

had been replaced with new and six rolls manilla ropes, etc. All the other reported losses and damages had been made good and repaired and the ship was in good order and condition and fit to proceed on her voyage.

BY THOS. H. SANDRY, SURVEYOR TO LLOYD'S REGISTER, PER REPORT DATED 18TH MARCH, 1891.

To ascertain damage stated to have been sustained through stress of weather, and to see if the ship was over laden as stated by the crew.

Found on the starboard side four iron bulwark stanchions broken and part lost, and three badly started eye bolts through the deck broken and gone, one bulwark plate badly split in way of the broken stanchions, one bulwark port hinge broken, fore topmast, crosstree outrigger broken, iron plate on cut water started, one turned stanchion under boat skid beam carried away, one boat chock carried away, the port poop ladder slightly broken and the cargo in the fore lower hold shifted. Fore and main lower topsails carried away and the main sail badly split.

Recommended the bulwark stanchions to be repaired where broken and the started ones re-riveted and made good, two doubling plates to be fitted on the bulwarks were split, the started plate on the cutwater refastened. Two new topsails were being made and the shifted cargo was being restowed.

Measured the freeboard and found the ship to have 4 feet 3/4 inches, as near as could be measured, this being the freeboard assigned by Lloyd's committee under the act of 1890. Surveyor was of opinion that the ship was not loaded below the freeboard assigned to her.

(The Bills of Lading provide for York. Antwerp Rules 1890.)

MANIFEST.

Cargo for New Westminster—20 cs spirits, Wm Urquhart; 20 cs and 5 csks whiskey, L F Benson & Co; 20 rls sheet lead, 8 cs galvanized iron, 85 bds pipes, Cunningham Bros; 5 csks shot, S H Webb; 2 csks sheet zinc, 3 cs galvanized sheets, 20 cs tin plates, 152 bds W I pipes, 5 csks fire clay, 50 csks cement, Campbell & Anderson; 163 bds hoop iron, order; 8,935 C I pipes, 800 pbs lead, New Westminster water works; 5 csks whiskey, order; 50 bbs linseed oil, H T Reed & Co; 2 bars and 34 bds iron, order; 10 cs and 5 csks whiskey, order.

Cargo for Vancouver City—1,892 steel rails, 402 bds fish plates, 10 cs bolts and nuts, Vancouver Electric Railway; 50 cs whiskey, W Urquhart; 50 cs and 5 csks whiskey, J C Douglas; 50 tons pig iron; order; 150 cs and 10 csks whiskey, Boucherat & Co; 120 kegs red and white lead, Turner, Beeton & Co; 10 csks and 150 cs whiskey, Hud Bay Co; 10 bbs linseed oil, order; 5 cs beer, 250 cs tobacco pipes; order; 15 bbs linseed oil, order; 50 tons coke, 54 tons do, 100 tons do, order; 10 bbs linseed oil, 142 cs window glass, 632 bars iron, 128 bds iron, 6 csks fire clay, 2,700 fire bricks, order; 2 pkgs machinery, order; 110 cs and 4 csks whiskey, A B Gray & Co; 50 cs whiskey, order; 50 cs whiskey, A B Gray & Co; 50 cs whiskey, Henry Saunders; 45 cs bottled beer, Baker Bros & Co; 80 cs bottled beer, A B Gray & Co; 150 cases and 10 csks whiskey,

12 csks rum, 12 csks and 50 cs whiskey, A B Gray & Co; 1,835 C I pipes and connections, order.

COMMERCIAL SUMMARY.

The new Chilian ironclad Arrazuriz has left Falmouth, Eng.

A general "hardupishness" is now being experienced in Portugal.

Mr. Balfour proposes to increase the grant for the relief of distress in Ireland during the coming financial year by £100,000.

The Lone Pine group of mines in the Vipond district, Beaver Head county, Montana, has been sold to an English syndicate for \$725,000.

At a meeting of railroad freight agents held at Montreal, July 22, the Canadian Pacific Railroad announced that they would quote rates that will be so good as to break the combine.

Hon. Alex. Mackenzie completed his thirtieth year as a member of Parliament on the 18th inst. He is the only member who has sat in the House that length of time without once meeting defeat at the polls.

Monte Carlo, the most notorious gambling resort the world has ever seen, is about to be closed. The prince of Monaco, whose revenue was \$500,000 a year from this source, has, under the pressure brought by France, refused to renew the lease. Monte Carlo is the last gambling house of Europe.

The customs authorities, at Toronto, have been advised of the seizure at Schenectady, N. Y., of a car of mica shipped by a certain Ottawa firm to Boston, on the ground of under valuation. It is alleged the shipping of mica at undervaluation has been going on for years, and that the United States government has been defrauded out of fully \$100,000,000.

Mails for Japan and China will be despatched from Vancouver during 1891 as follows: 19th Aug., 9th Sept., 30th Sept., 21st Oct., 13th Nov., 16th Dec. Correspondence for Japan and China may also be forwarded via San Francisco by the steamers sailing from that point on the following dates: 11th Aug., 22nd Aug., 15th Sept., 8th Oct., 3rd Nov., 26th Nov., 8th Dec., 19th Dec., 31st Dec.

A Washington despatch says: "Mr. Wharton, assistant secretary of State, said that the British Ministers and he had practically agreed upon the draft of a document which would be submitted to the Judges of Arbitration in the Behring Sea matter, when they should be chosen. The State department is not yet prepared to announce the names of the Commission who, it is understood, have been selected."

The deeds for all the property included in the Puget Sound dry dock site, at Point Turner, Wash., have been signed, and the department is now making preparations to begin the active work of locating the exact site of the dock. A large number of borings have been made along the water front, to determine the character of the ground. Civil Engineer McCallum has been ordered to the duty in connection with the dock, and will continue the work.

The sum ex-Queen Natalie is suing her husband for is 3,000,000 francs.

The statistics for 1890 for the Pasteur institute show that 1,516 patients were treated. The record for the past five years shows only .06 per cent of deaths.

Adam Allison, banker and grain buyer at Belmont, Ont., is missing and is thought to have left the country. His creditors mourn his absence to the extent of over \$10,000.

The revenue derived from the woods, forests and lands belonging to the British crown amounts to over \$2,500,000 annually. When Queen Victoria came to the throne, she exchanged these revenues for a yearly sum of \$1,925,000.

The assessment rolls of the city of New York for the present year show the extraordinary increase of nearly \$60,000,000 in the valuation of real estate, and of nearly \$23,000,000 in that of personal property, or not much short of \$89,000,000 for both classes of property.

France, according to a press report, is following the example of Germany in providing state insurance for aged and disabled workmen. The payments by workmen are to be voluntary, and, at the end of thirty years, the workmen may claim from 300 to 600 francs per year. Assuming that 5,250,000 workmen should insure, it is estimated that the annual charge on the state would be about 100,000,000 francs.

It is reported that the Great Northern railway will soon issue \$10,000,000 in new bonds under its authorized issue of \$30,000,000, to complete its new line to the Pacific coast. The Great Northern sold to the Barings \$10,000,000 in bonds, which they floated just before their crash. With this money, 200 miles of heavy work were completed. There still remains about 600 miles to be completed with the balance of the authorized issue.

The question of salvage in the case of the Cunard steamship "Servia" seems likely to become an interesting one. The owners of the "Chester," which towed her back to port, have libelled the vessel; but it is understood that the writ will be a friendly one, the only object being to have the case formally adjudicated. The remuneration which ought to be paid for such a service has never been very clearly defined. The owners of the towing vessel have always taken what they could get. In the present instance, the remuneration is calculated at a rather liberal estimate. The computed value of "Servia" is \$750,000, and of the cargo of the "Chester" \$300,000. The owners of the latter ship dwell at length upon the dangers to which the "Servia" was exposed. But these dangers depend upon a large number of "ifs," none of which should really enter into the calculation. The "Servia" was not so helpless that she run any great risk of being wrecked, and her sails could have carried her across the Atlantic had her captain deemed it wise to make the trip with that means of propulsion. The libellants want \$75,000 at least; but it is more than likely that they will have to be content with receiving a much smaller sum.—*Canadian Trade Review.*