

THE TORONTO WORLD

A One-Cent Morning Newspaper

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SATURDAY MORNING, MAY 4, 1889.

Cheap Transportation of Coal and Flour.

It is a mistake to suppose that there is any

advantage worth speaking of in having such

heavy freight as coal carried in large, fast and

expensive vessels. Such vessels are not only

expensive to be had, and they "come handy";

but that the coal trade must have them is not

of the essence of the contract. Coal is not

"perishable freight," as the term is generally

understood; and to have it delivered with

reasonable time will save the trade very well.

Provided that they are safe, also convenient

for both loading and unloading, vessels to

ship coal in need not be either fast or ex-

pensive. It would not be surprising if the

trade were to be carried in first-class ocean

liners going at a speed of twenty knots,

more than would be the case were it carried in

cheap barges, towed along at the rate of a few

miles per hour. To get it carried long dis-

tances clearly is the main thing; what time

it takes to carry this kind of freight is a mat-

ter of less consequence. And for this purpose

a cheap and handy class of vessels will answer

as well as the most expensive. A friend

who has before addressed us on the subject of

the subject of how to make a market for Canadian

coal in Canada, sends us one clipping from

The Boston Globe, which tells how a cheap

system of transportation by coal barges has

been developed there.

The Boston Tow Boat Company has been in

existence only two years; but already it de-

livers in that city from half a million to a

million tons of coal per annum, which is all

loaded at the ports of Baltimore, Philadelphia

and New York, and is carried by sea around

Cape Cod. Thus is solved the problem of

cheap transportation, which is the main thing

wanted where freight which is heavy in pro-

portion to value has to be carried long dis-

tances. Formerly, Boston had its supply

of coal carried by sailing vessels, a

method which was expensive and uncertain to a degree.

But just within very recent time the trade has

been revolutionized. It has been very largely

extended, for the reason principally that the

cost of freight has been reduced. The

Boston Company was the pioneer one in the

coal barge business; but its example has been

followed by others, and thus cheap trade is

rapidly extending, and just because it is done

cheaply, which is the potential reason why.

The barges now in use by the

Boston Company are of no particular

size, but vary from 300 to over 1000 tons

capacity. Some of them were before called

"ships" or "brigs," and were taken for the

purpose simply because they could be cheaply

obtained, and could be fixed up at small cost.

Here it may be as well to give some of the

Boston paper's description of its own vessels:

The trip to Baltimore and return averages

about 12 days; that to Philadelphia, 10 days,

while to New York and back the time taken

is six days. All the barges are fitted and

equipped with steam engines, so that one can

be loaded or unloaded in a very short time

and without the necessity of a "fair wind,"

the barges, under the command of a "fair wind,"

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ter may also be raised a little, and the

ship of more coming and going, which has

been going on for so many years, and has

mounted at last to the pitch of a most de-

grading industry, may possibly find its limit.

The Empire has started in to defend Sir

John. Yesterday it said:

We think the Jesuit Estates Act is one that

should not have been passed by the Quebec

Legislature; that its preamble especially is

well calculated to rouse the feelings of Pro-

testants; that it is a gross insult to the

people of Canada; and that it is a gross

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THE ADELAIDE CHAMBERS.

A Magnificent Addition to the Public

Buildings of the City.

This is an age of convenience as well as of

progress. If a man rents an office, a store, or a

house, the first thing he looks for is all the

modern conveniences. These include a very

wide range of things. What are they anyway? Well,

the modern conveniences of the Adelaide Chambers

include a very wide range of things. What are they

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The Adelaide Chambers now come to the

front as possessing a very superior advantage

to the professional man who requires quarters

in a good downtown locality. These elegant

and elaborate new chambers are lo-

cated just across Adelaide-street from

the Court House. There are four

floors and a concrete basement. They have

been fitted up in a style that has few equals

in the business centres of Canada. The

chambers are well known to the public. The

architect, Bennett & Wright, did the

plumbing, and the carpenter, Messrs. Gault

and McCall, did the carpentering. The

brick work was executed by that eminent

authority on building, Messrs. Gault & McCall

of the firm of Gault & McCall, of Galt

put in the vaults. There is nothing known to

not be found in the Adelaide Chambers, and

they are peculiarly adapted for offices for

professionals. The ground floor is a

large room which would make fine quarters for

a financial company or a merchant. The west

wing is a large room which would make fine

quarters for a law firm. The east wing is a

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