

Pass; ties and sugar from New Orleans; phosphate rock from Jacksonville; and lumber and naval stores from all Southern ports. Going south, holds are filled with general merchandise, which, as in the case of north-bound cargoes, is carried in successful competition with the railroads.

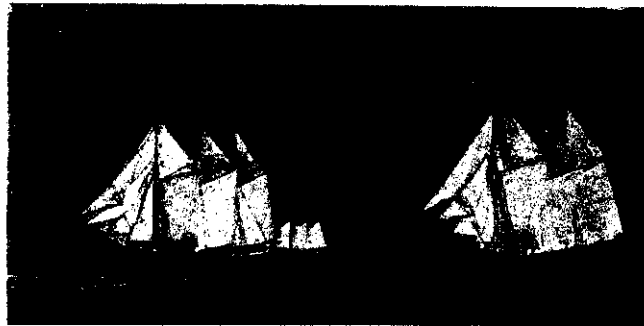
The coastwise steamship lines on the Atlantic coast pay little attention to the railroads. They make their own rates for freight and passengers without consulting the landward carriers, and get all of both that they can carry.

The same situation applies to all territory where steamship companies in connection with railroads compete with an all-rail service. The all-rail routes are underbid in rates; and, in addition to this, the uniformity of service which the steamships offer—the only risk being that of the vessel sinking, which is infinitesimal—proves most alluring to shippers. Freight is carried not only from New York, Boston, Philadelphia, and elsewhere to the South, but cargoes from interior states north of the Potomac and east of Buffalo and Pittsburg are hauled to tide-water, transported to Savannah or other Southern ports, and there delivered to railroads for final shipment to interior points, as far west as Denver and Salt Lake City, at a considerable saving in cost over all-rail rates and without appreciable loss in time.

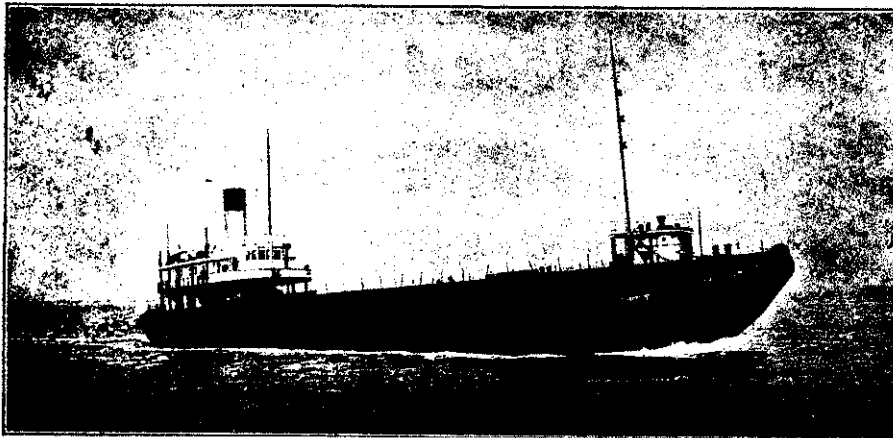
Durability, safety, economy in operation characterise the average coastwise liner. Built in American shipyards, designed to ply steadily through North Atlantic storms, they are regarded even by the transatlantic shipping men as a credit to the flag. Aside from the Brazos and the Long Island Sound and Hudson River liners, they are not of more than average speed. Excessive speed is not desired. The railroads carry the mails. Passengers who travel southward or northward by steamships go for two reasons; the desire for a sea voyage, or because the rates of travel are cheaper. In either case, there is no demand for speed, and, so long as freight trains are stalled, shunted, and sidetracked, the coast wise steamers do not need excessive speed to meet their competition. The liners average about twelve knots in speed, and the extra six knots which



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A FLEET OF FREIGHT SCHOONERS LEAVING NEW YORK.



AN OIL-STEAMER—A TUG AND A CARGO BOAT COMBINED.

sels are increasing steadily. They are, in reality, the tramps of the coastwise lanes, proceeding hither and thither, picking up cargoes where they can.

The commonest type in the schooner coastwise trade is the three-master, although there are many four and five-masters, and some with six masts. There was a seven-master, the Thomas W. Lawson, but it was lost on the other side of the Atlantic on Friday, the 13th of December, 1907, turning turtle because of shifting cargo. Before that time it had been a success in the coasting trade, and, with a crew of only sixteen men, it carried as much cargo as a German transatlantic freighter. The schooner is peculiarly the product of Yankee shipbuilding genius, and is the handiest "wind-jammer" that floats. The schooner has figured in the coastwise trade since the eighteenth century, but the three-master came into vogue about 1870. By the early eighties, schooners of this rig filled the ocean from Maine to Texas, and they do to-day. They are built in every State from Maine to Virginia, and their oaken frames and planking of hard wood resist the most tumultuous weather.

When the three-masted schooner reached eight hundred tons, the spars became too unwieldy to be handled by the seamen, and donkey engines are used to hoist sail, which saves men and labour. There are not a few steel schooners carrying coal and lumber along the coast, nowadays; but, as a prominent schooner owner put it the other day, "When wooden schooners cost so little to build, and steel schooners so much, why not keep to the wooden boats, especially as they do just as good work as the metal craft?" Probably his view reflects the attitude of most of his brethren. At all events the yearly output of wooden vessels continues to increase. A curious coincidence occurred to the Eleanor Percy of Bath and the George Wells of Boston, the first two six-masted vessels afloat. A year after their launching, these two ships, one headed up the coast, the other headed down, crashed

would be required to save twenty-four hours would not bring in sufficient financial returns to make the extra cost worth while.

And, seemingly, the extra speed is not necessary for the passenger business either. For the vessels sailing south out of Boston, New York, and Philadelphia leave port full, and are likewise full on the return journey.

The greatest number of coastwise wrecks, so far as steamships are concerned, occur to foreign vessels which go down the coast to buy cheap coal at Norfolk. A deep-sea skipper is not much at home on the treacherous coastwise lanes of travel, and vessels under foreign flags are so often lost between Hatteras and Hampton Roads as to cause the serious apprehension of marine insurance underwriters, who have taken steps to force captains of foreign steamships to buy their coal at the port in which they happen to be, and, when they sail, to head for deep water as quickly as possible.

But the great preponderance of coastwise losses occurs to schooners. They far outnumber the steam traffic on the Atlantic coast, and, far from disappearing from the sea, the canvas-driven ves-

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