

INCORPORATION OF THE VOLCANO HOUSE.

Capital \$50,000.—New and Commodious Buildings: Steambaths: Carriage Drives: Road Across the Crater, Etc.

It is proposed to incorporate the Volcano House, and the transportation business thereto from both Punaluu and Hilo.

The following extracts from the prospectus show fully the scope of the proposed undertaking.

Mr. L. A. Thurston is the promoter of the enterprise, and will superintend the carrying into effect of the plans of the proposed company.

The care and entertainment of travelers to the Volcano is now in the following hands:

- 1. The Inter-Island Steam Navigation Co. to Punaluu. Tickets issued by it are not taken on the Hilo side.
2. At Punaluu, Mr. Peter Lee takes charge of the passengers, and transports them to the Volcano House.
3. The Wilder Steamship Co. to Hilo. Tickets issued by it are not taken on the Punaluu side.
4. Passengers make their own hotel arrangements, and at their own expense in Hilo.
5. Mr. Wilson transports them from Hilo to the Volcano and return.
6. The Volcano House is under the management of the Wilder Steamship Co.

No horses or vehicles are now kept at the Volcano House for hire.

For many years a Volcano House has been maintained at Kilauea, at which travellers have been accommodated for the day or two during which they were visiting the crater.

The house has been, and has pretended to be, no more than a place at which one could obtain a bed and the necessary food while visiting the Volcano.

The house has served its purpose and served it well. But it is believed that the time has come when the circumstances will warrant a departure from this plan.

It is proposed: 1. To form a Joint Stock Company which shall purchase the Lease of the Volcano House, the Hotel at Punaluu, the Half-Way House and Peter Lee's transportation plant, and make arrangements for a hotel at Hilo, and itself to convey all passengers to and from the Volcano, so that the Company will have the entire charge and control of the tourist travel of the Volcano, including hotel accommodation at Hilo or Punaluu, and the Volcano, and transportation to and return from the Volcano.

2. To make arrangements with the Inter-Island and Wilder's Steamship Co. to issue tickets which will be taken by either Company, and covering all expenses, including passage from Honolulu, Hotel at Hilo; transportation to Volcano; Hotel at the Volcano, guides and transportation into the crater; transportation to Punaluu; Hotel at Punaluu, and passage to Honolulu.

3. To make arrangements with the Oceanic Steamship Co., and use or more hotels in Honolulu, by which through tickets will be issued in San Francisco, covering all of the above items, and also passage from and return to San Francisco, and Hotel expenses in Honolulu.

4. To enlarge and improve the accommodations at the Volcano House, so as to make it a comfortable and attractive resort.

Among other additions and improvements proposed to be made are—

- 1. A billiard and smoking room.
2. A parlor and reading room.
3. A dining room.
4. Additional bedrooms, giving accommodations for say forty to fifty guests.
5. Several cheap but comfortable cottages, which can be used as guest rooms or rented furnished to families.
6. A good stable.
7. The sulphur steam baths will be made one of the main features of the place. The steam will be placed under the control of the bath; shower baths will be inserted and all accessories will be made first-class.

8. Carriage drives will be made to Kilauea; to Keonakakoi, a pit crater just south of Kilauea; to the pit crater on the road to Puna; to the bluff overlooking Halemauua, from which the surface of the lake can be seen; to the top of the bluff and into the Koa woods back of the Volcano House.

The soil to all of these points is of a sandy nature, without many and without stones, over level or gently rolling country, sparsely covered with vegetation. For three-fourths of the distance a good carriage road will be secured by simply clearing the underbrush, and but little grading will be needed anywhere.

9. A horse trail will be constructed across the floor of the crater to the lake, so that this fatiguing walk into and out of the crater will be eliminated.

10. Horses, carriages and buggies will be kept at the Volcano House, for rent to guests.

The estimated cost of the improvements proposed, the detail of which is given in the prospectus, is, in round numbers, \$40,000.

The annual receipts are estimated at about \$28,000 based on an estimated increase in the number of visitors to the volcano, of 50 per cent and an average of five persons at a time who will remain longer than the regulation two days and nights.

The total number of visitors at the Volcano House during the year ending November 1, 1890, was 454. Of this number, 210 held round trip tickets, and 274 did not.

The estimated annual expense of running the business on the contemplated scale, is \$18,000; showing an estimated profit of about 14 per cent on the proposed capital stock of \$50,000.

It will undoubtedly be advisable at first to make a liberal expenditure in advertising, and improvements not now thought of will be desirable. The disposition to be made of the funds of the company will however be subject to the control of the company.

It is impossible at present to estimate what the future growth of the business will be; but if the business is conducted energetically and economically, with an eye first to the welfare of guests, and second to the profit of the company, there is no reason why tourist travel to this country should not increase with the astonishing rapidity that it has in other parts of the world less favorably situated than we are.

The capital stock will be \$50,000 divided into 2,000 shares of a par value of \$25 each, to be paid in installments as required.

The parties who have already signified their willingness to subscribe for stock in the proposed company are: The Inter-Island Steam Navigation Co., Wilder's Steamship Co., Oceanic Steamship Co., Peter Lee, P. C. Jones, J. B. Atherton, Cecil Brown, S. T. Alexander, Chas. Furneaux, W. H. Shipman, Chas. Richardson, W. G. Irwin, Jno. Eaa, C. M. Cooke, J. F. Colburn, Jona. Austin, W. R. Castle.

Immediately upon the stock being subscribed for, the company will incorporate and organize, and proceed with the execution of the foregoing plan.

Mr. Peter Lee, who has been so long and favorably known to the public, as the owner and manager of the Punaluu Hotel, and conductor of Volcano travel from Punaluu, has agreed to assume the management of the company's business. No further assurance that the management will be conducted energetically and economically and to the satisfaction of the travelling public, is needed.

It is intended, as soon as the concern is in condition to accommodate the guests, to systematically advertise the business; to organize periodical excursion parties, both from Honolulu and San Francisco, at reduced rates; to constantly improve the accommodations and facilities at the Volcano, and to do everything that capital, energy and push can do, to render the Volcano trip an easy and attractive one, and the Volcano a fascinating resort, affording pleasure and health to tourists, rest to the weary Honolulu business man and his family, change to the busy planter, and profit to its stockholders.

Subscriptions for stock and requests for information, can be forwarded to Lorin A. Thurston, Honolulu.

A Cargo Boat.

A splendid specimen of the modern freight-steamer is now in this harbor. The British steel screw ship Hounslow, twelve days from Nansimo, with 2,440 tons of coal from Nansimo, Vancouver Island. She is 325 feet long, 41 feet beam and 22 feet depth of hold, with a gross tonnage of 4,480.

An idea of the power and economy of modern engines may be gathered from the fact that the Hounslow's treble expansion engines nominally of 240 horse-power work up to 1,160 horse-power and have brought her down here, nearly 2,800 miles, at an average rate of 9.5 knots, at an expenditure of 15 tons per day. By the way, how much does the Kinau burn at the same speed? The Hounslow has a double bottom fitted as tanks for water ballast and so can maintain her trim, being able to take in or to discharge 651 tons of water ballast.

She entered the harbor drawing 20 feet of water aft and can carry 4,000 tons sugar but will want 22 feet 6 inches which is just close to the maximum depth of our bar as it is.

She was built by Messrs. Gray & Co., engined by Messrs. Blair & Co. of Stockton-on-Tees, in 1890, is commanded by Capt. F. Norman with Mr. H. Oliver for chief engineer.

Geodetic Survey Report.

Surveyor General W. D. Alexander of the Survey Office has laid on our desk a copy of Mr. E. D. Preston's report to the United States Coast and Geodetic Survey Department, of the work done by him in 1888, in Determinations of Latitude and Gravity for the Hawaiian Government. This work was made at the request of this Government, to ascertain by astronomical and geodetic observations our latitude, which was supposed to vary 15 sec. from what it was generally given. It occupied several months, and extended over the four larger islands of our group. The report is illustrated with several photo tint views and other prints. Mr. Preston is expected here shortly, to execute some scientific survey work for the German Government.

The Hawaiian Cable.

In an interview published in the Examiner, General A. S. Hartwell, President of the Pacific Cable Company, who is in Washington waiting to see what Congress will do to aid his enterprise, is reported to have said: "I have requested estimates of the cost of the cable and a repair shop, to be made by four different construction companies in England." We do not like the sound of this. Americans ought to be able to build their own cable lines, and Congress, if it grants any subsidy to the company, should make an express provision that the work shall be done by our own construction companies.—[Mercury.]

S. S. Australia's Voyage.

The S. S. Australia, H. C. Houdlette, master, sailed from San Francisco Tuesday February 24th at 2 P. M. with 54 cabin and 28 steerage passengers and 1,306 tons general merchandise. Importation \$50,000 specie. Experienced February 24th to March 2d strong northwest winds and sea; thence to port heavy south west and westerly winds, rough sea, and heavy swell. March 3d light northwest winds and long westerly swell. February 25th at 9:30 P. M. passed a steamer supposed to be the U. S. S. Charleston 390 miles southwest of San Francisco.

The Honolulu Athletic Association will have a field day of athletic sports on Tuesday March 17th, at the new baseball grounds. The events will consist of sprint races, putting the shot, throwing the hammer, high jump, wide jump, etc. Gold and silver medals will be offered as prizes.

POPULAR INSTITUTIONS.

Honolulu is justly proud of the many various institutions that flourish in her midst; be they for educational purposes, for physical development, for amusements and recreations, or for whatever purposes they are organized; all are popular for their own special advantages. An institution differing somewhat from the above, but none the less popular; one offering greater advantages to its many members; one that is not confined to the city limits, but which spreads all over the islands; an institution that, as soon as its doors were opened, was besieged by multitudes anxious to join; and which is daily growing more popular with all classes, is the H. F. WICHMAN WATCH CLUB. The unbounded success of these clubs in the few months since they sprang into existence, has astonished even the skeptical into the belief that there was something worth joining after all. Just the putting away of a small part of your spare cash, brings you, in a few short months, something worth having and having joined for. Another thing not generally known by the uninitiated, is the fact that if you already possess a good watch, you are at liberty to select anything desired of the same value. Is there anything offering greater advantages than the H. F. WICHMAN WATCH CLUB? d&w

FINE PRINTING.

The Hawaiian Gazette Company has recently added to its previous extensive assortment of fine type some of the most elegant new styles made at the best American and English foundries. Some of them equal the best steel and copper plate engraving, and for visiting cards and invitations cannot be surpassed anywhere. Those in want of any kind of fine printing, such as cards, invitations, circulars, etc., will do well to call at the Hawaiian Gazette office, 46 Merchant street, before sending abroad. Prices are below San Francisco rates, and perfect satisfaction guaranteed.

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Some of the illustrations in the new book are very fine specimens of the Photolith process of engraving, and accurately represent the scenes portrayed.

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Best English and Australian SADDLES

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1 30-Chamber Filter Press

—AND—

1 18-Chamber Filter Press, complete;

- Sugar Coolers, Galv. Iron Tubs, Sheet Zinc, Sheet Lead, Tin Plates, Lead Plates, Plain Galv. Iron Sheets, Charcoal Irons, Black Fence Wire; STEEL RAILS, Fishplates, Bolts, Spikes, Steel Sleepers, Coal Baskets, Market Baskets, Demijohns and Corks, etc.

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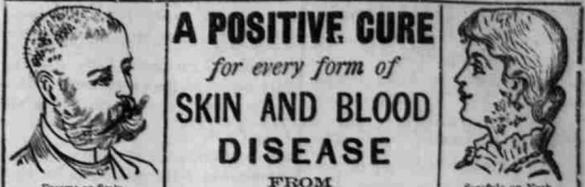
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