

THE FISHERIES.

The New Westminster *Acas* has the following to say concerning the proposal to give control of the fisheries of British Columbia to the Local Legislature:

"The Provincial Government's efforts to secure control of the fisheries of this Province must prove satisfactory to the people in general. The Ottawa Government is a long distance from here, and while it may legislate to the best interests of the people as far as it can, yet we doubt, with its numerous other duties to attend to which are of a national character, as to whether it can always do justice to an industry of the character of the one in question which is largely local in its nature. While the fisheries and salmon industry in our midst may reach in its consequences all over the Dominion, yet it is purely and simply a home industry. The fact that it is adjacent to this city may be advanced as strong argument in favor of the claim that it is of more real interest to this locality than even the rest of the Province. Consequently the nearer home this important industry is controlled the more satisfactory it should be to the parties who are engaged in it. The coal mines of Nanaimo are of Provincial and national importance, yet the locality in which they are operated is afflicted to a greater degree than any other place in the Province. The city of New Westminster is directly affected by the fisheries of the Fraser River, and should be considered as one of its immediate resources. If such is the case, as no one will doubt for a moment, then the people of this city should have more to say in connection with them than those who have no direct interest in their development and operation. Their regulation discussed at home in our own Parliament will enable the people of this locality to suggest and intercede in the proper season as to what is required and what is not."

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports May 26, as follows: "During the week there have been the following arrivals. From the coast mines, 6,015 tons; from Australia, 3,253 tons. This is not equal to half the amount consumed, but as there is ample British Columbia coal here in yard to meet present requirements, the light arrivals do not affect asking prices. Not in twenty years has the market been as bare of Australian gas and steam coals; the wholesale dealers, in most cases, have not a carload on hand. This will be remedied in about sixty days, although the first several cargoes to arrive have been placed among consumers at full figures. Bids were asked for the future delivery of several cargoes of Newcastle, N.S.W., gas coals; these same were opened on Thursday. As usual, it takes a vision with microscopic power to detect sufficient profit in a large transaction to pay the cost of the cablegrams to bring it about. We have heretofore imagined that in Hong Kong the Caucasian and Chinese merchants had accredited us here with average commercial intelligence, but any one seeing the cargo of what was called Tonquin anthracite lump coal being discharged from the ship

Somali would have supposed otherwise. This is simply colliery refuse, not even screenings; this coal was sold at auction (2,500 tons) at one dollar per ton, and it is questionable if the sale could be duplicated to-day. Among the assorted grades of coals now being drawn from the Colonies is the 'Hetton,' which, as a gas producer, is only equalled by the 'Stockton.' It is so popular with the colonial gas companies that its entire output has been consumed locally, hence none has been heretofore exported."

J. W. Harrison reports May 31 as follows: "Since the departure of the last Australian steamer, there have been but two arrivals from Newcastle, N.S.W., viz: Craigierne, 2,990 tons; Talus, 3,292 tons. There is no change in the situation during the month, except the addition of several names to the engaged list from Newcastle, which now foots up equal to about 163,000 tons carrying capacity. This is a very formidable list, and under ordinary circumstances would soften values materially, but some of these vessels will not arrive here until 1895, and the market here, for the moment, is absolutely bare of Wallsend and Greta coals. There seems to be a strong desire on the part of some of our shippers to swell the list as much as possible, hence every engagement is chronicled immediately, the supposition would be that the withholding of some of the charters from public print would aid prices. But business in the coal line here is carried on in a most singular manner, the capital invested is large, the risks great, the profits ephemeral and competition sharp. The shipper who waits for a fair compensation, only charters occasionally, and is not solicitous for notoriety, is the merchant who makes the most money. Coal freights from the Colonies are reported firm, yet a contract was awarded a few days ago at a price that would indicate they were declining."

UTILIZATION OF GARBAGE.

The subject of the utilization of town refuse has been referred to from time to time in these columns, says *Iron Age*, and it is one which is attracting an increased amount of attention in this country. In several cities of the United States there have been established various forms of cremator es and destructors for garbage, but hitherto this material has not been turned to any very profitable account, as is the case in several European cities. The following details respecting the Livot process of utilizing city refuse will, therefore, be found interesting. This process is being favorably regarded in Europe, where it has been adopted in several quarters:

The Livot apparatus, as described by English journals, involves the rapid and economical generation of heat in furnaces and the utilization of dust and refuse for electric lighting. There is no novelty about the special objects of this process, which are: 1. The disposal of solid town refuse, whether wet or dry, by burning. 2. The utilization or the conversion of the products of the combustion of the said refuse into steam. 3. The employment of the steam so generated for electric lighting, for pumping sewage and a

variety of other purposes. 4. The manufacture of a kind of cement or mortar out of the residue or by products of combustion, or the use of them, in combination with tar or bitumen, for footpaths or sidewalks, or the employment of the clinker for the foundation or bottoming of ordinary roads. The special feature of this furnace is that the form of the flues is such as will utilize the increasing weight of the products of combustion of gases as they travel toward the chimney, promote a high velocity of the air passing through the furnace bars, produce a rapid combustion with intense heat, and cause the gases themselves to pass sufficiently slowly through the flues to part with all their useful heat before they escape into the atmosphere.

The process is greatly facilitated by the fact that the solid refuse of English cities contains about 80 per cent. of mixed cinders and ashes, and thus provides in a great degree the materials for its own ignition and combustion. The method adopted in English cities is to deliver the refuse free of charge at the furnace mouth in a raw state, and shovel feed it into the fire without any preliminary drying, shifting or screening—an important point in the process. There is no unpleasant odor, as the high temperature and great force of draft secure complete combustion. The average quantity of rubbish burned per hour per square foot of grate surface of the Livot generator is 33 pounds, and 4 pounds of water is evaporated per pound of rubbish containing 20 per cent. of moisture. There is an excellent arrangement by which the flues are kept perfectly free and unclogged, even after months of use; the progression of the gases is partially arrested at the end of each flue, and the objectionable light dust is deposited in suitable expansion chambers or pits, which can be cleaned out as required.

The value to a city of an effective apparatus for refuse utilization is shown in the recent installation at Halifax, Eng., which is equal to the production of current for supplying 10,000 incandescent lamps of 10 candle-power for six hours a day, when 2,000 tons or one-third of the rubbish of the city is burned. If the capacity of the plant were equal to burning all the rubbish produced, one lamp to each inhabitant could be supplied for three and a half hours daily.

The Hastings mill is running day and night; there are eleven ships in port loading lumber.

Over thirty million tons of freight are carried on the great lakes in one year. If this freight were placed in railway cars (15 tons to the car) the trains would cover a four-track railroad from New York to San Francisco and a double track from New York to Chicago. The cost of carrying the freight handled on the great lakes in 1891 was \$22,000,000. If the same freight had been hauled by railway, the cost would have been over \$86,000,000. Thus the saving by water carriage as compared with rail was nearly \$64,000,000. This was one of the arguments used by Mr. Cockburn in favor of deepening the St. Lawrence canal during the recent debate in the Commons, and it seems to be a very strong one.