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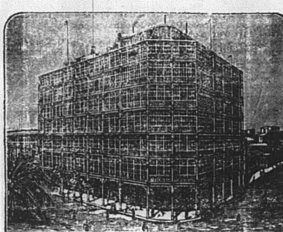
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## DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

ALEXANDRIA.		Bar.
Direction of wind.	Force.	Very light
State of sky.	Temp. in the shade.	28.0
Surface temp.	Sea temp.	28.0
W. temp.	W. temp.	27.5

REMARKS.

Another fine day yesterday though somewhat inclined to  
be sultry. Barometer steady.

## THE EGYPTIAN GAZETTE.

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1900 1901 1902 1903 1904  
Percentage of vessels. 56.2 56.1 58.4 60.5 63.2  
Do. of net tonnage. 57.6 57.8 60.2 62.2 65.9  
Germany is still an indifferent second, her  
net tonnage advancing last year from 1,773,265  
to 1,969,561, against the British growth from  
7,408,583 tons to 8,853,929 tons. The German  
increase in number of ships and their aggregate  
barthen did not improve her proportion, which  
fell from 13.1 per cent. of ships in 1903 to  
12.8 per cent., and from 14.9 per cent. of net  
tonnage to 14.7 per cent. If merchant vessels  
alone are reckoned, the British proportion of  
tonnage rises to 76 per cent. and the German  
falls to 10.5 per cent., a proportion exceeding  
that of France, Holland, Norway, Austria,  
Hungary, and Italy combined. The average  
net tonnage of vessels using the Canal last  
year was 3,163, against 1,787 tons twenty  
years ago and 637 tons in the first year of the  
Canal's existence. In that year (1869) the  
Canal carried 16,480 10 vessels; the re-  
ceipts got over £5,000,000 in 1870, over  
£5,000,000 in 1881, and over £10,000,000  
in 1904, though in the last period men-  
tioned the dues fell from £11.50 to £9. per  
ton.

## The Egyptian Gazette

An English Daily Newspaper, Established in 1880.  
Editor & Manager: R. SNELLING.

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SATURDAY, JUNE 3, 1905.

## THE SUEZ CANAL.

Last week the balance dividends to be paid  
by the Suez Canal Company for 1904 were  
announced. These showed a very considerable  
increment, giving rise to expectations of an  
early realisation of the hope, expressed by the  
chairman at the meeting last June, that a  
reduction of 50 centimes per ton in the transit  
dues might be possible. A reduction of this  
amount came into operation at the beginning  
of 1905; but, thanks to the growth in number  
and tonnage of vessels using the waterway, the  
decline in receipts was insignificant—only  
from £103,730,090 to £103,630,368. Some-  
times in working enabled the company to en-  
large its dividends for 1903, £5 being added to its  
distribution on the Ordinary and redeemed  
shares and £2 to the amount falling to the  
Founders. Now the total dividend, which was  
£130 net for 1904, is advanced to £141 net  
for 1904 on the Ordinary shares of £5 each and  
the Founders' receive £6.57 net, against  
£6.50 for the preceding year. Needless to say,

these rates are far and away the highest ever  
paid by the undertaking; indeed, the net divi-  
dend—that is, after deduction of taxes—  
exceeds the gross dividend of 1903, which was  
the previous best. The sum distributed in  
shares dividends to shareholders and founders  
will be nearly £2,300,000, irrespective of the  
Egyptian Government's 15 per cent. of the net  
profits (belonging since 1880 to a French  
company which bought it from the Govern-  
ment) and of the 5 per cent. interest payable  
on each unredeemed share. The accounts of  
the company have not reached us, but the  
annual return to Parliament, issued last week,  
shows that the transit receipts rose over £1.  
12,000,000, to £1,115,818,479—say £4,652,740.  
The net tonnage passing through the Canal  
last year was 1,494,547 tons greater than that  
of 1903, and about 500,000 tons of this in-  
creased the tonnage of coal to the £100,000  
Best for the use of the belligerents. Third of  
the account, for accounts for only about a third of  
the increase, and the report of the British Govern-  
ment directors mentions the heavy shipments  
of wheat from India as explaining a great part  
of the remainder. The effects of the war are to  
be traced throughout the statistics of traffic.  
The interruption of Russian commercial ship-  
ping is seen in the decline from 119 in 1903 to  
82 last year in the number of Russian ships, and  
as, the latter figure included 51 warships  
and transports, representing 76,763 tons out of  
a total of 153,848 tons, the trade in Russian  
bottoms is seen to have nearly disappeared.  
The increase in number of ships and their aggregate  
barthen did not improve her proportion, which  
fell from 13.1 per cent. of ships in 1903 to  
12.8 per cent., and from 14.9 per cent. of net  
tonnage to 14.7 per cent. If merchant vessels  
alone are reckoned, the British proportion of  
tonnage rises to 76 per cent. and the German  
falls to 10.5 per cent., a proportion exceeding  
that of France, Holland, Norway, Austria,  
Hungary, and Italy combined. The average  
net tonnage of vessels using the Canal last  
year was 3,163, against 1,787 tons twenty  
years ago and 637 tons in the first year of the  
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in 1904, though in the last period men-  
tioned the dues fell from £11.50 to £9. per  
ton.

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