

A TREMENDOUS WAVE.

A correspondent writes: "Tourists that visit Batavia nowadays are quite out of the fashion if they fail to make the passage through Sunda straits and see all that is left of Krakatua and the vestiges of the ruin wrought by the terrible eruption of 1882. If they push up the Bay of Lampong, on the Sumatra side of the channel, they are likely to land on the low shores occupied by the village of Telokh-Betong, and hire carts for a short jaunt into the interior; and when they have gone about two miles they will pause to take in the curious scene presented; for here is seen one of the most interesting results of the great wave of Krakatua. There was just one man amid all that wild scene of death and devastation who was not overwhelmed in the common ruin. He escaped while 40,000 perished. He was the lighthouse keeper, who lived alone on an isolated rock in the straits. The guardian of the lighthouse was in the lantern 130 feet above the sea level. Here he remained safe and sound in the midst of the terrible commotion. He felt the trembling of the lighthouse, but it was so dark that he could not see the threatened danger. He did not know that a tremendous wave had almost overwhelmed the lighthouse, and that its crest had nearly touched the base of the lantern. He did not hear it because he was deafened by the awful detonation of Krakatua. In a few moments, the wave, over a hundred feet in height, had swept along a coast line of a hundred miles on both sides of the channel. Scores of populous villages were buried deep beneath the avalanche of water. Great groves of coconut palms were leveled to the ground. Promontories were carried away. New bays were dug out of the yielding littoral. Every work of human hands except that lighthouse was destroyed, and 40,000 persons perished in the deluge that mounted from the sea or beneath the rain of mud that filled the heavens.

"A little sidewheel steamboat was borne on the top of that wave through forests and jungle, over two miles into the country, and was left as the wave receded. It will be remembered that for weeks before the final cataclysm at Krakatua, the volcano was in a state of eruption. Pleasure parties were made up at Batavia to visit the volcano. Not a few people landed on the island, little dreaming that in the twinkling of an eye two-thirds of it was to be blown into the air as though shot from a gun. This little steamboat, on the day before the explosion, carried one of these parties to the island. There were only twenty on board besides the crew. They spent a couple of hours around the island and then steamed up the deep and narrow Bay of Lampong, and it is supposed they anchored for the night in front of the big town of Telokh-Betong, which was one of the largest settlements on the south coast of Sumatra. The ill fated pleasure party was never heard of again. It is supposed that the boat was turned over and over like an eggshell in the surf. It had every appearance of such rough usage when it was found some months later. The machinery and furniture were badly broken and were strewn about in the

greatest confusion. But the vessel held together, and was finally set down in good shape, erect on her keel. Only two bodies were found in the vessel. They were, of course, below deck. As it was morning when she was picked up by the wave, it is supposed that nearly everybody was on shore. Not a vestige remains of the villages that lined the water edge. But the hulk of this little boat still stands, battered and broken, though as erect as when she plowed the channel, and she is the most curious and interesting relic of the greatest volcanic eruption of modern times."

THE SALMON OUTLOOK.

Packers and large dealers are in full and complete accord as to the future of the market. The Columbia River is the centre of greatest interest in the industry. The progress of the pack is being watched very closely, and it is now quite generally conceded that by no possibility can the pack of straight Chinook salmon be anything in excess of 250,000 cases.

The is the strongest feature in the situation. The Chinook is the species of salmon that has made the reputation of the river. It is the recognized standard fish. All the leading canneries make it the material for their best and most popular brands. The admission that the Chinook pack is reduced to a moiety of the average pack of the Columbia River is a practical announcement of a shortage in Columbia River salmon.

Large eastern buyers who pay market prices for Columbia River fish expect to get Chinook salmon and not bluebacks, steelheads or sockeye salmon, or any other inferior species. So far as we have been able to learn, there is not the shadow of a doubt but that Columbia River standard packs (i.e. Chinook salmon) will sell at full, firm prices all the way through the year. It is now too late to make up any deficiency in this grade of goods. That our views in this direction are the views of representative packers on the river is well established in the fact that quotations to-day are showing the hardening tendency which should be the natural outcome of such a situation.

Straight brauds of Chinook salmon are firm in this market at \$1.35 for tails, \$1.50 for flats and \$1.60 for key flats.

The largest buyer in the market could get no concession on the prices above quoted. As a matter of fact, the packers just now show a preference to deal with the smaller buyers. There is no anxiety anywhere to make quick disposition of the good, saleable packs that always command a market. It is just possible that some choice "steelhead" packs may be quoted below our figures, but packers do not class "steelheads" with salmon. They are an inferior fish, and buyers make it a point to secure a liberal concession from the prices quoted for standard packs. There is no reason, however, for any anxiety on the part of these packers as to the ultimate disposition of their goods. The entire pack of the river will not exceed 400,000 cases, if that figure is reached, and with the agreed reductions in Alaska and on all the British Columbia streams, a very significant, if not a distressing, shortage in salmon is sure to be seen in the outcome of the season.

SILK INDUSTRY OF THE UNITED STATES.

A New York commercial journal says that while the American silk industry is usually dated from 1840, there were long before that year silk-workers in the country. The first factory of which there is any record was founded at Mansfield, in Connecticut, in 1810, and in 1815 Mr. Horstman founded in Philadelphia a small factory, which is now the oldest in existence in the United States. In 1829 the first home-made silk ribbon was produced in Baltimore; but it was undoubtedly after the panic of 1839 that the industry began to assume fair proportions. In 1860 the value of the native silk productions was about \$6,500,000, in 1870 it was \$12,500,000, and in 1880 \$35,000,000. New Jersey took the leading place in the industry, followed by New York, Connecticut, Massachusetts, and Pennsylvania, in this order. It is estimated that in 1891 there were 584 factories engaged in one branch or other of the silk industry, and that the value of the product was about \$60,000,000. It is said that American manufacturers have now taken the entire home market for certain styles of silk fabrics from the Swiss, the French, and other foreign competitors, who previously supplied low and medium-priced staple silks. Although the progress of the home silk industry is great, the imports of silk fabrics are still very large. During the last fiscal year the value of the imports of manufactured silk was \$37,880,000, and of raw silk \$19,076,081.

CANADIAN PETROLEUM AS FUEL.

The Standard Oil Company, we observe, has obtained permission from the British Government to carry oil through the Suez canal in bulk in their large iron steamers built purposely for this trade. This virtually means in time, to a large extent, the shutting out of any Russian oil going to India. Petrolia oil men want to watch with great interest the movements of the Standard in the Lower Province. Once they can figure to get their oil in there in any way, shape or form then good bye to our oil industry here. We must bring ourselves down to the fact that our oil here must be used for fuel purposes, which undoubtedly anyone who has thought on the subject at all knows. Here we have a substance which contains no ashes, every portion of which can be burnt up to produce heat, and in which from its composition every pound contains more heat producing power than any other material which exists in large quantities and over wide areas with which we are conversant and with their advantages in its favor, there must be some good reason why oil has not been used more largely as a means of heat generation. A good many thousands of dollars have been expended in experiments and we know that the crude petroleum can be burnt without any previous preparation. If the attention of producers was brought thoroughly on this subject, we are of the opinion that in a short time this oil industry of ours would have an impetus that at present does not seem hardly to be recognized.—*Petrolia Advertiser.*