

SWIFT OCEAN STEAMSHIPS.

From Twenty-five day Trips to Six-Day Trips.

Records of the Best Time Made on the Atlantic—Efforts to Still Further Increase the Speed of Steamers—New Vessels.

When the little steamship Savannah steered boldly out to the Atlantic in May, 1819, her speed was not so much thought of as the question whether she would ever get over at all. She made the passage from Savannah to Liverpool in twenty-two days, and returned in twenty-five days in November of the same year. This round voyage solved the experiment of steam ocean navigation, and from this time until to-day there have been regular cycles, or periods, in the increase of the speed of steamers, as well as in the particulars of size, comfort and luxury. It was not, however, until early in the fifties that particular attention was given to the increase of speed. Travellers who had been accustomed to the time of our fast American sailing packets viewed a fifteen to eighteen days trip by steamer as an excellent one. But this was changed when the hot rivalry between the Collins and Cunard steamship lines began, and the Collins line went to cutting down time at a rate which attracted world-wide attention. Thirteen and then twelve day passages began to be common. The American line put on the superb steamship Adriatic as the last of a fleet of flyers, and the Cunarders followed suit with the Persia and others, and between them the time was reduced to

INSIDE OF ELEVEN DAYS

for regular passages. These were all side-wheeled steamers, and, burning an enormous amount of coal, were unable to carry much freight, so special attention was given to the care of cabin passengers, emigrants still sticking to the sailing vessels. The loss of the Arctic and Pacific, and other misfortunes, in a few years drove the popular Collins line out of existence, but not before the Adriatic had shaded a ten-day passage considerably. English steamships from that time out had all their own way until other nations began going to the Clyde to build ships with which to start lines of their own. By 1861 the old paddle-wheel steamers had generally given place to screw propellers, the fleet of which has since then gradually enlarged to its present proportions.

All this time English shipbuilders have not been idle, but very progressive and eager to seize on any improvement that would increase the speed of steamers. American inventors have not been idle either, and, in fact, the most important improvements and inventions in iron steamers have been made by Americans, though we have not an American-built steamer in the Atlantic trade. For many years ten days continued to be a good average fast passage, but new lines starting to compete in passenger and freight traffic began to rival and surpass the older lines by regularly cutting down the ten-day trips, until by 1875 eight-day trips began to be common. The White Star line was conspicuous for several years in this respect, though now, as a longer route is taken, the passages are not so quick. In 1876 the White Star steamer Britannic made six outward trips, averaging 7 days 18 hours 26 minutes, the homeward passages averaging 7 days, 20 hours 56 minutes. The fastest trips of the vessels of this line are as follows: Germanic, 7:11:37; Britannic, 7:10:53; both made outward in 1877. In 1879 the Celtic made an outward passage in 8:4:25, and the Baltic in 8:0:6. The Republic made an outward passage in 1881 in 8:1:20. The fastest average of fifty-four outward voyages made by the Britannic since 1876 is 8:1:17, the average homeward time being 8:3:22.

About the same time the Inman line steamers were making some quick trips. The City of Richmond made an outward trip in 1875 in 8:0:12; the Berlin in 1877 in 7:14:12; the Chester in 1878 in 8:3:40; and the Brussels in the same year in 8:1:39. The Berlin made seven passages outward in 1875 averaging 8:10:56. The averages of the Richmond for several years were also under nine days.

The fastest passage ever made by any steamer of the National line was made outward by the Spain in 1872 in

EIGHT DAYS AND THIRTEEN HOURS. The Egypt has also made several trips under nine days. The line does not claim, however, to make any better than regular steady nine-day trips to Liverpool at present.

The Cunard line, French line, North German Lloyds line, and others also had vessels which made some exceptionally quick trips between 1875 and 1880, but this period may be set down as the nine-day period, though, as shown above, the averages of the voyages of several crack ships during that time was considerably under nine days.

The Arizona of the Williams & Guion line astonished everybody by cutting under the fastest time on record in September, 1881, when she made the voyage this way in 7 days 8 hours 32 minutes. The next month she eclipsed this performance, making the run homeward in 7 days 7 hours 45 minutes, the fastest trip she has yet succeeded in making. A year later, however, the Alaska of the same line surpassed even this remarkable feat, making the homeward voyage in 6 days 18 hours 37 minutes, and this stands to-day as the fastest on record. A recent trip was almost as quick. She sailed April 28, and arrived here in May 6, making the voyage in 8 days 23 hours and 46 minutes. The best daily run of the Alaska was 47 knots, made in November, 1882.

But the steamer Oregon of the same line, which will be here in August, is expected to outstrip in speed even the Greyhound of the Atlantic, as the Alaska is called. She is being built on the Clyde, by John Elder & Son, who also built the Arizona and the Alaska. The Oregon will be 520 feet long, 54 feet beam, and have engines from 13,000 indicated horse-power, 2,000 more than the Alaska. She will have 72 furnaces and 9 boilers, engines of the usual type, three inverted cylinders, one high-pressure 70 inches and two low pressure 104 inches diameter, and will be of about 9,000 tons gross tonnage.

Of course other lines have had to follow suit in the direction of speed, and several are

STRIVING AFTER SIX DAY BOATS.

The new steamer Normandie of the French

line arrived here May 13, on her first trip, having made the run from Havre, 3,200 miles in 8 days, 16 hours. The Alaska led her by about a mile and a quarter, an hour in average speed, but the Normandie is expected to do much better when the newness is worn off the machinery. It must be remembered, in making comparisons, that the French steamers have a course about 360 miles longer than the Liverpool steamers. The Elbe of the Bremen line made the trip 3,473 miles from the Needles recently in 8 days 7 hours 45 minutes. The City of Rome of the Anchor line has received additional boilers and more powerful engines, and on her recent speed trials is reported to have made 63 revolutions and attained a speed of 18½ knots. If so she can beat the Alaska, but the speed trials were probably made in smooth water.

Thomson & Co., of Glasgow, are building a new 6,500-ton steamer for the National line. She is to be 430 feet long, 51 feet beam, and built entirely of steel. She will be named the America, and it is predicted she will turn out a six-day boat. The Egypt, Spain and Italy of this line have all good models, but their engines are not powerful enough. It is contemplated to take them out one at a time and put in additional boilers and more powerful engines to increase their speed.

The Cunard line has at present a flyer in the Servia, built of steel at Glasgow in 1881. She beat the Arizona's time not long ago on the eastward trip, making it in 7 days 5 hours, but has never beaten the Arizona going westward. The Inman line has a 6,000-ton ship, called the City of Chicago, nearly completed which will be here about the middle of the summer. It is thought that before another year passes one or more of these new crack ships will inaugurate the six-day period.

The five-day epoch is regarded as being yet rather remote, but steamship men consider it by no means improbable that, with the continual improvement in the mechanical science

A FIVE-DAY PASSAGE

will be made ere many years. Of course, increase of speed means increase in size, in consumption of coal, and consequent increase of expense. The Oregon will burn nearly 300 tons of coal a day. The old iron steamer of 2,500 to 3,000 tons is changed to a steel one of 6,000 to 9,000 tons. The coastwise steamers we now have are larger than the old trans-Atlantic side-wheelers. Very fast American built steamers, mostly iron, are now engaged in trade between Northern ports, and the improvements in them are equal to those in the steamships engaged in the foreign trade. On both sides of the Atlantic busy brains are at work constantly devising new inventions and appliances to increase speed as well as safety, comfort and luxury, and any improvement soon becomes general under the pressure of the great rivalry in ocean passenger and freight traffic. For this reason, there is little radical difference to be seen among the first-class ocean steamships of the present day.

The Lambeth Dole.

At this gate (Morton's Gateway), was distributed the "immortal dole." The meaning of the word "dole"—"share" or "portion"—was very literally observed in those days, the archbishops making up munificent "alms dishes" from their own tables, adding also sums of money. This charity sometimes reached a very grand scale, Archbishop Winchelsey being specially mentioned by Godwin as having "therein excelled all before or after him."

"He maintained," says Godwin, "many poor scholars at the universities, and was exceedingly bountiful to other persons in distress. . . Besides the daily fragments of his house, he gave every Friday and Sunday unto every beggar that came to his door a loaf of bread of a farthing price, sufficient for one person one day. . . And there were usually on such alms days in time of dearth to the number of 5,000, but in a plentiful time 4,000, and seldom or never under, which alone summed up £500 per annum. . . Over and above this he used to give, every great festival day, 150 pence to as many poor people; to send daily meat, drink and bread unto such as by reason of age and sickness were not able to fetch alms at his gate; and to send money, meate, and apparel to such as he thought wanted the same and were ashamed to beg."

The dole at Lambeth in 1806 consisted of fifteen quarter loaves, nine stone of beef, and five shillings in halfpence. The beef was made into broth with oatmeal, and the whole dole, divided in three equal portions, was distributed among thirty poor persons, who came to receive in instalments of ten persons every Sunday, Tuesday, and Thursday in rotation. This "dole" continues to be distributed. —MRS. Z. B. GUSTAFSON, in Harper's Magazine for June.

What He Really Was Afraid of.

It is said of a rich Philadelphian who had had some experience with silver stock that while on his way to New York recently he sat in the same seat with a well-known burglar for over an hour, and seemed to enjoy his society. When the burglar left the seat along came a well-dressed stranger and dropped into the seat with the remark: "I believe you are Mr. Short of Philadelphia?"

"Yes, sir."

"Well, Mr. Short, I have been sent East by the stock-holders of the Great Inducement Silver Mine to—"

"Excuse me, sir—good morning, sir!" interrupted Mr. Short, as he seized his grip and moved up eight seats ahead. —American Mining Journal.

The Sea Serpent's Rival.

The big fish of Lake Tahoe again made his appearance day before yesterday. He suddenly rose in front of the steamer Governor Stanford and disputed her passage. There was quite a rough tussle for about ten minutes, when the fish leaped upward and snapping off the bowsprit, went away with it in its mouth. As the fish is making so much trouble the owners of the steamers will send below for a harpoon to be fired from a cannon, and will try to kill it. Heretofore this fish had only been seen two or three times in the past twenty-five years. In 1868 he attacked a large boat and drowned four Canadians, since which time he has not been seen till this year. —Virginia City Enterprise.

Midnight in a Menagerie.

"Don't talk so loud," said the watchman; "you'll wake the oud." "The what?" said the reporter. "The oud," replied the watchman; "that's what they call it; he's a lovely bird and has a voice like a buzz saw. And when he buzzes, gosh! So let him sleep," and the watchman silently led the way past the oud.

"Cheese it," broke out the watchman again. "Do you hear that?" An elephant had evidently kicked his companion.

"Are the elephants apt to be very restless at night?"

"Oh, very. And when an elephant is restless, there's a good deal that's restless. They sleep on one side till that's tired and then they flop over on the other. That was a flop over we just heard."

"What's this?" asked the reporter, pointing to something in the path.

"That," replied the watchman, following up the obstacle with his lantern, "seems to be part of a camel. But where's the rest of him? Oh, here it is. They stretch out well, don't they? Those are magnificent humps—made expressly for this circus, too. They are harmless."

"What, the humps?"

"No, the camels. And they make no noise at night unless they find shingle nails in their food. Then they complain."

"Don't get too near the business end of that thing," said the watchman, lifting up his lantern so that it was even darker than before. "That is a mule. Never interfere with a mule's plans, and in approaching him always allow for a contraction and a subsequent expansion of the muscles. Next to the mule are the zebra-striped ponies. We never venture to use soap on those stripes. Here are some very rare things, and they are as queer as they are rare. They are the giraffes. No one ever heard a giraffe murmur. Observe the length of their neck. What a winter resort for diphtheria! You can get something of an idea of their length of neck by picturing in your mind's eye four yards of sore throat and the amount of vinegar and salt required for one gargle. The giraffe is indeed a difficult thing to keep; he dies so easily and almost without provocation."

"This animal here," continued the watchman, still walking by the caged animals, "is not, as you might have supposed, a Harlem goat. No; this is the sacred bull. It is said he was taken from the Pope."

"Is he very sacred?" asked the incredulous reporter.

"Yes; he's extremely sacred. He gets more sacred every day. The amount of reverence he inspires in his keepers is only equalled by that of the mule."

Having reached the end of the stalled animals the watchman announced, by a twist of his lantern, that he was about to come upon the ferocious wild beast in cages. He then put out the lantern, and he and the reporter sat down on the railing that protects the caged animals from the spectators. It was a little early for the usual midnight roar of the animals, but not half so early as the visitors had thought. For soon there came from the cage back of them a noise that startled both of them out of a week's growth. It was the greeting of an African lion.

It only required the roar of one lion with good lungs to start the whole menagerie. That beautiful bird called the emu was the first to reply to the lion's call. The reply was nothing more than a mild form of sneeze but it went a great way. And in less time than it takes to record it the congregation of animals that were endowed with any sort of an apparatus for making a racket had turned their pipes and were blowing and bellowing to see which could make the most noise. It was a lively place to be in without any light. But that did not seem to make any difference to the animals. The baboon barked and the rhinoceros grunted. And the louder they barked and grunted the louder the lions and tigers grunted. Then the elephants joined in the general disorder, there was no peace for the wicked. One elephant is usually considered sufficient to supply one family with all the noise it wants; but when twenty elephants lift up their voices in one sympathetic lamentation, nothing but the deepest coal mine could ever furnish a safe harbor or a sure retreat. Add to this the hair-splitting noises of the cockatoos and the macaws, the mournful howling of the Nubian rhinoceros and the unparalleled snore of the hippopotamus, and the effect is appalling. The watchman looked at the reporter and the reporter eyed the watchman. Neither could speak. And it would not have made any difference if they had spoken. They might have roared until they were black in the face and still not have made themselves heard. Each grasped the other's hand and bolted for the entrance with as much haste as though pursued by the whole menagerie. —New York Tribune.

A hotel clerk named Briscoe, Stumped his foot out in 'Frisco. It hurt him like thunder, But the pain was got under, By St. Jacobs Oil rubbed on histoe.

A conductor who lives at Belair, Got hurt, being thrown on a chair, But in less than a day, St. Jacobs Oil made him all square.

He who receives a good turn should never forget it; he who does one should never remember it.

THE ALGOMA ELECTION.—This election is now on the tapis. It may perhaps be a useful hint to intimate that an absolute lead at the polls to the electors of PUTNAM'S CORN EXTRACTOR, would be made happy, and would certainly vote for the person affording him relief. Beware being offered as "just as good." Use only Putnam's.

To have respect for ourselves guides our morals, and to have a deference for others governs our manners.

A Minister's Evidence. The all prevalent malady of civilized life is Dyspepsia. Rev. W. E. Gifford, of Bothwell, was cured of dyspepsia and liver complaint that rendered his life almost a burden. The cure was completed by three bottles of Burdock Blood Bitters (36)

Duty is a power which rises with us in the morning and goes to bed with us at night. It is co-extensive with the action of our intelligence.

"Throw Physic to the Dogs, I'll None of It."

We do not feel like blaming Macbeth for this expression of disgust. Even nowadays most of the cathartics are great repulsive pills, enough to "turn one's stomach." Had Macbeth ever taken Dr. Pierce's "Purgative pellets" he would not have uttered those words of contempt. By druggists.

There are in business three things necessary—knowledge, temper and time.

"Golden Medical Discovery" (words registered as a trade mark) cures all humors from the pimple or eruption to great virulent eating ulcers.

Many delight more in giving of presents than in paying their debts.

The "Favorite Prescription" of Dr. Pierce cures "female weakness" and kindred affections. By druggists.

The future destiny of the child is always the work of the mother.

What Every Person Should Know.

The grand outlets of disease from the system are the Skin, the Bowels and the Kidneys, Burdock Blood Bitters is the most safe, pleasant and effectual purifier and health restoring tonic in the world. Trial bottles 10 cents. (32)

There is always hope in a man that actually and earnestly works.

A Voice from the United States. I have suffered for the last 20 years with Dyspepsia and General Debility, and tried many remedies, but with little success until I used Burdock Blood Bitters, when relief was quick and permanent. (33)

A. LOUGH, Alpena, Michigan, U. S.

It is upon the smooth ice we slip; the roughest path is safest.

One of Many. Mr. R. W. Carmichael, Chemist and Druggist of Belleville, writes as follows:—"Your Burdock Blood Bitters have a steady sale, are patronized by the best families here and surrounding country, and all attest to its virtues with unqualified satisfaction." (34)

There is not so much danger in a known foe as a suspected one.

Catarrh—A New Treatment whereby a Permanent Cure is effected in from one to three applications. Particulars and treatise free on receipt of stamp. A. H. Dixon & Son, 305 King-St. West, Toronto, Canada.

To know how to wait is the great secret of success.

Copy of a letter received from Dr. R. R. Matland Coffin, F.R.C.P., &c. To H. SUTHERLAND, Esq. Having taken Sutherland's "Rheumatine" myself, I can bear testimony that it will prove a boon to persons who suffer from rheumatism. R. MATLAND COFFIN, F.R.C.P., &c. Barton Court, S.W., May 17, 1882.

Discretion in speech is more than eloquence.

A RUN FOR LIFE.—Sixteen miles were covered in two hours and ten minutes by a lad sent for a bottle of Briggs' Electric Oil. Good time, but poor policy to be so far from a drug store without it.

Truth takes the stamp of the soul it enters. It is vigorous and rough in arid souls, but tempers and softens itself in loving natures.

A Remarkable Fact. It is a remarkable fact that W. A. Elgers, of Frankville, who was so far gone with liver and kidney complaint that his life was despaired of, was cured with four bottles of Burdock Blood Bitters. At one time he lay a fortnight without a operation of the bowels. (35)

When tinned iron, says P. Caries, serves for containing alimentary matters, it is essential it should have no lead in the tin. The lead is rapidly oxidized on the surface, and is dissolved in this manner in the neutral acids of the contents of the vessel.

A Pleasant Acknowledgment. "Had sour stomach and miserable appetite for months, and grew thin every day. I used Burdock Blood Bitters with the most marvelous results; feel splendid." (31)

MRS. JOSEPH JOHNSON, Pittsburgh, Pa.

The certain way to be cheated is to fancy one's self more cunning than others.

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I would desire for a friend the son who never resisted the tears of his mother.

HAVE YOU TRIED IT?—If so, you can testify to its marvellous powers of healing, and recommend it to your friends. We refer to Briggs' Magic Relief, the grand specific for all summer complaints, diarrhoea, cholera, morbus, dysentery, cramps, colic, sickness of the stomach, and bowel complaints.

Comparison, more than reality, makes men happy, and can make them wretched. "A. P." 128



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