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TORONTO.

COMPARATIVE TONNAGE STATISTICS

Although much general knowledge is being diffused over the country as to the importance of the traffic on the Great Lakes, few have any idea of the good showing its tonnage makes when compared with that of the ocean marine. The editor of the *Marine Record*, a good authority, in response to a question says: "Last year's arrivals and clearances at Chicago show a total of 17,543 vessels of 10-906,107 tons. In numbers Chicago has probably the call on all other ports in the world, but not so in point of tonnage. In 1891 Chicago's arrivals and clearances numbered 21,123 vessels with a tonnage of 11,934,963. In the same year there entered and cleared at Liverpool 16,119,976 tons and at London 13,916,489 tons. Figures at hand for the year ending Dec. 31st, 1891, gives the Chicago tonnage as 11,031,552, Hamburg 11,528,687 tons, Liverpool 11,087,908 tons, New York 13,358,264 tons, London 13,425,517 tons, Cardiff, Antwerp and Marseilles entered and cleared about 9,000,000 tons each. Relative to the Chicago district, the foregoing figures for 1891 show that her total tonnage almost equalled those of our principal sea ports combined, excluding New York. Tonnage returns from Boston, Philadelphia, Baltimore, New Orleans and San Francisco give a total of entrances and clearances for the five ports as 11,865,292 tons as compared with 11,031,552 for the Chicago district."

POWER CARRIED BY WIRE.

Electrical transmission of power is a subject of great and increasing interest, though its conditions are perhaps not yet fully understood. In the *Electrical Engineer*, of New York appears a carefully written article entitled, "An estimate of the distance to which Niagara water power can be economically transmitted by electricity." The authors are Edwin J. Houston, Ph. D., and A. E. Kenelly F.R.A.S. The conclusions they reach are these: "On the basis of prices and voltages assumed and admitted, the power of Niagara falls can be transmitted to a radius of 200 miles cheaper than it can be produced at any point within that range by steam engines of the most economical type, with coal at \$3 per ton." To take Niagara water power further away than Albany is, however, considered to be more than can be successfully attempted in the present state of experience. We learn from the *London Daily News* that an interesting experiment in the adaptability of electric force to traction on railways was made recently on the Western of France railway. The electric locomotive invented by M. Heilmann drew a special train from the St. Lazare terminus, in Paris, a distance of 33 miles, performing the journey in 55 minutes. The train was composed of five coaches and a dynamometric brake van; and at certain portions of the line a speed of 65 miles an hour was attained.

THE SPIRIT OF THE NEW COMMERCE.

III.

One of the largest wharves in the city is that of Evans, Coleman & Evans, at which lies the huge iron ship "Ainslie," from Scotland, with a general cargo. She is a mighty vessel, upwards of four thousand tons burden, and on her return trip she will probably take in lumber. Looking up and down the inlet you see the initial steps of a great wharf business. Here are six decked scows unloading building stone, for it is an abundant article here and is largely used in the construction of the various handsome buildings which astonish the new-comer.

With respect to the new Canadian-Australian trade, all shades of politicians assert that the Bowell-Fleming delegation was one of the best commercial strokes ever made by the Ottawa Government. On the ordinary maps of the present day one finds three important lines of ocean steamships indicated—the C.P.R. route to China, the Huddart line to Australia, and an American line to San Francisco, besides a number of lines to the various local points.

The C.P.R. route is designated the "globe-encircling route," for such it really is. One of the early maps is now in my possession. It bears the legend, "J. D. Speckles and Bro., general agents, 327 Market street, San Francisco. Direct route to Honolulu, Hawaiian Islands, Auckland, New Zealand, Sydney, etc. Map showing the track of the Oceanic and Union Steamship Company's steamer on the Pacific through route. The favorite line for around the world travellers, avoiding alike the extreme cold of Cape Horn and the intense heat of the Red Sea, first class tickets accord stop over at all points of interest en route in the United States, Sandwich Islands, where detour can be made to the famous volcanoes of Kilauea, New Zealand, and the grandest scenery and mounds." Those were certainly the early days when San Francisco possessed a monopoly of the Pacific Ocean. Now all is changed. The Canadian Pacific Railway Company will now carry you around the world for \$610, and instead of only one transcontinental line on the Pacific, there are now four. The Canadian Pacific new ocean route has come in for its share of curses both loud and deep, not from its passengers, but from the Frisco folks. Sometimes their boats leave San Francisco, I am told, with but few passengers, and scarcely any freight.

The sea-born energies of the Canadian are more than a match for the remarkable enterprise of the American, for the Canadians, like the British, have kept up their prestige on the seas, while the American, of late years, has allowed it to decline, but he is rallying, though he will find it a stern chase in this especial matter of ocean commerce.

The Canadian Pacific route, designated the Royal Mail Steamship Line to Japan and China, comprises the "Empress of India" and the "Empress of China," each 485 feet in length and 6,000 tons burden, and a speed of 19 knots per hour. They have brought Yokohama within twenty-one days of New York and Boston. The hulls are of steel with double bottom; extending the full length of the vessel, and these are divided into numerous water-tight compartments.

The Canadian-Australian line consists of the steamships "Warrimoo" and "Miowera," each 357 feet in length and 3,000 tons burden, with a speed of 17 knots. As the readers of THE MONETARY TIMES are aware, the "Miowera" was recently partly wrecked. She has been sent to Scotland for repairs and her place has been taken by the chartered boat "Arawa."

The Peninsular and Oriental steamers are of modern type and are popular boats. One cannot help thinking that this vast outlay for first-class steamship service has not been made without the fullest confidence in the future. "Westward to the far east" has superseded the old legend of "Westward the star of empire," etc.

That this new route has, besides revolutionizing commerce on the seas, added great strength to the Dominion as a maritime country, there is little room to doubt.

There is something remarkable in these spick and span new towns of the west. Their utter disregard for the "fads" of the east is pronounced. The majority of the inhabitants are young, intelligent, and full of active hope. Now and then the Mentor is met, who dispenses his wisdom with a profusion perfectly western-like in its abundance. The people, however, do not possess that maritime look so noticeable in long dwellers by the sea. They have not the nautical cast of those who have inhaled salt water from their births, but they are "smart" and "pushing," and appear to be proud of their city and hopeful of its prospects.

TRANSCONTINENTAL.

Vancouver, April 1st, 1894.

—In Roumania a duty of 1s. a bottle has to be paid on foreign wine. There is a tax on female servants, on doorplates and on doctors.