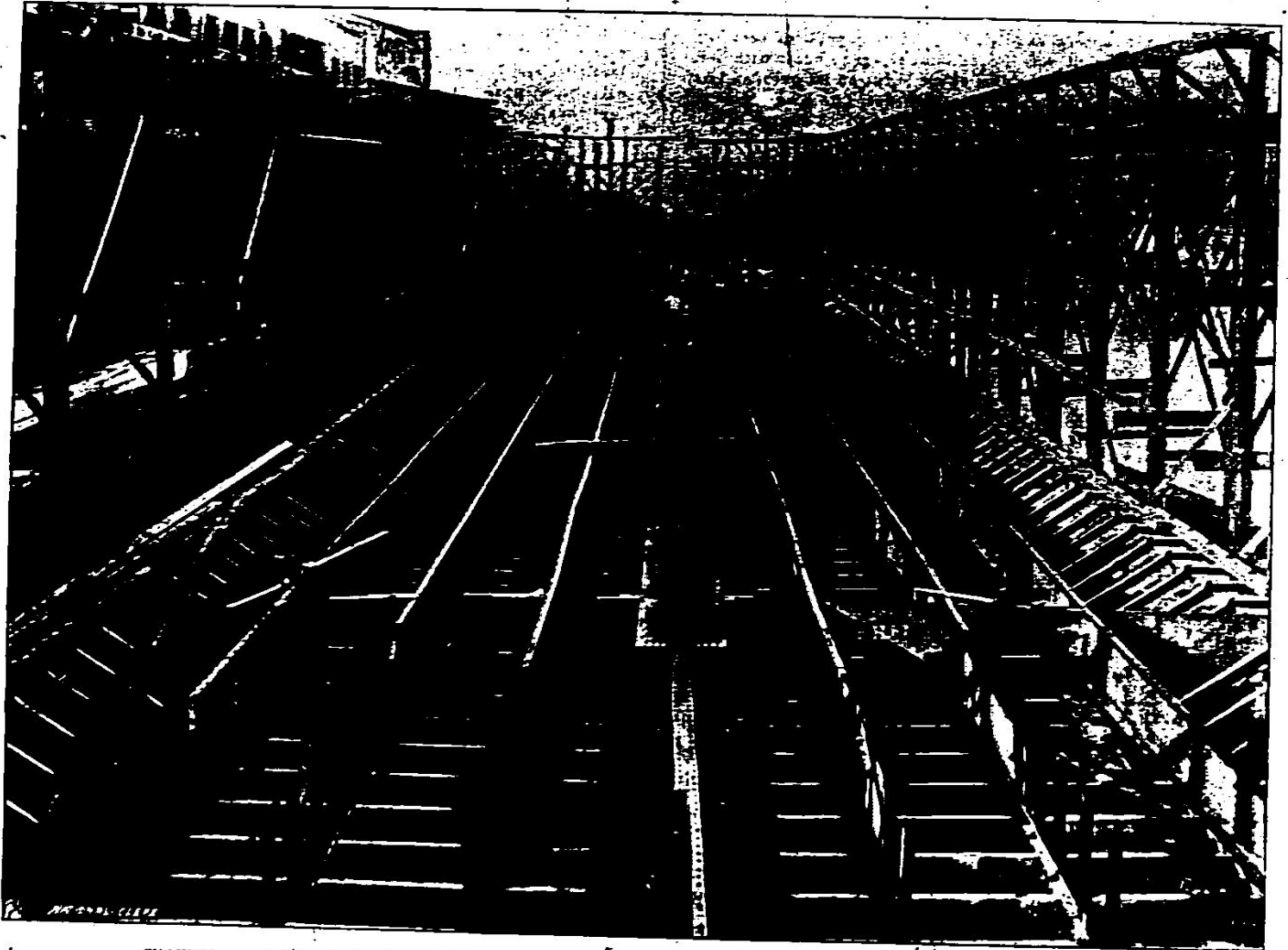


Channel System of Hull Construction.

A photo-engraving on this page illustrates, very clearly, the channel system of construction adopted in some of the largest steel freight carriers now building at South Chicago and Cleveland. The engraving was made from a photograph of the bottom of the steamer Yale, 396 feet over all, which is being built by the Cleveland Ship Building Co. for Robert R. Rhodes and others of Cleveland, and which was illustrated and fully described in the last issue of the REVIEW. The same system has been applied to the two 400-foot steamers Zenith City and Victory, as well as the Kearsarge and three barges, Marcia, Malta and Arcadia, all recently built or now building in South Chicago. The application of this channel shape to ship construction is the invention of Sinclair Stuart, surveyor for the United States Standard Register of Shipping, and its adoption in these ships is due mainly to the fact that vessels using it are, when other requirements are fully carried out, given the highest rating in the Standard

count of its dealings with Schlesinger, was enabled to pay up all indebtedness through the substantial business standing of individual members, and its business was taken up by the new firm of Corrigan, McKinney & Co. But the firm of Corrigan, Ives & Co. still held Schlesinger's paper in a large amount, and when it was found that he had in some way secured money enough to own a half interest with his father-in-law, Henry Stern of Milwaukee, in the Mexican gold mine, an investigation was begun, which resulted in the Mexican property being turned over, entire to the Corrigan-Ives-McKinney interests. Schlesinger and his friends were given a return of the paper held by Corrigan, Ives & Co. and also the Dunn mine, with about 40,000 tons of ore which had accumulated at the mine. The Dunn property is now owned by Schlesinger's father-in-law but will, of course, be managed by Schlesinger. There is no truth in the story of his having secured interests in any other Lake Superior mines. The agency for the sale of Dunn ore has been placed by Schlesinger with M. A. Hanna & Co of Cleveland. Mr. Corrigan and his associates in



CHANNEL SYSTEM OF CONSTRUCTION AS APPLIED TO FREIGHT STEAMER YALE, 396 FEET OVER ALL, BEING BUILT BY CLEVELAND SHIP BUILDING COMPANY.

register. The illustration shows more clearly than any description of the work that might be written how these channel shapes are used for main frames and floor plates, instead of angle iron and plates riveted together to form the desired shape.

Schlesinger's Settlement.

When stripped of the coloring given to it by "special" newspaper correspondents the story of Ferdinand Schlesinger's re-entrance into Lake Superior mining business is not particularly a sensation. He assumes control of the Dunn mine, not of his own choice, but as a result of a settlement forced by the Corrigan-Ives McKinney interests of Cleveland. When Schlesinger left Milwaukee after the several mining failures, notably that of the Chapin, with which he was connected, he went to Mexico, and it was learned later that he had become interested in a gold mine at a place called El Conchino. In the meantime the firm of Corrigan, Ives & Co. of Cleveland, which was somewhat embarrassed on ac-

Cleveland undoubtedly made a careful investigation regarding the value of the Mexican gold mine, before concluding this arrangement with Schlesinger, but they have not parted with a very valuable property in the Dunn. The latter is a non-Bessemer mine, but may with care be worked to some advantage. It is claimed that shipments per month from the Mexican gold mine have never amounted in value, to less than \$23,000 and that they have aggregated \$73,000 in value while assays have shown not less than \$59 and they have been as high as \$2,000. Mr. Price McKinney of Corrigan, McKinney & Co. is now temporarily in charge of the gold mine.

LISTS OF MASTERS AND ENGINEERS OF LAKE VESSELS, TOGETHER WITH NAMES AND ADDRESSES OF MORE THAN A HUNDRED FIRMS AND CORPORATIONS CONTROLLING LINES OF FREIGHT AND PASSENGER STEAMERS ON THE LAKES, MAY BE HAD IN PAMPHLET FORM FROM THE MARINE REVIEW, NO. 516 FERRY-PAYNE BUILDING, CLEVELAND, FOR 25 CENTS.