

## VESSELS IN PORT.

(February 18, 1895.)

## VICTORIA.

Am. bark Wrestler, 417 tons.  
Br. ship Routenbeck, 1997 tons, Capt. Russell, arrived Feb. 15, from Honolulu. Seeking, Robt. Ward & Co., Ltd., agents.

Br. ship Leyland Brothers, 2,238 tons, Capt. Bailey, arrived January 25 from Panama, awaiting orders. R. P. Rithet & Co. Ltd., agents.

Am. Ship Two Brothers, 1,313 tons, Capt. Windrow, arrived Feb 16, to load coal at Departure Bay.

## VANCOUVER.

Chil. ship Hindostan, 1,512 tons, Capt. Welsh, arrived January 20, loading lumber at Moodyville for Valparaiso.

German bark Artemis, 1,479 tons, Capt. Klock, arrived February 2. Loading lumber for Valparaiso, for orders.

Br. bark Carnmoney, 1,255 tons, Capt. Smyth, arrived January 15, loading lumber at Hastings Mill, for United Kingdom.

Br. s. s. Empress of China, 3,003 tons, Capt. Archibald, arrived Feb. 13.

## NANAIMO.

Am. ship Cyrus Wakefield, 2,013 tons, Capt. Henry.

Am. ship Llewellyn J. Eorse, 1,325 tons, Capt. Blanch.

## WELLINGTON SHIPPING.

Am. ship America, 1952 tons, Capt. Harding.

## UNION SHIPPING.

Am. s.s. Mincola, 1,892 tons, Capt. Pillsbury.

Haw. s. s. San Mateo, 1,962 tons, Capt. Fletcher.

## RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	4	6,025
Vancouver.....	4	7,279
Nanaimo.....	5	9,144
Total.....	13	22,448
Previous week.....	12	15,088
Correspond'g week last year. S	8	9,762
" 1893. . . . .20		29,361
" 1892.....18		21,516

## MEMORANDA.

Vessels on the way to British Columbia Ports.

- A—Via Suva and Honolulu, February 31.
- B—Reported chartered for lumber to U. K.
- C—To sail February 20 Via Yokohama March 1.
- D—Reported chartered for coal between Nanaimo and San Francisco.
- E—Has part cargo, general merchandise, and will load a return cargo of lumber at Brunette Mills.
- F—Reported chartered to load lumber.
- G—Via San Francisco. Chartered to load props for Santa Rosalia.
- H—To sail February 26. Via Yokohama, March 9.
- I—Spoken Oct. 27, lat. 45 N. long. 8 W. November 3, lat. 48 N. long. 10 W. December 3, lat. 11 S. long. 32 W.
- J—November 24, passed Isle of Man.
- K—Chartered to load lumber for California.
- L—Jan. 28, in collision with Japanese s.s. at Mogi-Japan, due March 6.
- M—Dec. 28 passed Seilly. Spoken January 1, lat. 25° N. long. 140° W.
- N—Arrived Samarang, January 9 for Vancouver.
- O—To sail March 20 Via Yokohama.
- Q—Arrived a San Diego January 19, has 500 tons anthracite and blacksmiths coal as ballast, for Vancouver, from which port she is reported chartered for lumber.

## FREIGHTS.

Rates continue steady at about last quotations, and the markets everywhere are quiet. Freight are quoted from San Francisco to Cork for orders, United Kingdom, Havre, Antwerp or Dunkirk, at 25s; From the Columbia river for the same destinations the rate remains at 33.9

Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 42s 6d; Sydney, 32s 6d; Melbourne, direct 42s 6d; Port Pirie, direct 40s; United Kingdom, calling at Cork for orders, 65s; Shanghai 50s; Tientsin 55s, nominal; South Africa, 63s 9d nominal.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$2.00 to \$2.25, to San Diego or San Pedro, \$2.50 to \$2.75, all more or less nominal.

## FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending February 16:

Date.	Vessel and Destination.	Tons.
9.	Wanderer, str., Port Townsend....	61
11.	Carrollton, bk., San Francisco. . .	2,260
12.	Oregon, bk., do . . . . .	2,185
13.	Sea Lion, str., Port Townsend.....	57
13.	Holyoke, str., Port Townsend.....	10
14.	Tacoma, str., Port Townsend.....	53
15.	Wanderer, str., Port Townsend....	31
Total .....		4,660

## SHIPPING NOTES.

The Victoria sealing fleet consists of between fifty and sixty vessels of which 26 vessels have cleared for the Japanese seas, the remainder hunting in British Columbia and Pacific Coast waters. In the Japanese fleet out of 605 hunters only 100 are Indians, while on the Pacific coast there are 662 Indians and 198 whites. Seals are said to be plentiful on the coast. Owing to the small prices realized in London, vessel owners refused to offer a fixed price to their hunters this season, the best the latter could get being one fifth lay. Taking \$9 as a high average price last season, hunters will not this year yet over \$1.80 per skin and probably not more than \$1.50, while last year the hunters got from \$3.00 to \$4.50 a skin. The wages of boat pullers and boat steerers have been correspondingly decreased. It is said that at one time the whole season's catch of the Victoria fleet could have been contracted for at \$9 a skin, but a rumor being current that Liebes & Co. had offered \$12, no contract was made and now the owners are taking their chances.

Messrs. Collins & Holman have formed a partnership for the growing, curing and shipping of tobacco. They intend to plant quite a large acreage. Mr. Holman is a gentleman of large experience in the growing of tobacco in Wisconsin.—Kamloops Sentinel.

## BUSINESS NOTES.

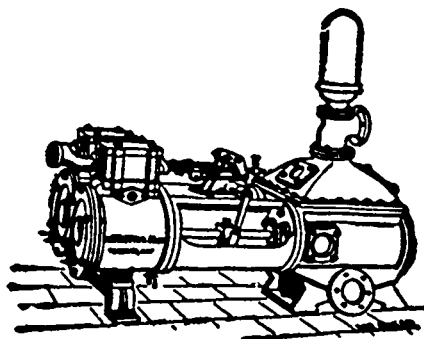
It is rumored that \$2,000,000 has been subscribed in Montreal towards building a smelter at Nakusp, and that the scheme is backed by the C. P. R.

The Canada Novelty Co. is the name of a new concern which has recently opened in Victoria, with Joshua Holland as manager. The company will handle an American device—the Hollidge Clothes Fastener—for Canada.

Chas. A. Phillips has received a consignment of Walters Napa Mineral Water, which he intends introducing in this city. The Napa Water has been favorably received in California, and is bottled at the spring by S. A. Phillips.

In the city of Seattle the commission merchants have adopted a schedule of cartage charges for goods delivered to and from the different depots and wharves. Some thing of this kind is advisable here, the charges demanded by draymen being regulated by the merchant driving as hard a bargain as he can with those who do the work. A duly recognized schedule of charges should be arrived at here because of the heavy expense of keeping teams, the small margin in goods and the fact that neither the railways nor the steamboat companies deliver freight as they do in many other cities.

## PUMPING MACHINERY.



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