

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark.	Ariadne	1,067	Crook	November 28	London.	Victoria	Robt. Ward & Co. (Limited).	157
Br bark.	Irvine	1,035	Jones	Nov. 28	D. Liverpool	Victoria	Turner Beeton & Co.	157
Br bark.	Banffshire	1,090	McDonald	Dec. 18	E. Liverpool	Vancouver	Bell-Irving & Paterson	137
Br ss.	Bushmills	1,188	Denning	April 13	D. Liverpool	Vancouver	Baker Bros. & Co. (ld).	20
Br ship.	Ben Nevis	1,661	Eldell	Feb. 13	B. Glasgow	Vancouver	C. Gardiner Johnson & Co.	60
Br bark.	Martha Fisher	1,111	Lee	Feb. 27	D. Liverpool	Victoria	R. P. Rithet & Co. (Ld)	66
Br bark.	Fernbank	1,350	Boyd	April 24	A. Glasgow	Vancouver	Bell-Irving & Paterson	8
Br bark.	Chill	1,078	McKenzie	April 10	R. London	Victoria	Turner, Beeton & Co.	17
Nor. bark.	Ingrid	1,233	Olsen	April 16	I. San Diego	Vancouver	R. P. Rithet & Co. Ld.	17
Ital. bark.	Eritrea	1,790	Olivaro	April 16	P. Valparaiso	Burrard Inlet.	C. P. S. S. Co.	17
Br ss.	Empress of China	3,403	Tillett	April 16	Hong Kong.	Vancouver	C. P. S. S. Co.	64
Ger bark.	Bahawan	1,641	Van Hauvel	Feb. 29	M. Newcastle	Vancouver	New Vancouver Coal Co.	20
Ger. ss.	Romulus	1,722	Berendt	April 13	F. Osaka	Nanaimo	C. P. S. S. Co.	
Br. SS.	Empress of India	3,003	Marshall		G. Hong Kong.	Vancouver	F. C. Davidge & Co.	
Br. SS.	Zambesi	1,565	Edwards		Hong Kong.	Victoria		

M—Via San Francisco for lumber to West Coast. I—Chartered to load lumber for M., A. or P. P. at 46s 3d. G—To sail May 7. D—Spoken Dec. 25, lat. 5 long. 33 W., spoken Dec. 28, lat. 9 S., lon. 34 W. P—To load lumber for Valparaiso on owners' account C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. E—arrived at Holyhead Dec. 19, sailed again 21. A—Chartered to load grain on Puget Sound. R—To sail May 10. F—Via San Francisco, due May 15.

### SHIPPING INTELLIGENCE.

The C.P.R. ss. Empress of Japan sailed for the Orient last week.

The C.P.R. ss. Empress of India, Capt. Marshall, will sail from Hong Kong, May 7, for British Columbia.

The Upton steamship Zambesi, 1,665 tons, Capt. Edwards, is about due to sail from Hong Kong for this port.

The Nicaraguan ss. Montserrat, 849 tons, Capt. Blackburn, sailed from Nanaimo, April 30, for the South Sea Islands on a trading trip.

The British bark Fernbank, 1,350 tons, Capt. Boyd, sailed from Glasgow, April 24, for Vancouver, with a general cargo, consigned to Bell-Irving & Paterson.

The British ship Earl Granville, 1,149 tons, Capt. Flack, from San Francisco, April 14, arrived in Royal Roads, April 27, and has gone up to Cowichan to load lumber for the U. K.

The Norwegian bark Ursus Minor, 605 tons, Capt. Johnsen, from San Diego, April 16, arrived in Royal Roads April 26, and at Westminster April 28, to load lumber for Sydney at the Brunette Mills.

The Upton steamship Batavia sailed from Victoria, April 29, for Yokohama and Hong Kong, with a full cargo, consisting of 200,000 feet lumber, including 300 sticks timber and 2,800 sacks of flour from Portland.

The appeal by the owners of the tug Pilot against the fine of \$643, enforced by the Customs Collector of Port Townsend, for alleged illegal towage in that harbor, has been decided in favor of the Pilot. The fine with costs will be refunded by the U. S. Government.

The German ss. Romulus, 1,722 tons, Capt. Berendt, sailed from Osaka April 13, with a cargo for San Francisco, and is due at Victoria May 15, under charter to J. Rosenfeld's Sons, to go into the coal trade between Nanaimo and San Francisco. She broke her charter party with

Messrs. Samuel Samuel & Co., of Yokohama and Kobe, and is not bringing cargo to Victoria as before advised by Messrs. F. C. Davidge & Co.

### VESSELS IN PORT.

(May 2, 1892.)

#### VICTORIA.

Nor. bark Dominlon, 1,256 tons, British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, discharging general cargo. R. P. Rithet & Co., Ld., consignees.

#### VANCOUVER.

Br. bark Toboggan, 670 tons, Capt. Porter, arrived April 2 from Callao, lumber for Wilmington, Del.

Br. bark Thermopylae, 918 tons, Capt. Winchester, loading lumber for Japan ports.

Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.

#### MOODYVILLE.

Br. ship Burmah, 1,617 tons, Capt. Newcombe, arrived April 21, loading for Valparaiso.

#### CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Feb. 22, laid up.

Nor. bark Fritzoe, 1,078 tons, Capt. Rolfsen, arrived April 16, loading lumber for Melbourne.

#### COWICHAN.

Br. ship Earl Granville, 1,149 tons, Capt. Flack, arrived April 28, lumber for U. K.

#### NEW WESTMINSTER.

Nor. bark Ursus Minor, 605 tons, Capt. Johnson, arrived April 28, loading lumber for Sydney.

#### NANAIMO.

#### NEW V. C. CO'S SHIPPING.

Am. ship America, 1,952 tons, Capt. Magane, loading.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Mackie, waiting to load.

Nic. bark Bundalcer, 921 tons, Capt. Williams, loading.

Am. ship Big Bonanza, 1,390 tons, Capt. Bergman.

### WELLINGTON SHIPPING.

Am. bark Highland Light, 1,205 tons, Capt. Herriman, loading.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	2,202
Vancouver	3	3,653
Nanaimo	5	6,803
Moodyville	1	1,617
Chemainus	2	2,114
Cowichan	1	1,149
New Westminster	1	605
Total	15	18,353

### FREIGHTS.

Lumber freights from British Columbia or Puget Sound are steady, with the exception of rates to the United Kingdom which show a slight decline. Quotations are:—Sydney, 32s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; West Coast South America, 35s to direct port; United Kingdom, calling at Cork for orders, 57s 6d to 60s; Shanghai, 47s 6d; and Yokohama, 47s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom are reported firm at 21s 3d, with the usual options, and the rate for new crop loading 32s 6d. From Portland 30s and Tacoma 27s 6d is quoted to the U. K., June cancelling. Both rates are, however, nominal.

The Commercial News says: There has been little doing in wheat freights the past week, but rates show an advance, and the feeling at the close is one of firmness. The probabilities of further improvement are excellent, for the reason that it is so near the new season, shipowners will not charter their vessels, unless at comparatively full rates, so that, if needed at all, exporters must pay more than the current rate last month. As the new crop draws nearer, of course the difference between immediate and new crop loading grows materially smaller. Outside business offers nothing worthy of special mention.