

## Better Steamers Are Wanted

Council of the Board of Trade  
Critiques Northern  
Service.

Standing Committees Are Ap-  
pointed for the Cur-  
rent Year.

The urgent need of improvement in the transportation facilities connecting Victoria directly with the new North was the theme of the principal and most thoroughly debated item of business at the first meeting of the newly elected council of the Board of Trade yesterday. The outcome was the authorization of a letter to the Canadian Pacific Navigation Company, representing the views of the board, it being expected that a searching investigation into all the existing conditions of the steamship trade will follow the receipt of the reply.

Mr. A. G. McCandless it was who raised the question. He had recently received a communication from a prominent resident of Skagway, he said, in which this gentleman wanted to know if Victoria had gone to sleep—or did the people of British Columbia's capital fail to realize the importance of the North-western trade. An illustration of what Victoria is losing this Skagwayman wrote that on one occasion this spring some 400 Klondikers arrived in Skagway, with upwards of two million dollars in gold. They were quite as ready to go to Victoria as Seattle, but there was no Victoria steamer on hand to offer them transportation—and the Skagway city accordingly reaped the harvest.

While he did not wish to pose as an unfair or harsh critic of the C. P. N. Co., he (Mr. McCandless) thought that there was ample room for the improvement of the Northern service maintained by the home company in speed, comfort and appointments with such craft as the Humboldt and the City of Seattle.

Given equally good accommodation, there was no rational reason why a large proportion of the Northern travelers would not take a Victoria steamer instead of one bound for Seattle—and considering the favors shown the local company by Victoria business men, it was but reasonable that they should look to the C. P. N. Co. to so improve their Northern service as to gain for Victoria a part, at least, of the expenditure by the successful miners.

The time had not long passed when the merchants of Victoria came to the rescue of the C. P. N. Co. by signing a round-robin declaring an intention to boycott the road, prevented the C. P. N. Co. from placing a new steamer on the Victoria-Skagway route. The company should not overlook this action in their behalf, and they would find it the Northern service were made a suitable one that they, in the end, would benefit perhaps more than any one else from the improvement required to make it acceptable to travelers.

Mr. J. J. Shallocross also thought the merchants of Victoria had a right, arising out of their treatment of the C. P. N. Co., to insist upon an improvement in the Northern service, particularly as it was owing to the present unsatisfactory conditions that the city and its business houses were failing to secure anything like a fair share of the Northern trade. He suggested that a thorough and exhaustive examination be instituted by the council into all the conditions of the transportation facilities existing thereupon made to the most interested company.

It was pointed out by Vice-president McQuade that the present would appear to be an eminently suitable time for approaching the C. P. N. Co., inasmuch as they were about to place a new steamer on a liberal bonus in connection with the improvement of the Victoria-Skagway service. Other members of the council seemed to share similar views, and it was finally decided on the motion of Mr. Shallocross to address a letter to the C. P. N. Co., requesting an improvement of the Northern service—and on the receipt of the company's answer, proceed with a thorough inquiry as to what is required and what can be done.

"Another question incidental to the Northern trade, and in which Victoria business men are most disinterestedly placed, was introduced by the vice-president reading a telegram which had recently been sent to him. E. G. Prior, M. P. Victoria's senior representative at Ottawa. In effect this message was a notification that United States officials are collecting duty on perishable goods shipped by Victoria merchants, in bond, to Dawson.

Mr. Prior in his reply explained that this was a matter entirely beyond the supervision of the authorities at Ottawa, and which could not be very well dealt with at present, inasmuch as it formed part of the programme of the Joint High Commission.

Mr. Shallocross, to further illustrate the subject-matter of the complaint, said that very frequently Victoria merchants bought, perched upon in San Francisco, duty had to be paid on goods, of course, at the customs house here. On the shipping of the goods in bond to Dawson, they were halted at Skagway by the United States collector, and duty again demanded—without any refund on the re-entry of the goods to Canada. This was eminently unfair—a double collection, for which there was no justification.

Other speakers held that this was an unfair cause for the establishment of a free port on the Lynn canal, and the subject was eventually tabled. The president being given power to take such action as he may deem desirable.

Mr. Ward will probably communicate with Mr. Richard Cartwright, minister of trade and commerce, but with a very definite understanding that anything can be done, as this is one of the things that the neighboring republic finds it exceptionally convenient to do, and will not relinquish very easily.

Under the Bristol, Eng., date of July 4, Hon. J. Israel Tarte, minister of pub-

lic works, addressed the board as follows with regard to the dry-dock charges: "Your telegram and memorandum, with reference to the rates at the Esquimaux graving dock, came to hand in due time. I suppose the matter will have to stand until I come back. I never thought when I reduced the rates at the Esquimaux dock that there would be any opposition to a policy which I verily believe was in the interest of the general public."

A long discussion followed as to the necessity of providing the representatives of British Columbia in London with suitable descriptive matter was initiated by the secretary stating what had transpired in that direction. Mr. William Walter, the acting agent-general, had requested that he be supplied with reading matter in the form of descriptive pamphlets for distribution—the provincial government no longer keeping up the important method of advertising the country. A committee of the board had, on the receipt of this request, interviewed Mr. Dunsinuir, and that gentleman, while not desiring to give direct financial assistance, had had a number of pamphlets prepared and printed, which had been duly forwarded to Mr. Walter. The latter now wrote as follows:

"I have to thank you for your letter of the 27th ult., and also for the pamphlets you send me. I quite agree with you that 'Vancouver Island as a home for Settlers' in no way meets the case. I have distributed a good many during the past year, and they are useful in their way, but I think something more is needed. I have distributed a good many during the past year, and they are useful in their way, but I think something more is needed. I have distributed a good many during the past year, and they are useful in their way, but I think something more is needed."

We want to attract more visitors to British Columbia, but as the reason for tourists is now late for this year, I would suggest that you defer issuing the booklet till early in December, and meanwhile that you get together different specimens and decide on the best. We could then circulate here early in the spring, and they would also be available for the Paris exposition. I have yet to meet the tourist who has gone to British Columbia, and has not enjoyed the trip.

Various suggestions as to the better advertising of the attractions of British Columbia to all classes of visitors or settlers were put forward, chiefly by Messrs. Davidge, Shallocross and Reon, and the whole question was finally referred to a committee consisting of Messrs. Davidge, Shallocross and Reon, for investigation and a report. Mr. Davidge's proposition being that competitive articles on the province in all its phases of attractiveness be invited, with a premium for the best article.

The city council having named a committee to deal with the arrangements for the proposed visit to Victoria and West Vancouver Island of the members of the Canadian Mining Institute, Messrs. C. A. Holland, G. A. Kirk, G. McCandless and T. W. Paterson were appointed by the board to act in connection with the Chamber of Commerce of the Empire was receiving the following important communication, which was thoroughly discussed by the board then deciding to accept the invitation contained:

Yr. Sir.—The council of the London Chamber of Commerce and Industry, for the organization of the three congresses held in 1886, 1887 and 1888, and decided to proceed with the organization of a similar congress to be held towards the end of June next year. This date, selected as likely to be suitable to the convenience of a large number of merchants and traders who, it is expected, will be present at the exposition of 1900, and I am therefore to invite you to represent the city of Victoria at the congress.

1. Commercial relations between the country and her colonies and dependencies.
2. Inter-colonial trade relations.
3. Foreign competition.
4. Foreign competition.
5. Foreign competition.
6. Codification of the commercial law of the empire.
7. Bills of exchange—uniform procedure.
8. Bills of lading reform.
9. Commercial education.
10. The decimal system of weights, measures and currency.
11. Light dues.
12. Light dues.
13. Light dues.
14. Light dues.
15. Light dues.
16. Cable communication—construction, rates, codes.
17. Steamship communication—rates, subsidies, war risks, insurance.
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19. Supply of government publications to the colonies and mutual interchange of documents.
20. Representation of United Kingdom in the colonies and mutual interchange of documents.
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Invitations, similar to this, have been forwarded to the whole of the associations whose names are appended hereto (pp. 5-7), and in the event of your being aware of the existence of a chamber of commerce or similar commercial association not included in this list, in any part of the empire, please inform me by return of mail, in order that the organizing committee may consider the possibility of extending an invitation to such bodies.

It will materially assist the organizing committee if you will, in the event of your decision as to your association bringing forward any special resolutions, or suggestions, before the congress, kindly inform us of your earliest convenience, and, if possible, submit any special resolutions thereon, and if you wish, if any, you have to make as additions to the programme of business.

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Various other resolutions were passed, and the meeting closed at 8:15 p. m., several of the members of the council having complained that the meeting was too long.

The requisite time from their business interests in the afternoon. It is believed that the meeting was a success, and the evening meetings will be the means of securing infinitely larger attendances, to the advantage of the business of the city.

Yesterday's meeting—the first of the new council—was presided over by Vice-president L. A. McQuade, and was attended by a large number of members of the council present being Messrs. C. E. Renouf, G. A. Kirk, J. J. Shallocross, C. A. Holland, G. McCandless, F. C. Davidge, T. W. Paterson and E. R. Ker.

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## An Island In Jeopardy.

Something About the Great  
Volcano Now Deluging  
Hilo With Lava.

Previous Performances of the  
Fire Mountains of Won-  
derful Hawaii.

The arrival of the next Australian steamer via ports either here or in San Francisco will be watched for with keen interest—it is quite within the bounds of possibility that she will bring word of the extinction of the town of Hilo, if not of the island on which it is built. It is true that the side of the great crater of Mauna Loa has carved in, opening the side of the lava-filled mountain, there is very little hope for the island. Luckily, it does not contain a very large population, and the people will have ample time to get away.

It may not be a matter of general knowledge, but this fire mountain of Hawaii—Mauna Loa—is rated the most interesting volcano in the world, and is inferior only to its neighbor, Mauna Kea, among the great peaks of the Pacific. Mauna Kea has an altitude of 13,800, while Mauna Loa raises its fire-crowned head 13,600 feet above the slumbering sea.

The circular terminal crater of Mauna Loa until its present eruption was 8,000 feet in diameter, an almost perfect cup, with vertical walls from 500 to 600 feet in height on the inner side. The crater bottom was a level of sand, and of solid lava, emitting steam and sulphurous vapors continually from a multitude of fissures. As its characteristically features have been totally changed with each important eruption, it is quite possible, however, that the old description of it is correct.

No one has ever heard of an eruption of Mauna Loa previous to 1832—indeed, prior to that date the great volcano was generally believed to be extinct. In 1843 a vast flood of lava was discharged, three streams finding their way seaward that were each from 5 to 6 miles wide, and from 20 to 30 miles in length. One or two plantations were swept up in that year, while the sugar and coffee growers lost their crops. The lava flow was angry. It was only in the last of these years that the lava flow reached the sea, the eruption on that occasion continuing practically without interruption for two full months, and the winding crater bottom was reached by the lava from the west coast in less than eight days from the first sign of eruption. In 1868 there was an eruption attended by many earthquakes, a sea wave 40 feet in height that not only swept the Hawaiian coast line, but crossed the Pacific to California, and a man who was on the mountain was in 1877, when there was a 6-hour flow of lava, but no damage to property.

The danger of the present situation, it is hinted that Kilanae, 16 miles to the southeast from Mauna Loa, is also showing signs of a sympathetic movement, and may contribute to the lava wave that is slowly moving toward Hilo. Kilanae's crater is not so active as Mauna Loa, but its two principal eruptions taking place as long ago as 1780 and 1832.

The average time taken for each eruption of the lava flow would reach on the 18th inst., according to the reports by the Hawaiian coast line, but the lava flow is a straggling one, and perhaps 5,000 inhabitants, on the east coast of the island, it is half hidden in sugar cane and rank brush. The lava flow is a straggling one, and perhaps 5,000 inhabitants, on the east coast of the island, it is half hidden in sugar cane and rank brush.

At this time Sergeant Woods, with Officer Woods and Special Constable Johnson, had also reached the scene, and cautioned the assembly against proceeding with the work in hand. The Sergeant, of course, acted as spokesman for the police, and observed that if any one were present to read the Riot act the consequences might be very serious. The Assembly-General was busy, however, in preparing for the caucus of the faithful, and there were no Deadman's Island scenes re-enacted.

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