

LAUNCH OF THE CITY OF ERIE

The large steel side-wheel passenger and cargo steamer City of Erie, built by the Detroit Dry Dock Co., to the order of the Cleveland & Buffalo Transit Co., was successfully launched on Saturday afternoon last, from the builders' yards at Wyandotte.

Mr. George W. Gardner, vice-president of the C. & B. line, escorted to the yard Miss Carrie A. Conwell, of Wyandotte, who had been selected to officiate in the christening ceremony in breaking a bottle of champagne on the vessel's bow. The bottle was decorated with a black and orange ribbon, colors of Princeton College, in honor of Gilbert McMillan, secretary of the dry dock company, whose Alma mater Princeton was.

The general dimensions of the City of Erie are as follows: 324 feet in length, 78 feet beam over the guards, 44 feet hull beam, and 18 feet molded depth. W. & A. Fletcher Co., Hoboken, N. J., will equip her with one of their well-known walking beam engines, otherwise, almost every detail will be furnished by her builders, the Detroit Dry Dock Co.

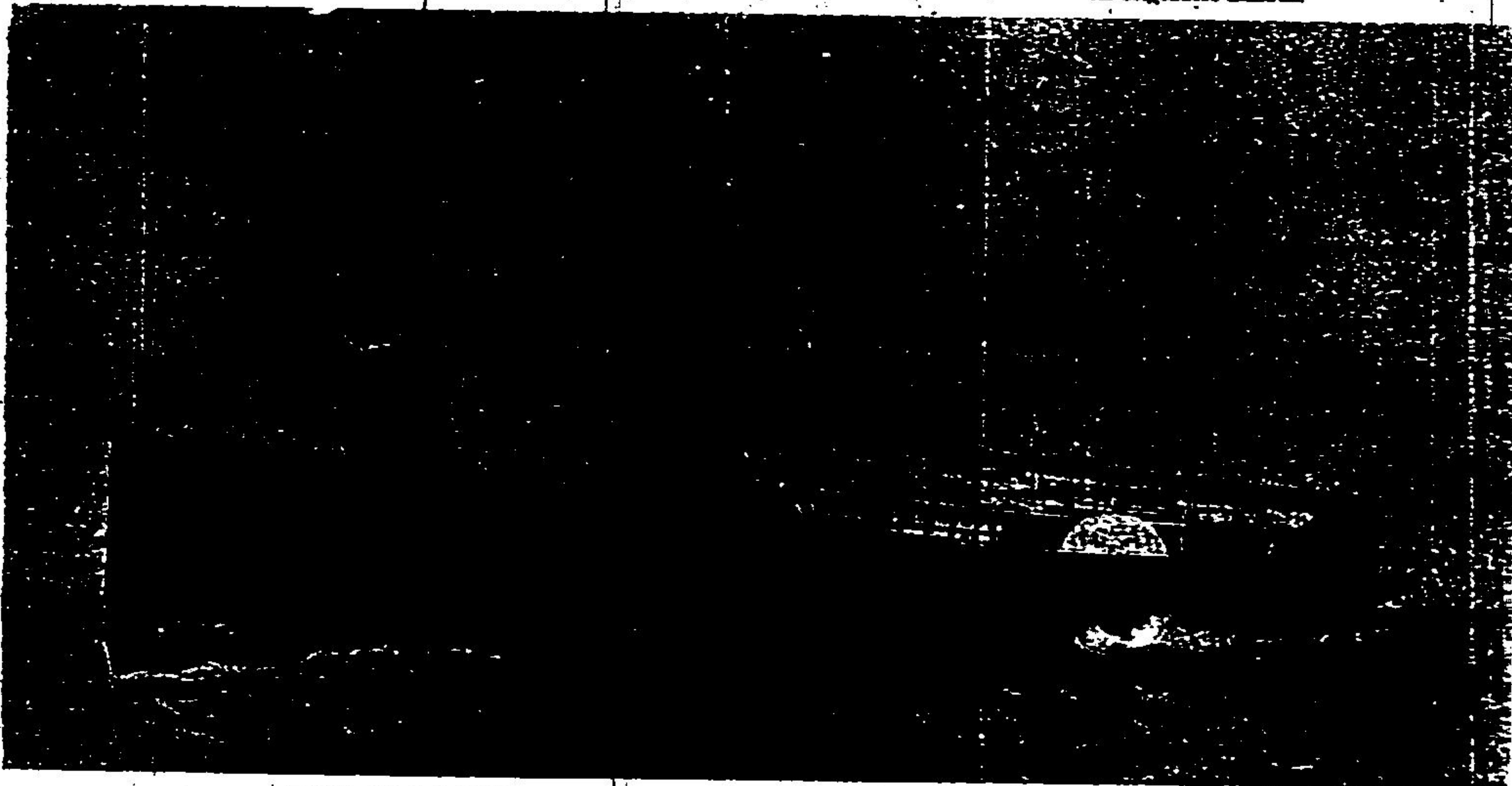
The City of Buffalo, a sister ship to the Erie, has made a speed record of 21 miles an hour, and it is expected that the City of Erie will be able to slightly discount the best speed made by the last new boat. A large force of men will be kept at work on the new steamer until she is completed, when she will be placed on the route between Cleveland and Buffalo, calling at Erie, Pa., bound east or west.



CAPT. JOHN EDWARDS, "CITY OF ERIE."

larger scale and with special reference to the foreign demand. I am satisfied that the United States can readily regain the supremacy in shipbuilding it had when wooden ships were in vogue. It only needs an enterprising western shipbuilding concern to establish a yard near New York and manage it with the skill and energy which have characterized those on the lakes. This is the only prominent department of manufacturing in which our country is behind, and it is one in which it easily can obtain front rank. It would justify steel manufacturers to guarantee to such a shipbuilding concern a continuance of the present extremely low rates upon steel for a term of years, and also that steel of all kinds and armor and guns should always be furnished at the lowest price paid by European shipbuilders. But there is nothing to fear from the prices of steel, for these henceforth are to rule lower in our country than in any country of Europe. It will not be long before a large portion of its steel supply must be drawn by Europe from the United States.

If I were a younger man, or rather, if I did not belong to a concern so enterprising as to employ all my capital and give me a pleasurable occupation watching over its progress and success, I should be greatly inclined to enter upon the building of ships somewhere near New York harbor. There would be no warships or Atlantic liners open for bids in any part of the world which the New York yard would not have something to say about. Every needed element is present for regaining our supremacy as the principal shipbuilding country. Surely some one of the successful lake concerns will consider the advisability of establishing a branch yard near New York—a branch which I predict would very soon grow to many times the capacity of the original works, and give a much higher return upon capital, besides rendering its originator famous.



TYPE OF THE CLEVELAND & BUFFALO LINE OF PASSENGER AND CARGO STEAMERS.

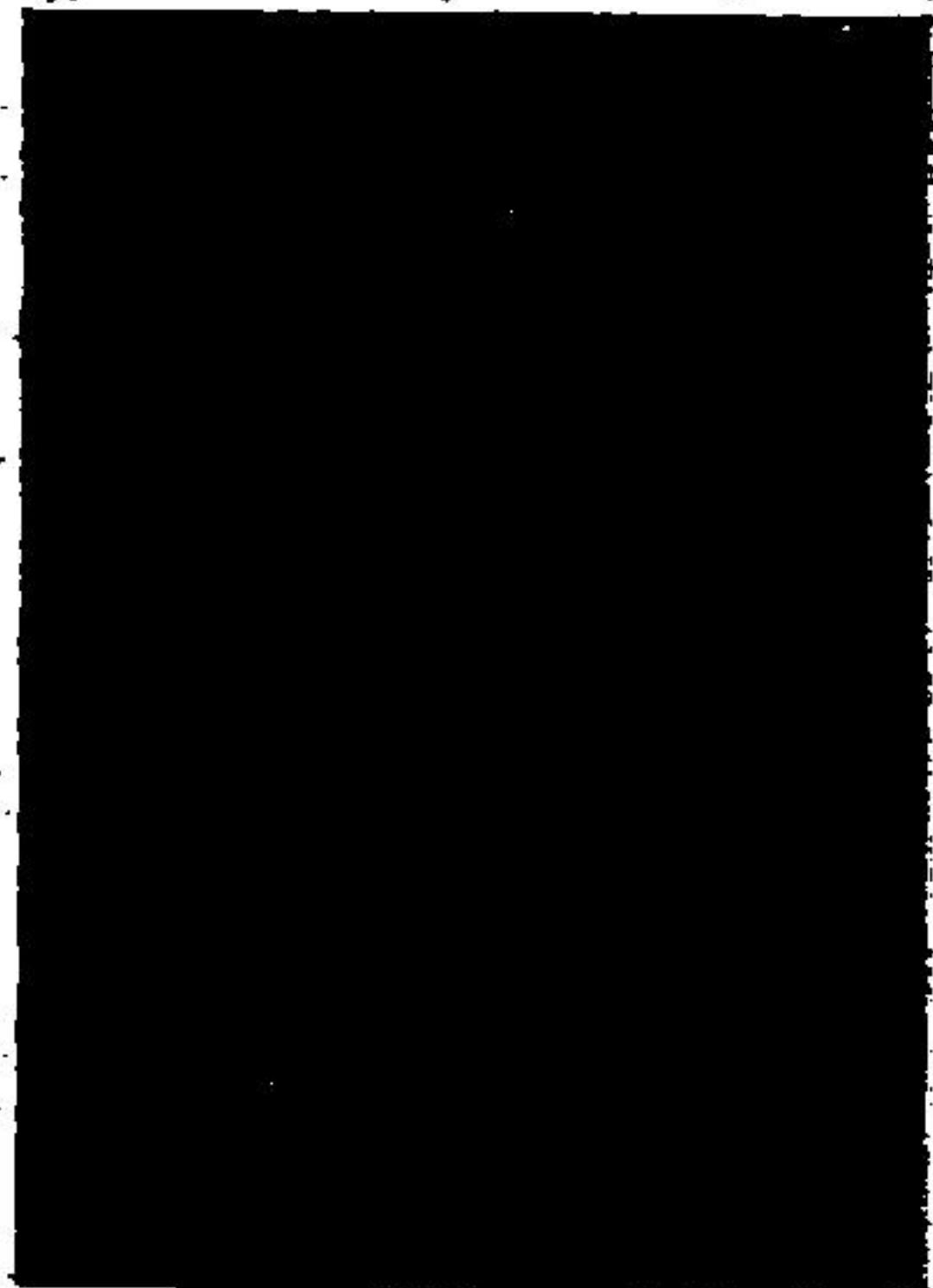
MR. CARNEGIE ON OUR SHIP PROBLEM.

(ANDREW CARNEGIE IN THE IRON TRADE REVIEW.)

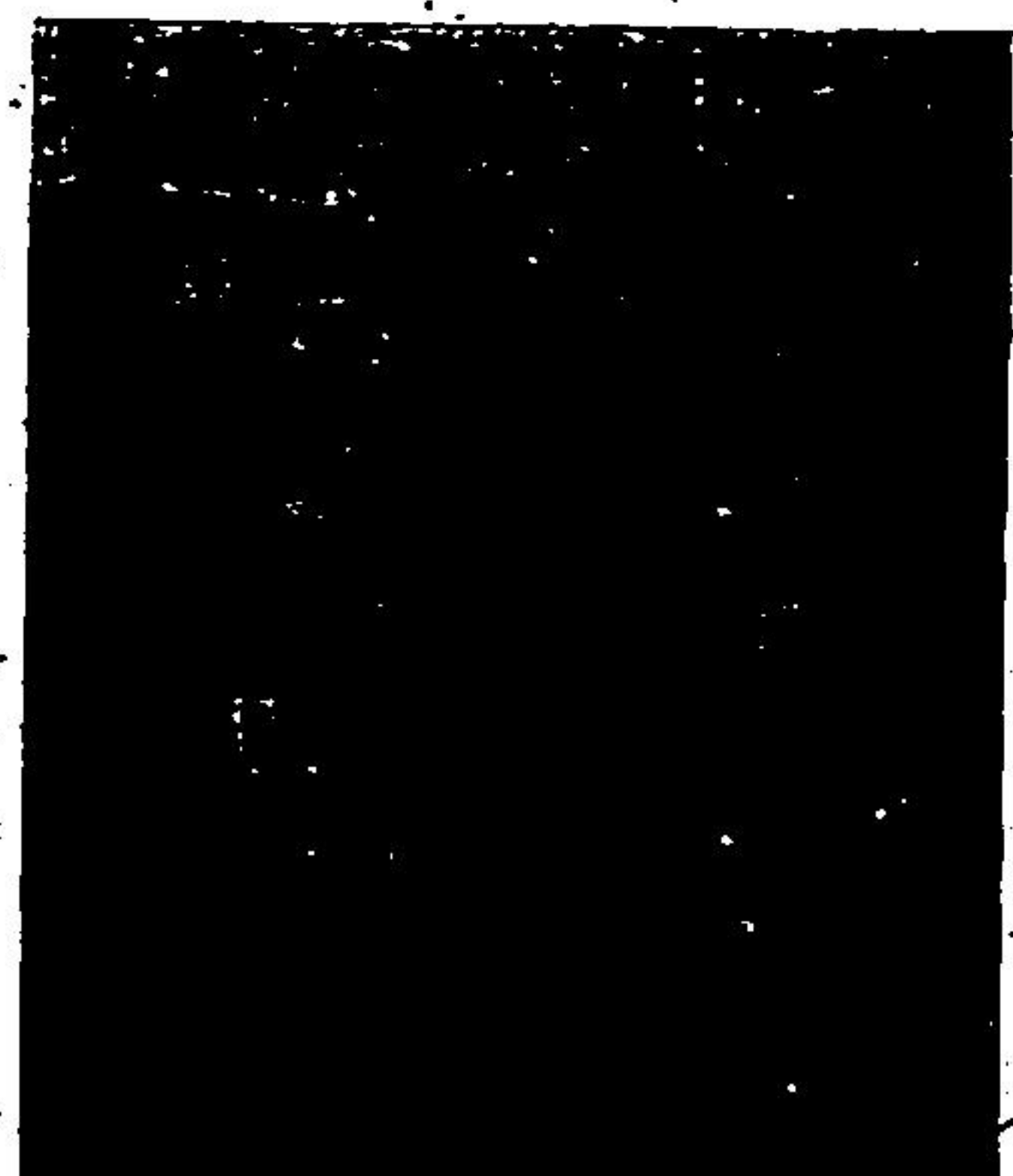
May I call attention, through your columns, to the field which is open for a first-class ship building yard upon the Hudson, East River, or lower bay, near New York?

The prices paid for steel by British and German shipyards are so much higher than shipbuilders in New York would be required to pay that the difference would make, in itself, an excellent profit. Plates are worth about \$22 or \$23 per ton in New York. The quoted price at Glasgow is nearly \$30. Other prices are in proportion and all the woodwork of ships is also much cheaper with us. If a yard were built to-day with the newest appliances, the total cost of labor, even at much higher wages, would be less than in any shipyard I know of, either in Britain or Germany.

I name near New York as the best for several reasons: 1. A shipyard there would get repair work, which is always profitable. 2. A dry dock could be part of the equipment, which would also be highly profitable. 3. Two years hence the cost of transportation upon steel delivery at the shipyard at New York from Pittsburgh, the cheapest market for steel in the world, will not exceed \$1 per ton, via Conneaut and the deepened Erie canal. Indeed it will be less, since it will cost nothing to send steel to Conneaut in cars which otherwise must return to the lake empty for ore. The present seaboard shipyards are so usefully occupied with domestic business that they cannot give foreign business proper attention. The New York yard should be constructed on a



J. G. RANDALL, Chief Engineer, "City of Erie."



A. D. McLACHLAN, Partner, "City of Erie."

W. H. THORPE, Chief Steward, "City of Erie."