

ooo of "wild" vessel capacity. The great bulk of its ore had, of course, been covered by freight contracts running over the greater part of the season, but the general demand for vessels not tied up by contracts resulted in a different situation as to the ore that was uncovered. Chicago grain shippers have claimed that if it were not for the unprecedented demand for vessels in the ore & coal trades the shipments of grain during the past month would not have warranted payment of more than 1c. a bus. out of Chicago, but, as noted above, the ore interests have been actually bidding against themselves, in order to keep their product steadily moving in advance of the grain crop that promises a big business for the fall. As a result of this condition, ore rates are up to \$1.25 from the head of Lake Superior, \$1.10 from Marquette & 90c. from Escanaba, figures which it was thought would never return again in the lake trade, & yet there is no more surplus of vessels than there was in the first days of the season when the leading ore rate was down to a 60c. basis.

Vessel men are indulging in some speculation regarding business for next season. With pig iron sold well into next year at prices that would warrant the payment of high lake freights, rather than chances being taken on a repetition of this season's experience in transportation matters, the ship owners are of the opinion that there will be a call very early for the use of their property, & some of them think that advances made to the ore interests even now might result in contracts being closed at \$1 a ton on ore. Their ideas of the market for next year are based on nothing less than the dollar figure, but there is, of course, nothing tangible as yet on this score. It is reasonable to expect, however, that contracts for 1900 will be closed up much earlier than in past years.

The few coal shippers who covered Lake Superior sales at 30c. lake freight contracts certainly have reason to congratulate themselves. There was probably 600,000 tons in all covered at the opening of navigation at this rate. Practically the entire output to Lake Superior could have been covered at the same figure if the shippers had started in early enough, but when they were willing to pay the 30c. contract rate it was too late. Now they are called upon to follow the repeated advances in ore and grain, & the Lake Michigan coal rate has reached 80c. with vessels going light to Lake Superior rather than accept anything less than 60c. to Duluth, Superior and other ports at the head of that lake. These marked advances are certainly a great hardship in the coal trade, especially with shippers who sold coal delivered, but as with other commodities, it would seem that the season is so far advanced & coal shipments so much short of requirements, that advancing rates must be expected up to the last days of navigation.—Marine Review, Aug. 17.

There is no let-up in the advance of freight rates on the great lakes. The efforts of grain shippers at Duluth to charter vessels for Sep. & Oct. at prices that are considerably better than \$1.50 on ore from the head of Lake Superior, would indicate that there is some fear among these shippers of inability to move the grain at any price. The ore companies that will be hardest pressed for the balance of the season are fortifying themselves by buying or chartering outright such vessels as they can secure. More negotiations of this kind are under way & will be announced within a few days. Lumber rates are following the advance in grain & ore, & as the owners of lumber carriers rarely make season contracts, they will all store up more money as a result of this season's business than they have earned in the past 3 or 4 years put together. From the head of Lake Superior to either Chicago or Lake Erie ports are almost anything that is asked. Charters are said to have been made at \$3.25 a thousand for the most desirable boats.—Marine Review, Aug. 24.

Yukon & Northern Navigation Matters.

During June & July 36 vessels arrived at Dawson with an aggregate capacity of 7,285 tons.

The Empire Steamship line has built warehouses at Dawson containing 52,750 cubic feet of space.

The str. Canadian, which left Dawson July 22, made a record trip of 3 days, 21 hours & 55 minutes to White Horse, winning a purse of \$500 offered by N. McCauley to the first boat that should make the run in less than 4 days.

The Bennett Lake & Klondike Navigation Co.'s steamers Ora & Flora are reported as making their trips between White Horse & Dawson with great regularity. The Flora recently made a round trip between Dawson & White Horse in a little over seven days, including a delay on Lake Laberge loading fish.

It is reported from Seattle that another northern combine has just been effected by Manager Flockton, of the Bennett Lake & Klondike Navigation Co.; Capt. J. Carroll, of the Flyer line, operating the steamers Pingree & Low; Col. Williams, operating the Clifford Sifton; & possibly Capt. John Irving, operating the Gleaner. The compact, it is stated, will compete for the through freight & passenger business against the Canadian Development Co., & will work in conjunction with the Humboldt & the City of Seattle. The report further states that the proposed movement has the hearty approval & support of the White Pass & Yukon Ry. Co.

The steamship companies operating on the Lake Bennett & Upper Yukon route, composed of the Canadian Development Co., Bennett Lake & Klondike Navigation Co., &

the John Irving Navigation Co., have issued a notice to shippers to the effect that shipments for Dawson City & Yukon points can only be accepted subject to these conditions: That the carriers do not guarantee to effect delivery before the close of the present season of navigation, & are released by the shippers & consignees from all claims in respect of non-delivery. That freight charges to Bennett, B.C., be prepaid. The carriers will make every effort to deliver all shipments this season, but cannot undertake the responsibility of a guaranteed delivery.

Large numbers of scows are being used on the Upper Yukon. Shippers say they can save 2 to 4c. a pound on freight by scows as against steamers, & that the time consumed is very little, if any, more. The str. Kilbourne of the Upper Yukon route is towing scows to Miles canyon, where they shoot the rapids to White Horse, & are there taken in tow by the str. A. J. Goddard, of the same line, which tows them down to Thirty Mile river or any other point desired. This Co. has a monopoly of the towing below the canyon. Considerable freight, in from 4 to 15 ton lots, goes down by the scows, & now that the water is falling all along the route, many shippers predict that it is the safest way, as large steamers below White Horse will be in danger from now on of grounding. According to recent reports Lake Lindeman has fallen a foot & a half, but Bennett continues to rise slowly.

The steamers Tyrrell & Anglian, the former owned by the British America Corporation & the latter by the Canadian Development Co., were wrecked in July—one below White Horse & the other at Five Fingers. The Tyrrell, the larger of the two, struck a rock at Thirty-Mile. The Anglian struck a snag 9 miles below Big Salmon. She left White Horse July 23, with about 30 tons of freight, all of which, except about 2 tons, was saved. The Anglian is the smallest of the Canadian Development Co.'s fleet of four steamers, & was very fast, having recently undergone extensive repairs, including a new boiler. She was only on her

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Cleveland Elevator Company's Elevator, Cleveland, O.		500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.		100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.		1,500,000 "
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