

books on the same date was 1,785 with a gross tonnage of 213,864 tons. Assuming the average value to be \$30 a ton, the value of the registered tonnage of Canada, on Dec. 31 last, would be \$21,952,620.

The number of new vessels built & registered in the Dominion during the last year was 231, measuring 17,094 tons register tonnage. Estimating the value of the new tonnage at \$45 a ton gives a total value of \$769,230 for new vessels.

Following is a statement by provinces of the number of vessels & number of tons on the register books:

	No. of Sailing Ships and Steamers.	No. of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Brunswick....	923	115	8,373	103,584
Nova Scotia.....	2,204	142	19,992	283,056
Quebec.....	1,486	311	54,059	158,077
Ontario.....	1,424	896	91,928	135,349
P. E. Island.....	174	21	4,043	15,812
British Columbia....	364	226	29,042	28,604
Manitoba.....	115	74	6,427	7,272
Total.....	6,684	1,785	213,864	731,754

The new vessels built & registered during 1897 were as follows:

	No. of Sailing Ships and Steamers.	No. of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Brunswick....	33	11	1,459	1,738
Nova Scotia.....	54	6	211	4,259
Quebec.....	49	13	1,094	4,227
Ontario.....	50	43	2,101	3,850
P. E. Island.....	3	1	33	226
British Columbia....	26	24	3,848	2,420
Manitoba.....	16	15	501	395
Total.....	231	113	9,247	17,094

In British Columbia Waters.

A small tug, the Troubadour, has been added to the fleet which makes its headquarters at Victoria.

The str. Myrtle B, Capt. Benjafield, is plying on Christina Lake, having been taken in from Arrow Lake.

H.M.S. Egeria recently came out of dry-dock at Esquimaux, & has resumed her work of surveying the coast waters.

A whaling fleet is to make Vancouver its headquarters. A Norway whaler is now on the coast making preliminary arrangements. The Pacific whale is not as valuable as the whale found in the Atlantic, but they are very numerous.

Notice has been given by the B.C. Marine Railways Co. of its intention to deposit with the Dominion Minister of Public Works the plans for, & to apply for leave to build a marine railway & wharf on Burrard Inlet, Vancouver.

The C.P.R. str. Minto was launched at Nakusp in the middle of November. She is a sister boat to the Moyie mentioned in our last issue, pg. 247, & will take the place of the Rossland on the Robson-Arrowhead route during the winter, the Rossland going on again in the spring.

It is announced in Revelstoke that provisional directors have been appointed for the purpose of forming a company to run steamers on the Columbia River from Revelstoke north to the Big Bend district. Letters of incorporation have been applied for. The bulk of the capital will be raised in Great Britain, where it is hoped to float the company.

The Ainsworth, a small steamer plying between Nelson & Bonner's Ferry, was wrecked Nov. 29 during a storm on Kootenay Lake, 6 of her crew & 3 passengers being drowned. She left Nelson on the evening of that day on

her regular trip, & when about 6 miles from shore, during a heavy sea, she was struck by a squall & commenced taking in water. The Captain headed her for shore, but she reeled over on her side, filling immediately. She was owned by Braden Bros. of the Pilot Bay Smelter.

Richelieu & Ontario Navigation Co.

Many of the daily papers spoke of a trip made by the Co.'s new steamboat Toronto last month as the trial trip. But it was only a preliminary trip, & the regular trial trip will take place next spring. President Forget informs us that he refused to have the trial trip made this fall, on account of the late date. On Nov. 30 the boat ran from Toronto to Oakville, covering the distance from light to light, 19½ miles, in an hour, under command of Capt. McGiffen, of the Niagara Navigation Co.'s steamer Chippewa. Wm. Black, of Belleville, will be Chief Engineer of the new steamer when she starts on her run between Toronto & Prescott next season.

All the Co.'s steamers, with the exception of the Hochelaga & Longueuil, are being wintered at Sorel. Heretofore a steamer or two has been stored away for the winter at Quebec, & the same was the case at Kingston.

A new electric light plant is to be put in the str. Richelieu, & her boilers and engines are to be overhauled.

Croil's Steam Navigation

Steam Navigation & its Relation to the Commerce of Canada & the U.S. By James Croil; Montreal, 381 pgs., illustrated. Toronto, W. Briggs. \$1.50.

The author treats of the dawn & early days of steam navigation, the Cunard S. S. Co., North Atlantic S. S. Co.'s, steam to India & the East, steam in the British navy, the St. Lawrence route, steam on the Great Lakes, steam commerce on the Great Lakes, steam navigation in all the provinces of the Dominion & in Newfoundland. As the author states in his preface, the pages are but a compilation of materials more or less intimately connected with steam navigation gathered from many sources during many years, & now woven into homely narrative. But they are very interesting, & contain a lot of information not easily available elsewhere.

TELEGRAPHS & CABLES.

Telegraph Line to Yukon.

The prospectus was issued in England recently of the Canadian, British Columbian & Dawson City Telegraph Co., Ltd., share capital £300,000, which is not offered for subscription. The Co. had made an issue at £95 of £225,000 5% 1st mortgage debenture stock. The lists closed Dec. 15, & a London cable of Dec. 19 says construction operations will commence at once. The directors are, Sir James Grant, Sir A. P. Caron, Ottawa; J. H. Turner, M.P.P., Victoria, B.C.; Alderman J. Hyde, Mayor of Banbury, W. P. J. Fawcus, M.I.C.E., M.I.E.E., Director Edison & Swann United Electric Light Co., London. The Consulting Engineer is Sir T. S. Tancred, Bart., C.E.; Resident Engineer, E. G. Woodford, C.E., late State Mining Engineer, Transvaal; Secretary W. Young, 64 Victoria St., London. The following is taken from the prospectus:—This Co. has been formed for the purpose of constructing & working the telegraph lines to be built by the Dawson City & Victoria Telegraph Co., incorporated by the Dominion Parliament in 1898. From Quesnelle (which is the present terminus of the telegraphic system in B.C. northward), where the telegraph line of this Co. will start, the route lies along an excellent trail to Hazelton on the Skeena

River. From Hazelton the line will go along the trail to Telegraph Creek, thence to Teslin Lake, & then across to Atlin City, where connection will be made with the Skagway-Dawson section. The distance traversed by the 2 sections of telegraph line will be about 1,400 miles. It is contemplated that working agreements with both the Canadian Government & the C.P.R. Telegraphs will be entered into. Particular attention is directed to the report of R. E. G. Woodford, C.E., late State Mining Engineer to the Transvaal Government, which accompanies prospectus. The route traversed by the line lies through important mining centres, including the Cariboo, Omineca & Cassiar districts. A number of large mining & trading companies are now operating there. Outside, therefore, of the very large revenue to be derived from the Klondyke district proper, there should always be an increasing revenue from the first-named district. It is intended to construct a line of telegraph from the vicinity of Skagway to Atlin City, connecting at the latter station with the section of the line from Quesnelle, so soon as the necessary powers have been obtained. From Atlin City the route covers very important trading posts, & the inhabitants of these should be large users of the telegraph line. Customs officers & a force of mounted police are stationed at various points along the line. Police stations are established at the junction of White & Dyea Passes, at Tagish Lake, at White Horse Rapids, at the mouth of the Hootalinqua River at Fort Selkirk, & other important points. The 3 largest companies operating in the North-West Territories are the North American Transportation Co., the Alaska Commercial Co. & the Hudson's Bay Co. The first is directed principally from Chicago, the second from San Francisco, & the last from Winnipeg. The telegraph business of these 3 companies alone should be considerable. It is difficult to estimate the large income which will be certain to be derived from messages to & from Dawson City, New York, Boston, Chicago, San Francisco & London. The directors are of opinion, especially having regard to the heavy investment of European & American capital in B.C. & Klondyke, that the following is a reasonable & fair estimate of net profits to be earned:

50 telegrams a day, averaging 10 words, between Dawson City, London, Paris, Berlin, Ottawa and Montreal at ss. a word, taking 300 days to the year.....	= £37,500
50 telegrams a day, averaging 10 words, between Dawson City, New York, Philadelphia and Boston at ss. a word, taking 300 days to the year.....	= 37,500
50 telegrams a day, averaging 10 words, between Dawson City, Chicago, San Francisco, Victoria, Vancouver, Seattle and Winnipeg at ss. a word, taking 300 days to the year.....	= 37,500
50 telegrams a day, averaging 10 words, between all other parts of the world, including America, British Columbia, Australia, Europe, etc., at ss. a word, taking 300 days to the year.....	= 37,500
Local & intermediate traffic, as described on the other side, say.....	= 37,500
Total.....	£187,500

This gives a gross revenue over the Co.'s system of £625 a day. Allowing £36,500 for wages & maintenance, the net revenue would not be less than £151,000 a year, sufficient to cover the debenture interest 13 times over, or to repay the principal in full in 1½ years. It should be borne in mind that the weather in Klondyke during winter is dry & cold, with scarcely any wind, the snow falling in small crystals & not in large damp flakes, as in more southerly climates. The cost of maintenance should, therefore, be very small. The enormous development likely to take place in the goldfields of Klondyke & B.C. in 1899, should add largely to the revenue. In addition to the sources of revenue referred to above, there will be traffic from press telegrams, which will be transmitted at the usual rates. The line is expected to be in operation not later than April next.