

SAILING ON INLAND SEAS

TWO THOUSAND AMERICAN VESSELS ON THE GREAT LAKES.

Three Thousand Ton Steamers Aloft—Sail Vessels Fast Giving Away to Steam—Canadian Shipping Disappearing from the Lakes—American Tonnage.

Special Correspondence of the NEWS-HERALD. BUFFALO, N. Y., December 10.



HE shipping season of 1887, now about coming to a close on the great lakes, has been most prosperous. The tonnage nearly equaled in 1880, which was also a season of high freights and heavy shipments, the showing is really unprecedented, from the fact that the large increase in tonnage since that time has made the actual profits far greater than ever before.

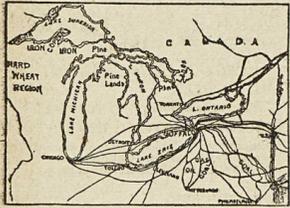
The lake trade is a peculiar one, and necessarily much more fluctuating than rail or ocean business. With the period of dull trade that began in 1881, which was brought about by stagnation in the iron trade, aided by a light foreign demand for grain, the lake fleet added very few vessels to its list; but about the middle of June last year there sprang up a sudden and somewhat unexpected demand for ore carriers; new mines rapidly developed at Ashland and Two Harbors at the farther end of Lake Superior, thus necessitating long trips, and since that time there has been a steady demand for ore vessels. This is now more pronounced than that for wheat, coal or lumber carriers, though it is usually expected to drop off some weeks before the coal or wheat trade, especially as the ore usually freezes solid in the pockets before the lakes freeze over.

The lake trade is comparatively in its infancy, yet it has assumed of late years something like giant proportions. As lately as 1870 the tonnage passing through the Sault canal and from Lake Superior was insignificant, reaching but 500,000 tons in 1869, while in 1886 it had grown to more than nine times that amount, actually exceeding the famous Suez canal in tonnage or freight transmitted. The Lake Superior region was too much of a wilderness for the heavy demand for grain in 1860-70 to reach it, but Lake Michigan profited by the water route to Buffalo and via the Erie canal to New York as far as the development of the western wheat and corn region at that time made it possible. The vessels of those days were the canal schooners, as they are now slightly called, from their ability to navigate the old Welland canal into Lake Ontario, and it took a lake full of them to do any amount of business. The change from those days to the present can perhaps be no better shown than by reference to the fact that wheat freights were twenty-five cents a bushel from Chicago to Buffalo in war times, and a citizen of Buffalo remembers seeing just off the city sixty-three schooners in a single morning. They carried from 5,000 to 7,000 bushels each, and when one season a schooner arrived with 10,000 bushels of oats, a Buffalo editor filled a column of his paper trying to show that cargoes of such prodigious size could never be made to pay!

Today the canal schooner of even 20,000 or 30,000 bushel capacity is voted of no account, and more than one vessel has reached Buffalo this season with cargoes of 100,000 bushels. In 1818, five years after Perry's fleet of sailboats had "buried" the British, with another fleet of sailboats, off Lake Erie, the fleet of the great lakes flying the American flag numbered fifty craft, yet the combined tonnage of them all has more than once exceeded this year by a single craft built at Buffalo, Cleveland or in the shipyards of Detroit river or Saginaw bay.

The evolution of the lake vessel of today has been steady and regular. It was at first a single masted sail craft of less than 100 tons, capable of navigating creeks and entering every apology of a harbor on the lakes. It was small enough, too, to be poled or dragged by oxen up the inlets in the absence of anything answering more directly to the present steam tug. The next step was the larger square rigged craft, which was not superseded till several years of experiment in steam had followed the launching of the Walk-in-the-Water at Buffalo, in 1831. Then a season of the clumsy side wheel steamer alongside the sailing craft, then the discovery, early in the forties, of the screw propeller and its superior adaptability to narrow and frozen passages.

Then came a new idea; the steamer took undisputed lead over sail craft, the way wheeler nearly disappeared and the propeller took the schooner or barge in tow, and long lines of from two to eight vessels were seen passing up and down the lakes in tow of a single steamer. This style is now so popular that a schooner with topmasts is already becoming a rarity. The schooner's tow line is wind and nautical lore, sufficient in itself so long as it holds together. Since towing became the rule several changes have taken place in steam craft. The "river tug" of about 100 tons, but carrying no cargo, was for awhile the favorite. The name was from the fact that these tugs were used mainly to tow schooners through Detroit and St. Clair rivers. Later on it became apparent that the towing vessel should be large enough to carry cargo as well as pull a consort, so for several years no river tugs have been built. The original



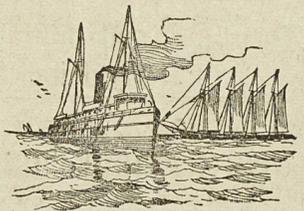
steam barge, carrying but about 10,000 bushels, and when unloaded standing almost entirely on her stern, from the weight of her machinery, which was placed far aft, is already disappearing, and in its place has come the new steam barge of 2,000 tons, that carries as much when towing a consort as otherwise. The single masted, double decked propeller, with side gangways for packing freight, is an outgrowth of the old side wheel passenger craft, which gave way on one side to the railroads that stole its passengers and on the other to the propeller that proved more manageable. Now within the past two years comes the double decker steamship developed from engrating an ocean model on the combined ideas of the new steam buoys and the one masted propeller. The steamship Susquehanna of the Anchor line, built last year in Buffalo, is the only completed vessel of this new class, though the Union Dry Dock company has about completed a second, the Orago, and has a third, the Chemung, under way. These vessels have great propelling power, three or four spars, side gangways as well as hatches, and are in fact built with the hope of combining every feature known to be of advantage to large craft. They can trade only between large ports, but will make money on wheat at one cent a bushel from Chicago to Buffalo when nothing else could live.

In this connection, what might otherwise properly come further on in this article,

should be mentioned a new difficulty that promises to arise in the lake traffic. The large sized craft that has been built mainly on the strength of the success of the Onoko of 3,000 tons capacity, which came out in 1882, is going to create havoc in lake freights hereafter. The appearance of a dozen of these in a day, as is quite likely to occur every week or two, will break down the grain rate in Chicago or Duluth, or the coal rate in Buffalo or Cleveland, unless these commodities are taken by contract made early in the season, as in the case of ore, which is hardly practicable. Then, too, the ship building craze is bound to create an over supply sooner or later. Already this year fifty new craft have appeared, with more than 100,000 tons capacity, and there are at least half as many more under contract, with a still greater average capacity. A thoroughly dull season will find banks refusing to take liens on vessels that cost \$250,000 and that state of things alone will stop the rush of ship building. The Canadian lake marine is every year becoming less. Only one or two vessels were built this year, and those for passenger or way trade only. Canada is shut out of so many ports that she is entirely handicapped.

The American lake fleet numbers about 2,000 vessels. Of this number—in which harbor tugs are included, but no vessels used for pleasure—rather more than half carry steam, and the proportion of steam vessels is constantly increasing, less than half a dozen sail vessels having been built this season. The canal schooners are disappearing, never to return, and it is safe to predict that in five years there will be scarcely a sail vessel left on the lakes that is not towing, and they will nearly all have been driven into the lumber trade. This trade is now the only considerable one that has shown no particular change of late. The old fashioned small steam barge, with her tow of about four barges or schooners that have been adjudged no longer fit for grain, is just as she was half a dozen years ago. This is largely from the fact that the Niagara river is not navigable for heavy draught vessels to Tonawanda, the principal lumber port on the lower lakes. The Chicago lumber fleet of small "hookers" are still valuable and they, too, are not being replaced by new craft. What the future lumber carrier is to be is not yet indicated.

A sad feature of the trade is gathered from the following item, compiled early in November:



LAKE CRAFT.

"The month of October shows an aggregate of 285 accidents and disasters on all the lakes, 117 more than in September this year, and 115 more than in October last year. They occurred as follows: Lake Michigan, 97; Lake Huron, the straits, and Sault river, 80; Lake Superior, 15; Georgian bay, 13; Lake St. Clair, 35; Lake Erie and Welland canal, 15; Lake Ontario, 12. The causes were: Heavy weather, 116; loss, \$281,400; stranded, 53; loss, \$108,000; ashore, 50; loss, \$229,500; sprung a leak, 19; loss, \$6,600; disabled, 24; loss, \$36,400; collision, 18; loss, \$17,900; fire, 3; loss, \$11,300; loss on cargoes, \$351,100. Total loss for the month, \$1,066,209, an increase over September of \$325,309. Reckoning 40 lives lost with the steamer Vernon, 132 persons were drowned, from vessels in October on the great lakes."

The foundering of the propeller Vernon off Manitowish, Wis., in the storm of Oct. 29 is the most serious accident of the year so far. November was less disastrous than the month preceding it, in the aggregate. The loss of the propeller Osceola off Port Hope, Lake Huron, and the burning on Nov. 17 of the Anchor line propeller Arizona at Marquette were among the serious disasters of the month. The whole is quite too large to warrant any attempt at particularizing.

If there is any new feature of the lake trade that is interesting outside of the strict commercial line, it is the apparent revival of the passenger traffic that went out with the advent of the railroads. Already steamers from Cleveland, Detroit and Chicago are doing a thriving passenger business during the warm months, and last year for the first time the Buffalo passenger lines felt the movement. As the increase of wealth adds annually to the leisurely class these trips to the northwest or to points of interest on the way are likely to steadily increase.

OUR HOUSES AND HOMES.

Leather Decorations—Suggestions for Christmas Work—Useful Recipes. Compiled for the NEWS-HERALD.

Ornamented leather represents fashion's latest whim in handsome interior decoration, threatening to supersede even costly frescoes. Decorated leather is used for finishing the walls of libraries, dining rooms and halls. Only the first grades of leather, prepared and ornamented with greatest skill and care, are suitable for this exclusive and costly style of decoration.

An Excellent Pudding.

Mrs. Henderson recommends the following as one of the plainest and the best puddings ever eaten. The ingredients are one cupful of boiled rice (better if just cooked and still hot), three cupfuls of milk, three-quarters of a cupful of sugar, a tablespoonful of corn starch, two eggs and flavoring. Dissolve the corn starch first with a little milk and then stir in the rest of the milk; add the yolks of the eggs and the sugar beaten together, now put this over the fire (there is less danger of burning in a custard kettle), and when hot add the hot rice. It will seem as if there were too much milk for the rice, but there is not. Stir it carefully until it begins to thicken like boiled custard, then take it off the fire, and add the flavoring—say extract of lemon. Put it into a pudding dish and place it in the oven. Now beat the whites of the eggs to a stiff froth and add a little sugar and flavoring. Take the pudding from the oven when colored a little, spread the froth over the top and return it to the oven for a few minutes to give the froth a delicate coloring.

Holiday Fancy Work.

Woven matting cuffs such as butchers use make pretty holders for whisk brooms, when bronzed and hung by ribbons. A beautiful blotter is made by covering two pasteboard leaves for covers with gray linen, embroidered in solid palm leaves of deep blue crewel, the leaves being about an inch and a half apart and at various angles. Line and fill with blotters as usual. A pleasant gift for a sick friend, who can keep it near the pillows to enjoy its subdued odor, is a rose leaf bag. Make a bag of pale pink, blue or olive silk, fourteen inches long and seven wide, and an overslip of thin sheer linen or swiss. Embroider the latter in silk with a rose and its foliage, with single petals as if they had fallen. Add in outline stitch "Sweets to sweets" or other pleasant motto. Fill the silk sack three-fourths full with dried rose petals. Slip the sack over it and tie with a ribbon and bows.

A Decorative Little Cushion.

In the dainty little pin cushion seen in the cut may be found a suggestion to ladies who are preparing their Christmas gifts be-

times. This cushion, sometimes called pompadour, is usually made to hang on the dressing table or bureau, a style frequently more convenient than the old one. It represents one of those pretty, unpretentious trifles such as everybody has use for at the holiday season.



POMPADOUR PIN CUSHION.

An ordinary cushion of muslin or drilling is stuffed with hair and inclosed in a bag of silk, satin or any preferred material. The bag is just wide enough to let the cushion slip in, and about two inches longer. It is finished at the top with lace. After putting the cushion in, the upper part of the bag is tied together just above the cushion with a cord, over which a ribbon is tied in a large bow. A loop of ribbon, with a bow at one end, is then fastened on to hang the cushion by, but may be left off if preferred. The outside cover or slip is sometimes made of different colored ribbons joined together with fancy stitches. Plain covers of solid color are very pretty, and are ornamented with a design or monogram, embroidered or painted.

A Useful Christmas Present.

Umbrella and parasol cases to hang on bedroom walls are coming into fashion again, according to Art Interchange. Very pretty ones can be made of denim, which comes in two colors, golden brown and blue, and is most effective when painted. Get a yard of this material and cut for the back a triangular piece with a heavy thread which must be turned into a cord with braid of the same color as the material; then cut two smaller pieces—large enough to hold a good sized umbrella—and sew them to the back with the same finish of braid. Paint on these pieces in oils some appropriate conventional design or simply a mass of flowers, if preferred; finish with bows of ribbon and hang on the wall or door.

Confectioners' Thick Icing.

Table Talk tells how to make the confectioners' thick icing that will soon be wanted in the home kitchen to give the finishing touch to the holiday fruit cake. Put one pound of granulated sugar and a half pint of water in a perfectly clean saucepan, stir continually over the fire until the sugar dissolves, then boil without stirring until the syrup spins a heavy thread from a spoon dipped into it. Beat the whites of two eggs to a very stiff froth; add to them gradually the syrup, beating rapidly all the while; then add a quarter teaspoonful of cream of tartar, and beat until cold and thick. Flavor to taste.

Stuffing for Baked Poultry.

Stuffing for baked turkey, chicken, etc., is made as follows: Soak sufficient stale bread in cold water to fill the bird and then squeeze it dry in a towel. Put some butter in a stewpan, and when hot stir in a little minced onion, a tablespoonful or two of chopped parsley, half a teaspoonful of powdered thyme, a little grated nutmeg, pepper, salt and stock or water to moisten all sufficiently. Stir over the fire until it leaves the bottom and sides of the pan, then mix in two eggs.

Milk Cooked Without Scorching.

The surest way to cook milk without scorching is in a double boiler or a tin that sits in a kettle of boiling water. The wetting of a kettle with cold water and allowing it to remain a few minutes before putting the milk in will lessen the danger of scorching.

To Brighten Polished Wood.

A polished wood surface that has grown dull with age may be brightened with linseed oil. Put a drop or two of oil at a time on a woolen rag and rub quickly but evenly. Use little oil and patient rubbing.

YOUNG FOLKS' READING.

Some of Their Characteristics Noticed by a Public Official. From the Globe-Democrat.

We have 4,500 juvenile members of the library and they keep us busy. A peculiar feature of young folk reading is the way they devour books when once they get the reading fever. In vacation time the boys often read two books a day. We find them here as soon as the doors are open, and they get their books quickly. The moment they get their 'll' start into the reading room and go through it rapidly. By noon they are back for another book, and getting that they read it half through before going home. We often have them back in the evening for a third book and again in the morning. If they don't like a book they'll come back to have it exchanged after reading the first chapters. It got so bad last summer we had to shut down on them and limit them to taking out one book a day. Even now school teachers assert that the first manifestation of the reading fever is found in neglect of lessons, though they do not deny that an accompanying manifestation is a whetting of their curiosity to learn things out of the usual school routine.

We have tried to direct this juvenile reading, but cannot. It is a favorable sign of the times, I think, when we try to get them to read the books with a distinctive moral or religious tendency we can't keep them at it long. A bright boy will look over one of these books like a female chronic novel reader, and, seeing the solid pages, declare there's too much print in it. They turn intuitively to the Oliver Optic, Alger and Castlemans books, which are more inclined to the adventurous and exciting. The children get all there is out of the library, all that the founders intended they should get.

Life in the Paris Sewers.

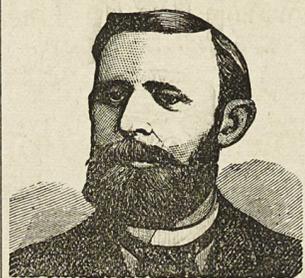
It is possible, for a short time to the robust, but the majority of refined persons would prefer immediate death to existence in their seeking atmosphere. How much more revolting to be in one's self a living sewer. But this is actually the case with those in whom the inactivity of the liver drives the refuse matter off the body to escape through the lungs, breath, the pores, kidneys and bladder. It is astonishing that life remains in such a dwelling. Dr. Pierce's "Golden Medical Discovery" restores normal purity to the system and renews the whole being.

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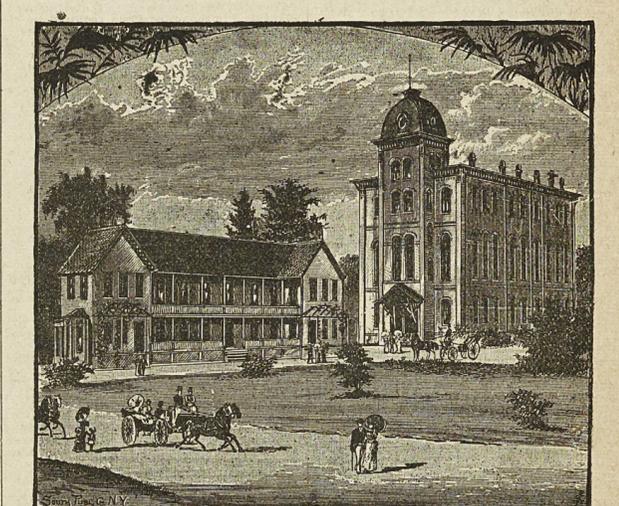
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