

Transfer of Lake Shipping.

In our last issue we gave pretty full particulars in regard to this subject. In referring to it the Marine Record said on Oct. 27: "One of the largest & most interesting enterprises ever conducted on the St. Lawrence River is being carried out by the Manager of the Atlantic Transportation Company, W. S. Besse, of New York. This Co. was organized about a year ago, with a paid-up capital of \$3,000,000, with the intention of engaging on a more elaborate scale than any existing company was doing in the coal-carrying trade of the Atlantic coast. A contract was at once closed with the Chesapeake & Ohio Ry., probably the largest overland coal-carriers on the continent. Within a few weeks a fleet of 40 barges, 8 ocean tugs & 4 steamships had been put into service. This fleet, however, has proved entirely inadequate to the demands of the trade, & it was decided at once to double its size. Accordingly, on Sep. 15 last Mr. Besse left New York for Buffalo, Toledo, Cleveland, Detroit & other lake-port towns to purchase the vessels. Incredible as it may seem, the fact remains that within 30 days he had completed the work of buying 44 vessels, the total carrying capacity of which is 71,000 tons, & by Oct. 3 the first barge was at Cornwall. But having bought the fleet, the task had only begun. The problem was how to get it to its destination, Newport News, Va. Many of the vessels were too long for the locks of the Beauharnois canal, & the only alternative was to run the Cascade rapids. This was not a very promising undertaking in view of the fact that only 3 vessels had made the attempt, & in each case an accident was the result. The pilots assured Mr. Besse that a channel of even 7 feet could not be secured to the Split-rock rapids. Investigation, however, led to the undertaking of the task, & now one-half of the big fleet is safely harbored at Quebec without an accident. The pilots of the line which plied between Montreal & Kingston this summer have been doing the pilots' work through the Cascades, and raft-pilots have been running the Split-rock rapids. Four tugs have been engaged in the work, the Chieftain & Rival, working in the rapids, & the Reginald & Island Wanderer towing between Cornwall & Ogdensburg. If the same good fortune & weather that has attended the enterprise so far are continued, Mr. Besse thinks that \$60,000 will land the fleet at the Gulf by Nov. 1."

In referring to the same matter the Marine Review said on Nov. 4: "Present indications are that the Atlantic Transportation Co. will not be able to get all of the vessels to the coast this season. The Co. had a separate insurance arrangement covering the voyage of the boats from Montreal to New York, with the stipulation that all the vessels were to leave Montreal by a certain time. The departure of some of the barges has been delayed beyond this time, & it is said the insurance companies have refused to accept further risks. This will in all probability necessitate the wintering of the boats at Kingston. The hitch will not, of course, in any way effect the interests of the vesselmen who have made charters to the Atlantic Co.—that is, the boats will in no case be thrown back on their hands, although an effort may be made to induce the owners of the vessels which will be thus delayed to grant an extension & have the charters date from next spring instead of from this autumn. The lake owners who chartered vessels to the Atlantic Co. received checks this week covering the second month of the charter. In this connection it is stated that the steamer Gettysburg, chartered from Alger, Smith & Co., of Detroit, by the Atlantic Transportation Co., will not go to the coast by reason of an inability to go over the rapids. The vessels taken to the coast by the Atlantic Co. are all insured from the time of their de-

livery to the company at lake ports, but it is understood that the underwriters do not agree to bear losses sustained in running the rapids. At the outset the Atlantic people, after conferring with their contractor, fixed the maximum draught at 7 ft. They were so anxious to secure the Gettysburg, however, that an exception was made in her case. She was allowed an additional 4 ins., but it was found impossible to get her up even to that draught, although it is understood \$2,500 was spent in shifting her boilers in the hope that it might be accomplished."

Another company has entered the field to secure lake vessels for the Atlantic coast trade. The newcomer is the Manhattan Steamship Co., of New York. In a letter to the Review, the General Manager of the Company says: "We have about concluded negotiations for 5 steam barges which we propose taking to Philadelphia, where alterations & changes will be made fitting them for coast-wise work." The inference is left that the vessels have been purchased outright. The Manhattan Co. has not made public the names of the vessels for which negotiations are being carried on, but it is understood that 2 of the number are the steamers Linden & H. E. Runnels, owned by the Jenks Ship Building Co., of Port Huron, Mich. The H. E. Runnels, which was built in 1893, is 182 ft. keel by 35 ft. beam. She has a capacity of about 1,300 or 1,400 tons of coal, & an insurance valuation of \$45,000. The Linden was built in 1895 & is 206 ft. keel by 35 ft. beam. She has a carrying capacity of about 1,400 to 1,500 tons, & an insurance valuation of \$62,500. Both are wooden vessels.

Richelieu & Ontario Navigation Co.

There was a story on the street in Montreal lately that a Western syndicate, with headquarters in Chicago, was negotiating for the purchase of the R. & O. N. Co.'s fleet. The story is not true as far as a possibility of purchase is concerned, but it is said to be altogether likely that within a very short time U. S. capital, to the extent of about \$1,000,000, will purchase an interest in the Co. The desire of the present shareholders is that new capital should be secured with as little delay as possible. Some large sums must be spent at once in bettering & adding to the property. For instance, another steamer, at a cost of \$250,000, is proposed to be built, & the Co. wants to erect hotels at Tadouac, Murray Bay & other leading points touched by its Co. steamers. It is expected that the deal will soon be consummated. The Company's stock has been declining lately.

The General Manager says the business of the Co. this year has been excellent, considering the cutting of rates by railway & steamboat companies.

The Co. has commenced paying a semi-annual dividend of \$53,000, which is at the rate of 6% a year.

The Co.'s steamers in service below Montreal will continue running as long as weather permits, when they will be laid up at Sorel for a general overhauling.

The Co. is contemplating an important change in its passenger service next season. With the increased spread of its western service by the introduction of the new vessels, the City of Toronto & the proposed City of Kingston, it will be able to call at a U. S. port. Charlotte, the port of Rochester, is the one chosen. It is almost opposite Cobourg.

The St. Lawrence River steamboat Hamilton was formerly the Magnet, built in 1847. The Caspian was called the Passport when she was launched, the same year. The Algerian is the old Kingston, which burned at Chippewa Point, & when rebuilt was called Bavarian. She burned a second time, & when ready for service again was given her

present name. The old Grecian was lost while going through Split Rock rapids.

Sault Ste. Marie Canal Traffic.

Following is a report of freight & passenger traffic to & from Lake Superior in Oct., including statistics of the Canadian & U. S. canals at Sault Ste. Marie, Ont., & Mich., taken from the Marine Record:

EAST BOUND.			
Items.	U. S. Canal.	Canadian Canal.	Total.
Copper, net tons.....	16,996	246	17,242
Grain, bushels.....	4,503,828	82,107	4,585,935
Building stone, net tons.....			
Flour, barrels.....	1,496,909	75,250	1,572,159
Iron ore, net tons.....	1,253,898	146,063	1,399,961
Iron, pig, net tons.....	6,102		6,102
Lumber, M. ft. B. M.....	136,348	2,655	139,003
Silver ore, net tons.....			
Wheat, bushels.....	13,200,579	1,890,166	15,090,745
Unclass'd freight, net tons.....	22,782	1,696	24,478
Passengers, number.....	705	476	1,181
WEST BOUND.			
Items.	U. S. Canal.	Canadian Canal.	Total.
Coal (hard) net tons.....	80,166	5,200	85,366
Coal (soft) net tons.....	261,809	38,115	299,924
Flour barrels.....			
Grain, bushels.....	900	6,000	6,900
Manufact'd iron, net tons.....	22,977		22,977
Salt, barrels.....	29,926		29,926
Unclass'd freight, net tons.....	54,570	4,846	59,416
Passengers, number.....	497	423	920
East bound freight, net tons.....			2,405,217
West bound freight, net tons.....			471,976
Total.....			2,877,193
Total craft, United States.....			1,974
Total craft, Canadian.....			315
Total.....			2,289
Total registered tonnage, United States.....			1,385,762
Total registered tonnage, Canadian.....			262,728
Total.....			2,648,490

Recent Dominion Appointments.

The following appointments have been made by Dominion Order in Council:

Harbor Masters—W. Cochrane, for Port Greville, N.S., vice G. Hatfield, deceased; E. Cohoon, for Port Medway, N.S., vice E. Dolliver, deceased; Capt. J. M. Le Cain, for Clementport, N.S., vice T. Tracey, deceased.

W. Richardson has been appointed a member of the Pilotage Authority for Sydney district, vice J. Rudderham, resigned. C. C. Hamilton has been appointed a member of the Pilotage Authority for Shediac district, N.B., vice H. H. Schaffer, resigned.

J. C. Scrimgeour has been appointed measuring surveyor of shipping for Kings County, P. E. I., vice S. McDonald, deceased.

Atlantic Winter Service.—The contract between the Dominion Government & the Allan & Dominion steamship lines for the winter service from St. John to Liverpool, was signed early in Nov. The first boat left Liverpool Nov. 12. The first sailings from St. John, N.B., will be on Nov. 30. For the first 5 weeks the sailings will be weekly from Liverpool on each Saturday, after that they will be on Thursdays. From this side the sailings will be on Wednesdays, unless other arrangements are made later on. The boats to be employed are the Parisian, Numidian, Californian, Labrador, Vancouver & Scotsman.

The Dominion Government has allotted \$1,000,000, the balance of the subsidy, to the Canadian Steamship Co. for a steamship to call at Charlottetown, P. E. I., on or about Dec. 15, & deliver cargo from Great Britain, taking in cargo for London & Liverpool, which will be delivered via Milford Haven. It is said that advices have been received in Montreal that as a result of representations made by C. N. Armstrong as to the proposed steamship line from the Baie des Chaleurs to England, the harbour authorities of Milford Haven are building a wharf & work houses for the accommodation of the vessels & merchandise.