

THE SPEED OF A SHIP

METHODS BY WHICH ITS KNOTS PER HOUR ARE MEASURED.

Interesting Description of the Schemata and Use of the Log. With a Full and True Story of the Log.

How do you ascertain the speed of a ship? is a question frequently asked to naval men, and an explanation will therefore probably be of interest to many readers. There are several methods, the commonest and most accurate being by the use of the "log."

The instrument consists of three parts—a logship, the line and the marks. The logship is a piece of wood about an inch thick and shaped like a fan, with a piece of lead let in at the circular edge to make it float vertically in the water. It is suspended at each angle, the three lines being joined together about two feet from the logship. Two of the lines are fastened to the ship and the other one is fastened to a hole in the ship, temporary fasteners it is.

At the point of juncture of the three lines a sufficient length is measured, usually about 100 feet, to take the ship well clear of the ship's wash. This is called the "stray line" and is fastened with a piece of bunting. From the bunting is measured 47 feet 3 inches, and the line marked here with a knot, and the line marked here with another knot, and so on as far as seven knots. Halfway between each batch of one single knot is made. The log is then ready for use.

When the log is thrown overboard, the simple little rule of three sums: 100 seconds (number of seconds in a minute), 28 seconds (length of strand), 6,080 feet (number of feet in a mile); length of line required which works out to 47 feet 3 inches. Two men to hold the reel on the line is wound; the quarter-master, to hold the glass, and the midshipman, to leave the log. The last named puts the peg firmly in the coil of line in his hand, sufficient to clear the ship. He asks, "Clear quarter-master?"

"Clear glass, sir!" comes the reply. The quarter-master goes to the log and line, and rapidly revolving. Presently the midshipman feels the piece of bunting passing through his hand, and he gives the order, "Turn." The quarter-master then turns the glass and the sand runs. The quarter-master holds the reel well in his hand, so as to give the line fair. When the sand has run out, the quarter-master cries: "The line is out!"

The midshipman grasps the line, as the quarter-master reels, and looks for the knot, finding a single one to his hand. Then the line is hauled, and four knots appear, which show that the ship is going four and a half knots through the water. The quarter-master draws the peg from the log, which now floats on its flat surface and is easily hauled in. When the line is going over four knots, a 14 second glass is used, the speed being double that shown by the knots on the line.

Another method in use is the patent log. This is altogether mechanical and consists of a long cylinder with clockwork inside and four fins on the outside. It is towed astern of the ship by a line made fast to a swivel in the head of the log. As it is dragged through the water, the four fins make it revolve, actuating the clockwork inside, which registers a series of dials the number of revolutions. This log has to be hauled in at the time one wants to read it, but is of another kind, where the fan is towed astern and the dial is a fixture on the ship. This is called a "churn."

These logs are not always accurate, and are constantly verified when near by cross bearings—that is, the bearings of two well known points are taken on the chart, the time of observation being noted and the reading on the log. After an interval has elapsed the position of the ship is again taken by cross bearings, when the distance between the two points on the chart will show the direction of the ship and its length the distance. A comparison with the readings on the log will give the error of the log.

REAL ESTATE TRANSFERS.

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City Council Meets.

Usual routine business transacted. Matter taken up regarding compelling wagons, hauling freight, lumber and grain to have five-inch tires. Matter referred to city attorney, to come up at next meeting of council.

Ordinance was read for first time for the improvement of Fourth, Fifth, Sixth Eighth and Ninth streets from Water street to the Oregon & California railroad.

Ordinance was read for first time empowering committee on Street and Public Property to buy seven hundred cubic feet of crushed rock at a price not to exceed \$1.35 per cubic yard; also fifty thousand feet of lumber at price not to exceed \$8 per thousand.

Committee on cemetery, authorized to receive bids and to paint the cemetery fence.

Committee on Streets and Public Property authorized to purchase hand cart for cleaning the street.

Property owners on north side of Sixth street from Main street to Railroad Ave. were ordered to build a new sidewalk; also property owners on east side of Monroe street from Seventh to Fifth.

New sidewalk ordered built on Taylor street from Seventh to Twelfth street.

Tenth street was ordered opened up between blocks 50 and 51.

Matters regarding the electric lights left in hands of the mayor.

The sewer question to come up at the next meeting of the council, Tuesday.

G. H. Bestow made application for the lease of the lots north of his factory. Matter left to finance committee with power to act.

When Traveling

Whether on pleasure bent or business, take on every trip a bottle of Syrup of Figs, as it acts most pleasantly and effectually on the kidneys, liver, and bowels, preventing fevers, headaches, and other forms of sickness. For sale in 50 cent bottles by all leading druggists. Manufactured by the California Fig Syrup Co. only.

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The Moral is Plain.

"Once upon a time," says the Hootzdale (Pa.) Journal, "a man got mad at the editor and stopped the paper. In a few weeks he sold his corn at 4 cents less than the market price. Then his property was sold for taxes because he didn't read the sheriff's sale. He paid \$10 for a lot of forged notes that had been advertised two weeks and the public warned against them. He then rushed to the printing office and paid several years' subscription in advance and had the editor sign an agreement that he was to knock him down if he ordered his paper to be stopped again."

Apparent Contradiction.

"It seems very strange to me," said the educated parrot, "that a thirst for learning can be satisfied with a lot of dry information."—Cincinnati Enquirer.

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Probably no one thing has caused such a general revival of trade at Geo. A. Harding's Drug Store as their giving away to their many customers of so many free trial bottles of Dr. King's New Discovery for Consumption. Their trade is simply enormous in this very valuable remedy, from the fact that it always cures and never disappoints. Coughs, Colds, Asthma, Bronchitis, Croup, and all throat and lung diseases are quickly cured. You can test it before buying by getting a trial bottle free, large size 50c and \$1.00. Every bottle warranted.

Does Manhood Fail?

It may sometimes, owing to nervous disorders, but it is hardly ever lost, except in extreme old age. What is called impotency or sexual neurosthenia is merely weakened power. Underneath the ashes the fire remains aglow. It requires careful scientific treatment to fan it into a bright flame of life and energy. For these cases which have been hitherto the despair of the physician, nothing equals the application of Electricity, if by proper current and exact dosage, in combination with the scientific administration of specific medical remedies, which penetrates the secret ambush of disease, exterminating it, root and branch forever. A rejuvenation follows its use. It produces results because it replenishes the vital tonicity requisite to the nervous system. According to Dr. Darrin's peculiar and scientific method of administration, it is a powerful vitalizer, indicated in diseased conditions, due to all kinds of excesses.

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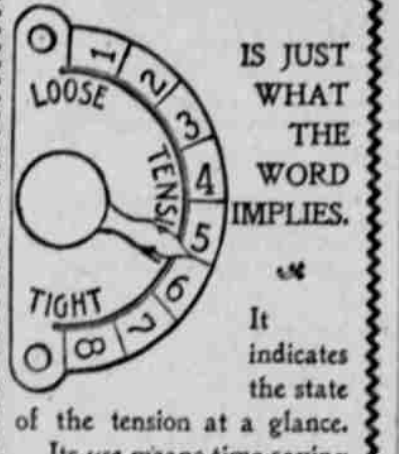
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DEPART FOR TIME SCHEDULES ARRIVE FROM table with columns for destination, time, and arrival.

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SCHEDULES OF TIME SOUTHERN PACIFIC RAILWAY

NORTH BOUND. California Express (through) - 8:30 a. m. Roseburg Local (way stations) - 3:34 p. m. SOUTH BOUND. Roseburg Local (way stations) - 9:24 a. m. California Express (through) - 6:52 p. m.

POSTAL SCHEDULE BY SOUTHERN PACIFIC RAILROAD.

Mail closes going North 3:00 p. m. Mail closes going South 9 a. m. and 6:20 p. m. Mail distributed from North 7:30 p. m. 10:30 a. m. Mail distributed from South 9:10 a. m. 3:40 p. m.

BY EAST SIDE ELECTRIC LINK.

Mail closes for Portland and distributing points 12 m. Mail closes for Milwaukie only 9 a. m. Mail arrives from Portland 1:30 p. m.

SIDE ROUTE.

Oregon City to Ely, Corus, Mulline, Liberal and Mollan leaves at 12 m, and arrives at 1:30 a. m. daily. Oregon City to Beaver Creek, Shubel, Clark, Meadow Brook, Union Mills and Cotton leaves at 8 a. m. Tuesday, Thursday and Saturday, and returns on following days at 4:35 p. m.

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