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to convey it to its destination, would come into General Average, if the accident occurred from dangers incident to navigation. The principle established by law is this—that if a cargo with the ship is imperilled, and expenses are incurred to save it, the charges come into General Average. On the other hand, if the cargo is not endangered, and expenses are incurred simply to save the ship, the cargo does not contribute to Average.]

STOWAGE BY CHARTERER'S STEVEDORE.

Sir, I chartered a vessel on terms of Charter enclosed for your inspection. The vessel did not stow quite as much as the Charterer expected, and, consequently, the Consignee refused to pay freight on the dead weight of the ship. The Charterer sent a man to stow the cargo at his own expense. Do you consider the Owner has a legal claim on Consignee for freight on 270 tons? The Bills of Lading read "freight and other conditions as per Charter-party." Cardiff.

A SUBSCRIBER.

[A ship of 270 tons register being chartered to convey 270 tons of railway trucks and coals and placed at the service of the Charterer to load, and the Charterer having employed his own Stevedore to stow the cargo, the Shipowner is entitled to freight on 270 tons, if that quantity could have been put on board by efficient stowage. Dead freight, in such a case, would be payable for weight short shipped.]

MINORITY IN CO-OWNERSHIP.

Sir,—The Managing Owner of a vessel is left in a minority by the majority purchasing one-sixteenth more than half. The majority now wish to have the working and management of the vessel, but the others are not satisfied with such an arrangement. How is the said minority to be protected against

future loss, and can the majority be compelled to purchase the other parties' shares? Truro.

SHIPOWNER.

[The majority cannot be compelled to purchase the shares of the dissentient minority. But the latter can compel the majority, if the vessel is sent upon any voyage of which they disapprove, to give bond in the value of the vessel. If, however, the minority wish to be clear of the concern, they can apply to the Court of Admiralty to decree a sale of the ship and apportionment of proceeds.]

NEGLECT OF INSURANCE.

Sir,—A is a Ship's Husband, B is an Owner of 1-16 share of the ship. B instructs A, in writing, to insure his share to the extent of £200, and keep this always covered. After a time A neglects his instructions, and the vessel comes to grief. Is A responsible to B for the amount of damage? Whitehaven.

ZETO.

[If A had express instructions to insure the ship, and the means of doing so out of the ship's earnings, and neglected his instructions, he will be liable for any loss that may result from that neglect; but otherwise, as Ship's Husband, he had no implied authority to bind the Owners by a contract of insurance on the ship.]

The Coal Question in England.

The Statistical Society of England has published the paper read at its December meeting, written by Sir Rowland Hill, suggesting a tax on coal, the tendency of which would be to keep up the price, and thereby check the waste of coal—the produce of the tax to be applied to the reduction or repeal of other taxes in a way which would make the scheme a positive benefit to the community. The

society has published also a summary of the discussion which followed, and in which the proposal was generally disapproved. In the course of that discussion. Mr. Robert Hunt, the Keeper of the Mining Records, observed that it is a mistake to suppose that the coal supply of England is nearly exhausted: he says it is certain that our known coal areas will yield all that is required for several hundreds of years to come. Beyond these there is an untouched mass of coal, extending from near Morpeth to the Tees and three miles out into the German Ocean. The South Staffordshire, the Shropshire, and a portion of the West Yorkshire coal-fields may not last more than 50 or 100 years, so as to be usefully productive; but the result would only be the removal of the iron industry to other parts of the kingdom. Probably a great coal area exists around the Nottinghamshire coal-field untouched; and the same is suspected of the district between the South Staffordshire and the Shropshire fields. In Gloucestershire, and extending to South Wales, there is an enormous area into which the pick of the coal-heaven has never been driven. It has been stated that it is not likely coal can be worked below 4,000 feet in depth; but in the neighbourhood of Charleroi, in Belgium, coal is worked without any difficulty at nearly 4,000 feet. In reference to the hindrance expected to arise from increase of heat, Mr. Hunt states that his measurements of temperature have tended to show that the rate of increase diminishes; down to 100 fathoms from the surface he has found the increase 1 deg. in 50 feet, but in the next 100 fathoms only 1 deg. in 70 feet, and in the third hundred 1 deg. in 85 feet. Even supposing the heat to be as great as some people imagine, he believes that very