

The Dalles Daily Chronicle.

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The Oregonian never had a sharp competition in Multnomah county until the Troutdale Champion hove in sight. Of the recent election the Champion says: "The way the Oregonian doesn't succeed in electing the republican ticket in Portland is quite remarkable. It excused its failure in the county election on the ground that the people were not in accord with those political war-horses Lotan and Simon, but in the city election it can put forward no such excuse. Neither Lotan nor Simon figured in the election. During the canvass and on the day of election Simon was in the east and Lotan was attending strictly to his private business, and the Oregonian had a splendid opportunity to show what it could do as a leader in a fair fight in an open field. It made a failure. Got knocked out. Whipped. We feel sorry for our contemporary in its discomfiture."

The route of the railway now in course of construction from Astoria to trans-connection, is wisely concealed from boomers by the managers. This species of genus komo which has followed the camp of the N. P. R. and others so faithfully, find it extremely difficult to keep at the head of the procession with Mr. Goss, but as a pointer the following bit of soothing information is thrown out by the Astorian: Whether the road will head for Hillsboro and take up the Oregon Pacific line or trend away to the southeast and push from Eugene through the Bohemian country and cross the Cascades in the northwest of Douglas county, is probably known to Mr. Goss alone in this community. It is entirely safe to conjecture that it will go one of the two ways." To which THE CHRONICLE begs to add: "Possibly both."

The old spirit of mercantile adventure is reviving in Oregon. Two vessels have been sent abroad already with speculative cargoes, and the Tillie E. Starbuck is about to follow. She will go to New York, possibly, with a cargo composed principally of Columbia river salmon, wool, hides and other Oregon products. This, says the Astorian, recalls the time when Robert E. Gray came round the Horn with a cargo which he exchanged in part for furs, and then sailed for China to make other deals, returning to Boston. Trade methods have changed, but foresight and enterprise will still reap liberal reward in marine ventures.

It is sheer nonsense to talk of "Opposition to Clarksons" designation as chairman of the national republican committee. He did not expect it. Campbell is selected because "he was a personal friend of the candidate nominated;" a rule which has always hitherto applied, and will continue to apply, so long as nominating conventions continue to appoint committees. The necessity for such rule will be apparent to anybody.

It is a charming condition of affairs when both sides in a political wrangle such as the Cleveland-Hill fight can derive comfort from the same convention. While it may not exactly foreshadow a political millennium, it is a beatific condition where good cheer and comfort are extracted by antagonists from the agencies set in motion to bring injury and disaster to each other.

The alcoholic etiquette of national conventions is said to be wine for the delegates, whisky for the alternates and beer for the shouters. This rule does not hold good at the Cincinnati prohibition convention to-day, where water is served to all comers. They should be respected for sticking to their principles.

Richard Wagner probably missed securing some of the most astounding tone effects possible to human invention simply by not coming to America and attending the late political conventions.

Colfax boasts of five strawberries which will fill a fruit jar. Their combined weight is three-fourths of a pound. They have been prepared for exhibition at Chicago.

There are alarming symptoms that the New York Times is getting ready to crawl back into the republican tent.

IRON AND WOOD SHIPS

MATERIALS USED IN SHIPBUILDING AND THEIR VALUE.

The Points in Which Iron and Steel Are Superior to Wood—Their Lightness and Durability and the Comparative Safety of All Kinds of Vessels.

The three materials used in the construction of ships in general are wood, iron and steel. Wood has been in use from time immemorial. Iron is only about fifty years old, and steel is easily within the memory of every man of moderate years. The importance of the three materials are inversely as stated steel being the most valuable, then iron and last wood. Noticeably is this so in the construction of swift steamships, for wood is unsuited to the great engine power nowadays put into ships; it can not properly stand the strain.

Iron ships are superior to wooden ones in the following particulars: Lightness combined with strength, durability when properly treated, ease and cheapness of construction and repair and safety when properly constructed and subdivided. In wooden ships it has been found that about one-half of the total weight of the ship is required for the hull, whereas in iron ships only from 30 to 40 per cent. of the weight is thus taken up. For instance, in a wooden armored warship the weight of the hull being 60 per cent. of the displacement leaves 40 per cent. for the weights to be carried. In an iron armored warship the weight of the hull is only 40 per cent., leaving 60 per cent. for weights to be carried.

The tensile strength of iron is from 40,000 pounds to 60,000 pounds per square inch, and this strength can be secured throughout all the metal used, so that the material worked into the ship is uniform and homogeneous. These are qualities wanting in wood; the greatest care cannot eliminate such weak spots as are due to the presence of knots, crossgrain, hidden defects, etc. Generally good sound timber may be said to have a strength to resist pulling apart (tensile strength) of about 10,000 pounds.

IRON FAR SUPERIOR TO WOOD.
When in shipbuilding it comes to fastening pieces together, as, for instance, in making a ship's keel or her deck beams, the weakness caused by scarfing the pieces of wood together becomes an element of strength in riveting the iron. No matter how it may be necessary to treat the pieces of metal, whether by riveting or welding or by angle irons, the iron stands far above the wood in resistance to tensile strains. It is only when resisting strains of compression that there is a tendency of iron plates to buckle, and this is guarded against by making the plates thicker than is required for other strains or by re-enforcing them.

Durability is a quality of iron that is not yet thoroughly determined. In general, a wooden ship may be said to last about fifteen years. Some last longer, but there will be much patching and renewing to be done. The rules of Lloyd's allow about fourteen years as the average durability of the best built timber vessels.

Iron is not subject to the internal sources of decay to which wood is liable. Worms and marine animals cannot injure it, nor will it rot from imperfect ventilation. Neither can the parts work loose from the motion and straining of the ship, allowing water to get in and cause decay. The danger to iron lies in the rusting or corrosion, especially in the under water parts—outside from the sea water and inside from the bilge water. The only prevention is careful watching, cleaning and painting, and even with all this supervision galvanic action is likely to do some damage. Therefore the life of an iron ship is limited, and in the present state of knowledge of the subject may be set down as approximately thirty years, for, though a ship will last longer, extensive repairs will have to be made that will cost considerable money.

BETTER THAN IRON.
It is also easier to repair an iron ship, since the necessary shape can be turned out at once. The rapidity with which an iron ship can be built counts for much. In the present day the ease with which iron is obtained and worked constitutes another element of cheapness. For the final cost today must amount to nearly 25 per cent. less, especially when the time, preparation, saving of weight and life of the ship are considered.

As to the safety of a ship when properly constructed and subdivided, it is only necessary to say that when the internal space of an iron ship is subdivided into many compartments by longitudinal or transverse partitions rising to a sufficient height, or by horizontal platforms, or inner skin, and all such divisions are made water tight, then that ship is safer than any wooden ship would be against foundering, for the space required for these bulkheads cannot be found in a timber built vessel.

The subject of steel may be briefly discussed by remembering that steel is simply a superior kind of iron, and by virtue of its greater strength is of lighter weight. The strength of steel is from 70,000 to 100,000 pounds per square inch. Steel is as strong lengthwise as it is broadwise; iron is one-fifth stronger lengthwise than it is broadwise. The elastic limit of steel is about 25 per cent. greater than that of iron. So steel may be trusted with working loads nearly 25 per cent. greater than the other material. Lloyd's estimate that by building ships of steel there is a saving in weight over iron of about 15 per cent., or, to put the same thing in another way, a steel ship of the same dimensions as an iron ship would have an increased cargo capacity (in weight) of some 15 or 20 per cent.

In the matter of cost, steel is more expensive at first, but the best proof of its ultimate cheapness is found in the indisputable fact that modern merchant ships are being built of steel. In 1890 there were 500 steel ships built, 99 iron and 27 composite and wood. There need be no further argument as to the superiority of steel from every point of view.—New York Times

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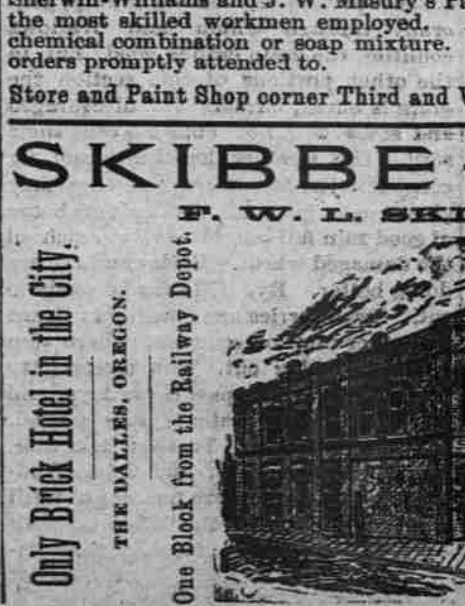
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