

SEA DISASTERS STIR INTEREST

Problem of Greater Safety on the Ocean One for Naval Architects.

Washington. — The world of merchant shipping is attracting attention again. Congress has shown interest in the plans of the United States shipping board to sell the Atlantic fleet to private interests and a number of disasters have focused notice on the shipping business.

It seems quite likely that the winter's toll of ships is not a closed chapter for the late winter and early spring constitute a period of tempestuous weather in the north Atlantic. Then follows the icebergs season. The United States coast guard, in co-operation with other maritime nations maintains an icebergs patrol, throughout the season during which the great ice islands come floating down on the bosom of the Labrador current to cross the ship lanes and menace navigation. Notices of the whereabouts of such bergs are radioed, but fog is an enemy which renders the ship paths far from safe.

Solve Safety Problems.
Much has been done, perhaps all that can be done, so far as radio utilization is concerned. Technical experts are more and more turning their attention to the ships themselves. The Vestris mystery is not a forgotten chapter, by any means. It is true that there was difficulty in locating that ship because of wrong radio bearings, but also there was something the matter with the vessel to cause her distress in the first place.

It is thought that the next important step toward safety at sea must be taken by naval architects and have to do with the construction of the vessels themselves. The highest skill already has been expended on ship construction, but still something occasionally goes wrong.
It is a little difficult for the layman to gain a full comprehension of the stresses which a ship must stand in a seaway. The forces of wind and wave are beyond ordinary reckoning. As ships have become larger in size new problems arise which ancient mariners had no cause to consider. The United States shipping board has a fund from which it makes advances to shipbuilders desiring to increase the American merchant marine. The board, therefore, has a special interest in the design of these vessels and their safety and seaworthiness.

Building at Low Ebb.
American shipbuilding now is at low ebb, according to the Department of Commerce. Merchant ships under construction in American yards now constitute only 2 per cent of current world shipbuilding. This is the last country on the list of maritime nations in new construction, England, of course, stands first and Germany second. These are our two principal competitors in the foreign trade. Then come Holland, France, Japan, Sweden, Russia, Italy and Denmark in the order named. So it is expected that demand will soon bring about a spurt in American shipbuilding. Government officials as well as private owners are anxious that the new ships constructed be safe.

The havoc wrought by wind at sea is great even on steam liners. Wind pressure is a tremendous force. But the waves which toss a vessel about, twist and strain her plates and exert tremendous pressure upon her basic structure are the arch enemies.

A small vessel, while more readily capsized or swamped by heavy seas, is not subject to the same strain as a large liner. The longer the ship, the greater the strain placed upon her.
Let us take the Atlantic, which is the busiest of the oceans in which American ships ply. In such a storm as may be expected at this season, the crests of the waves are some 300 yards apart. The waves average about forty feet high or as high as a three or four story house. A small ship gilds up and down these swells with comparative ease if she is well constructed, not overladen and properly handled. Her pitch will be such as to cause discomfort to landlubbers because she will climb hills of water comparable to a 10 per cent grade on land. Now take a larger ship, say one 500 or 600 feet in length. Her nose will be on the crest while her stern is in the trough. Therefore the steepness of the climb is much less, only about 5 per cent on an average. Proceeding to the big liner, she is long enough to bridge the trough, her bow on one crest and her stern on the other.

Hogging and Sagging.
It is the great liner which feels the most intense strain. It will be seen that a ship becomes a bridge from crest to crest. Bow and stern have plenty of water around them acting as supports, but there is very little water beneath the middle of the ship, not enough to float her. So, then, there is a terrific downward pressure amidships. The ship must be constructed, for this reason, as strongly as a bridge over a stream to counteract this sagging.

Again, as the liner proceeds her middle is upborne by one of the huge crests, while bow and stern are unsupported, in some cases being entirely out of water. Then the pressure is upward in the middle, with downward pressure at either end. This is called hogging. Either pressure will break a ship's back. Therefore, such a ship must be built like a land bridge across

a stream designed to carry a heavy load, but also must be built like a bridge upside down to resist a heavy upward pressure.

Many Ships Vanish.
There are many records of complete disappearances of ships at sea. The most notable case affecting Americans has to do with the utter disappearance of the Cyclops, the great naval collier, which was in touch with the world by radio one hour and utterly gone without a trace the next. No wreckage was ever found. She had not been blown up by a German torpedo. Most naval architects believe that her back was broken by one of these stresses and she sank to the bottom instantly. Several tankers, ships of a type especially susceptible to sagging and hogging strains, have disappeared in the same manner.

Disposition of cargo is another matter which is receiving special attention. Badly disposed cargo will increase these dangerous strains and government inspectors, as well as the marine insurance companies are becoming more insistent concerning this branch of shipping.

Depth of seas makes a great difference in the length of waves. A very deep sea permits tremendous swells to form. Unless they break into combers they are not so dangerous. A ship merely has to climb one long hill and descend another. In the deep Pacific the crest of waves are half a mile high. No ship ever constructed can bridge these swells. A ship which would be seaworthy in one part of the

world might not fare so well in another ocean. All these matters are receiving careful technical study and it is hoped that each year will see greater safety at sea.

Asks \$2,000 for White Alligator; First of Kind

Jacksonville, Fla.—Two thousand dollars for an alligator!

Those who prefer blonds will have to pay that much to W. D. Godfrey, alligator farm owner, for what he believes the only white alligator in existence—rare as the celebrated white elephant of India.

Godfrey and his taxidermist, Oscar Swed, were searching in Florida swamps for turtle when they saw what looked like a whitewashed fence rail moving. The rail turned out to be a six-foot saurian, apparently a yellowish white from trailing through a lime pit.

Later, after its capture, the alligator men found they had an albino alligator—the first ever known in Florida.

An offer of \$2,000 from the London zoo was turned down. The rank and file of dusky alligators sell for \$15 to \$20, but whoever heard of a white one?

Godfrey believes his find is seventeen years old, judging by its weight, 90 pounds, and length. This is youth for an alligator, as many live for hundreds of years. The albino is said to be unusually ferocious.

Policeman No Bother to This Ohio Bandit

Cleveland, Ohio.—"So the robber held up the policeman and the drug store with the officer's own gun and escaped with \$158 in cash."

Thus ends the fourth chapter in the somewhat turbulent history of the Marshall Drug company during these last 28 days. Three times in a month the drug store had been robbed by the same man. The police were frked about it. They detailed Patrolman Leo Honsa to do special duty at the store.

Scarcely had Honsa entered the place on his first night on duty when the familiar robber entered. He walked up to the policeman and, while Honsa was not looking, grabbed the gun from his holster.

Floating Mines Menace British Coastal Ships

London.—Mines planted during the great war remain a menace to shipping in certain areas around the British coast.

The admiralty has issued a warning to mariners against trawling where unexploded mines are known to have been sunk. It is stated that off Land's end, the south Devon coast, the Straits of Dover, the Norfolk, Yorkshire and Northumbrian coasts, the Orkneys, and the Heilgoland Light, it is probable some of the mines lying on the bottom may still be dangerous.

Mental pictures every car buyer should have

SOME DAY you will consider buying a new car.

Keep in mind these pictures made from photographs of scenes at General Motors' 1268-acre Proving Ground. A car wallowing in a sunken road with water over the hubs . . . a car bucking a long stretch of cruel bumps and pot-holes . . . a car straining to reach the top of a heart-breaking hill . . . a car doing twists and turns and other acrobatics that few cars are ever called upon to do.

Such are the tests given advance models of a General Motors car at the Proving Ground. The tests involve speed, power, endurance, braking, riding comfort, handling ease; fuel, oil and tire economy, body strength—every phase of car construction and performance. When every test has been met, the factory goes ahead and builds your car like these proved models.

Keep these pictures in your mind. They will come in handy next time you are buying a car.



Rough going on a Proving Ground road, made had to test various parts of General Motors cars under harshest possible conditions.

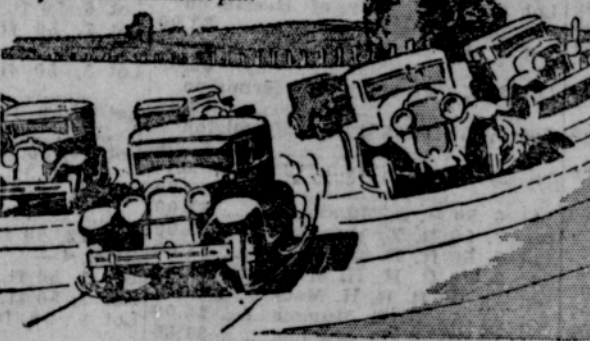


A scientific "bath tub"—not to wash cars, but to show the Proving Ground engineers exactly what happens when a car is driven through water.



Very seldom are hills as steep as this. The average grade of highway hills is seven per cent. This hill is 25 per cent and a car must be good to make it.

On this four-mile test track the engineers can run a car night and day, at any speed, to learn just how it stands the pace.



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NOTICE OF HEARING UPON FINAL REPORT

In the County Court of the State of Oregon for Umatilla County

In the Matter of the Estate

of

Joseph Fletcher McNaught, Deceased.

NOTICE IS HEREBY GIVEN that the undersigned executrix of the last Will and Testament of Joseph Fletcher McNaught, deceased, has filed her final report with the clerk of the above entitled Court and that the Judge of said Court has designated Saturday, the 27th day of April, 1929 at 2 o'clock in the afternoon as the time, and the rooms of the above entitled Court in the Court House at Pendleton, Umatilla County, Oregon, as the place when and where hearing is to be had thereon. All persons interested are hereby notified to then and there appear and show cause, if any they have, why said report should not be approved, the executrix discharged and the estate closed.

Dated this 23th day of March, 1929.

VIRGINIA E. McNAUGHT,

Executrix.

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