Miles in Fourteen Minutes.

LAST TEST BEFORE OFFICIAL TRIAL

Gait Without Loosening a Bolt.

For nearly two hours yesterday the for nearly two hours yesterny to torpedo-boat destroyer Goldsborough was sent flying along the Columbia river as a final test of the staying powers of her machinery before her departure for the scene of her official trial on Puget sound. During this time there was not a solitary indication of weakness in the engine-room nor the least difficulty in keeping on nor the least dimenty in keeping up the required steam pressure. A measured half-knot course which had been laid off on the shore the day before was covered with the current in one minute and is seconds, and in a minute and it seconds against it; but she made much setter speed in places where the water was deeper. The eight miles between Warrior rock and Fales were passed up Warrior rock and Fants were passed up-stream in 14 minutes. President Wolff, of the contracting firm, who was on board, was well pleased with the test, and is perfectly willing to take chances on the efficial trial. Naval officers who were passengers expressed surprise and pleasure with the performance, and said that the Goldsborough will not suffer by comparison with any torpedo-boat they

The crew of the Goldsborough are now thoroughly accustomed to the work, and keep up steam with surprising ease. Henry Smith, the chief engineer, is a master of his business, and is deserving of a full share of credit for the fine work

of a full share of credit for the line work of the engines.

The start was made from the East Ashstreet wharf, at about 11 o'clock, Captain W. H. Patterson, who has piloted all of the Wolff & Zwicker iron works' boats to success, being in command. F. Wolff, J. E. Wolff, F. L. Zimmerman and Superintendent Fred A. Ballin, of the contracting firm, were on board, and as their guests were Lieutenant S. Arnold, Naval Constructors F. W. Hibbs, of Mare Island navy-yard, and H. L. Ferguson, of Puget sound naval station, and Lieuisland navy-yard, and H. L. Ferguson, of Puget sound naval station, and Lieu-tenant Olmstead, all of the navy; Cap-sain Pritchard, of the Haddon Hudl; Guy Catlin, James B. Patterson, J. A. Hasel-tine, J. H. Smith, Captain J. W. Kern, J. B. Graham, J. W. Dunne and Captain

Replying gally to the stacato sawere sounded from boats river, the little boat good, fast gait to St. the where she collided with a fog ank and tied up to wait till it blew over. In half an hour or more, when a rift apared, and the river cleared up as far shead as the skipper could see, a fresh start was made; but the flyer was inted by a still heavier fog just below of the river, and lay drifting

quietly for an hour more. nly the mist was drawn like a curtain, and the river opened out under a blue sky as far as it could be seen. The were then busied with the bollers and in a few minutes the smokestacks were crowned with tall columns of flame, and poured forth rolling clouds of smoke, that covered the foaming wake with a long black shadow, and hung over the river for miles astern. The speed kept in-creasing till the point of the greatest vi-bration was past, when the boat rode as steady as a barge. Now and then, when a deep stretch of river would be reached, she would shoot forward like an express rain, and the trees on the bank seemed airly to fly to the rear. When the stake on the shore showing

Goldsborough Travels Eight

Miles in Fourteen Minutes.

Course at this point was somewhat shallower than in other places passed in the run, and it was not possible for the boat to give any indication of her possibilities; but the time was entirely satisfactory to all on board, and no further attempt at ton speed will be risk on the top speed will be made till the trial on the

> course was passed. On the contrary, the engines flew faster and faster, and the boat tore through the water as if she were a belated telegram. The Balley Gatzert, which had gone by while the Goldsborough was loaing somewhere near the mouth of the Williamette was milling out of St. of the Willamette, was pulling out of St. Helens, when the torpedo-boat rounded the bend above Warrior rock. She was making good time, too, as river time goes, but she seemed to be running very rapidly backward when the little toothpick of a torpedo-boat shot past her. The terrific galt was kept up till a short distance be-low Columbia City, where the engines were slowed down, and two tall columns of white vapor mounting through the black smoke above the safety valves an-nounced that the slowing down was no

fault of the crew in the firerooms.

While the boat was swinging easily around, those on board had time to notice that the paint on the smokestacks, which was dark green on leaving Portland, had been changed like the skin of a chameleon as a result of the solid column of fire that had been rising through them. One stack was a light buff, and the other a pale lemon. If any one wants an ex-planation of why the new colors differed, he will have to seek it in a chemical

analysis.

The rest was very brief. Soon the mokestacks were again surmounted with blazing wreaths, and the boat was slashing the water on her way back to Portland. The watches informed their owners that it was 1:47 when Warrior rock was abeam, and after the second hands had told off the half-knot course in 1:14. they were again consulted, and made the announcement at Fales that it was 2:01. The distance is eight miles, and it had been covered in 14 minutes. This is a speed that might well be the envy of a

self-respecting express train.

These eight miles are statute miles, of 5280 feet each. A knot consists of 6082 feet, and any one who wants to make a computation of the rate of speed in knots that the boat made over this course is

welcome to do so.

There was no diminution in speed till near the mouth of the Willamette, where the water shoaled to some six fathoms, and the waves astern, which hitherto had been no higher than those made by an ordinary river steamer, began to kick up considerable disturbance along the shore. Then the engines were shut down,

and were allowed to take things easy the rest of the way home. The weather after the fog lifted was delightful, and the Goldsborough's passen-gers, when they had time to look, got a glorious view of all the snow mountains newly dressed and looking but half a mile distant. A sharp wind made overcoats very convenient, but after the first hour any one to stay below.

On the return up the Willamette river, President Wolff said: "I am satisfied now that the boat is ready to make her trial. We will use new coal on the Sound, and in deep water we hope to be able to make much better speed than we have today. Before she goes on her trial she will be put in dock and her bottom thoroughly cleaned. Nothing will be left undone to make the trip a success, and we hope that it will be."

Seen at Warrior Rock.

ST. HELENS, Or., Jan. 27.—The torpedo-boat destroyer, while making a trip past Warrior Rock light, was quite a sight. Joseph Hayburn, who was out in a small boat, which was capsized by the heavy seas, had a narrow escape from drown-

The article on Gilliam county in the New Year's Oregonian is said by the Condon Globe to be "bringing inquiries the upper end of the measured half-knot. Condon Globe to be "bringing in was raised, three stop watches on the bridge were in readiness and snapped with of this county."

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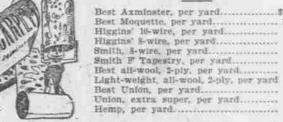








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