THE COST OF A CABLE.

Plans for One Across the Pacific Beset with Difficulties.

Its Great Length and Cost Will Probably Deter Capitalists from Undertaking the Laying of It.

In view of the constant activity in Atlantic cables which has resulted in a new cable almost every two years since the first successful cable in 1866, it sounds as reason, says Scientific Nigazine, that the difficulties offered by the Pacific ocean must be very great for the establishment of telegraphic communication, without a doubt, underlying the failure to long ago have been surmounted. These difficulties may be summed up in a few words. First, the great cost of a complete system of cables; second, the extreme depth of water known to exist in various parts of the Pacific and, lastly, the long distance to be covered, leaving islands, and people, the need of intermediate points having an better trade. The estimated cost of the British Pacific cable for a single cable connecting Vancouver with Australia and New Zealand, is placed at $[illegible] including two repairing ships and a supply of cable for maintenance of the cables for six months. The president of one of the cable companies of New York estimates the total capital cost of cable to Japan, Australia and the Philippines via Hawaii at $12,[illegible] and the cost of maintenance, including two repairing ships and of operating expenses, at $[illegible] a year.

It is not considered that a single cable will be sufficient to insure permanent communication, and any scheme for a Pacific cable must provide eventually for duplicate cables throughout the entire route, so that the total capital cost of a thoroughly reliable and efficient Pacific cable system may be put down at approximately $20,000,000, which would include two repairing ships, a reasonable quantity of spare cable, and the equipment of operating stations at the various landing points.

One of the essential features of a submarine cable is the speed of signaling. In operating long cables very delicate instruments are required, and the currents arriving at the receiving end are very feeble in comparison with those employed in land-line signaling. The longer the cable, naturally the feebler the impulses arriving at the receiving end. A short cable, a cable of under 1,000 miles being generally considered a short cable, gives a speed of signaling amply sufficient for all purposes, with a conductor weighing about 150 pounds to the mile, surrounded by an insulating envelope of gutta percha weighing about an equal amount. When we come to a cable of about twice this length it is found necessary, in order to get a practically unlimited speed, that is, a speed as high as the most expert operator can read at, to employ a core of 550 pounds of copper to the mile, insulated with 400 pounds of gutta percha to the mile. These are the proportions of copper and gutta percha in the 1894 Anglo-American Atlantic cable, which is considered the record Atlantic cable for speed of working, and has been worked, by automatic transmission, at the rate of some 45 words a minute.

The type of cable proposed for the Vancouver-Fanning section of the British Pacific cable, as designed by Lord Kelvin, is to have a core of 332 pounds of copper, and 365 pounds of gutta percha to the mile, and is calculated to give a speed of 12 words per minute over a length of 3,560 miles. It is not considered safe to adopt a very much heavier core than this, for the reason that the weight of the complete cable with a core that should weigh more than about half a ton to the nautical mile would be so great that picking it up for repairs from a depth of 3,000 fathoms would be an extremely difficult and hazardous operation.

The establishment of telegraphic communication results in new ways of doing business and opens up new avenues of profitable endeavor. The electric current, like that set alive by royalty or by the president of an exhibition, sets in motion a variety of machinery that before lay dormant. The trade to the Pacific is looking up, and hosts of enterprising Americans are busily engaged in looking up that trade. A trans-Pacific cable is not an absolute necessity, because communication, certain, if expensive and relatively slow, between America and the far east is already had over the existing system. Just that such a cable would soon find a profitable traffic is not to be questioned by those who are at all familiar with the rising volume of trade between the far east and America. And be it remembered that to-day every commercial transaction between two points separated by the sea, like this article, begins and ends with a cable.

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DEPARTMENT OF THE INTERIOR,
UNITED STATES LAND OFFICE,
THE DALLES, OR., May 15, 1900.

A sufficient contest affidavit having been filed in this office by Isaac Alexander, contestant, against homestead entry No. 9777, made May 14 1896, for swⅼ of swⅼ, sec. 3, tp. 1 n., range 13 e., by John T. Wright, contestee, in which it is alleged that said John T. Wright has wholly abandoned said tract, and changed his residence therefrom for more than six months since making said entry, and next prior to entry, and that the absence of defendant from said tract is not due to his employment in the military or naval service of the United States, said parties are hereby notified to appear, respond and offer evidence touching said allegation at 10 o'clock a. m. on June 26, 1900, before the Register and Receiver at the United States land office in The Dalles, Oregon.

The said contestant having, in a proper affidavit, filed May 15, 1900, set forth facts which show that after due diligence personal service of this notice can not be made, it is hereby ordered and directed that such notice be given by due and proper publication.

JAY P. LUCAS, Register.

DR. C. T. SMITH,

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Spokane Mail and Express 9:30 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East, via Spokane and Hunting'n; also all points in Washington and Eastern Oregon.	Spokane Mail and Express [illegible] a. m.
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8 a. m. Ex. Sunday	WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way Land'gs.	4:30 p. m. Ex. Sunday
7 a. m. Tues., Thur. and Sat.	WILLAMETTE AND YAMHILL RIVERS. Oregon City, Dayton and Way-Landings.	3:30 p. m. Mon., Wed. and Fri.
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" Kansas City	7:25 a m	7:25 a m
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