;* on the third, after having obtained a complete and most satisfactory knowledge of the localities about Vera Cruz, and ascertaining that their object could be accomplished, the little band was surrounded by a small body of Mexican lancers while returning to the boat. Rogers and the only sailor along with him were at once taken prisoners—Mr. Wright, by presenting a pistol at the horsemen, succeeded in keeping them off, until he reached his men at the shore, when they at once shoved off, and succeded in gaining the vessel in safety. Mr. W. did not dare fire, thinking it might bring a large force upon him; as it was, he had the satisfaction of knowing that he had saved the boat and her crew.

Of the disposition made of young Rogers, we have no definite information. One account has it that he was chained and marched off to the gloomy castle of Perote, but this needs confirmation. An act of the British Consul at Vera Cruz is mentioned in one of our letters, which does him great credit. It is said that on learning that Mr. Rogers was about to be marched to Perote he at once started off himself in quest of him, and else sent him the sum of $100, besides refreshments and clothing, for his comfort. It is certain that the gallant, young midshipman, who has thus lost his liberty while performing a hazardous and very important service, was not at first started off for Perote, whatever may have since befallen him. We shall look for accounts of him with interest, as also of the unfortunate prisoners whom the elements have thrown into the power of the Mexicans.—[N. O. Pic.

The Boston Daily Advertiser of Jan. 6, publishes the instructions from the Department to the U. S. Commanders in the Pacific. We give some short extracts:

"You will, therefore, under *no circumstances* voluntarily lower the flag of the United States *or relinquish the actual possession of Upper California.* Of other points of the Mexican territory, which the forces under your command may occupy, you will maintain the possession, or withdraw, as in your judgment may be most advantageous in the prosecution of the war.

In regard to your intercourse with the inhabitants of the country, your views are judicious and you will conform to the instructions heretofore given. You will exercise the rights of a belligerent: and if you find that the liberal policy of our government, in purchasing and paying for required supplies is misunderstood, and your exercise is injurious to the public interest, you are at liberty to take them from the enemy without compensation, or pay such prices as may be deemed just and reasonable. The best policy in this respect depends on a knowledge of circumstances in which you are placed, and is left to your discretion.

The Secretary of War has ordered Col. B. Muson, 1st United States dragoons, to proceed to California; via Panama, who will command the troops and conduct the military operations in the Mexican territory bordering on the Pacific, in the absence of Brigadier General Kearny. The commander of the naval forces will consult and co-operate with him in his command, to the same extent as if he held a higher rank in the army. In all questions of relative rank, he is to be regarded as having only the rank of Colonel.

The President has deemed it best for the public interests to invest the military officer commanding with the direction of the operations on land, and with the administrative functions of government over the people and territory occupied by us. You will relinquish to Col. Mason or to General Kearny, if the latter shall arrive before you have done so, the entire control of these matters, and turn over to him all papers necessary to the performance of his duties. The officers of the navy are employed in the performance of civil or military duties, you will withdraw or continue them at your discretion, taking care to put them to their appropriate duty in the squadron, if the army officer commander does not wish their services on land.

The establishment of port regulations is a subject over which is deemed by the President more appropriate that the naval commander shall exercise jurisdiction. You will establish these, and communicate them to the military commander, who will carry them into effect so far as his operation may be necessary, suggesting for your consideration modifications or alterations.

The regulation of the import trade is also confided to you. The conditions under which vessels of our own citizens and of neutrals may be admitted into ports of the enemy in your possession, will be prescribed by you, subject to the instructions heretofore given. To aid you, copies of instructions to the collectors in the United States, from the Treasury Department, on the same subject, are enclosed. On cargoes of neutrals imported into such ports, you may impose moderate duties, not greater in amount than those collected in the ports of the United States. The collection of these duties will be made by civil officers, to be appointed, and subject to the same rules as other persons charged with collecting duties in the country. These appointments will be made by the military officers in consultation with you.

From Despatch of August 17, 1846, to Commodore Shubrick.

Having provided for the full possession of Upper California, the next point of importance is the Gulf of California. From the best judgment I can form, you should take possession of the port of Guymas. The progress of our arms will probably be such, that, in conjunction with land forces, you will be able to hold possession of Guymas, and so to reduce all the country north of it on the gulf.

As to the ports south of it, especially Mazatlan and Acapulco, it is not possible to give you special instrictions. Generally, you will take possession of, or blockade, according to your best judgment, all Mexican ports, as far as your means allow; but south of Guymas, if the provinces rise up against the central government, and manifest friendship towards the United States you may, according to your discretion, enter into a temporary agreement of neutrality. But this must be done only on condition that your ships have free access to their ports, and equal commercial rights with those of other nations that you are allowed to take in water and fuel, to purchase supplies; to go to and from shore without obstruction, as in time of peace; and that the provinces which are thus neutral shall absolutely abstain from contributing towards the continuance of the war by the central government of Mexico against the United States.

From the Despatch of Nov. 5, 1846, from the Secretary of Navy to Com. Stockton.

The relations to be maintained with the people of Upper California are to be as friendly as possible. The flag of the United States must be raised, but under it the people are to be allowed as much liberty of self-government, as is consistent with the general occupation of the country by the United States. You as commander-in-chief of the squadron, may exercise the right to interdict the entrance of any vessel or article that would be unfavorable to our success in the war, into any of the of the enemy's ports which you may occupy. With this exception, all United States vessels and merchandise must be allowed by the local authorities of the ports of which you take possession, to come and go free of duty, but on foreign vessels and goods, reasonable duties may be imposed, collected, and disposed of by the local authorities, under your general superintendence.

Extract from Report of U. S. Secretary of Treasury, Dec. 9, 1846.

It is deemed important that our revenue laws should be extended to Oregon, not only as a means of collecting duties there, but also to effect any effort that might be made from Asia or elsewhere, to introduce foreign merchandise free of duty into Oregon, (now acknowledged to be a part of the Union,) and then claim the right under the constitution to bring such articles from Oregon, exempt from duty, into any other part of the Union. Two collection districts might perhaps, be conveniently established—the one near the mouth of the Ooregon river, and the other at or near Puget's Sound. With a system of liberal donations of tracts of land in Oregon sufficient for farms, to settlers and emigrants, the highly interesting portion of the Union would soon contain a considerable population, and as rich and convenient as it is to Asia, its commerce would rapidly increase, and large revenues accrue to the government.

Extract from Report of the U. S. Secretary of the Navy to Congress, Dec. 5, 1846.

On her outward voyage the Congress touched at Honolulu, and landed Mr. Ten Eyck, the commissioner of the United States to the Sandwich Islands. It was the good fortune of Commodore Stockton to contribute largely to an amicable adjustment of an unhappy misunderstanding between our former agent and the king's government, which threatened injury to our commercial interests.