

BY AUTHORITY.



Rule Respecting Demurrers.

It is hereby ordered that the party filing a demurrer either in law or in equity shall deliver therewith, a statement of the substantial matters of law intended to be argued...

HENRY SMITH, Clerk. Honolulu, April 5, 1889.

DEPARTMENT OF FINANCE, Honolulu, April 1, 1889.

The following persons have been appointed Assessors and Collectors of Taxes for the respective Taxation Divisions of the Kingdom...

- C. A. BROWN, 1st Division, Island of Oahu. H. G. TREADWAY, 2nd Division, Islands of Maui, Molokai, and Lanai. HERBERT C. AUSTIN, 3rd Division, Island of Hawaii. JOSEPH K. FARLEY, 4th Division, Islands of Kauai and Niihau. W. L. GREEN, Minister of Finance.

Daily Bulletin

Pledged to neither Sect nor Party, but established for the benefit of all.

SATURDAY, APRIL 6, 1889.

THANKS.

We devote most of our space in the present issue to the sad disaster at Samoa, which has necessitated the holding over of local matter. The news has caused considerable excitement among our people...

ORGAN RECITAL.

The seventh organ recital by Mr. Wray Taylor, was given last evening at the Kaunakapili Church. Every seat was occupied. The elaborate and classical programme was executed in a manner that reflects the highest possible credit upon the organist...

Among those present the following were noticeable: H. R. H. Princess Liliuokalani, Attorney-General Ashford and Mrs. Ashford, Major J. H. Wodehouse, H. B. M.'s Commissioner, Mr. F. A. Schaefer, Consul for Italy; Honorables C. R. Bishop, W. F. Athon, W. R. Castle, and M. P. Robinson, Rev. W. B. Oleson, Principal Kamehameha School; Rev. J. Waiama, pastor of Kaunakapili Church; Myron H. Jones, organist of Central Union Church; the teachers and pupils of Kawaiahae Female Seminary, besides many other prominent citizens.

SAMOA!

Six Warships Ashore!

THE VANDALIA, TRENTON, ADLER, AND EBER.

TOTAL WRECKS!

Narrow Escape of the Calliope.

150 Men Killed and Drowned.

OVER 100 MEN INJURED!

ADMIRAL KIMBERLY SAVED!

The Alameda, Capt. Morse, arrived in the harbor this morning at 6 o'clock, bringing intelligence of a terrific hurricane which passed over the island of Upolu, Samoa, on the 15th and 16th March, resulting in the destruction of 14 vessels, including the U. S. S. Vandalia, Trenton and Nipsic, and H. M. G. M. S. Eber, Adler, and Olga.

The English warship Calliope, which at one time was within twenty yards of the reef, succeeded in slipping her anchors and steaming out to sea, with the loss of boats, and bowsprit only.

The following is a list of the officers and men, lost from the ships: Vandalia—Capt. C. N. Schoonmaker, Paymaster F. H. Arms, F. E. Sutton, Lieut. of Marines; John Roche, Pay Clerk; George Merrage, boatswain's mate; George Gorman, carpenter's mate; M. Craigan, C. A. G.; Wm. Brown, quarter-master; T. G. Downey, pay yeoman; B. F. Davis, engineer's yeoman; M. H. Joseph, engineer's yeoman; N. B. Green, bayman; C. H. Hawkins, steward; C. E. G. Standford, landsman; W. Brisbane, captain's steward; Thomas Kelly and Joseph Griffin, firemen; W. Howat, C. H.; E. M. Hammer, M. Erickson, C. P.; Kratzer, Thomas Reilly, John Kelly and Henry Baker, seamen; John Hanchett and Frank Leesman, first sergeants; M. Cashen and N. Kinsella, corporals; H. E. Gelring, F. Jones, G. Jordan, F. Wilford, H. Wisted, E. Montgomery, John Sims, G. H. Wells, C. Krans, E. Goldner, marines and four Chinamen.

NIPSIC. Henry Ponsell and John Gill seamen; G. W. Callan and Joshua Heap, apprentices; William Watson; oiler; D. P. Keller, coal-bearer; Thos. Johnson, cabin steward.

TRENTON. Joseph Hewlett, colored man.

ADLER. Haschke, petty officer; Yungman, fireman; Fisher, Remus, Avisins, Meisinger, Loser, Wahrenberg, Peters, Fischer, Rusch, Wenck, Wilhelm, Schnegotzky, Yanosh, Markus, Lenke, Kaffer, Beane, Lawssen, seamen.

EBER. The names of those lost from this ship are not forthcoming. Only four, out of seventy-nine on board, were saved. Their names were: Lieut. Goedecker; Jaczawitz, Itersman, Stern, Piel and Ehlern, seamen, the following were on shore on guard: Bossendowski, carpenter, Henketa, Boldan, and Thiele, firemen; Brost seamen. [Only 25 bodies had been recovered when the Alameda left Apia.]

MERCHANT SHIPPING. The total wrecks under this heading were the barque Godeffroy, 460 tons, barquentine Agur, 299 tons, schooner Lily, belonging to McArthur & Co., Auckland; schooner Upolu, 68 tons, cutter Fituan, 19 tons; schooner Tafua; Ketch Nukunono; cutter Vaitelle. Several small vessels lying up the creeks were more or less injured.

The Nipsic and Olga were subsequently floated, but it is believed they are too much damaged to be of any further service. If possible the Nipsic will be patched up and sent on to Auckland.

The Alameda, at the request of Admiral Kimberly, brings on 10 cadets, and 30 of the men injured from the wreck of the Vandalia, in charge of Lieut. Ripley, who has been selected to convey dispatches to Washington.

The Alameda was intercepted at Tutuila, by Mr. Weightman who fortunately called at Samoa in his schooner Equator shortly after the disaster, and offered his services to Admiral Kimberly upon the representations made that some 500 American sailors were ashore at Samoa, in a starving condition. Captain Morse humanely decided to go out of his course, and bring on as many as possible of the invalids to Honolulu.

Admiral Kimberly sent Lieut. Wilson of the Vandalia, to Auckland by the Mariposa, to charter the Mararua or some other steamer to bring on the survivors of the Vandalia to San Francisco.

The above was published in an Extra issued soon after the arrival of the Alameda.

The following fuller particulars are from the "Samoa Times," March 23, 1889:

In our last issue we published a brief account of the terrible destruction of the vessels in harbor, and the great loss of life, during the hurricane which commenced at about 2 o'clock, on Saturday morning, the 16th inst., and lasted until Sunday. At a little after 5 o'clock in the morning, H. I. G. M. S. Eber was driven on the shore reef. She broke up in pieces in a few minutes, only one officer and four men being saved. Pieces of the Eber are now strewn about the beach in all directions. When she struck the reef she heeled over into deep water, and probably her guns, which were of great weight, assisted in smashing up the vessel so quickly. The officer and men immediately went to the American Consulate, where all assistance possible was rendered them.

H. I. G. M. S. Adler also drifted on the same reef a little further westward. It would hardly be credited by any person who had not seen it, that such a heavy ship as the Adler could be lifted so high on the reef, which is uncovered at low water. She is now lying on her port side high and dry, only a few feet of her side being under water at high tide. We have learned the exact number of the officers and men (20) who were lost from the Adler, the names of whom are given before. Early on Sunday morning the work of rescue commenced. Boats manned by parties from shore were engaged in saving the lives of the officers and crew, who were out on the wreck nearly 24 hours. Capt. Fritz suffered some injuries and had to be assisted to the German firm's premises, and several others were also injured. It is surprising from the force with which the vessel went on to the reef, that more accidents did not occur. The shock must have been fearful, and the Adler must have been a strongly built vessel to stand it so well. Sailors and Samoans are since Sunday busily engaged saving small arms, and other property from the ship.

The U. S. S. Nipsic was the next on the list of casualties. It was observable from the shore that she could not be able to hold out. She was drifting towards the reef, and at 9 o'clock, she heeled for the shore, and just touched the point of the reef with her rudder, which was carried away together with her stern post; but by skillful management of the captain and officers they succeeded in beaching her on the strand. Great credit is due for the manner in which the Nipsic was handled, for if she had gone on to the reef a larger number of lives would undoubtedly have been lost. As it is, we learn that seven men were drowned; but all would have been saved if they had stuck to the ship.

As we now write (Tuesday) she floats at high water, and a number of Samoans, and all the crew of the ship are busily engaged in preparing to keel her off. We learn that early in the morning the Olga collided with the Nipsic, doing the latter considerable damage, carrying away her smoke stack, steam launch, whale boat, and part of her bulwarks. On account of her smokestack being broken off, the furnaces could not draw to keep a full head of steam on. Excepting for this accident, the Nipsic, which has powerful engines, might have rode out the gale in safety. On Thursday morning the Nipsic was successfully floated out to her old anchorage. Her propeller is too much injured to be repaired in Samoa, and her rudder is gone. We believe it is the intention of the Admiral to fix a new rudder and send the Nipsic away under sail to either Auckland or Sydney.

The Vandalia was the most unfortunate vessel of the U. S. Squadron. She drifted about 9 o'clock near to the Calliope and the Olga, and came into collision with both. The Calliope struck her with great force on the poop doing considerable damage. The Vandalia still continued drifting almost in company with the Calliope, but the latter vessel having lost nearly all her anchors put full steam on and went astid to sea. She was watched as far as could be seen through the mist with great interest, and many surmises were expressed as to whether she would get out in safety. The Calliope returned to port on Tuesday, suffered very little damage, except the loss of her bowsprit and some boats. The Captain of the Vandalia seeing no hope of saving his ship headed her for the shore, and in endeavoring to reach the sandy beach unfortunately struck the reef, filled and sank before she could be

beached, within fifty yards from the stern of the Nipsic. The Captain, Paymaster, Pay Clerk, Lieut. of Marines and many men were washed overboard. The vessel was completely submerged, and all hands had to take to the rigging, where they remained until the Trenton was driven along about 8 o'clock in the night, when most of the officers and crew, went to the Trenton, excepting Lieut. Ripley who jumped into the sea, just before the mast gave way, and with great difficulty swam to the shore. He then procured a whale boat, and with the aid of Samoans got a line brought out to the wreck. The loss of life in the Vandalia, were the Commander, three officers, and thirty-nine seamen and marines. Divers have been engaged since Monday. On Tuesday the safe was recovered, which contains we hear about \$40,000.

The Trenton meanwhile was gradually coming closer to the land. She had her rudder broken in, which left an opening, and the sea came in great quantities through this opening and the hawse pipe getting into the fires. This was unfortunately fatal to the chances of saving the Admiral's ship. The engineers were unable to keep steam up. All hands were ordered to the pumps, which were kept constantly going all day. About 3 o'clock the Trenton had drifted down towards the Olga, which vessel was then about 500 yards from the reef. Both vessels tried to avoid touching, but a collision was inevitable. The Olga's bow struck the Trenton, on the quarter opening a large breach, and doing other damage, and the Olga's bow was smashed.

After the vessels cleared one another the Trenton drifted still further towards the reef, and at one time held fairly well to her anchors, but at about 8 o'clock, she dropped down just clear of the reef and on to the Vandalia. The Trenton's stern was aground. She was broadside on to the sunken vessel, and the poor fellows who had been in the Vandalia's yard about 12 hours got on to the Trenton, being assisted by the Admiral's crew with lines and other contrivances. On Sunday morning boats were busily engaged all day in removing the men from the ship to the shore which was accomplished without accident.

All men were removed before night. On Monday 250 Samoans from Mataafa's camp, and the men of war sailors, were working hard all day saving property from the Trenton, and several Samoans and sailors were also engaged working on the other ships ashore. No lives were lost on the Trenton. We have just learned that one of the men was killed early in the morning of Saturday by being crushed among the broken timber after the collision. His name was Joseph Hewlett, a colored man.

The Olga after slipping her cables and getting clear of the Trenton, managed to make headway against the sea for a short time, and hopes were entertained that this vessel, the last left afloat in the harbor, would be saved, but within half an hour she was run into (as described in our last issue) one of the best positions for beaching in the harbor. We have since last issue learned that Capt. Douglas of the schooner Lily the lately appointed pilot was on board the Olga, and who after great struggling managed to get on board the Olga, was mainly instrumental by his knowledge of the harbor and valuable suggestions which were fortunately followed by Captain Erhardt, that the Olga was beached in a position where no waves would be likely to be lost, and from where the Olga may be easily taken out to her anchorage again. We have heard that Captain Douglas has spoken in very complimentary terms of the manner in which he was treated by the captain, officers and men after he struggled on the Olga in an exhausted condition. The Olga is an even keel at high and low water. She must be well bedded in the sand. We believe no lives have been lost from this ship.

The miraculous escapes of some of the poor fellows who were washed overboard from the different wrecks and terrible times they must have had, some of them being hours in the foaming surf, is fearful to contemplate. The recently appointed pilot Captain Douglas, who was on the schooner Lily when she went down after a collision with one of the men-of-war must have had a terrible experience. His foot got entangled in some of the gear of the Lily, and he was taken down with her. On his getting clear and coming to the surface, he was struck on the head by something and he again sunk. Captain Douglas then swam to the Olga, and just as he reached her bow to catch some line he imagined he saw hanging, the Olga rose to a heavy sea, and Captain Douglas was sent right under the vessel. How he contrived to get on board we have not learned, but his escape was miraculous. Further particulars of Captain Douglas' adventure are in another column.

LATER. (From the Samoa Times, March 30th.) Captain Douglas requests us to convey his sincere thanks to the captain, officers, and crew of H. I. G. M. S. Olga, for their kindness to him while on board during the late gale. Captain Douglas says that all through good order was observed on board, officers and crew alike

seemed to have full confidence in their commander, who acted with great coolness and judgment. When the U. S. S. Trenton came down towards the Olga, the order was given to close the water tight compartments, and the sick and wounded were brought on deck and provided with life belts and warm clothing. The Trenton and the Olga came into collision, and when the Olga slipped her cable and ran clear the crews of both ships gave a ringing cheer. The Olga was then run on the beach near Vaisigano River. Captain Douglas thus describes the movements and managements of the Trenton. He says, for a large ship like the Trenton, with her rudder gone and her fires extinguished, and in such a helpless condition, to be so skillfully maneuvered, and in such a seamanlike manner with only one fore and aft sail set, from the mouth of the harbor right into the deepest indent of the bay without touching anywhere until she grounded alongs de the Vandalia, where at least she had the best chance of saving her men was marvellous, and reflects great credit on Captain Farquhar and his officers. Captain Douglas informs us that he was laid up when the other ships were going down. About his own vessel Capt. Douglas states that about 4 a. m. of the 16th, during one of the heaviest squalls, the U. S. S. Nipsic fouled the Lily, carrying away the bowsprit and both masts. The schooner then swung clear and sank in a few minutes. There were on board at the time Capt. Douglas, Mr. Ownsby and an old man, a native of Hawaii. Capt. Douglas went down with the vessel as was described in our last issue, and came out from under the Olga near the main chains. He had just time to breathe when he was struck by the main chains. When he again rose to the surface, the Olga rolled gently over, and he got hold of the main chain plates, and climbed into the channels. He saw Mr. Ownsby coming alongside and heard him cry for help, but he was unable to assist him, although he was within an arm's length of him. The crew of the Olga also heard Mr. Ownsby cry out, and threw him a rope, which he grasped, but was evidently too weak to hold on, and he sank. The cook was never seen afterwards.

THE WRECKED MEN. The men from the wrecked men-of-war are now fairly well housed, and to all appearance were well provided with provisions and clothing. Messrs. McArthur & Co.'s copra stores which was lately nearly empty, has accommodated nearly all the Trenton's men. The officers are living in some of our residents houses. The men from the Vandalia are located in a new building belonging to Messrs. E. W. Gurr & Co., and the Nipsic's officers and crew are on board again. The officers and crews of the Adler and Eber are accommodated at the German firms business. H. M. S. Calliope, which went out of the harbor during the gale was sighted on Monday evening as signalled from the pilot station. She arrived in harbor on Tuesday morning. After taking in about 150 tons of coal she sailed directly for Sydney on Thursday morning. The day after the hurricane the beach from Mataafa to Matautu presented a wretched appearance. All along just above high water mark was strewn wreckage. It would be impossible to tell to what vessel most of the pieces belonged, they were so mixed up. Parts of the Eber were to be seen for fully half a mile from where she struck. Comparatively little damage was done to town property, excepting McArthur & Co.'s boat shed, which was nearly all demolished. A few short wharves, which were not of a very substantial character were washed away, and a few other small boat sheds were also destroyed. One end of the bridge at the Mulivai River was moved a few feet. The foot bridge at the Vaisigano River was moved a few feet. Lieut. Wilson of the U. S. S. Vandalia left by the mail boat for Auckland. We have heard he has instructions from Admiral Kimberly to provide a vessel to take away the crews of the Trenton and Vandalia to San Francisco. It is also rumored that the Captain of the return mail boat will be asked to call at Apia, and take some of the Cadets as passengers. A requiem mass for the repose of the souls of Germans who were lost from the wrecks of H. I. G. M. S. Adler and Eber during the gale of the 16th inst., was held at the Roman Catholic church yesterday (22 inst.). The Rev. Father Remy conducted the service. After the conclusion of the mass the Rev. Father Boltz delivered a very impressive and appropriate address in German. The church was crowded. Among others we noticed Admiral Kimberly, Col. de Coetlogon, H. M. Consul, Mr. Blacklock, the U. S. Consul, Dr. Knappke, the German Consul and the Captain of H. I. G. M. Olga. The Bands of the Trenton and Olga were in attendance.

B. F. EHLERS & CO.

HAVING TAKEN STOCK AND ARE OFFERING All Goods at Greatly Reduced Prices!

SPECIAL BARGAINS OF Remnants in All Departments.

Just Received a Fresh Lot of DIAMOND DYE BLACK HOSE!

By this next steamer the Leading Millinery House of Chas. J. Fishel will receive an Entire New Stock of Goods. Notice of opening will be given.

Pacific Hardware Co., L'd,

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BARGAINS New Line of BARGAINS Lamps, Chandeliers & Lanterns,

At Lower Prices than ever before. New in our SHELF-HARDWARE, PLOWS & GEN'L MERCHANDISE.

Just Received Novelties and Fancy Goods, in Large Variety.

NOTICE. THE partnership heretofore existing between M. N. Sanders and F. I. C. under the name of Sanders & Co. has been dissolved.

SPECIAL NOTICE. SAN FRANCISCO, CAL., February 19, 1889. WE herewith certify that Messrs. Doid & Miller are our duly authorized and only agents for the Hawaiian Islands for the sale of our Lager Beer in kegs.

REMOVAL OF BARBER SHOP. M. P. JARDIM has removed his shop from King street to McCarty's Billiard Parlor, Fort street, where he is prepared to serve with the best care and neatness the avocation of his art.

VETERINARY. A. R. ROWAT, Veterinary Surgeon, office and pharmacy at Hawaiian Hotel tables, corner Hotel and Richard streets. Scientific treatment in all diseases of domestic animals.

ROOMS TO LET. COMFORTABLY furnished Rooms, Board if required. Apply at 4 numbers, "Lincoln House" King street, opposite Kaunakapili Seminary.

Carriage For Sale Cheap. NEW Outfitter Carriage just finished and hand-somely trimmed. A first class style must be immediately sold to close an assignment. Can be seen at W. H. Paack's carriage manufactory, No. 128 Fort street.

HAWAIIAN BUSINESS AGENCY. HAWAIIAN DIRECTORY. COPIES of the Hawaiian Directory for 1888-9 recently published by the McKinney Directory Co. for sale Price \$3.00.

Cottage For Sale Cheap. 1 STORY Cottage, nearly new, containing parlor, dining-room, 4 bedrooms, kitchen, bathroom and water-closet, veranda, stable, wagon-shed, chicken house and yard, 4000 sq. ft. garden, etc. Lot 95x100 feet, and located on adjoining 75x75 feet. Situated at Kapalama, mauka side of King street. Apply at

HAWAIIAN BUSINESS AGENCY. FURNISHED Lodging House. LONG established in a desirable locality in Honolulu, with unexpired lease of 3 1/2 years at low rental is offered, (on account of ill-health), without bonus, to party buying the furniture at a fair valuation. There are 23 rooms on the premises well furnished, yielding a handsome revenue. Apply at

HAWAIIAN BUSINESS AGENCY. Vichy Water! GENUINE Vichy Water for sale. Price, 75 cents a dozen. J. E. BROWN & CO., 211 1w 28 Merchant street.

Scotch Oatmeal. SCOTT'S Genuine Malt Oatmeal in 14 lb. tins. For sale by J. E. BROWN & CO., 211 1w 28 Merchant street.

Club House Dining Room. Lincoln Block King Street. Having secured the services of a First Class Cook and made many other changes in the management we are now prepared to put up the

Best Bill of Fare in Honolulu. 198 3rd. Real Balbriggan Hosiery! Caution to Purchasers.

All Hosiery exported from Balbriggan, Ireland, by Smyth & Co. (Ld.), has this Trade Mark on each article.

None Other Is Genuine. By an Act of Parliament lately passed it is made a felony to use the word Balbriggan on goods not manufactured there either by stamping on goods, wrapper, label or ticket, unless the place where manufactured is also stated in equally large letters as the word Balbriggan.

SMYTH & CO. (Ld.), The Original Balbriggan Hosiery, For W. C. SPROULL, I have now on hand a Large Assortment of Gents Half-hose, In all colors and styles, Specially made to my order and pattern.

W. C. SPROULL. 201 1w