

The Port Stanley-Conneaut Ferry.

The illustrations on this & pg. 221 give 2 views of the car ferry Shenango No. 1, which is being run between Port Stanley, Ont., & Conneaut, Ohio, in connection with the Lake Erie & Detroit River Ry. The ferry formerly ran between Port Dover, Ont., & Conneaut, connecting at the former point with the G.T.R. To accommodate the ferry the L. E. & D. R. Co. has built docks at Port Stanley, costing about \$15,000, the approaches costing about \$10,000 more. The main object is to get a good connecting link between the coal & iron regions of Ohio & Pittsburg respectively, & the west, by means of the ferry & the Port Stanley Ry. to London. During the past 2 years the Co. has handled a large quantity of coal & iron for London by the lake route, but the greatest drawback, especially in the coal trade, was experienced in the trouble of having to transfer it from schooners to cars, entailing considerable expense & loss of time.

The Shenango No. 1 is a large vessel, costing \$150,000, & has a capacity of 26 cars,

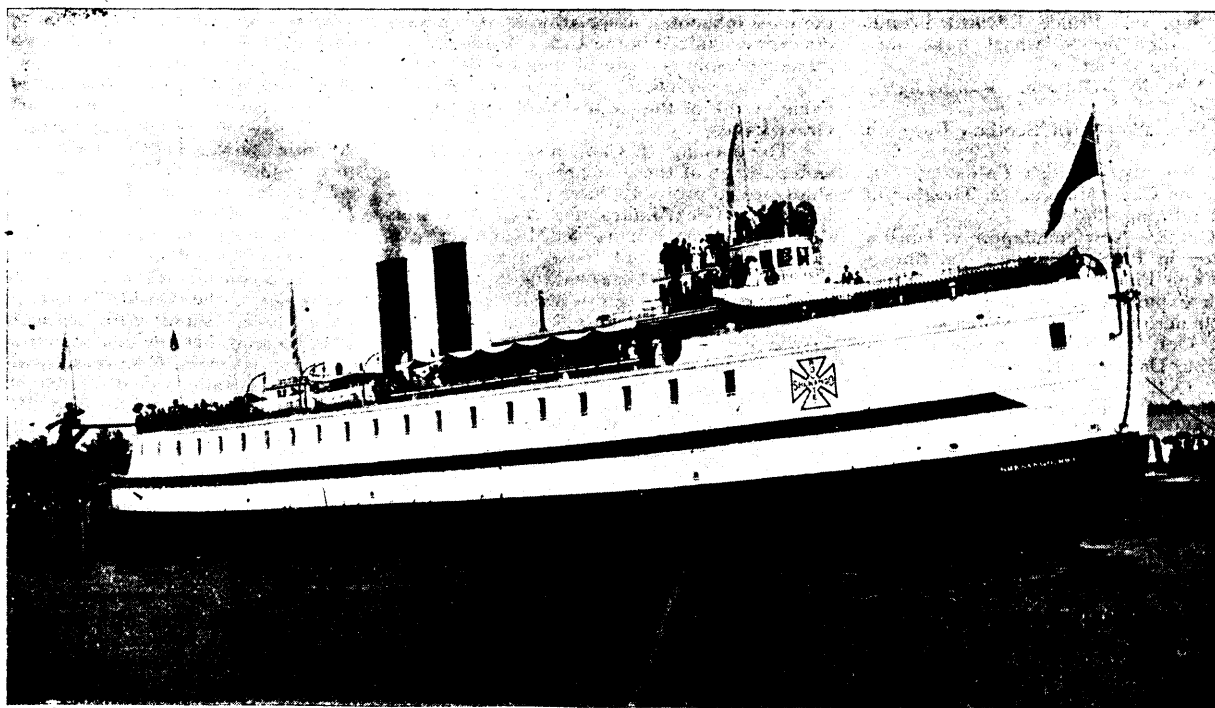
The Atlantic Steamship Service.

At a meeting of the Dominion Cabinet, Oct. 12, a contract for the winter Atlantic mail service was awarded jointly to the Allan & Dominion lines for 6 months up to May 1, 1899. The service will be a weekly one from St. John, N.B., to Liverpool, calling at Halifax both ways. The Allan steamers used will be Parisian, Numidian & Californian, & the Dominion steamers will be the Labrador, Vancouver & Scotsman. The subsidy is £500 a trip. Tenders are now being invited for a 2 years contract from May 1, 1899, & it is said that when that is disposed of negotiations will be commenced for a fast service.

Henry Norman, the English press correspondent, proposes an International fast Atlantic line. Great Britain & Canada & the U.S., ought, he thinks, to join in establishing a really first-class service. The U.S. is paying pretty dearly for a fast service of its own which sails from New York, and it is not, after all, the fastest service. The contract, which carries a subsidy of about \$1,250,000 annually, has

John's, Nfld., to which the southern fogs reach, & that in this clear zone Green Bay & its sea route to Galway is. It is said that a Turbinia steamship, making all allowances for delays, would do the sea voyage between the two ports well inside of 3 days. The London Spectator, which has always been a stout advocate of the railway tunnel project between Scotland & Ireland, sees in this fast Atlantic service proposal a strong argument in favor of the immediate carrying out of its favorite work, which it believes would unite the interests of Ireland & Great Britain as nothing else has been able to do. From Green Bay, in Newfoundland, a short branch line would connect with the Newfoundland & Western Railway to Port au Basque, giving an almost direct route to Sydney, & by way of the Intercolonial & connecting lines to Boston & New York, & a short route via the C.P.R. main line from St. John, N.B., to Montreal & Canadian points.

In this connection it may be mentioned that 2 boats, now in process of construction at Wallsend-on-Tyne, are exciting the liveliest interest in naval circles, not only in England,



THE PORT STANLEY-CONNEAUT CAR FERRY SHENANGO NO. 1.

having 4 tracks, the 2 centre tracks holding 7 cars each, & the two outside ones 6 cars each. In addition to this she can carry 1,200 excursionists on her upper deck, & is fitted with staterooms for regular passenger business. She is propelled by twin screws, steered by steam, & lit by electricity, & is owned by the U.S. & Ontario Steam Navigation Co., of Conneaut.

The distance from Conneaut to Port Stanley is 58 miles; Port Stanley to St. Thomas 9 miles; & Port Stanley to London 24 miles. By this new route Western Ontario is practically placed in direct connection with Pittsburg & the central states, from which a large amount of business comes into Canada. The L. E. & D. R.'s direct connection at Conneaut is the Pittsburg, Bessemer & Lake Erie Ry. (largely owned by the Carnegie Co.), which works direct with the Baltimore & Ohio, the Pennsylvania & other railways running out of Pittsburg.

The schooner Delphine was seized at Port Gilbert, N.S., recently, with over \$2,000 worth of smuggled spirits on board.

yet a considerable period to run, & they are not likely to do anything more until they see how their present project develops. The U.S. people are very friendly towards the British people at present, but they have not ceased to be exceedingly anxious to look after number one in all matters of international trade, commerce & industry, & a proposition to support a fast passenger steamship service between Canada & Great Britain would strike the average United Stateser as out of the question, no matter how clearly it might be proved that such a line would best & most cheaply serve the U.S.

The newest thing in fast Atlantic steamship service projects, is, says the Montreal Witness, the Newfoundland and Ireland one. The idea is to secure vessels of the Turbinia type, which will steam between 30 & 40 knots an hour, & place them on the route between a port in Galway & Green Bay, on the northeast coast of Newfoundland. There would be on this route an almost clear, uninterrupted course of open sea navigation. It appears there is a zone which is seldom foggy, between a point south of Belle Isle, down to which the northern fogs come, & a point north of St.

but on the European continent generally. They are to be fitted with the new system of turbine propulsion, which proved so brilliant a success on the Turbinia. They are both much larger than the pioneer vessel, & both are guaranteed by the builders' contract to attain a minimum speed of 35 knots. It is hoped that they may reach 50. One of them is for the British admiralty, while the ownership or the other is uncertain.

A London, Eng., cable of Oct. 10 says three 17 knot steamships have been purchased for the Canadian line between Milford Haven & Pasbebiac, Que., the first sailing in Nov., & that satisfactory arrangements have been made for a special service of trains between London & Milford Haven.

The Ontario Court of Appeal has recently held, reversing the Court below, that while under the Merchants Shipping Act unregistered equitable interests can be enforced as between the parties immediately affected, a purchaser from the registered owner takes a title free from unregistered equitable interests even though he has notice of them.