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SMOOTHED BY OIL.

The Breaking of Heavy Seas Prevented by the Use of Oil.

It is said that one can have too much of a good thing. So few persons have been thus favored that one may doubt the truth of the saying. But when the merits of the good thing are not entirely admitted, or not generally known, there is every reason for calling attention to them. This is our excuse for calling the attention of ship-masters and ship-owners once again to the subject of oil as a means of breaking down the "combers" of heavy seas. When we first urged the use of oil for the purpose we knew of only few cases where it had been successfully used. That it had been, however, with good effect was a most excellent reason for further trials. We are glad to say that many experiments have been made within the past few years and with few exceptions have been most favorable in their results. Many ship-masters have sent us accounts of their experience with oil as a preventive of heavy seas breaking over their vessels, and to these statements we attribute a more extensive use of oil by vessels in heavy seas. We would ask those doubting Thomases who scoff at the idea of a few gallons of oil having any effect upon a cross sea, to read the statement of a ship-master which is quoted below.

It is the testimony of an experienced ship-master who made the experiment carefully and watched it closely. It is worth a hundred arguments, for it is proof positive that oil can be used to break down the force of heavy seas. We are very glad to publish it and we hope that it will induce other ship-masters to give accounts of their experience with oil. It is not to be supposed, as we have often said, that oil will always prove efficacious. But it is now evidently proved beyond doubt that on most occasions a few gallons of oil trailed overboard will smooth the sea and prevent heavy seas from breaking over or pounding a vessel. For the good that is possible from using it, the oil should be used when the seas endanger the safety of a vessel.

"I should like, through the medium of your widely spread paper, to add my testimony to that of others, with regard to the value of pouring oil on troubled waters, of which I had a remarkable experience during my last voyage with a cargo of petroleum from this port to Europe. During one of the heavy gales experienced last winter, I had the good fortune to fall in with a sinking vessel, the master of which signalled me that "he was in a sinking condition, and boats stove," and "to be taken off." It was blowing a heavy gale at the time, with a very bad cross sea. I was running under lower main topsail, and reefed foresail alone, having lost his topsail the day before. I had also lost both my large boats, had deck swept, bulwarks washed out in the same gale, and the only boat I had left was a small sixteen feet dingy. I was rather puzzled what to do, as I was sure my small boat could not live in the sea that was then running. I laid by for some hours, hoping that the gale would moderate, or the sea subside, but finally, night coming on, and no appearance of better weather, I decided to make an attempt to take the crew from the sinking vessel. All oil laden ships, no matter how well stowed the cargo may be, have a certain amount of drainage, which, mixing with the bilge water, has to be pumped out, and I had noticed how smooth the sea was in the ship's wake while we were pumping. I therefore determined to try and utilize it in launching my boat. The usual way of taking a crew from a wreck at sea, is to stand to windward of the wreck, so that your boat may have the advantage of pulling before wind and sea, and then keep off to leeward, to receive your boat again. I signalled the vessel to haul to the wind, whilst I luffed up to windward of him and set my pumps going, but I soon found that the ship drifted faster than the oil, and while we had a comparatively smooth sea to windward, it had no effect on the sea to leeward. I therefore ran down across the other vessel's stern, and hauled up under his lee, as close as I dared, set my main pumps going again, and at the same time started down the scuppers a five gallon can of fish oil which I had on board. The effect was magical; in twenty minutes the sea between and around the two vessels was quite broken down. The long heavy swell remained, but the combers and breaking sea were all gone, and my dingy with three men had no difficulty in pulling to windward, making two trips and taking nearly the whole crew. The other vessel in the meantime, had patched up her smallest boat with canvas, and I brought off her master and officers in safety. I watched the boats carefully, but neither of them shipped any water during their trip, although deeply loaded, and the sea breaking fiercely in all directions outside the small charmed spot in which the vessels lay, nor in hoisting them out, or taking in did they receive the least damage. I am satisfied that no matter how heavy the gale, or how bad the sea, two vessels might lie near each other, and transport (in good, well managed boats) any quantity of people by a judicious use of oil in the leeward vessel. In these days, with such a large passenger traffic on the ocean, I think it is the duty of every man to make it known any method by which life may be saved in case of accident, and this must be my excuse for troubling you with this communication."—J. Y. Maritime Register.

CONGRESSIONAL.

WASHINGTON, April 20, SENATE.

The joint resolution relating to the Washington monument dedication ceremonies, was passed. It appropriates \$25,000 to defray the expenses of the celebration.

Bill to grant the right of way to the Cinnabar and Clark Fork Railroad company through a portion of Yellowstone park. Harrison expressed a hope that some route could be found for a road other than through the park. He did not like to see a park thus invaded and would like the committee on territories to have an opportunity to look into the subject. Consideration was postponed.

The following bills passed: To authorize the Oregon Pacific Railway company to construct one or more bridges across the Willamette river between Salem and the head of navigation of the river in Oregon; to release the estate of Frank Soule, deceased, late collector of internal revenue for the first district of California, and his sureties from liability for the default of the clerk in the collector's office. The bill passed the senate at a former session, but failed in the house.

ROYAL.

The morning hour was dispensed with and the house went into its committee of the whole. Cox, of New York, in the chair, on the tariff bill. Dingley controverted the propositions laid down by Cox, Hurd and others, and the decline of American commerce was the result of protective tariff.

The House Committee Order a Favorable Report on the Postal Telegraph.

WASHINGTON, April 30.—The house committee on postoffices and post-roads today unanimously agreed upon a bill to secure cheaper telegraphic correspondence, and directed Representative Rogers to report it at the first opportunity. It provides that the charges for transmission of telegrams, excepting newspaper services and government telegrams, shall be prepaid by telegram stamps or stamped paper, and the maximum rates for telegrams of twenty words or less, exclusive of the date, address and signature, when the distance of transmission is 1500 miles or under shall be 25 cents; for every 250 miles or a fraction thereof, in excess of 1500, an additional rate of 5 cents may be charged, and between the cities of New York, Philadelphia, Boston, Baltimore and Washington, and such other points separated by short distances, as may be from time to time designated by the postmaster-general, the rate shall not be over 15 cents, day or night; provided that no rate shall exceed 50 cents. For telegrams to be transmitted by night, except as above stated, the charges shall be one-half of day rates. All words shall be counted, except the date, address and signature, and for every five additional words or less, one-fifth additional rate may be charged.

The provision relative to penalties is amended to read: "For failure or neglect promptly and correctly to transmit any message the contracting company or companies shall be liable to the parties injured thereby in the sum of \$100, together with actual damages sustained by reason thereof, to be recovered by the party injured, in civil action, before any court of competent jurisdiction."

A provision is inserted that no contract shall be made with any company which has not 1000 miles of telegraph line in actual operation.

The postmaster-general is directed to make all necessary rules and regulations for carrying out the provisions of the proposed act.

Woman Suffrage.

The minority of the house committee on judiciary say in their report on woman suffrage—the report being signed by Reed of Maine, Taylor of Ohio, Browne of Indiana, and McCord of Iowa:

"The association of sexes in the family circle, in society and in business, having proved improving to both, there is neither history, reason or sense to justify the assertion that association in politics will lower the one or damage the other. No reason on earth can be given by those who claim suffrage as a right of manhood which does not make it the right of womanhood also. If suffrage is to be given a man to protect him in his life, liberty and property, the same reasons urge it to be given to woman, for she has the same life, liberty and property to protect."

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