

JUST RECEIVED!
NEW GOODS
From China!
 VIA SAN FRANCISCO.
PER BARK "J. W. SEAYER,"
 Consisting of
FINE JEWELRY for Ladies,
 such as Northern and Southern, Earings and Brooches,
 made of Crystal, Corundum, Turquoise, Shell, Gold
 and Silver and Ruby and Stone.
SILK FOR DRESSES,
 France, Italy, Sicily, and assorted colors.
MOSQUITO NETTING!
 Pure White GRASS CLOTH.
Fancy Slippers for Ladies & Gentlemen.
 Colored Embroidered Silk Scarfs.
 Ladies' Languered Work Boxes.
Fine Carved Sandalwood & Ivory
CARD CASES.
 Paper Cutters, Boxes, All kinds of Fans,
 Pearl, Cornelian and Ivory Sleeve
 Buttons and Studs.
 And other Curiosities too numerous to mention.

—ALSO—
WHITE CHINA MATTING!
 China and Japan TEAS.
 &c. &c. &c.
 For Sale by **Afong & Achuck,**
 415-417 Broadway, near King

NOTICE.
 HAVING PURCHASED THE
 stock of the business of Mr. Wm. BUCKAN,
 the Shop on Queen Street, opposite the
 "China Store," I have taken the
 business.

Removed to the Shop on the Esplanade,
 lately occupied by Mr. Truman.
Where Blacksmithing will be Carried On
 in all its Branches.
 Ship Smithing,
 Carriage Smithing,
 And Horse-Shoeing.
 Particular Attention Paid to
HORSE SHOING
 A fully equipped workshop being employed to make it
 a specialty.

BLACKSMITH'S COAL AND IRON
 Attention! Best coal for sale.
 415-417 Broadway, near King
J. H. THOMPSON.

FOR THE LADIES!
CASTLE & COOK
 HAVE RECEIVED
BY LATE ARRIVALS!
FINE CAMBRIC AND HAMBURG EDG.
 Fine Victoria Laces, White Linen Cutts,
 Bleached and Unbleached History,
 Lace Trimmings, Fine White Handkerchiefs,
 Fine of These Table Damasks, Linen Napkins,
 Java Cottons in white and buff,
 A large assortment of Best Buttons,
 Pillow Case Cotton and Linen, Lace Elastic,
 A full assortment of Orr's & McNaught's Spool
 Cotton.

FOR THE GENTLEMEN!
Fine Black Cloths,
Fine Black Doeskins,
Fine all Wool Tweeds & Buckskin
 Just the thing for winter wear.
WATER PROOF, medium and fine qualities,
 Fine Brown Water and Grey Mix
ALL WOOL WATERPROOF
WIRE WHITE YESTING MANSILLES.
 Fine and Medium Linen Dress and Drilling,
 Heavy Blue and Striped Brown Drill,
 Just the thing for boys' and men's working
 clothes.
 Gent's Large Linen Handkerchiefs, Linen
 Collars.

A Fine Assortment of Ready Made Shirt Bosoms,
 SILK, MERINO and COTTON UNDERSHIRTS,
 Superior Cotton Half Hose,
 White Merino Half Hose.

ALSO ON HAND,
 Assorted Pearl River and English Denims,
 Fine American and English Cottons—bleached
 and unbleached from 7-8 to 104 in width.
 American White all Wool and Silk Wool Flannels,
 Scotch, Blue and White Twilled Flannels.

AGRICULTURAL IMPLEMENTS!
 Paris, Eagle No. 20 and 21—Steel XI and XO Plovers,
 Cultivators, Horse Roes, Shovels, Spades, Oes,
 Hoe, Rakes, Rind Forks, and Coal Shovels.

A FINE ASSORTMENT OF SHELF HARDWARE
 Cooper's and Carpenter's Tools, Ship Augers.
Saddlery.
ENGLISH AND AMERICAN SADDLES!
 Cheap and Best.
 Cruppers, Martingales, Bridles and Halters, Buckles,
 Rings, Ornaments and Girths.

A LARGE VARIETY OF
Brown, White and Fancy Soaps.
Dewar's and Dewar's Kerosene Oil,
 A Fine Assortment of
Paints and Oils!
 Best English and American.

JUST RECEIVED TO-DAY.
Kegs of Extra Fine Kohala Sugars,
 90% CREAM.
Manda Cigars!
A SMALL LOT OF SUPERIOR QUALITY
CIGARS, just received. These cigars, are like
 those we had about one year since, and pronounced to
 be the best ever offered in this market during the last
 twenty years. Specially put up for sale—300 cigars in
 a box. For sale by
BOLLES & CO.

Subscribers
TO FOREIGN PUBLICATIONS, WRITING
 any change made in their Supplies, are re-
 quired to give notice as soon as convenient.
 It is a rule of Subscription to Periodicals should
 be sent on the First Date in January; and where
 they have not done so heretofore, they can readily be
 changed as to references with December 31st, 1874.
 This will be more advantageous for the subscriber and
 the agent.
 All orders promptly attended to.
H. M. WHITNEY.

SPERM OIL,
WARRANTED PURE and VERY LIGHT
 &c. &c. &c.
BOLLES & CO.

Batty's
PIE FRUITS AND PICKLES!
 Fresh French Olive Oil,
 AND AN
Extensive Assortment of other Groceries
 FOR SALE BY
H. HACKFELD & CO.

SALMON.
Columbia River Red Salmon!
 Of the Packing of 1873.
 For Sale by (415-417) H. HACKFELD & CO.

Dellinger's Pilot Bread!
 IN BOXES.
 Just Received per J. A. Falkenburg.
 For Sale by (415-417) H. HACKFELD & CO.

JEFFREY & CO.'S EDINBURGH ALE,
 IN QUARTS AND PINTS.
NORWEGIAN ALE, IN QUARTS AND
PINTS.
 German Ale, New Brand, in quarts and pints.
 Holland Gin, stone bottles in cases.
 Strong Brandy, in bottles.
 Alcohol, in tins and demijohns.
 Choice of different qualities.

Liebfrauenmilch, Rhine Wine!
 Seltzer Water, in Stone Jugs.
 For Sale by (415-417) H. HACKFELD & CO.

A Small Lot of Westphalia Hams,
 A Prime Article.
 Just Received ex R. C. Wylie,
 And for Sale in quantities to suit,
 (415-417) H. HACKFELD & CO.

Crushed Sugar
 IN 100 LB. KEGS,
 FOR SALE BY
H. HACKFELD & CO.

LUMBER, LUMBER!
LUMBER!
 ALL SORTS, SIZES & DESCRIPTIONS
 —AND—
BUILDING MATERIALS!

The Yard and on the Wharf!
 —COMPRISING—
Nor West Scantling, Timber!
PLANK, BOARDS,
Battens,
Flooring,
Laths,
Pickets, &c.

REDWOOD SCANTLING, TIMBER,
Plank, Boards,
Battens, Flooring,
Moulding, Pickets, &c.
Laths, Posts,
Wainscotting,
 &c. &c. &c.

White Cedar and Redwood Shingles
White Pine Boards,
Doors, R. P. 1mo., 2mo., & Sash
SASH AND BLINDS,
NAILS AND GLASS,
Wall Paper and Border
 In Large Variety.

PAINTS, OILS, TURPENTINE, VARNISH,
Paint and Whitewash Brushes,
Locks, Hinges,
Butts, Screws,
Sash Weights & Line.

AI PUULOA SALT, ETC., ETC
GOODS DELIVERED IN TOWN FREE OF CHARGE,
 at any Port in this Kingdom as per
 Contract.

WILDER & CO.,
 Corner Fort and Queen Streets

THE GREAT BOOK
Of the Season.
HOW I FOUND LIVINGSTONE
 By H. M. STANLEY.
 One large octavo volume, 780 pages, superbly illus-
 trated with
 Sixty Engravings and Maps.

This volume contains the latest and most authentic
 information regarding the Central Region of Africa,
 and should be in every man's library.
A Few Volumes only on hand.
 Apply to
H. M. WHITNEY.

ALSO—
 Dick's Encyclopaedia of over 6,400 Practical Re-
 cipes and Processes.
 The Japanese in America.
 Miller's Songs of the Sierra.
 Cooper's Leather Stocking Tales.
 The Church Hymn Book.
 The Sacrifice of Frazer, with text.
 For sale by
H. M. WHITNEY.

AN ASSORTMENT OF STATIONERY!
 —ALSO—
 Reams Ruled Cap Paper,
 Reams Ruled Letter Paper,
 Reams Ruled Note Paper,
 Boxes Envelopes, assorted,
 &c., &c., &c.
H. M. WHITNEY.

HAWAIIAN GAZETTE
 The "Ville du Havre" Disaster.

The Story of the Wreck.
 The steamship Europe, of the General
 Transatlantic Company's line, arrived at
 this port at 3 o'clock yesterday afternoon,
 (says the A. J. Tribune of December 19th)
 after a stormy passage, from Havre and
 Bristol. It was thought possible that some
 of the ill-fated steamer's passengers, whose
 plans had been so rudely defeated, and
 whose friends and families had gone down
 with the wreck, might return by this,
 the earliest steamer, to the friends who had
 been left behind. The list of passengers,
 however, included none of the Ville du
 Havre's passengers, and her officers and
 crew, of course, will remain in Havre to
 await the Government investigation.

Before the Europe sailed, however, she
 was boarded by Captain Surmont and his
 officers, and the details of the disaster
 were fully rehearsed. A reporter of the
 Tribune boarded the Europe on her arrival
 yesterday afternoon, and from Captain
 Lemarie, Purser-Lewal and Assistant Pur-
 ser Galon, and other officers who had
 several interviews with the ship-wrecked
 crew, obtained full particulars of the dis-
 aster.

Captain Surmont, accompanied by six
 of his officers and five of his crew, reached
 Havre on Thursday, the 17th instant, having
 been landed at Cardiff, Wales, on the
 preceding Monday. The officers and a
 portion of the crew went directly on
 board the Europe. She was preparing to
 sail, and the hour for her departure was
 already at hand. This prevented the re-
 hearsal of the minute details which might
 otherwise have been furnished to her of-
 ficers. The officers and crew of the Ville
 du Havre dined upon the Europe on the
 day of their arrival, and also breakfasted
 there on the following morning, though
 the night was spent on shore. The tragic
 story of Captain Surmont and his crew is
 this:

The Ville du Havre left New York for
 Havre on the 15th of November with a
 full complement of officers and crew, a
 large number of passengers, and a heavy
 cargo. When only a short distance out
 at sea, she entered the borders of a thick
 fog, which at once shut out all sails from
 sight and threatened danger to the great
 steamship which was plowing through it.
 The strict vigilance was maintained in
 every portion of the vessel, and every
 possible precaution was taken to prevent
 collision. Steadily the vessel kept on
 her course, and vainly her officers hoped
 for a clearer sky. The fog still enveloped
 the steamer, and the watch on deck still
 peered with straining eyes into the mist.
 Day succeeded day, but the fog lifted on-
 ly at intervals and then only for a few
 minutes, or possibly hours, at a time.
 For five days and as many nights had
 the French steamer pushed onward, groping
 her way as best she was able, and all
 this time her officers were guarding
 against harm.

On the morning of November 20th a
 brisk breeze sprang up, the fog was swept
 before it, and the day was clear almost
 for the first time since her departure from
 New York. A heavy sea was rolling
 throughout the day, but all fears had been
 dispelled with the fog, and the Ville
 du Havre now had plain sailing before
 her. The morning of Friday the 21st,
 was also clear, and little or no fog was en-
 countered during the day. The sea was
 still running high, and the night came on
 clear and starlit. The Captain himself
 remained on deck until about 11:30, when
 he went below, leaving all things well on
 board. He stretched himself in his berth,
 and soon fell asleep. He was never in
 the habit of sleeping more than three or
 four hours at a time when at sea, and at
 about 2 A. M. arose to go on deck. As
 he came up he was startled to see a large
 sailing vessel, swiftly bearing down upon
 the steamer, and at a glance he knew that
 a collision was inevitable. He had not
 been informed of an approach of any ves-
 sel, and knew nothing of the vessel that
 was on deck. In a moment the crash came
 and the unknown vessel plowed through
 the iron planks of the Ville du Havre,
 opening a frightful chasm, through which
 the water rushed in tremendous volume.
 The iron mainmast of the steamer struck
 the iron mainmast of the Loeh Earn struck
 the iron mainmast of the steamer with
 full force, snapping it like a pipe-stem.
 The great mast tumbled over upon the
 mizzenmast, but was still supported from
 falling to the deck by it and by the stays,
 which had not given away. The Loeh
 Earn day struck the Ville du Havre, and
 the latter was shattered to the bows, Nos.
 3 and 6 beyond all hope of reconstruction.

The terrible shock had awakened the
 passengers, who rushed upon deck in this
 night clothing, and in consternation sought
 some means of rescue. Every one knew
 that the vessel was sinking, and the of-
 ficers and men sprang to the boats to
 which they had assigned. They hurried
 the passengers on board the boats as
 rapidly as safety would permit, and
 speedily prepared to man them. Many of
 the passengers hurried to and fro in a
 vain attempt to collect their scattered
 senses, and some returned to their state
 rooms to secure the articles of value
 which had been forgotten in the first
 wild moments of the disaster. By this
 act a number lost their lives. Had every
 moment of time been improved, many
 more lives might have been saved, since
 all would have had time to take their
 places in the boats, or at least to provide
 themselves with life-preservers. A few
 moments before the vessel went down
 three chambermaids came on deck with
 life-preservers properly adjusted, but could
 not summon courage to trust themselves
 to them. They refused to jump over-
 board, and were supposed to have been
 afterwards killed by the falling mast, or
 to have been carried down by the sink-
 ing vessel. Meanwhile the work of load-
 ing the boats had been carried on as well
 as possible under the circumstances. Boat
 No. 1 on the starboard side was com-
 manded by the Brest pilot Conillandre.
 Boat No. 2 on the port side was com-
 manded by second officer Galliard. These two
 boats were successfully launched, and sub-
 sequently transferred their passengers to
 the Loeh Earn. Boats Nos. 3 and 5, both
 on the starboard side, had been rendered
 useless when the Loeh Earn struck the
 steamship, no attempt was made to launch
 them. Boats Nos. 4 and 6, on the port
 side, were somewhat larger than Nos. 1
 and 2. They were at length well laden
 with passengers, and the members of the
 crew whose duty it was were preparing
 to leave the vessel. Enduran, the officer
 on watch, was preparing to take command
 of No. 4, and Third Lieutenant Martin of
 No. 6. At this moment another horror
 was added to the horror of collision
 and death by drowning, for the miz-

zenmast and mainmast came crushing
 down together, and fell with the main-
 top-sail spread directly across the boats
 with their eighty passengers. Many of
 these were killed; others were so seriously
 injured as to render their escape from
 drowning impossible, and a few clung to
 timber and floating bits of the wreck till
 assistance arrived. One of the crew of
 the latter boat, who saw the masts fall-
 ing, leaped into the water, and was fol-
 lowed by the chief engineer. The latter
 was unable to swim, and seized his com-
 panion. The sailor, finding himself sink-
 ing, was obliged to shake off his comrade,
 who was drowned, while the former es-
 caped to the Loeh Earn. Boats No. 7
 and 8 were also large, the former being
 commanded by first officer De Garay, and
 the latter being the captain's boat. No. 7,
 was loaded, and about putting off, when
 the vessel sank, and it was caught by the
 davit and carried down. Boat No. 8 was
 not loaded.

The Captain, as he came on deck, had
 ascended the bridge and taken charge of
 the vessel. He went down on the bridge,
 twelve minutes after the vessel was struck
 and was afterwards picked up and con-
 veyed to the Loeh Earn. The engineers
 had remained at their posts, leaving every-
 thing in safe condition to prevent an ex-
 plosion. The discipline throughout was
 good, and everything possible was done
 to save the lives of passengers. A few
 escaped to the Loeh Earn, but nearly all
 were lost.

The Loeh Earn seems to have sudden-
 ly altered her course when within a short
 distance of the Ville du Havre. One of
 the watchmen on the steamer declared
 and was distinctly seen the Loeh Earn's
 green starboard light some time previous
 to the collision, and the two vessels might
 have easily eluded each other. The Loeh
 Earn's lookout, however, seemed to be de-
 fective, for she suddenly altered her course,
 rendering it impossible for the Ville du
 Havre to escape. Captain Surmont, with
 a portion of the crew and a few of the
 passengers, were taken on board the Loeh
 Earn, whose boats assisted in the rescue
 of the drowning. The Trimountain, from
 New York, was sighted a few hours later,
 and soon came alongside. The Ville du
 Havre's surviving passengers and crew
 were taken on board and landed at Card-
 iff Monday, December 15th. Captain Sur-
 mont and his crew proceeded thence to
 Havre, where they arrived on the follow-
 ing Thursday.

Cruise of the Sandfly.

H. B. M. schooner Sandfly, employed in
 the suppression of the slave trade, arrived
 in Sydney on the 2d of January, after an
 absence of six months amongst the islands.
 Amongst the items published of the cruise
 we find the following: "The cruise was
 continued round the various islands form-
 ing the Solomon Group and scientific in-
 formation obtained as to the outlying reefs,
 &c.; at one part of the coast, off which
 the Sandfly anchored, the following inci-
 dent occurred. The custom of the natives
 of this locality is simply to roast and
 eat the bodies of their enemies, and this
 was being actually carried out but for the
 timely advent of the cruiser. Lieutenant
 Nowell learning the particulars, at once
 took prompt measures, communicating by
 means of an interpreter his intention of
 burning the village unless the dead body
 was given up. His threats had the desired
 effect, and the chief was compelled not
 only to bring the corpse ashore, but at-
 terwards to tow it to sea and sink it.
 This being accomplished, presents were
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