SATURDAY PRESS.

NOVEMBER 20, 1880.

THE GREAT ERUPTION OF 1880.

MAUNALOA'S GREATEST EFFORT.

The following graphic account of the eruption of Mauna Loa and the rivers of molten lava, from the pen of an eye-witness, we republish from the *Gazette* of the 17th inst. On our inside pages will also be found interesting letters from other correspondents:

WAIMEA, November 11th, 1880.

On Friday evening last week some of the folks in Waimea saw a faint light reflected on the clouds above that point of Mauna Loa, which cannot be seen from here, Mauna-kea coming between. This was about 7 P. M. It kept increasing all night, till about 3 A. M., I happened to get up and saw a most brilliant reflection on the clouds over Mauna-kea slope. We thought it must be the light from an eruption low down on the slope of Mauna Loa, or else a big fire in the woods on the Kona slope of Mauna Kea. After daylight we saw the smoke rising up in immense clouds, and had all come to the conclusion it must be volcanic, when the folks from Kau per *Likelike* came up from Kawaihae and reported an outbreak on the Hilo side of Mauna Loa and a flow of lava running down the side of Mauna Loa, rather towards Laupahoehoe or Hilo. This was on Saturday; of course there was a great deal of excitement among all hands, about the flow. Saturday night the reflection was very, very bright and extended farther along the slope of Mauna kea. Early the next morning, having procured a guide across the Waimea plain I started out to get better information about the whole thing, and return the same day. After a dirty and hot ride of 15 miles I reached the Divide where I could see the slope of Mauna Loa; I could only see a line of smoke issuing along the top of Mauna Loa, a distance perhaps of 2 miles. No smoke, or signs of fire anywhere to be seen down the slope of the mountain. I began to think that the steamer folks had "big eyes" and saw too much. But I could not as yet see down into the plain beyond Kalaeeha. So to make sure that there was no mistake I climbed a high cone about one mile from where I was, and before I got to the top fairly, I was almost frightened at seeing the smoke coming up all over the plain beyond Kalaeha, for a space of a mile wide. I could not see how far the flow had got as a range of high cones some three miles this side of Kalaeeha shut out the view lower down. I watched the flow for some three fourths of an hour, and then the fog and mist shut out the view entirely, and then I started back for Waimea. Not a bit of smoke or fire could I see down the mountain-side the whole distance, and I could see no fire, only smoke, the smoke principally of burning bushes and grass. I felt satisfied that the flow was near the old 1855 flow and thought it might be running right over it. But as I could not get to it that night, I returned to Waimea, where I arrived dusty, dirty and tired, late Sabbath, P. M. That night there was no diminution in the light. The next morning Messrs. Morris, Daniels and myself all started off to *reach* the flow and determine its exact position. It took us till 4 P. M. Monday to get to Kalaeeha station; before we got there however, we could see no smoke, even where I had seen it the day before. But we still could not see down far on the plain beyond. So after filling up our empty stomachs with rice and tea, we got a lot of blankets and an axe and went on to the hill called Kalaeeha Puu, (on the road to Laumaia), where I knew a fine view of the whole plain down to the Hilo woods could be had.

We pitched our tent under the lee of the hill and alongside of some fine Mamani trees, where we could see the whole slope of Mauna Loa, but not the whole plain. Clouds and fog had now enveloped the whole plain and mountain, and not a light could we see. We climbed the hill-side however, and sat down under the lee of some bushes and awaited the clearing up of the fog and clouds. It was not long before old Mauna Loa lifted its bald head above the tops of the snowy clouds and a brilliant light burst on our view from the summit. In a few minutes we could see the whole line of fire along the summit, down to the terminal crater, where an intense bright light showed us that old Pele was true to herself and was preparing a sight for all, seldom to be seen. As the fog gradually cleared from off the sides of the mountain, we saw a tremendous river of fire pouring down the steep sides. We could see it distinctly down the slope, till it ran into the fog bank, which had settled like a huge snow bed all over the lowlands. The fire was an intense white light and was running furiously downward. After waiting till eleven o'clock, and the fog not clearing off the plain we went back down to the camp and watched the magnificent show. About half past twelve the fog lifting, two of us went up the side of the hill towards Puna to see the sight, and what a sight it was. Almost under our feet lay the end of the flow slowly pushing its way along through the scrub mamani. The whole stream lay before us. Soon the moon set, and still it was light enough to see to read. Away above us in the heavens shone the brilliant fountain head, and from thence to the end was a continuous stream of liquid lava, brighter by far than *fire*, as we could see how pale a fire looked in comparison whenever a bush took fire and burnt up alongside. There lay a river of fire before us at least thirty miles long, every inch of which was one bright rolling tide of fire. There was not a single break in the whole length. It divided about a mile from the top and ran down forming a parallelogram, joined again, and run five miles below. The whole front edge being about three fourths of a mile wide was a most intensely brilliant light, and as it slowly advanced and rolled over the small trees and scrub, bright flames would flash up and die out along its whole edge.

As we sat there in the cool still night watching it, every now and then a report as if a cannon broke on the stillness, all along the whole line of fire, caused I suppose by the heating of air under the new lava in the old lava caverns and bursting up through the crust. Then too occassionally a deep, but loud rumbling noise would almost start us from our seats, evidently coming from the deep recesses of the old mountain, as if it was spouting forth its fiery flood. The cannonade was very frequent, now right close to us and again coming from a distance away up the side of the mountain. I could compare the whole view, with nothing, but like a streak of chain lighting frozen in its tracks, as the fire seemed to come out of the Heavens, it was so far above us. As we sat there watching it, all at once a huge dome of molten lava was thrown up about half way up the mountain side, and continued to flow over like an immense fountain, as long as we watched it. We also saw another stream of lava start from the fountain head and run right along the top ridge of the mountain for about two miles and then apparently stop. There was no fountain throwing up lava on the top of the mountain only a steady rushing stream. About half past two we descended to camp and turned in for a few hours sleep.

The next day after breakfast we made a futile attempt to reach the flow directly opposite Kalaeeha, but as the fog and mist were very thick, gave it up.

On my return I again made the ascent to where we viewed the fire the night before to determine the position of the whole flow. Before I reached the place the mists cleared off and I had a splendid view. I found that the fire had originally broken out away up the mountain side, had flowed along the mountain to where the flow of 1855-6 had broken out, and at the same place again started down and running over the old flow a half mile or so had turned off on the north side of it and then had followed it right down on the north side until it reached what is called the middle ground, and then had turned across the said ground and was flowing over the old "aa" flow on the north side of the middle ground. I then returned to the others and reported what I had seen. We again mounted our horses and in one and one-half hours reached the new flow. We took the track from Kalaeeha to Kipukaahina and then followed down the Hilo road from the old Bullock's Head to where it turns down into the big Kipuka above Halealoha at the foot of the descent (not far from where we find the cheloe so thick). We crossed the old flow for about 1000 feet and then stood on the very edge of that flowing *river of rock*. Oh, what a sight that was! Not twenty feet from us was this immense bed of rock slowly moving forward with irresistable force, bearing on its surface huge rocks and immense bowlders of tons weight, as water would carry a toy boat. The whole front edge was one bright red mass of solid rock incessantly breaking off from the towering mass and rolling down to the foot of it, to be again covered up by another avalanche of white-hot rocks and sand. The whole mass was at its front edge from 12 to 30 feet in hight. Along the whole line of its advance it was one crash of rolling, sliding, tumbling red-hot rock. We could see no fire or liquid lava at all, but the whole advance line of red-hot stones and scorise. The latter would frequently run down the slope like water, only all separate in red-hot grains. There were no explosions while we were near the flow, only a tremendous roaring like ten thousand blast furnaces all at work at once. The flow here was only "aa," and was so as far as we could see it. What a tremendous heat arose from its surface. The whole mass was, on top where no red-hot rock could be seen, a dull brick color. Its advance was very slow, but sure. I do not think it will get over on to the flat where that koa grove is, near where we turn to go to Kipukaahina, for at least four days. After that it will run much faster down the Kipuka above Halealoha. Well after we got through looking at it for a while and setting our sticks on fire, we started back for Kalaeeha and Waimea, where we arrived the next Wednesday morning, in time for breakfast, having seen a sight which is seldom seen.

There will not be much danger of the flow ever reaching Hilo if it should keep on running the way it is now, as it will have that immense valley to fill up below Puu Oio and Wailuku Swamp. But I am afraid that the Pahoehoe flow will start out on the South side of the aa and then it will of course follow the 1855-6 flow to Hilo and go quick too. So there is still great danger for our beautiful town. The two aa flows, this one and the one of '55-6 run side by side for miles and if the 1855 one prevents the pahoehoe flow from running out on that side and press it out on the North side of the new aa flow Hilo will be safe, I think. You know I am an old kamaaina up there and know of what I am writing. There is no diminution of the fire, and the smoke is getting thicker, showing that the flow has got into the large Koa forest at the end of the "middle ground." If the flow had not been hemmed in on the "middle ground," but had followed the old 1855 flow down, it would probably have been now within 15 miles of Hilo. It is now about 21 miles from there. I expect it will gobble up Halealoha if it keeps on, but it is not probable that it will run down the Kipukaahina flat.

The quickest way to reach the flow is via Hilo, as one day will bring any one to the flow, and it will take at least two days from Kawaihae. I feel anxious for Hilo and shall watch further developments very anxiously.

A Visit to the British Ship MacMillan.

Through the courtesy of Captain Grey, Lieutenant R. N. R., we had the pleasure recently of going on board this vessel, without exception the most magnificent and well appointed of all the fine ships that have entered this bay. On stepping over the rail we were astonished at the great expanse of deck which is evidently kept in splendid order. The vessel was built by her owners, Messrs. Archibald MacMillan & Sons, of Dumbarton, and hails from Glasgow. She is 256.5 feet long between perpendiculars, 320 feet over all, from taffrail to jibboom end; 39 feet 5 inches in breadth, and 21 feet depth of hold; exclusive of the latter she has a double bottom, 3 feet 8 inches deep, between which there are three compartments capable of holding 400 tons of water, and she is, we believe, the only sailing vessel fitted in this manner. She was towed to Vallejo with her royal yards crossed and not a sack of wheat on board. This new idea of a double bottom and water ballast has proved a great boon to the charterer, Mr. Robert Sheehy, as it saved him sending down 400 tons of stiffening to the vessel, and eventually we expect all iron sailing ships to be built in this manner, as it is by far the most economical. After taking on board a couple of schooner loads, her donkey engine was set to work, and the water ballast which was taken in at Shanghai was pumped out of her, taking 12 hours, and she proceeded with her loading. She was then down to her "Plimsoll mark," having on board 2421 tons of wheat, besides 50 tons of dunnage, wood, ship's stores, etc. and as she only registers 1400 tons she may be considered a good carrier. Her store rooms and fresh-water tanks are all aft, and the bos'un's store rooms all forward, thus leaving her hold from bulkhead to bulkhead perfectly clear with one exception, where her pumping gear is arranged, which occupies a space about 4 feet square. The *MacMillan* has four boats on the skids abaft the mainmast. She is full rigged with nothing above the royals and carries a crew of 28 all told. This may seem small for so large a vessel, but it must be remembered that she has two steam winches on board, and she gets up her anchor by steam and sets her topsails and top-gallantsails by the same means. She flies the blue ensign by virtue of her captain and part of her crew being in the Royal Naval Reserve. The officers and crew are all in uniform, and the discipline on board is nearly the same as on a man-of-war. All hands were piped to dinner at the sound of the "bo'sun's" whistle. She presented a very neat appearance 'tween decks, on deck and aloft. Besides the blue ensign at her peak she flew at her main royalmast head the house flag of her owners, and at her bowsprit the merchant jack. Captain Grey, who has commanded several of the Melbourne packet ships, including the *Loch Lomond*, *Loch Maree* and *South Esk*, we found most polite and untiring in his exertions in aiding us to inspect his fine ship, and more than one load of casual boating parties came on board by his invitation during the day. We hear that on her next voyage it is intended that she carries two steel steam launches at davits, so that in case of prolonged calms they can be lowered and tow her. That the ship is a clipper may be judged from the fact that on leaving Greenock she was 19 days to the equator, and passed Anjer on the 75th day out (fastest passage on record), reaching Shanghae on the 112th day. She was 44 days from Shanghae to this port, and went to sea, being only three weeks in our port. We earnestly wish Capt. Grey and his fine ship *MacMillan* a rattling passage home and a speedy return to this port.—*S. F. Ex.*

Why General Grant favors a Reciprocity Treaty.

General Grant has been loquacious lately, yet still merits his cognomen of the Silent Man, as when he speaks he does so tersely and to the point. In short, "he hits the nail on the head every time he strikes" in his long speech at Boston on Mexican trade. His views to-day are what he has held for many years, confirmed by experience gained in his travels, and may yet be taken as the watch-word of the Republican party as against what ultimately must be the platform of the Democrats after their defeat in November next, viz: Increase of trade to the United States by commercial treaties, against a general system of free trade, as ventilated by the Democrats in their Cincinnati platform, but what has been judiciously ignored by General Hancock in this election as a "local issue." The principle laid down by General Grant, commends itself to all conditions of men, and more particularly to conservatives. The interests of this Republic are not essentially those of a manufacturing community, yet the manufacturing interests being held by the wealth and brains of the Republic, command a preponderating influence in the policy of the nation, and are served by treaties with countries whose products do not interfere with the natural products of the United States. A reciprocity treaty with Mexico, as advocated by General Grant, would result in great benefit to both countries. Mexico from Honduras to Arizona, with its diversified climate, is unlimited in its capacity for the production of what were once luxuries but are now necessities, coffee, sugar, tea, rice, cotton, flax and wool.

VALUE OF IMPORTS.

It is more particularly with reference to the two first named that General Grant speaks, comparing what is actually received from the slave-owning States of Cuba and Brazil by this free country: In 1878 we imported from Brazil 211,654,160 pounds of coffee, valued at $35,367,992; and 78,076,553 pounds of sugar, valued at $3,165,384. From Cuba we received no less than 901,731,065 pounds of sugar, valued at $44,702,311. Our exports in these countries reached: To Brazil, $8,610,646; to Cuba, $11,365,013. Mexico took from us $5,843,609, while we from it received: In sugar, 3,714,715 pounds, value, $153,498; coffee, 6,237,063, value, $1,082,272.

A reciprocity treaty with Mexico, General Grant holds, would as naturally increase our trade in these two commodities as it has done in sugars with the Sandwich Islands, which in 1871 sent us 16,018,469 pounds, against 46,682,801 imported into San Francisco alone in 1879, and to the detriment only of Cuba and Brazil. The other named productions of Mexico are produced in our own States, but the interest of the producers would not in any way be injured by the competition. The objections to a reciprocity treaty have been raised by some Mexicans who inquire "Whence are we to receive our revenue necessary for the maintenance of Government when you take from us our tarif revenue on imports from the United States?" The only answer to it is what has been demonstrated in the Sandwich Islands—that increased demand for production increases the value of taxable property, and with individual prosperity comes increased demand for imported and taxable luxuries, improving rather than diminishing the revenue.

The little sons of a clergyman of this city are allowed in the absence of their father from home to take turns in saying grace. A few evenings since when it was the turn of the elder, his brother wished to ask the blessing, and it was with some difficulty that he was reduced to order while his brother did that office. As soon as grace was said, the younger flopped his plate over with a slam, exclaiming, "Well, if that isn't the poorest blessing I ever heard." *Boston Courier.*

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Socks and Stockings, Balbriggan, Children's &c.

Silk Handkerchiefs, Foulards, T. R. and Fancy Cotton Handkerchiefs, Neckties, Wool and Silk Braids, Ribbons, Thread, Buttons, &c.

India Rubber Coats and Overalls

Fancy and Toilet Articles: Florida Water, Genuine Eau de Cologne, Philocome, Combs, Tooth Brushes, Lubin's Extracts, Feather Dusters, Harmonicas, Violin Strings, Playing Cards, Looking Glasses, Vienna Chairs.

STATIONERY:

Blank Books, Ledgers, Journals, Day Books, Copy and Receipt Books, Gold Leaf, WRAPPING PAPER, Superior Printing Paper, two sizes, Manila Rope all sizes, Spunyarn, Flax and Hemp Packing,

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Weston's Centrifugal Belting, a superior article; Disston's Cane Knives,
Bush Scythes and Snaiths, Ox Bows, Mule Cart Axles, Mule Collars and Hames, Mule Shoes,
Heavy Garden Hoes, Lane's Planters' Hoes, Axes and Pick Mattocks, Paris Breaking Plows,
I.L. the old favorite and uncycelled Moline Steel Breaking Plow, X0 and X1 Steel Horse Plows,
Eagle No. 20 Plows, Planet jr. Horse Hoes, a few MOLINE GANG PLOWS,
John Deere make Oil Hose, 3-4, 1, 1 1-4, 1 1-2 and 2 inch;
Best Standard Weston's Centrifugal Linings, 12 and 14 inch, best quality; Portable Forges,
Baldwin Feed Cutters, Eagle Anvils, Spear & Jackson's; Disston & Stubbs' Assorted Files,
Disston's celebrated Saws, all sizes; Machinists' Masons' and Blacksmiths' Hammers,
Saccharometers and Syrup Thermometers, Cut Nails, all sizes; Cut Spikes, Wrought Nails,
Horse Shoes, Horse Nails, Finishing Nails.

A FULL LINE OF SHELF HARDWARE

—SUCH AS—

Locks, Butts, Screws, Hinges, Augers, Auger Bits, Chisels, Saws, Braces, Bolts, Catches &c., Machine and Carriage Bolts, best manufacture; Smooth, Jack and Jointer Planes, Plows and Match Planes. A Full Line of

Paints and Oils of the Best English and American Brands!

—*STAPLE GOODS, SUCH AS*—

Amoskeag Denims, 8 and 9 oz. Tickings, A C A B and D Bleached Cottons, 4-4 wide, best make; Unbleached Cottons, Cherp, Medium and Fine; Brown and Blue Drills, Linen Drills, heavy; Russia Diaper, Pure Linen Sheeting, Fine Mosquito Lace, Blue Flannel, Scarlet Flannel, A Superior Assortment of American White Flannels.

STAPLE GROCERIES:

Golden Gate Extra Family Flour, Hawaiian Pia, Corn Starch, Japan, Comet and Cheap Teas, Cube Sugar, Hawaiian Sugars, Corn and Peas, Condensed Milk, Corned Beef and Tongues, Sardines, Oxford Sausages, McMurray's Oysters, Evans & Lescher's Finest Spices, The Favorite Fancy and Washing Soaps, California and Eastern brands; Hams, Corn Meal, Avena, Graham Flour, &c., &c., &c.

On Consignment:

The Geo. F. Blake Mfg. Co's Steam Feed Irrigating & Vacuum Pumps

Weston's Patent Centrifugals,

Woodward & Brown's Celebrated Pianos,

New Haven Organ Co. Parlor Organs

Washburn & Moen Mfg. Co. Barbed Wire, the Best Barbed Wire manufactured

Portland Cement, Sugar Bags, Oats and Bran, California Hay,

Columbia River Salmon, bbls. and hf. bbls., Salmon Bellies in Kits—Very Fine.

817

WATCHES, WATCHES

Silver Ware.

And

M. McINERNY

HAS JUST RECEIVED AN IMMENSE INVOICE OF

The Finest Gold and Silver Watches ever brought to Honolulu!

Consisting of "Chronograph," "P.S.Bartlett," "Wm. Ellery," "Appleton, Tracy & Co.," "Sterling," "Home," and the "Broadway," (all Waltham movements), as well as all the Newest and Finest Styles from the best manufacturers.

STEM WINDING GOLD AND SILVER WATCHES

To suit all tastes and ages, and

ALL SIZES, FOR LADIES, GENTLEMEN AND BOYS.

He has also on hand an Extensive and Elegant

LINE OF THE VERY BEST JEWELRY,

Such as Finger Rings, Ear Rings, Breastpins, Studs, Amulets, and all classes of Goods in the Jewelry Line. The Diamond Settings are the purest and best in the market, and the styles the most superb ever offered here.

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The Best and most Elegant Silverware

FROM THE CELEBRATED GORHAM MANUFACTURING CO., U. S.

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AT A MUCH LOWER PRICE than they can be obtained anywhere outside the United States. The Trade supplied on good terms, and a Liberal Discount allowed for Cash.

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WE HAVE JUST RECEIVED

Ex Consuelo and Lady Lampson,

A Large Lot of Hay

OF THE NEW CROP, ALSO,

Whole and Ground Barley, Oats, Bran, and Alfalfa Hay.

We carry the largest stock of Horse Feed in this Kingdom, and we are always prepared to fill all orders with accustomed promptness, and

AT LOW RATES FOR CASH.

Grain Ground to Order.

Wheat, Corn, Cracked Corn, Oil Cake, Middlings, Mixed Feed, etc., always on hand.

2 3m LAINE & CO.

GOLDEN GATE FLOUR.

Extra Family Flour,
Eldorado Flour,
Bran, Ground Barley, Whole Barley,
Corn Meal, for feed,
Oatmeal, Corn Meal,
Cracked Wheat, in 10 lb. bags.
All fresh and new. For sale by

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A. S. CLEGHORN & CO.,

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Dealers in General Merchandise,

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Ladies' and Gentlemen's Furnishing Goods,

Late importation, in great variety.

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