

COAL-FED OCEAN FLYERS.

How the Great Steamships Eat Up Tons of Fuel.

From the New York Journal.

"You want to see our furnaces?" said Chief Engineer Dover, of the America. "Well, go down there," pointing to a narrow iron stairway which appeared an integral of the great engines.

Among the many hundreds who have visited the new steamship and wandered over her from stem to stern, peering into her berths, pacing her decks and saloons, only a few have gone into her engine rooms and only the Journal reporter asked permission to visit the lower regions. In company with an oil-stained engineer the reporter went down "there." Stairway after stairway was trodden with uncertain step, for everything from the rails to the stairs was slippery from vigorous polishing. The engineer solved the difficulty of safe and speedy locomotion by sliding down the rails on his hands.

Forty feet down the darkness was made more visible by the shining machinery in all directions. Before the fire region can be reached a lantern has to be lighted. Then a row of stokeholes is seen. They are dead and dark while in port, but once lighted every furnace burns without cessation, being kept full of fuel by a relay of a score of men whose sole duty is to shovel the black food into the wide glaring furnace mouths.

"About how much coal does the America carry on each voyage?"

"Well," replied the chief engineer, "nearly 1,650 tons, but we load in about 1,400 tons, because we've generally got 250 tons on hand."

"What coal do you use?"

"When we load in Liverpool we generally put in South Wales coal, commonly called Nixon's navigation coal. On this side we take in the Eureka bituminous coal."

"How much coal do you burn a day?"

"About 160 tons, but the exact quantity depends, of course, on the kind of coal. Some coal burns away fast; but never mind, we've got to pile it on or the furnaces would get too low."

"How many furnaces has the America?"

"Only thirty-nine. They don't seem many compared with the Oregon's seventy-two does it? Our stokeholes are in double rows, with nine on each end, except the forward which has twelve. The coal is received from barges at the side of the ship and stored in three bunkers close to the furnaces. The fore bunker holds 550 tons, the middle 745 and the aft 355. The three bunkers contain 67,121 cubic feet."

"On the voyage are you constantly feeding the furnaces?"

"Yes; they are fed in rotation, every thirty minutes. The stokers clean out the fires and supply new fuel, generally throwing in twelve or fifteen shovelfuls at a time. But the America, in comparison with the other great ships, is a small burner of coal, considering the speed she gets. Why, the Oregon, who only made five hours' better time than the America, burns about 320 tons a day. We claim that this ship will get great speed with small power."

"Why?"

"Because of her lines. Look at her nose—as sharp as a razor. She wouldn't bruise the water, but cut right through it. Then look at her stern; it's almost as sharp as her bow. Then, her straight model is perfect. All this helps her speed, which can be increased easily without any enormous expenditure of coal."

The Oregon, originally a Guion steamship, and at present the fastest vessel afloat, having made her trip in six days and ten hours, was transferred to the Cunard Line. One of the reasons for her sale was her enormous consumption of coal. On even her fastest journey she consumes nearly 2,500 tons of coal, the cost of which for round trip would amount to about \$19,000.

All the trans-Atlantic racers cost heavily for coal. The cost for fuel is largely increased by the fact that all the steamship lines wink at racing on the ocean. The captains of big steamers put themselves on record as fast passages. The passengers take part in the general enthusiasm of a race. A go-as-you-please contest on the ocean between the great steamship racers is of sufficient interest to exclude all thought as to the cost for fuel necessary to push the ships at their best speed.

The America burns an average of eight tons of coal an hour, and reckoning her general speed at 430 miles a day, she consumes about 24 tons of coal per mile.

The great ocean racers are the America, 6,000 tons; the Arizona, Austral, City of Chicago and Germania, each 5,000 tons; the Aurania, Oregon, Alaska and Servia, each 7,000 tons, and the palatial City of Rome of 8,000 tons. These flying eagles of the Atlantic consume thousands of tons of coal per day all the year round.

Kaiser William.

Emperor William, of Germany, during his stay at Elms, where he has gone for his health, makes every effort to appear to be in substantial health. He walks out frequently in public, but his stride is apparently feeble and his constitution visibly impaired. He will remain at Elms twenty days. From Elms the aged Kaiser goes to Hainau. There he will have the company of his daughter, Louise Marie Elizabeth, the Grand Duchess of Baden, and from Hainau

the two will go to Baden. The emperor will remain in Baden but ten days, and will go thence to Gastien, in Austria. It has not yet been settled how long he will remain at Gastien, but the present arrangements contemplate a sojourn among the hot mineral springs of three weeks. While at this famous watering-place the arrangements will be completed for the coming conference between Emperor Francis Joseph of Austria. The interview will take place at Ischl, on the Traun, in Upper Austria, and the middle of August is looked upon as the probable date of the occurrence.

Personal Paragraphs.

Mrs. Frank, of Chicago, who recently fell heir to \$30,000, a sum unexpectedly bequeathed to her by the late Michael Reese, of San Francisco, has given the money to establish in the former city a home for Jewish orphans.

The descendants of the family of William Penn now living bear, in the various branches of the family, the names of Fell, Rawlins, Newcombe, Barrow, Gomm, Gaskill, Baker, Coates, Hall, Read, Alexander, Walker, Goff, Clayton and Raynter.

Mrs. Mary J. Pillow says that the proceeds of the biography she is preparing of her late husband will be devoted to the education of her three children. Their father, General Gideon J. Pillow, was impoverished in the war, and died almost penniless.

A couple of comely German girls were standing, when a sudden jolt threw one of them into the lap of a young man. He expected she would start up and blushing apologize; instead, she calmly turned round, faced him, and said, "If you don't mind, sir, I'll stop here." Gretchen kept her seat, and the poor gallant tried to look as unconcerned as possible out of the car window.—St. Louis Post-Dispatch.

Capt. George H. Perkins of the navy is the wealthiest officer in the United States Navy. He possesses, through his wife, a fortune of \$7,000,000. Mrs. Perkins was a daughter of the late William F. Weld of Boston, the wealthiest man at the time of his death in New England. He left \$28,000,000 to four heirs.

Governor William Hale, of Wyoming Territory, has returned to Cheyenne after a land-and-sea voyage to the Sandwich Islands. He left about two months ago in a very precarious condition of health and as a last hope. He returns five pounds heavier and quite robust. The people of Wyoming are rejoiced at his recovery.

Owing to the recent retirement of Captain Leitch, of the Inman steamer City of Chicago, there have been several changes of the captains of that line. Captain Leitch made 540 ocean trips, and has been made shore superintendent.

Of the members of the United States Senate at the commencement of the late civil war, and who took their seats at the memorable first session of the Thirty-seventh Congress, July, 1861, but twelve now survive, as follows: Willard Saulsbury of Delaware, Lyman Trumbull of Illinois, James Harlan of Iowa, Samuel C. Pomeroy of Kansas, Morton S. Wilkinson and Henry M. Rice of Minnesota, Daniel Clark of New Hampshire, James W. Nesmith of Oregon, Edgar Cowan of Pennsylvania, Henry B. Anthony of Rhode Island, John Sherman of Ohio, James R. Doolittle of Wisconsin.

Representative Budd, of California, who was nominated by the Democrats merely as a practical joke and was most unexpectedly elected by a handsome majority, never tires of telling how at first he only laughed at the joke himself but a few days later made a big stencil plate bearing the words, "Vote for Budd," and then, with his pretty little wife at his side, made a tour of the district, at first on foot and then on a "backboard," applying the stencil to barns, fences, rocks, trees, houses, churches, and every available spot, until the entire country had literally "budded" out into one tremendous campaign document, while at the same time they shook hands with every man and woman, and kissed all the children, and thus rolled up a thousand majority.

A Centenary Bank.

A Bank of New York has just celebrated its centennial anniversary. The institution was established in 1784 by New York merchants, who had the active aid of Alexander Hamilton, Secretary of the Treasury, in their enterprise. Its authorized capital was half a million dollars, but only about \$300,000 was paid in at the start. The bank prospered from the start, and has gone safely through the vicissitudes and panics of one hundred years. In 1794 it loaned the government \$200,000, and subsequently made similar loans to the amount of \$400,000. The same bank came to the rescue of the government again in 1812, and in 1861. It has changed in character two or three times, but always retained its organization. It secured a charter from the New York Legislature, which was extended two or three times. Afterward it reorganized under the free banking law of the state, and became a national bank in July, 1879, taking the title of "The Bank of New York National Banking Association," which it still holds.

Truth is Mighty and Must Prevail

Is a good old maxim, but no more reliable than the oft repeated verdict of visitors that

COOPERSTOWN, DAKOTA,

is the Queen City of a magnificent county and the most beautifully located of the many new and prosperous places of North Dakota. It is the

Permanent County Seat of Griggs County, and, though only a few months old, already has a representation in nearly every branch of business and each man enjoying a profitable trade. Plenty of room for more business houses, mechanics or professional men. Cooperstown is not only the

TERMINUS OF THE S. C. & T. M. R. R., but is also Headquarters thereof. In short, the place is, by virtue of its situation

The Central City of the Central County of North Dakota.

THE GEOGRAPHICAL CENTER! THE COMMERCIAL CENTER!

THE FINANCIAL CENTER! THE RAILROAD CENTER!

and the outfitting point of settlers for fifty miles to the North and West. The energetic spirit of Cooperstown's citizens, who in most cases have not yet reached the meridian of life, the singleness of purpose and unity of action in pushing her interests, have resulted in giving her an envious reputation for business thrift even this early in her history.

GRIGGS COUNTY

is the acknowledged Eden for settlers and home-seekers. Its soil is unsurpassed; its drainage the very best; its climate salubrious, and its railway advantages par-excellent. Public land in the county is becoming scarcer every day, yet there are still thousands of opportunities for the landless to get homes.

GREAT STRIDES

toward Metropolitan comforts have been made in Cooperstown and the wandering head of the weary traveler can here find rest and entertainment at an

BEAUTIFUL AND ELEGANTLY APPOINTED HOTEL,

erected at a cost of \$21,000. The man who becomes a citizen of Griggs county's thrifty capital can have, without price or waiting, the advantages of

GOOD SCHOOLS AND SPLENDID SOCIETY.

The rapidly growing embryonic city of Cooperstown is surrounded on all sides by the very richest lands in North Dakota. Cooperstown, situated as it is in the very heart of a new and fertile region, must boom to keep pace with the

UNPARALLELED RAPID DEVELOPMENT

of the surrounding country. When you stop and consider the facts you will realize the advantages this new town enjoys. It being the terminus of a railroad, the entire country makes it a

UNIVERSAL TRADING POINT,

a fact demonstrated by the merchants already established and enjoying big trades. Cooperstown is not an experiment but is built on the solid rock of commercial industry. Sound investments can be made in Cooperstown city property or Griggs county farm lands by applying to the

COOPER TOWNSITE CO., Cooperstown, D. T.,

Or J. M. BURRELL, Sanborn, D. T.
Plans sent on Request. Uniform Prices to All.