

THE anniversary of the birth of our Sovereign King, takes place on Tuesday next, when he will be 39 years of age. His Majesty will receive the diplomatic and consular corps at 10 o'clock. From 11 till 12 he will receive societies and individual citizens, the reception closing promptly at the latter hour.

THE frequent and sudden deaths of not only natives but foreigners, attributable, in part or wholly, to the use of ardent drinks, carries with it a lesson which ought to be heeded— that rum will kill, in this country at least. While many in colder climates can and do habitually use stimulating drinks, from youth to old age, without apparently any injurious effects, here, no person can do so without undermining his health, and laying the foundation for heart disease, aneurism, or some of the many causes of sudden death.

His Excellency ELISHA H. ALEALE will leave for Washington in the outgoing mail steamer, under the same appointment which he held last winter—Minister Plenipotentiary and Envoy Extraordinary. That the presence of a representative of this government will be needed there at the opening of the next session of Congress, there can be no doubt. We have urged the return of both of the gentlemen who were so successful in their previous mission. This, however, has been considered by others whose judgment carries more weight than ours, as quite unnecessary. We hope they will prove correct; and that the legislation now required to consummate the treaty may be promptly adopted. It will certainly be a happy termination of what thus far has been skillfully and honorably executed, with credit to America and Hawaii.

WITH a view to make the GAZETTE more acceptable to its patrons, we have secured the services of a lively and chatty European correspondent, whose familiar style and initials can be recognized by most readers. The second of her letters appears in to-day's paper, and though her notes of what she sees and hears are necessarily brief, they will prove doubtless acceptable to all. It is probable that she will visit the principal countries of Europe, and perhaps go to Egypt and the Holy Land. But wherever her letters may be dated, and whatever scenes may be described in them, they will prove readable.

AN item, indicating the steady increase of travel on the steamer, is the number who took passage on her last week. She left here with 50 cabin passengers and took on 8 more at way ports; also took there 168 deck passengers, and 74 way deck ditto—in all 300 on the trip up. Returning she had 33 through and 14 way cabin passengers, with 108 through deck, and 14 way deck passengers. In all 169 returning passengers. Making 469 passengers for the round trip. This goes to confirm what we have always held, that a commodious steamer will stimulate travel, and this in turn stimulates business, as all our merchants and traders can bear witness.

IN this connection we may state that a survey has lately been held on the steamer Kilaua, the details of which have not transpired. We learn, however, that one result of the examination has been, to show that the steamer cannot be repaired except at a very large outlay, both on her hull, boilers and machinery, which will of course necessitate a lengthy interruption in her service. Rumor says \$79,000 is the smallest sum needed to make the Kilaua what she should be. The only alternative, therefore, will be to commence the construction of a new steamer as soon as possible. Her hull can be built here as well, as cheaply and as speedily as anywhere, if done by contract, and can be made ready for the machinery as soon as the latter can be constructed, which we hope may be done here also. This important work must be commenced without delay. In six or eight months, a new boat will be needed.

England and China.

THE threatened trouble between these two nations has by no means been settled, but has been referred to London for adjustment. It is well known that the bearing of the Chinese, government towards foreigners since the accession of the present Emperor is different from what it was formerly. Prince Kung, who was formerly premier and sought to establish a liberal policy with foreign nations, has been set aside, and in his place is that cruel, many-concocted Viceroy Li Hung Chang—who is supposed to have legalized his command of the Chinese army by breach of faith at the capture of Su-Chu. This man, although not the nominal Viceroy of the empire, is Viceroy of the home provinces and real ruler of the imperial councils. His spirit is manifest everywhere—a spirit bitterly hostile to foreigners. Since he came into power there has occurred the massacre of Mr. Margary, insults immediately laid on the heads of missionaries, trade has been placed under new and vexatious exactions, treaty clauses have been set at naught, redress has been almost impossible; exacting pretensions of an intolerably tyrannical kind, and unblushing encroachments on treaty privileges have become the order of the day, while a feeling of dread and insecurity has spread abroad among foreign residents.

Prince Li has been strenuously preparing for war, and has borrowed money of the compliant foreigners to arm his forts, and to fit out a navy, of which China has now quite a strong fleet, several of her vessels being iron-clads. Still, all the British ships in Asiatic waters, available for the purpose, have been ordered to rendezvous at China ports, and will doubtless be prepared for prompt action, if required.

Death of the Attorney-General.

His Excellency Richard H. Stanley, who has filled the office of Attorney-General since May 1874, died at his residence in Hotel street on the 5th inst, after an illness of three weeks. He came to these islands in 1858 from Sacramento, California, where his wife now resides. His father resides in New York, and he had relatives living also in Brooklyn and Chicago. His funeral was attended on Monday, and his remains, under a military escort, were taken to Nuanuu Cemetery where they are deposited in a tomb awaiting the instructions of his relatives in America. At a Privy Council held on Monday at Iolani Palace, the following resolutions were unanimously adopted and ordered published: "That the Members of this Council do hereby sympathize with the relatives and the friends of the late Richard H. Stanley, deceased, and do hereby extend to them every aid and comfort which may be in their power."

Trouble on Shipboard.

The United States Consul, Dr. Scott, had before him the crew of the American ship Gardner, who complain of bad treatment at the hands of the first and second officers. So far as we can learn no complaint is made against the Captain. The result of the investigation has been a compromise by which the crew receive their discharge from the ship, we learn, in a way that entails no expense upon the ship and owners. The gist of the evidence is that the two officers named have been in the habit of using bad language to the crew, cuffing them with their hands, kicking them at times, and sometimes using a barking pin by way of emphasis. We heard a gentleman remark that he happened to be on the wharf when the ship was making fast to the dock, and heard the officer who was superintending the shore gang call the men "whelps." This is all wrong. We have had some little experience at sea, and well remember the difference of severity of the crews who were spoken to decently, called by their proper names, and those who have been used to epithets and cuffs. We hear captains remark that sailors have degenerated since their day as sailors. We maintain that sailors, if degenerated, have become so by the degeneracy of those who command them. "Like master, like men" is his force on shipboard as well as in other occupations.

Much has been said and written, and much legislation has been brought to bear on this matter of the abuse of seamen, and no doubt with some success; but we are of the opinion that better results would obtain if owners were made to feel the effect of abusive officers through their pockets. So sure as an officer has the reputation of being costly by reason of the expense consequent upon the discharge of old and shipment of new crews, so surely owners will think twice before they engage such men. Many a ship has been fired or bored by a crew who could find no other means of righting their wrongs. Owners and underwriters have been taxed hundreds of thousands of dollars through the agency of brutal officers, where disaster has been attributed to dangers of the seas.

During a recent trip to San Francisco on the British steamer City of Melbourne, returning on the Vasco de Gama, we noticed that not an oath was heard on either ship by any passenger, and so quietly was the ship governed, that not an order from any officer could be heard, either fore or aft. Another noteworthy fact was the temperate habits of the captain and officers of both these ships,—neither spirits, cigars nor tobacco were indulged in by them, at least while on duty, which demonstrates that stimulants are not always necessary accompaniments of a sea voyage. As a natural consequence, the utmost order and cleanliness were observed on both ships, while every seaman knew his place and performed his duties with alacrity.

The Great Centennial.

In almost every foreign paper which we open we see some reference to the coming Centennial exposition at Philadelphia, as destined to be the great attraction of 1876 for the whole world. Nearly every country is making extensive preparations for it, and among them Japan seems determined to take a conspicuous place if not the lead. We hope Hawaii will not be found wanting on the occasion, though we hear but little of what is being done. Government has promptly voted five thousand dollars for the cost of preparing and forwarding whatever may be furnished for exhibition. But besides this, it will be necessary to have some efficient and active agent to be present during the term of the exhibition to look after Hawaiian products, for their reception, opening, exhibition and final disposition. If this is not done, there may be great loss to the exhibitors, as the rules are very stringent. We insert some of these below, that our readers may be posted, and to show the necessity of having a responsible agent on the spot during the whole six months. The time is now rapidly drawing near when the articles to be exhibited should be en route to their destination. January 5 is the day when the reception begins.

It will also be well if a list of those who propose to go to Philadelphia from this group can be prepared, so as to show to the steamship and railroad directory what travel may be expected, and enable it to decide what reduction in fares can be allowed to those who go. We understand that a liberal concession will be made for through tickets to Philadelphia and return.

- 1. The Exhibition will open at Philadelphia on May 10, and close on November 10, 1876.
2. No charge for space nor for a limited quantity of stock and water power.
3. Reception of articles begins January 5, 1876, and ends April 19, 1876. No articles received after that date.
4. Unoccupied space forfeited April 30, 1876.
5. Goods for exhibition to be considered as bonded and exempt from custom duties.
6. All noxious and explosive substances are prohibited.
7. Exhibitors, or such agents as they may designate, shall be responsible for the receiving and unpacking, and arrangement of objects, as well as for their removal at the close of the exhibition.
8. The transportation, receiving, unpacking, and arranging of the products for exhibition will be at the expense of the exhibitor.
9. If no authorized person is at hand to receive goods on their arrival at the exhibition building, they will be removed to the depot, and stored at the cost and risk of whomsoever they may concern.
10. Immediately after the close of the exhibition, Nov. 10, exhibitors will receive their effects, and complete stock removal before December 31, 1876. Goods then remaining will be removed by the Director-General and sold for expense, or otherwise disposed of under the direction of the Commission.

European Correspondence.—No. 2.

DEAR GAZETTE.—I think in my former notices of cathedrals, I made no mention of the wonderful effects of echo in the singing. The great buildings are nearly empty, the singers and audience are in and near the choir, and you, perhaps, are far away in the nave, where you cannot catch the words. Then the sweet, plaintive tones of the responses by the boys, are wafted to you from arch and dome and fretted ceiling, till you fancy that the pictured saints around and above are softly breathing the strains. The organ tones linger about you, making faint interludes, till a new response brings a fresh gust of sound, and once more begins the exquisite harmony of the boy's higher parts, and the rich bass that accompanies them. It is something touching and tender beyond description, and fills a listener with a "sweet melancholy" from which he is unwillingly roused to go out from dim, music-haunted aisles into a glare of sunshine, and the confusion of the thoroughfares. Whatever he may find of work at home,—if he has any,—it is, to him, no doubt, his experience in that he enjoys attending the forms which he hears. But, after all the luxury of such experience, and we had it twice a day for several days, it did seem home like to get into a "dissenting" congregation again, and hear an earnest prayer poured out from the pastor's own heart, and suited to the known, present wants of the people, and to join in singing "Sweet hour of Prayer," and "Come ye that love the Lord."

That was at Spurgeon's Tabernacle, and was followed by an excellent, practical sermon, delivered distinctly, and without apparent effort, in tones that reached every one of his 7,000 hearers. We sat quite bored, but not a word. Think of the singing of that mass of people! They are led by a precentor, who stands on the pulpit platform, which is on a level with the first gallery, without an instrument, without a choir.

The pastor gives out the number of the hymn, and reads a stanza which is sung, then another, and so on, singing and reading after the old-fashioned way of "singings." It would have been interesting to watch that great audience struggling out of the choir, but we did not wait. We were spared the rush, as we got out among the first.

Spurgeon is a robust-looking man, with a full face, and a familiar manner in the pulpit. When he gives out a hymn, "Come friends," says he, "let us have some singing. The last was a hymn of devotion, now let us have the 21st, a right joyful song of praise. Quick and lively, as soon as I have read a verse, begin to sing." He is full of animation for congregational singing, it is apt to drag, and there was reason for his admonition.

He is eminently a preacher for the masses. His easy manner of coming forward and leaning over the pulpit railing; his choice of common phrases and proverbs, as "look out," "mind what you're up to," "not a bit of it," and "fine feathers do not make fine birds;" his use of funny anecdotes and illustrations make him popular with such an audience; and he, doubtless, in connection with his helpers, does his good work. His church and congregation number 3,000, and he may well exclaim, as when I heard him, "How can I be pastor to 3,000 people? You must come up to the help, and be pastors with me, of one another."

It is impossible to give any idea of the scenes and incidents of travel in any short space of time, much less to give an idea of the varied impressions produced on the mind of the traveler.

One very pleasant conviction grows on me the longer I remain in England of the honesty of the people,—an honesty that is,—at least in country places, as where one is allowed to amuse himself about the roads,—that is, I say, rather an exception of others. Even in London you are treated if respectable looking. The other day we were in haste after an early breakfast, and the waiter was not quite ready to make change for us. Our faces were known, we had breakfasted two or three times at the same place, so we returned to say; "We are in haste for a train, will it do us well to pay to-morrow morning?" "Oh, certainly," was the answer, and we hurried away to our train, which might have been the remotest end of Great Britain, for aught the waiter knew.

This is odd, certainly, in buying a pair of thread gloves for 9 cents that you will find 62¢ in Honolulu, and reading bills of fare for 25¢ diners all along the streets, that would cost 75¢ in the Eastern States.

It is well to come to England when one has "run through" his wardrobe, and he may here replenish it. The agents will give a Warehouse Receipt for all Merchandise until you are responsible for loss by fire. For freight and passage, or any further information, apply to C. BREWER & Co., Agents.

The approach to this elegant and brilliant structure is by long flights of stone steps, a flight for each of the four sides. After mounting these one is in front of the sculptures, and may study them at leisure, and touch them if he will. As an aside here, writing of touching, reminds me of the politeness used in all public, printed requests about postage, not to handle, not to walk about doing service, nor to smoke, etc. It is not, "No smoking," "No loud talking," but "Visitors are requested not to smoke, and to use their civilities to prevent the bringing of fire into the building," or "Please do not deface the walls." Especially is this so in the country towns. I was amused to see that a little of the western presumption had infused itself into London mildness.

The Royal Albert Hall is a large building only a few steps from the base of the memorial. It is intended for the use of the nobility and upper ten, and is said to prove a failure, for after all, public amusement appeals mainly to the masses, and the hall is too far at the West End to be easily reached by ordinary people, and it is never filled by aristocracy, and is comparatively seldom used.

SHIPPING. For Portland, Oregon. THE NEWTT-COPPERD BARK. MATTIE MACLEAY, JUL. J. WALTER, MASTER. WILL HAVE QUICK DISPATCH FOR THE ABOVE PORT. For Bremen. THE A1 HAWAIIAN BARK. R. C. WYLIE, MASTER. WILL HAVE QUICK DISPATCH FOR THE ABOVE PORT.

For San Francisco. THE NINE AMERICAN BARK. MARY BELLE ROBERTS! CAPT. L. C. GREY. WILL HAVE QUICK DISPATCH FOR THE ABOVE PORT.

PACIFIC MAIL STEAMSHIP COMPANY'S SAN FRANCISCO, Australia and New Zealand Line. THE SPLENDID STEAMSHIP "COLIMA," SHACKFORD, CAPTAIN. WILL LEAVE HONOLULU.

Kandavu, Fiji, and Sydney, N.S.W. On or about the 16th November. The A. S. N. Co's Fine Steamship "MIRADO," CAPTAIN F. JOORE. WILL SAIL FOR SAN FRANCISCO On or about Nov. 13th.

MAGGREGOR! H. ORINGER, COMMANDER. WILL SAIL FOR SYDNEY, N.S.W. On or about Nov. 16th.

Kauai Packet. FOR KOLOA AND WAIMEA! THE SCISSOR "KAMALE!" BOLLES, MASTER. WILL HAVE REGULAR DEPARTURE FOR THE ABOVE NAMED PORTS ON or about the 30th of November next, until further notice. Freight and Passage taken at the Lowest Rates.

TIME TABLE STEAMER KILAUEA MERCHANT, J. J. MASTER. Monday, Nov 15th, 5 p.m. to Honolulu. Tuesday, Nov 22nd, 5 p.m. to Honolulu. Wednesday, Dec 13th, 5 p.m. to Honolulu. Thursday, Dec 20th, 5 p.m. to Honolulu.

Rates of Passage will be To or from Honolulu, Mokuauia, \$5.00 To or from Lahaina, Maui, 7.00 To or from Makaha, Maui, 8.00 To or from Kahoolawe, Hawaii, 10.00 To or from Kilauea, Hawaii, 10.00 To or from Hilo, Hawaii, 12.50 To or from Hilo, Hawaii, 12.50 To or from Honolulu, Hawaii, 12.50 To or from Honolulu, Hawaii, 12.50 To or from Honolulu, Hawaii, 12.50

No Credit for Passage Money. Tickets at the office only. No berth will be considered as taken until paid for. Not responsible for loss of baggage or any articles or parcels unless insured.

Freight Money on Demand. For further information apply to C. Brewer & Co., Agents.

DISPATCH LINE FOR SAN FRANCISCO. C. Brewer & Co., Agents. BOSTON AND HONOLULU PACKET LINE! C. Brewer & Co., Agents.

NEW LANDING. MARY BELLE ROBERTS! A LARGE ASSORTMENT OF ENGLISH PRINTS! Ladies Fancy Articles! New Fancy Silks!

J. T. WATERHOUSE. DIRECT FROM EUROPE, IN DAYS!

Per "R. C. Wylie!" DIRECT FROM EUROPE, IN DAYS!

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A SPLENDID LOT OF NEW GOODS! JUST RECEIVED! Ex "Clara Bell," "Mary Belle Roberts," and "Ceylon," Household Furnishing Goods, Namely, Coffee Mills, Something New!

Downer's Kerosene Oil! Fresh from the Manufacturers. Oil and Wood Wash Brackets, Clocks, Plates, Perfumery and Toilet Articles. Paris Flow Handles, Beams & Posts, Eagle Flows, Handles, Beams & Posts, Cast Iron Axes, May Cutters.

DILLINGHAM & Co. NEW ADVERTISEMENTS. LEGAL NOTICES.

J. T. WATERHOUSE. JUST RECEIVED. R. C. WYLIE! LONDON DIRECT!

BEST ANNEALED DRAWN FENCING GALVANIZED CORRUGATED IRON! Galvanized Iron Tubing, 1-2 and 3-4 in.

Best Hoop Iron! 3-4, 7-8, and 1 inch. Horse Shoe Nails and Horse Shoes. Booth & Co's Best Portland Cement!

Hubbuck's Best White Lead and Zinc Paint! Hubbuck's Lamp Glass, Venetian Red, Yellow Ochre, Nippon Blue Lead Glass, in 12 1/2 in. diameter.

Best English Saddlery! A LARGE ASSORTMENT OF Crockery ware! White Scarlet, Blue, Magenta and Blue Grey.

BLANKETS! COLLECTION OF TOYS! Croquet Sets, Sticks, &c. Baby's Feeding Bottles, TABLE KNIVES AND FORKS, CARVERS, BUTCHER KNIVES, POCKET KNIVES, &c.

JAPANESE SILKS! WOOL REPS, WOOL SHIRTS! Men's White Shirts!

An Elegant Assortment of Ladies' Fancy Articles! White Cricketer's Flannel, Blue and Black Water-proof Tweeds!

Wall Paper! New Patterns and Styles. EXTRA EMBELLED CLOTH FOR CARRIAGES, &c.

Christy's Black and Colored FELT HATS, NEWEST SHAPES! Men's Silk Hats and Draw Shirts!

A Large Variety of Ladies' Straw Hats, New Style, Men's and Boy's Straw Hats, &c. Haberdashery and Hosiery!

Also, a Great Variety of Articles too Numerous to Mention. Ladies' Fancy Articles! New Fancy Silks!

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