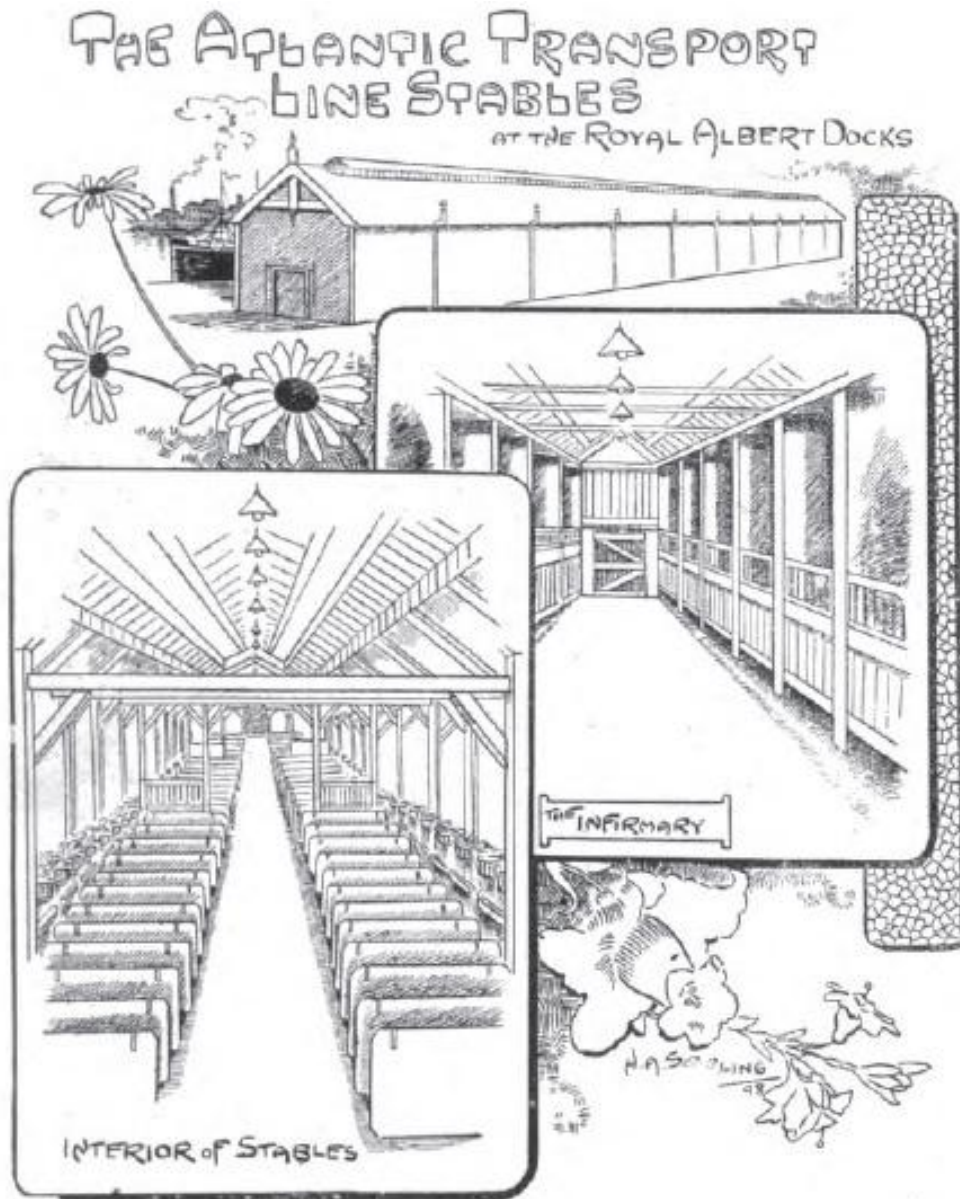


## The Atlantic Transport Line Stables at the Royal Albert Docks



Although the fact that there has for some years past been more or less trade in horses between America and this country is no news to anyone, it is probably not so well known that a certain line of steamers has instituted such new and improved methods of shipment as have practically inaugurated a new trade. This is the Atlantic Transport Line. Under the usual conditions, a man has not only to send his horse to the ship, but has also to provide fodder for him, a capable and experienced man to look after him during the voyage (by no means an easy matter, as a rule) and then insure him—if he can. By shipping with the Atlantic Transport Line, the owner is saved all this trouble and expense. All he has to do is to send his horse to the docks, the Company do the rest. In fact they not only provide fodder and skilled attendance

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for the voyage, but they also insure the animal to the amount of £25 for the voyage itself and *for ten days afterwards*, and all for the sum of £5 10s. To protect themselves against loss in doing this, it is obvious that the Company must use only the best ships possible, built specially for the purpose. This is exactly what they do, and one day last week a large party of gentlemen interested in horses assembled at the Albert Docks to inspect the s.s. Minnewaska, the latest addition to the Atlantic Transport fleet. After an excellent lunch in the passenger saloon—for the Minnewaska carries about ninety first-class passengers—at the conclusion of which Mr. Field, one of the directors of the Company, briefly explained their objects and the steps they took to secure them, the company dispersed to look over the ship.

A very fine ship she is too, of 8,000 tons, and a very few minutes inspection of her horse accommodation sufficiently explained the fact that the animals she brings over very seldom get down, even in the roughest weather, and that the animal loss is only about one per cent. When Mr. Field tells you that his line brought over no less than 10,000 horses last year you will understand what this means. But it was not only the Minnewaska that we went down to see. In a short time ago it occurred to this Company, always thinking of how to improve everything connected with their service, that it must be a dangerous system to discharge horses—as, of course has to be done sometimes—at night, or in cold weather, from a warm ship into the cold outside air, with no place for them to go to, and perhaps with a long cold journey in front of them. They therefore determined to build stables at the Docks, within a few yards of where these ships are moored. These stables are also of the very best class, and they are capable of holding 200 horses, light, airy, warm, and perfectly ventilated, and with a separate sick bay for the invalids.

But the enterprise of the Company does not end there. It occurred to them that a good many owners sending over horses of this description—mostly hacks, carriage horses, and light vanners—simply to sell at once, would be glad of the opportunity of doing so without incurring any further expense. They have, therefore, entered into an arrangement with the London Horse Mart, Limited, a young and enterprising company, lately formed to promote the import and sale of this class of animal, to hold weekly sales by auction at the Albert Docks. A word about the London Horse Mart, Limited. This Company's headquarters are at Normand Road, West Kensington, where they hold sales weekly, and where horses not sold at the Docks can be disposed of later on. These sales at the Docks and at Normand Road will take place alternately, there being one a week at each place, and there is not the slightest doubt that the combination of these two go-ahead companies will lead to somewhat startling results. It should, perhaps, be mentioned that the Horse Mart Company have got the exclusive right of selling at the Docks. Their own premises in Normand Road, which are exactly opposite the stables of the London Tram Car Company, can accommodate 100 horses, and contain an exceedingly spacious sale-ring. They are also close to several lines of railway, and the first sale, which was held there Wednesday last, promised exceedingly well for the future.

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