CENTURY OF STEAM VESSELS south coust of Long Island.

Progress Made from the Day of the Clermont of the Ocean Hotel,

GROWTH OF NAVAL ARCHITECTURE GREAT

Types of Vessels Which Tell the Story of Steam Navigation in the Hundred Years Since Fulton's Boat.

NEW YORK, May 25.-It will be 100 years on August 7 pext since the Clermont, natden voyage from New York to Albany. This vessel proceeded without stopping from New York to Clermont, the home of Robert Livingston, who was helping Robert Fulton, the builder of the Clermont, The distance was 110 miles. After a stop

of twenty hours it proceeded to Albany, Then it went back to New York and made the trip in thirty hours, at an average speed of five miles on hour. In less than a month the Clermont was plying regularly between New York and Albany and estabfor trade.

The Clermont was 136 feet long, eighteen feet broad, seven feet deep and of 160 tons

idea he was laughed at.

When it was suggested that steamships hours. would cross the western ocean the idea. The Sirius was withdrawn from the fuel. The Savannah made its first trip were 20 feet in diameter. in twenty-five days, and it used salls when It made the trip from Portsmouth to now if a hurried traveller does not get followed and it was lost at sea. to the other side in less than six days he is disappointed.

To grasp the advance made in the cenania, the big turbine driven vessel of the Cunard line, which will make its first voyage across the ocean early this summer, This vessel is the largest of all ocean steamships.

It measures 790 feet from and to end. Its beam is eighty-eight feet. It displaces 45,000 tons and its turbine engines will develop about 70,000 horse power, which it is expected will drive the vessel at the rate of twenty-five nautical miles an hour.

At this speed it will make the trip from Queenstown to this port, which is about 2,800 miles, in four days, stateen hours. The fastest trip hitherto made was by the Lucania, five days, seven hours, twenty-Plymouth, 2,960 miles, in about four days, were made with screw propulsion. twenty-three hours. The Deutschland The Cunard line was followed by the hours, thirty-cight minutes.

Clermont for thirty hours averaged five to be built was the Scotia, which was about the same size as the Clermont that While vessels were being developed for ers built for speed only.

less, and that power would be trans- engines. tted from Niagara falls. This statement y no more so than the Idea of steam vigation seemed 100 years ago.

The first steamship to go out on the ocean was the Phoenix, a queer looking rigged with five masts and was driven by craft, but a marvel in its day. It was a screw propeller. built by Fulton in 1809 and made a trip from New York to Philadelphia, starting on June 8 and arriving at its destination

From the Clermont steam navigation be gan to be a success. Other vessels fol- sailing ship and was finally stranded in lowed and in improvements in model and 1886 at the Falkland islands and was broken in machinery speed was increased. The up. engineers then used steam as an auxiliary to a large extent and salls were carried built. It was 282 feet long, thirty-two feet on all vessels and used whenever possible, in depth, forty-five-foot beam and twentywhile the engines were used in calms or

munication was established between coast forty-six persons out of 268 were saved. ports. In 1819 the Savannah crossed the

launched at Corlears Hook, New York, on line ruined it. August 22, ISIS. It was then purchased by The Great Eastern was a vessel built some Savannah merchants and fitted with long before its time. It was too large and could be laid on the deck when not in use. failure.

It left Savannah on May 26 and reached | It was started in 1952 and its dimensions Liverpool in twenty-five days, using steam were 60 feet long, eighty-three-foot beam, eighteen days. The log of this vessel, or 113 feet over the paddle boxes, and 12,000 which is still preserved, notes that several tons displacement. It was the largest times during the voyage the wheels were vessel over built until the Celtic came out, taken in and laid on deck in thirty minutes. in 1901. Then the Savannah went to Cronstadt It could carry 1,000 passengers, 15,000 tons and an effort was made to sell it to the of fuel and 5,000 tons of merchandise. The Russian government, but this failed and it acrow engines indicated 4,000 horsepower returned to Savannah, taking fifty-three and the paddle engines 2,500 horsepower. days for the voyage. There its machinery It was launched in 1858 and made a trip was taken out and it finished its days as a to this port in 1869. A year after this it

sailing vessel, finally being wrecked off the

The Enterprise, a British vessel 122 feet ong, went from Calcutta to London in 113 days, ten of which were spent in stoppages. The voyages of the Bavannah and the Enterprise suitled the possibility of the use of steam at sea and the question that naval engineers next tackied was whether a ship could be built to cross the Atlantic opending entirely on its steam power. It was a question really of fuel consumption. The Savannah used pitch pine, and wood was for a long time the chief fuel for steaming purposes in this country.

It was not until 1828 that any real success was made in the way of crossing the Atlantic under steam. In that year two large vessels, the Sirius and the Great Western, were built. They started for this port a first practical steam vessel, made its within twenty-four hours of each other. The Great Western was 236 feet long over all and 2% feet long on the keel. Its breadth was 35 feet and draught 16 feet 8 inches. It displaced 2,300 tons. The engines had cylinders 73% inches in diameter by feet stroke. The wheels were 25 feet

Inches in diameter and 19 feet wide. The Sirius was a much smaller vessel It had been built to ply between London and Cork and displaced only 700 tons. The Great Western made the voyage in Ofteen days. It averaged 208 miles a day Habed the practicability of steam vessels and its highest run was 247 miles. It had started with 800 tons of coal on board and had nearly 205 when it arrived here.

The Sirius averaged 161 miles a day. Its displacement. The diameter of its wheels best run was 220 miles and its lowest 85 and it consumed 450 tons of coal, having used In 100 years the steamship has very all it had by the time it reached the harnearly driven the salling vessel off the bor. The Great Western was kept on the sens. When Fulton first suggested the service until 1843, making in all sixty-four voyages, and its best time was 12 days 18

was said to be senseless and before the service and its place taken by the British Savannah, the vessel first to cross using Queen, a vessel that cost \$450,000 to build steam, made its trop eminent engineers exclusive of its machinery, which cost said that no vessel could be built large \$120,000. It was 275 feet long, 27 feet 6 inches enough to carry the necessary amount of wide and 27 feet deep. Its paddle wheels

the winds were favorable. Clipper ships New York in 1829 in 1434 days and the trip crossed in less than half that time, and home in 13% days. The ill-fated President

The first vessel of the Cunard line was the Britannia, built in 1840. It was 270 feet tury compare the Clermont with the Lust- 4,000. Charles Dickens made his first visit long and had an aggregate tonnage of to this country on this vessel and de scribed the passage in his "American Notes.

Builders then tried to outdo each other in the size of the vessels they turned out and many costly experiments were made. The Cunard line was established, and the early vessels of this line were similar in type to the Great Western, being about 250 feet long and having side wheels; which grew in size with each ship, and fitted with masts on which sails were carried as auxiliaries to the steam.

Builders experimented with iron vessels and several small ones were constructed three minutes. It will make the trip to and they were successful. Experiments

made that journey in five days, seven Collins line and the Inman line, and in 1850 the New York and Havre Steamship The Lusatania is to make 25 nautical company and the Vanderbilt line were esmiles, or 28.78 statute miles, an hour. The tablished. The last paddle wheel steamer miles. There have been steam vessels of launched for the Cunard company in 1861.

have made between 36 and 40 miles an the Atlantic service on both sides of the hour. These are torpedo boats or steam- ocean the British were active with vessels for trade on the Pacific and other waters Sir Hugh Bell, president of the Iron End and the types built were in a way very Steel institute in London, recently pre- similar to those built for the Atlantic servdicted that within the next century ver- ice, but all the vessels were of moderate sols would cross the Atlantic propelled by size and used salls as auxiliaries to their

seem to be a wild one, but it is prob- to develop the steamship, though, and It was the Atlantic service that did most soon builders made big jumps in size and Fulton was not the first to apply steam It was then termed "a huge leviathan." power. The Great Britain came out in 1842. essel had been Its total length was 322 feet, beam 51 feet tried on the Clyde in 1789, and by engl- depth 32 feet, draught 16 feet and tonnage neers named Rumsay and Fitch in Ameri- measurement 3,443 tons. It carried 1,300 can waters in 1785-87, but Pulton was the tons of coal and its engines developed 1,500horse power.

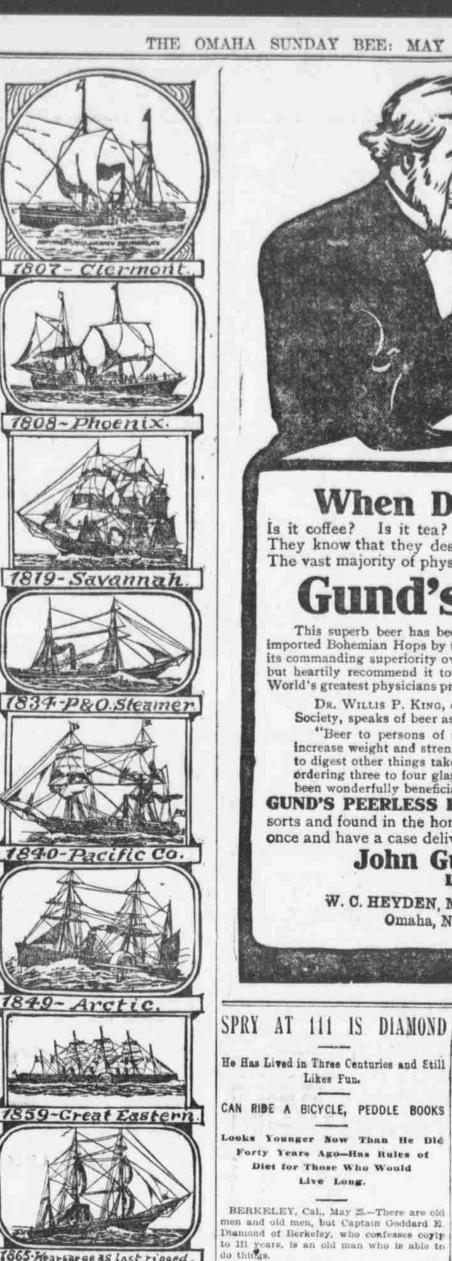
The hull was built of iron. It was

The Great Britain crossed in 1845 in fourteen days and twenty-one hours, averaging on June 17. It was a low, rakish looking made two more voyages and then stranded craft, fitted with a small engine and on the Isle of Man. It was not injured rigged with two long masts on which sails much, but put its backers in financial difficulties, and later it was put on the Australian service. Then it was changed to a

foot draught. This line soon had a good fleet of vessels, but was unfortunate. In From the river the steamers soon went 1854 the French steamer Vesta ran into the out to sea and regular steam packet com- Arctic in a fog off Cape Race and only

The Pacific of this line left Liverpool in 1856 and was never heard of again. The It was built as a sailing ship to ply be- Adriatic was built and it was a finer ship tween New York and Savannah and was than any yet built, but the losses of the

steam machinery and paddle wheels. The in trying to combine sailing, paddle wheels wheels were made to fold up so that they and screw propellers it proved a costly



1865-Hearsarge as last riaged.





DICTURES BY COURTEST WE THE RUDDER as laid up and was later used as an lxibit on the Mersey and some years later

1907 - Cunarder -

broken up. In 1873 the White Star line, then known is the Oceanic company, brought out the Brittannie and Germanic, two vessels (6) feet long, built of fron and fitted with empound engines driving screws. The day of the paddle wheel, except for shoul-

traught waters, had gone. These engines developed 5,000 horsepower and the vessel carried 220 cabin and 1,100 teerage passengers and 150 in the crew. Their voyages took about eight days and

Since then improvements have been made steadily in ocean vessels and now the large doating hotels, built of steel, with engines of from 25,000 to 70,000 horsepower, can rose the ocean in five days, and to do this hey consume as much as 1,000 tons of coal

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Three

Gold

Medals

Pictures taken of him during the civil war really look older than he does today. He says that during the war he was unable to regulate his diet and his habits as he CAN RIBE A BICYCLE, PEDDLE BOOKS wished and that his health suffered in con-

while the great fire was raging in San cording to the Village, they have to tell and when the audience was over he asked Francisco a year ago the captain has had who they are. but one illness in eighty-seven years. This All the sketches of the members are write was yellow fever in 1852, while he was in ten by themselves, and they generally re-Florida. His illness eighty-seven years flect the character of the author. BERKELEY, Cai, May 5.-There are old ago was inflammatory rheumatism, and Joe's" surely does. All he has to say of en and old men, but Captain Goddard E. R was his difficulty in obtaining relief himself is this: dietary to which he has since adhered.

a physician without any improvement. ing the Sunday school picnic calendar to see He dismissed the doctor and began the what picnic he will attend next-for he went use of olive oll as a food and as an embroto one the other day and had as much fun cation, and eliminated meat from his diet. with the girls as any young fellow of 30 or Within two months more he was well and rheumatism has never troubled him since. "Well, why shouldn't I have fun?" asked Captain Diamond learned the trade of Captain Diamend, and they had no answer steam engineer while a young man. He was called a skilled engineer up to the Captain Diamond looks like a man of 10, time he quit the trade, which was while He has to ascribe his longevity to some- he was in his ninety-eight year. For thing, of course; and his answer is "ab- thirteen years he had held only two posistemious living." For more than eighty tions-seven years as engineer of the Ocyears he has eaten no meat, and used cidental hotel in San Francicso and six neither tea nor coffee. Liquor and tobacco Fears in the same capacity at the Baldwin

hotel in the same city. He cats freely of fish, eggs, cheese and In all that time his most serious mishap milk, but with these exceptions his diet is was one that compelled him to shut down vegetable. He avoids white flour and his the elevators in the Baldwin hotel for three staples are bread and much made from the hours. He says he could go back to the entire wheat, oat and barley meals. He trade today if he wished but since he quit it at 98 he has sarned his living by selling

Hot water is his chief beverage, and his books, and earned a good living too. Peddles Books on Foot. It must be real olive off, however. He He generally travels on foot, and handles would rather cut machine oil than the conhistories and encyclopaedias and also the octions of cottonseed, peanut and sesame story of his own life-a book of 130 pages olls that are commonly sold as olive-or, at recounting his adventures and describing east, that were sold under that name be- the hygienic system by which he regulates his habits. The big fire left him with only the clothes he wore and 56 cents in hig pockets. But he accepted aid from the Captain Diamond is not merely an old relief workers for only about a month and man; he is one of the most active men in then started out "to get a new start," the community. He practices daily callssaid. He lived on this side of the bay for several months and then returned to that course, teaching younger men to take the neighborhood of his former home in on the youthful agility that he has himself, San Francisco.

Catpain Diamond's long life has held poxer as well. Not half the men of half is age could last five rounds with him many vicissitudes and adventures. He has been shipwrecked twice, and he crossed the plains in an emigrant wagon. During the civil war he served as engineer in several gunboats.

Captain Diamond sees no reason why he should not live another century. He never felt better in his life, and there are people in San Francisco who formed his acquaintance when he first came to Californ'a, thirty years ago, who say that he looks younger now that he did at that time. Only recently he underwent a medical examination, and the physician closed his report with this paragraph:

"The physical examination of Captain Diamond reveals a remarkable preservation of tissue integrity and function activity. There is no factor or combination of factors which would even remotely suggest any approach to dissolution, and if no intercurrent complication supervenes it would be purely speculative to impart an opinion as to his probable future span of

The captain was born at Plymouth, Mass., on May 1, 1796. His ancestry was a mixture of English, Irish, Scotch and Dutch. His mother's maiden name was Allen, and she was a niece of General Ethan Allen of the revolutionary army. His father, Joseph Diamond, lived to be 1 s. He never went to school, but learned to read after he had grown to manhood. His carly years were spent on a farm and he believes his constant outdoor life and hi daily exercise with plow, soythe, hos and flail were principal factors in laying the foundation for his century of activity. Ha took part in the construction of the Eric canal. He was one of the first engineers on the Iron Mountain railway in Missouri. He has never married.

Up to the date of the fire in San Francisco he had many papers verifying the story of his long life. These have been

seen by hundreds of people who have no tion to Mr. Lincoln that at last I succumbed his eyes as bright and his step as elastic doubt of their verity and who believe that and promised to introduce him if the presias those of the average sound and healthy | Captain Diamond has really lived in three | dent permitted. The president did permit. centuries.

> Uncle Joe on Himself. Speaker Cannon's autobiography in the congressional directory takes up only eight lines. There are not a few members who fill nearly an entire page with their

that led to his adoption of the vegetable . "Joseph G. Cannon, republican, of Danville, was born at Guilford, N. C., May 7. He had been treated for two months by 1858; is a lawyer; was state's attorney in and right living were absolutely necessary. Hilinois, March. 1861, to December, 1868; was elected to the 43d, 44th, 45th, 46th, 47th, and 58th congresses, and re-elected to the -" (then follows a list of the other 58th and 59th congresses."

On another occasion Speaker Cannon was "Mr. Cannon was born of God fearing

and man loving parents. He made himself, and he did a darn poor job of it."

He had a long row of ancestors, whom he script is clear and with few alterations, army. If he could only have an "audience" He pursued me so arduously first drafts are put away for six months with the request for a personal introduc- or a year before they are completed.

The count spoke English moderately well, and in his ingenious way he at once explained to Mr. Lincoln how high the nobility of his family was, and that they had been counts and so-and-so many centuries. "Well," said Mr. Lincoln, interrupting him, "that need not trouble you. That will not Still, with the exception of a short illness sketches. Of course, they are not the the poor count looked puzzled, that resulted from exposure and privation speaker and are not likely to be. So, acbe in your way, if you behave yourself as

> have meant by so strange a remark. Unquestioning Obedience.

me what in the world the president could

The famous Field family, Cyrus and his brothers and sisters, were brought up to obey. The father was a clergyman with \$800 a year for nine children, and frugality Once a useful rat trap was missing. The father gave orders that when it was found 48th, 49th, 50th, 51st, 53d, 54th, 56th, 57th it should be brought directly to him. A few days afterward during service, when 59th congress, receiving 30,920 votes to 15,167 the sermon was in full swing, there was a clattering up the aisle. It was two candidates), "was elected speaker in the of the Field boys carrying the lost rattrap. They gravely set it down before the pulpit. One of them said simply: "Father, asked for an authentic autobiography of here's your rat trap," Then they turned and went out.

Activities of Weir Mitchell. Dr. Weir Mitchell finds writing his chief pleasure and he is always working at and thinking about his books up in the Cana-In the last installment of Carl Schurz's dian wilderness at Bar Harhor or amid all Reminiscenses" in McCiure's, this incident the demands of his profession in Philadelis told: One of the many foreigners who phia. Dr. Mitchell trusts but little to dicsought my intercession was a young Ger- tation, writing nearly all he has to say, man count, whose indentity was youched then submitting the manuscript for a typefor by a member of the Prussian legation. written copy. In the first copy the manutraced back for several hundred years. He but the typewritten copy is corrected, was greatly impressed with the importance phrases aftered, words transferred and of this fact, and thought it would weigh whole paragraphs rewritten. Four or five heavily in securing him a position in our clean copies are nothing unusual in the preparation of a manuscript. For many with the president and lay his case before | years all Dr. Mitchell's imaginative writing him, he believed, the result could not be has been done in summer time and the



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