

The Daily Astorian.

ASTORIA, OREGON:

THURSDAY JUNE 9, 1887

A FORTY KNOT SHIP.

Prof. R. H. Thurston closes a paper in the Forum on "The limit of speed in ocean travel," with these words: "It may, however, be considered as not at all improbable that those of us who live to the next century may have seen the Atlantic crossed in less than four days."

To accomplish such a result vessels must be built capable of attaining twice the speed of the fastest steamers now plying between Europe and America. The two great Cunarders, the Umbria and Etruria, can make in a smooth sea about twenty knots, or twenty-four miles an hour. The beautiful and ill-fated Oregon was scarcely inferior, and the America and Aurania are of but little less speed. Therefore, a ship equal to the work expected by Prof. Thurston must steam at the rate of forty knots, or about forty-seven miles an hour. So doing, she would cross the Atlantic in eighty hours, or less than three and a half days.

The Oregon was 500 feet long, 54 feet breadth of beam, and 7,500 tons measurement. The Etruria is 320 feet long, 57 feet beam, and of 8,000 tons burden. The Leviathan suggested by Professor Thurston as the ship to cross in 80 hours, he makes 800 feet long, 80 feet beam, of 25 feet draft and 38,000 tons burden. To make the speed of the Oregon such a vessel, under a rule of naval architecture, would require 35,000 horse power, as against 12,000 in the smaller steamer. The law is that to double that speed, or raise it to 40 knots, eight times the power needed for 20 knots would be required; but inasmuch as the law of resistance becomes much more favorable at these high rates of speed, Professor Thurston fixes the limit of the probable power required at 25,000 horse power.

The weight of the steam machinery for the new ship he estimates at 7,500 tons, or the total tonnage of the Oregon, and the consumption of coal at 175 tons an hour, 3,200 tons a day, or 10,500 for the voyage. The weight of fuel and machinery would therefore be 18,000 tons. Allow 12,000 tons, or, according to the present construction, about one-third of the total displacement, for the weight of the hull, and 8,000 tons would be left for passengers, crew and cargo.

Of course many problems would have to be solved in the construction of the machinery for a ship so enormous, but experience indicates that they would be conquered if there was a demand for the vessel. The engineer and the shipbuilder will be equal to the work when they are called upon to perform it.

There is, however, an important economic obstacle. To-day, as Professor Thurston says, the fastest ships do not pay expenses, and there will be no incentive to increase the speed so long as that is the case; but "when more passengers and more precious freight can be found to pay for the faster ships, faster ships will be built."

He estimates that the cost of running his ship would be not less than \$75,000 for each voyage, to pay which sum the passage money of 500 passengers at an average of \$150 a head would be required. Then the profit could be made on the freight and mails carried. Would the saving of three or four days' time induce sufficient travel at such rates as to make it worth while to go to the enormous expense of building and running the vessel? Just at present it is hardly doubtful that the steamship companies would give a negative answer to the question.

RAIL-MAKERS and the manufacturers of railway material generally, are predicting an improving demand for material, on account of the increase of earnings on the leading railroads.

NEWS FROM ILWACO.

Sudden Death of John Chappell.—News Notes.

ILWACO, June 8th, '87.

Last evening at 8:15 John Chappell dropped dead while standing by Mr. C. Kofoid's fence and joking with Mrs. Kofoid about some chickens in the yard. Deceased had been working hard all day teaming lumber from a scow and was apparently in the best of health and spirits. Dr. J. B. Price was summoned immediately and pronounced the man dead. At the coroner's inquest held last night the doctor decided that death was caused almost instantly by paralysis of the heart. John Chappell lived several years in Astoria, working at carpentering, and was well known there. It is supposed with us that he was an Odd Fellow. The funeral will be deferred until the arrival of the Canby to-morrow, to enable friends from Astoria to attend. Deceased was about 44 years old, married, but childless. His wife has been living with her mother for some time in Yankton, Dakota.

Considerable damage has been done to the traps by floating drift logs and snags. One trap had all the lead carried away, involving a loss of some \$200. Salmon are scarce.

A. E. King has recovered sufficiently to allow him to get out of the house and walk about some.

Remember the G. A. R. ball at Ilwaco this Thursday evening. The Canby makes an afternoon trip to-day.

Birdseye View of Oregon.

The latest novelty issued by the West Shore is a large birdseye view of Oregon and a portion of Washington. It is printed in four colors, and brings out in bold relief, the mountains, valleys and streams, so that one may, at a glance, obtain a comprehensive idea of the topography of this region. Any one interested in Oregon and Washington will find this handsome birdseye view far superior to a map, as a source of information. This is the second valuable supplement issued by that popular magazine this year, either of which is worth the subscription price of \$2.50. The West Shore is the leading literary journal of the Pacific coast, and is replete with elegant engravings of western scenery, and filled with valuable information about its resources and industries. Published by L. Samuel, Portland, Oregon.

Renews Her Youth.

Mrs. Phoebe Chesley, Peterson, Clay Co., Iowa, tells the following story, the truth of which is vouched for by the residents of the town: "I am 73 years old, have been troubled with kidney complaint and lameness for many years; could not dress myself without help. Now I am free from all pain and soreness, and am able to do all my own housework. I owe my thanks to Electric Bitters for having renewed my youth, and removed completely all disease and pain."

Try a bottle, only 50c. at W. E. Dement & Co.'s Drug Store.

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Jeff the U. S. gives you a meal for nothing and a glass of something to drink? Not much; but he gives the best meal and more of it than any other restaurant in town. 25 cents.

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Ross' Opera House. ONE NIGHT ONLY. Monday, June 13th.

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Supported by his efficient eastern company, numbering 19 well known dramatic artists, including Miss Eugenie Blair, Mr. Chas. D. Herman, Miss Margaret Pierce, Mr. L. F. Rand, Miss Loyola O'Connor, Mr. Thos. Garreck.

When will be produced the grand Tragedy in five acts, GALBA, THE GLADIATOR. Special attention is called to the historically correct costumes, magnificent armors and special Roman scenery.

Scale of Prices. Reserved Seats \$1.00, Family Circle 75c, Gallery 50c.

The box sheet for the sale of reserved seats open Thursday the 9th inst. at 9 o'clock A. M., at the usual place, the New York Novelty Store.

HUDSON & O'NEIL, Managers. ROBERT BROWER, Stage Director.

Farm for Sale, on Lewis and Clarke River. 160 ACRES NEW HOUSE, 4 FULL blooded Holstein cattle, 15 head other cattle, 5 horses and all farm implements, over one mile dyked, 20 acres high land under cultivation. Good meadow. A. R. JOHNSON.

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It is generally used in the South to arouse the Torpid Liver to a healthy action. It acts with extraordinary efficacy on the LIVER, KIDNEYS, AND BOWELS.

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EXCURSION. O. R. & N. CO. To San Francisco and Return, Good for 45 Days, \$30. To Portland AND RETURN. \$2.50. Good until September 30th. F. E. SMUTE, Ticket Agent, E. A. NOYES, Agent.

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