

handle its business. When this is refused it will have to go elsewhere. The Harbor Commissioners propose to give immense concessions to this syndicate. About a quarter of a mile of harbor frontage is involved. The Connors syndicate, from the immense power which it will wield, might easily become extended into something in the future, which is not contemplated or apprehended at present. One thing which has struck me in connection with this Connors elevator scheme is that it may be the entering of the thin edge of the wedge to secure, by Americans, the abrogation of Canadian coasting laws. It is very possible that there are American interests behind this syndicate which control large numbers of American bottoms. These may see a chance to profitably engage in Canadian trade & run between Canadian ports. Of course this must be guarded against. No such thing should be permitted to happen unless through a reciprocal arrangement between the two countries. The C.P.R. will be delighted to see this huge grain traffic pass through Montreal if the interests of the port can be satisfactorily safeguarded. It will take, however, a very careful supervision of the contract to ensure this."

Traffic Manager Reeve said: "The G.T.R. supports the claims of the Montreal Warehousing Co. in the matter of supplying the port of Montreal with elevator facilities. This Co. has the requisite charter for engaging in operations of this kind. We also support the claims of the Canada Atlantic Ry. This road should be given one of the best sites in the harbour, instead of having its claims summarily disposed of in the manner in which they were treated by the Harbor Commissioners. The C.A. has shown more interest in the grain trade than any other factor in the trade. It could come in over our line & go right to the elevators. About the Connors elevator scheme, well, I'm suspicious of it myself. If the tendency of the syndicate is not to decrease the charges it will drive the C.A.R. to Quebec & the G.T.R. to Portland. Connors is acting for a combine of big American grain dealers; I do not care to give the names of those interested. If Connors has arranged the combine upon which he told me he was engaged, he will force every one of the Montreal grain dealers out of the business. They may give up and take a holiday to South Africa. The success of this Connors scheme would not, in my opinion, be a good thing for the port of Montreal. If the Harbor Commissioners are going to give away these valuable concessions, let them be given to interests bound up in the port of Montreal—to corporations locally interested. It is true that the Harbor Commissioners offered the C.A.R. a site for an elevator, but it was near coal shoots, where it would never do to handle grain. There would be too many claims for damages to pay."

Canadian Shipping Statistics.

An appendix to the annual report of the Department of Marine recently issued shows that the total number of vessels remaining on the register books of the Dominion on Dec. 31, 1898, including old & new vessels, sailing vessels, steamers & barges, was 6,643, measuring 693,782 tons register tonnage, being a decrease of 41 vessels & a decrease of 37,972 tons register, as compared with 1897. The number of steamers on the registry books on the same date was 1,909, with a gross tonnage of 267,237 tons. Assuming the average value to be \$30 a ton, the value of the registered tonnage of Canada, on Dec. 31 last would be \$20,813,460.

The number of new vessels built & registered in Canada during last year was 278, measuring 24,522 tons register tonnage. Estimating the value of the new tonnage at \$45

a ton, gives a total value of \$1,103,490 for new vessels.

Lindsay, Ont., & Dawson City, Yukon, were established ports of registry during last year.

No. of vessels & no. of tons on the registry books of Canada, Dec. 31, 1898:

	No. of Sailing Ships & Steamers.	No. of Steamers.	Gross Tonnage Steamers.	Net Tonnage Sailing Ships & Steamers.
New Brunswick	903	117	9,858	89,257
Nova Scotia	2,167	146	19,747	262,176
Quebec	1,378	322	75,349	144,447
Ontario	1,452	924	99,419	134,180
P.E. Island	178	21	4,043	15,979
British Columbia	444	299	52,129	40,304
Manitoba	121	80	6,692	7,439
Total	6,643	1,909	267,237	693,782

New sailing ships & steamers built & registered in Canada during 1898:

	Number.	Net Tonnage.
New Brunswick	31	790
Nova Scotia	67	4,962
Quebec	51	4,139
Ontario	46	1,872
Prince Edward Island	5	372
British Columbia	72	12,228
Manitoba	6	159
Yukon	—	—
Total	278	24,522

The tonnage of all the maritime states of the world for 1898-99 is:—steamers, no., 14,725; gross tonnage 19,379,361, net tonnage, 11,866,476; sailing vessels, no., 29,844, net tonnage, 8,731,613; total net tonnage, 20,598,089. Canada ranks seventh in order of net tonnage. The figures for the states having a net tonnage of over 100,000, are as follows:

	Steamers.	Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies	7,654	8,220	9,760,043
United States	534	3,762	1,837,729
German	1,095	1,208	1,572,665
Norwegian	734	2,617	1,545,822
French	754	1,614	801,164
Italian	475	1,609	730,953
Canadian	—	—	693,782
Russian	453	2,415	676,540
Spanish	426	1,145	506,455
Swedish	589	1,568	502,557
Dutch	251	346	373,711
Danish	338	899	363,993
Grecian	118	1,152	326,041
Japanese	464	255	344,789
Turkish	87	1,349	299,445
Austrian	192	161	230,432
Brazilian	229	344	162,262
Chilian	48	155	100,674

Inland Marine Insurance.

The marine insurance companies doing a cargo & hull business on the inland waters have had a most successful year, & have all made money. Insurance on ordinary risks, that is, propellers & wooden craft, expired at noon Nov. 30, & the insurance companies absolutely refused to extend the policies, no matter what premium was offered. The craft affected by the expiration of the policies, which always expire on the last day of Nov., were those plying mostly on Lake Erie & Lake Ontario & the St. Lawrence River. The big steel boats running on Lake Superior to Buffalo, such as the big Toronto freighters, the Rosedale & Algonquin, had insurance up to Dec. 5, which meant that it was Dec. 10 before their insurance expired, for if they are out of port when the contracts expire the insurance companies carry them till they reach their port of destination. The present season is in direct contrast to last year, when some very heavy losses were made by the insurance companies, many of them just at the last of the season & due to having renewed contracts. On Nov. 30, this year, the marine insurance

companies knew they were away in pocket as a result of the season's operations, & they took no chances by extending the insurance. In fact, it is said that the three companies having offices in Toronto, have out of this season's profits, not only made up last year's losses, but are still a considerable amount to the good.—Globe.

Dominion Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 85. Nov. 6, Quebec, new buoy placed at Three Rivers.

No. 86. Nov. 15, Quebec, Ste. Croix Bar range lights. Newfoundland, Flower Island light in operation.

No. 87. Nov. 16, British Columbia, buoy replacing beacon on Kelp Bar. Buoy off Virago Rock in Portier Pass. Uncharted rock in Portier Pass.

No. 88. Nov. 20, New Brunswick, changes at Little Belledune light station, U.S.A. Changes in fog signals on Maine coast.

No. 89. Nov. 28, British Columbia, light-house on Pointer Island. Lighthouse on Dryad Point, Campbell Island. Hydrographic notes, vicinity of Dryad Point lighthouse. Uncharted rock in Metlah-catliah Bay. Removal & change in color of Hodgson reefs buoy, Erratum.

No. 90. Nov. 29, New Brunswick, buoys off Cape Tormentine. Improvements in Shipigan buoyage.

No. 91. Dec. 1, Nova Scotia, Sambro Harbor light.

No. 92. Nova Scotia, Whistling Buoy off Pennant.

Yukon & Northern Navigation Matters.

The C.P. Navigation Co. is making preparations to compete for next year's trade with the North. At the beginning of the year R. Hall, who has been for some time connected with the Bennett Lake & Klondike Navigation Co. at Victoria, leaves the service of that Co. to act as Skagway representative of the C.P. N., where he will have the oversight of its steadily increasing northern trade.

The American Transportation & Trading Co.'s str. Roanoke is for sale, & it is altogether probable that the Co. contemplates retiring from business as Alaskan passenger carriers. It has no idea, however, of abandoning its freight carrying & Yukon mercantile business. This sale of the Roanoke would mean also a disposal of the Co.'s fleet of river boats, which according to report have not been a money making investment. It would also necessitate the purchase by the Co. of one or more freight vessels with only such passenger carrying accommodations as are needed for the Co.'s employees.

A letter received early in Dec. from a Dawson correspondent, dated Oct. 13, said:—"A general feeling exists here that the Canadian Development Co. called in its boats earlier than the weather demanded, especially in view of the fact that its steamers carried the mail. It is reliably reported that this Co. has made a fortune out of its season's work. The freight blockade at the upper end of the river is causing considerable anxiety among business men in Dawson. The latest arrivals in town assert that it is impossible for anyone who has not seen it to conceive the amount of freight that lies along the route all the way from Skagway to White Horse. It is estimated that 2,000 tons at least have congested between these points, while every steamer up the coast is loaded heavily. The river steamship companies were aroused to a sense of the situation early in Sep., & have been making strenuous efforts to clear the blockade. But, owing to the advanced season, the futility of such an effort is apparent, & it is a fore-