

## Correspondence.

## STEAMING ON THE GREAT LAKES.

Editor MONETARY TIMES :

SIR,—In your issue of the 12th May you had an editorial note on the fast passage of the steamer "Owego," in which you state that the distance, 1,100 to 1,200 miles, was covered in 58 hours, the fastest time being from Mackinac to Chicago, 384 miles, in 17 hours and 45 minutes.

Now I do not for one moment wish to dispute the fact that the "Owego" and "Chemung" are very fast boats. But so they should be. They are the longest boats on the chain of lakes, cost the most money, are small carriers for their dimensions, and nothing was spared in their construction to make them speedy.

As to their actual speed, the distance between Chicago and Buffalo, according to American tables, is 889 miles, not 1,100 or 1,200; between Chicago and Mackinac 329, not 384, which would make the average time for the whole run 15½ miles per hour. There is quite a difference between this and 21½ miles claimed for a portion of the distance.

There are very many new steel steamers recently built across the border, about which little fuss is made, which cost less, carry larger cargoes, move nearly as fast, and at a fraction of the expense of these two flyers, but owing to the competition between rival railway companies the "blow" is all about the "Owego" and the "Chemung."

We have in Canada, trading between Port Arthur and Owen Sound, the two Canadian Pacific steamships "Alberta" and "Atha-

basca," which have made and still can make faster time than any American bottom on the lakes. Their season's runs will be found on investigation better than the remarkable trips of the American greyhounds, and this, too, under easy steam, and not with "throttle wide open" for a whole trip.

More than one ambitious American captain has, "with the fastest boat on the lakes," found that he must except the Canadian Pacific steamers. And our American cousins will have to work a little longer before they produce anything to beat these Clyde-built clippers, and if they require anything small and fast, I have no doubt that when the twin-screw "Modjeska" propeller reaches the lakes, with her nineteen miles an hour record, they can be accommodated.

Yours truly,  
SHIPOWNER.

## STEAM FIRE ENGINES AT SIMCOE.

Editor MONETARY TIMES :

SIR,—Your late article re Simcoe firemen, saying I had first told you they had resigned (if council persisted in buying Waterous engines), then again my writing you that that statement was untrue, is indeed very unfair, reflecting on my veracity to so represent the matter. The facts are the firemen did say they would resign if the engines were purchased. The whole people met *en masse* and did their utmost to prevent such a proposed purchase as against the wishes and interests of Simcoe. The firemen, seeing the determination of the people, saw the propriety of *not* meantime resigning, but all their fears and precautions have now been summarily blasted :

the firemen have now resigned! Which proves all my allegations to be true.

You also again unfairly misrepresent the truth when you quote from the *Norfolk Reformer*, whose editor, a proven partisan of the worst type, whose late actions in this matter have brought the disapprobation of all the citizens. And as to my trying to bribe councillors, I only offered my commission off the hose I was acting as agent in selling, provided a purchase was made, because after testing and use, soiled and injured, the *Norfolk Reformer* man makes a hue and cry of personal abuse in order to boom other interests, that from appearances he was highly interested in foisting on the town machinery that the whole people in public assembled had pronounced against. You did not tell of the larger bait by my opponents, viz., offering to buy old used-up engine for \$1,000 that would not realize \$100.

I trust you will do me the justice to insert this letter in full, and not partially as previously, which takes away the pith and sense of the true facts. With all your upholding the character by inference, etc., of the machinery referred to, the bald facts are public in Simcoe, which is the best, and rest assured the people, including the firemen, are going to have the best.

You also say it does not strengthen my case to decry my competitors. Quite true. I again deny the charge. I only told the facts, and they are of a terrible nature. Something evidently wrong when six men are determined to balk the interests of a whole town. To prove my assertions I would be glad of the opportunity to have both steamers taken to Toronto and tested before mechanics for tangible proof. I recapitulate former statement, viz., "that our engine is sixty per cent. higher priced, eighty per cent. heavier, but will do four hundred per cent. more work, also raise steam and start in half the time they can, both engines to be under equal conditions." The public would then see whether certain flattering reports from high sources were true. And whether also the six above referred to and the Norfolk man are right, or the whole people of Simcoe and Yours truly,

JOHN D. RONALD.

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