

ST. JOHN, N. B., SATURDAY, APRIL 18, 1891.

THREE DAYS TO ENGLAND

INTERESTING PREDICTIONS REGARDING OCEAN TRAVEL.

A New Steamer of the Hamburg Line to be Launched in May—Great Speed Expected of the New Ship—A New Model of Machinery.

NEW YORK, April 15, 1891.—Men of millions who control the railroads of this country and the big steamship lines have entered in a great race for fast time. The one cry is how can we save time, and the heads of the great corporations have taken the fever from the public and the strongest possible rivalry exists. While new lines of transit with faster engines and more palatial cars are being agitated and created in rapid succession on land, the steamship men have been idle. The improvement in the transatlantic liner in ten years has been

and buildings on both sides of the ocean. To protect these millions it is of course necessary to secure patronage, and to do this they must make fast time. Today the Cunard, the Inman, the Hamburg-American Packet, the North German Lloyd, the White Star and the Transatlantic are rushing their ships across the Atlantic in the great race to save time, and only a day or two ago the despatches announced that the Cunard line was about to build a quartette of ships that will make the trip from New York to Queenstown in a little more than five days. This is even better than the

Our statement would at least have been thought very greatly exaggerated. And 10 or 15 years from now I shouldn't be surprised if steamships were run across the Atlantic in four days, and, as the ratio of advancement in shipbuilding continues, in say 20 years from the present time we might cross in three days.

"What will be the necessary requirements for faster time, Mr. Schurz?"

"Well, in the first place, if we have higher speed we will need more powerful engines and machinery, and that will necessitate larger vessels of course. Ships must be run at a profit. They are not being run for amusement and fast time

ing the vessel into two non-communicating halves, of which each is fully equipped to propel the ship. You see, an accident to one side of the ship can in no manner affect the other, whose machinery will continue to work and propel the ship with the greatest ease. The water-tight compartments will confine to one compartment any accident that might happen.

"How many lines have adopted the twin screw system?"

"Well our own, the Inman, and the White Star is all at the present time, but I have no doubt but that they will all be using it in the near future. The ship of the future will to my mind have larger engines and

of the passenger steamers and of the alleged danger of fast running in connection with them, but where a ship is provided with twin screws there is really little danger. You will remember the *Normania's* experience. She was headed right for a mammoth iceberg, but with the twin screws and her powerful rudders she was turned right about when within a ship's length of the berg. Of course when I say I believe in faster time I want all the mechanical improvements to keep pace.

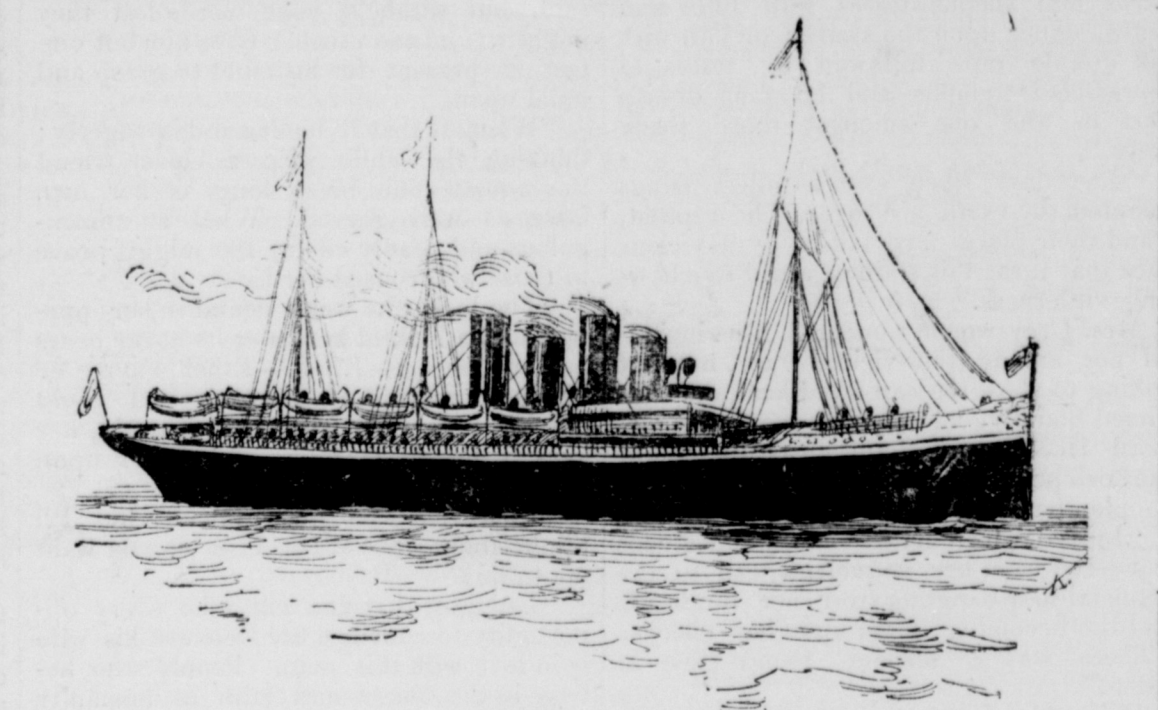
"The passage of the Postal Subsidy bill, which grants \$4 a mile to first-class American ships, will no doubt stir up considerable capital for ship building on this side

more powerful than any yet made for the Atlantic passenger steamers. I do not care to predict what her time will be, but you may rest assured it will not be behind the record of the *Columbia*. The *Prince Bismarck* has three funnels and two masts which are low and without yards so as to offer the least resistance while the efficiency remains unimpaired should their use ever be required. The *Prince Bismarck* will be 320 feet long, 58 feet wide, and a depth of 40 feet. It will have 12,000 tons displacement, and the engines will have 16,000 horse power. There will be five decks constructed solidly of steel and oak wood, the upper decks ending in strong turtle-backs at the bow and stern. One new ship will have twin screws and its entire working machinery will be duplicated. It is not necessary to say that the workmanship on the latest addition to our fleet will be the finest in the world. All the machinery is built with an excess of strength actually required. The cylinders will be of extra large size, fifty, seventy-two and one hundred and eleven inches in diameter, with a seventy-six inch stroke. Particular attention has been paid to the reversing gear, which is extra rapid and noiseless in its action. The comfort and elegance that will be displayed on the *Prince Bismarck* will surpass anything yet offered on any Atlantic liner. The large and luxurious saloons, the ladies' boudoirs, music, smoking and staterooms generally are being fitted up in



CARL SCHURZ.

very great and as the travel goes on increasing new and faster ships are being built. The amount of capital invested in these great ocean transportation lines is enormous. The first cost of one of the modern ships is very nearly, if not quite, two million dollars, and when one line alone runs half a dozen or more of these floating palaces it can readily be imagined that these companies must control large sums of money. Besides the millions the steamship men have invested in ships, more millions have been invested in real estate, docks,



CARL SCHURZ'S IDEA OF THE STEAMSHIP OF THE FUTURE WITH MORE POWERFUL MACHINERY.

Austin Corbin scheme of running 12,000 ton, all-American steamships from Montauk Point, Long Island, to Fivelord Haven in five days and a half.

Now Carl Schurz, who is president of the Hamburg-American Packet company, knows as much about the great race among the steamship companies as anyone on this side of the Atlantic.

"I am a great believer in fast time," said Mr. Schurz. "I do not agree with those who say there is greater danger in running a ship at a faster rate of speed than the seven day or even the six day trip to the other side of the Atlantic. I am of the opinion that we will yet build ships that can make the run to Liverpool in three days. It is not at all improbable. And in fact I expect to see it before I die if we keep on improving at the late we are going now and I am 60 years of age at that. Twenty-five or thirty years ago we would have been ridiculed if we predicted that ships could cross the Atlantic as they are doing now in six days and fifteen hours.

alone. We can build ships that can make the run across to Europe in three or four days or say five days, but they would not be able to carry freight and passengers. And even if they carried passengers without freight we couldn't afford to run them. The problem we are endeavoring to solve is to build a ship that can make these fast trips and at the same time have room enough in her hold for freight and on her decks for passengers. On these ships safety must be the first consideration. To realize the steamer of the future the company which I represent, and, I guess, the heads of the other great steamship lines, also, are sparing neither trouble nor expense in securing the latest phase of marine architecture perfect in the three requirements of modern travel—safety, speed and comfort. In our ships there are two distinct sets of boilers, two engines, two shafts and two screws, both sets working independently of each other and separated by one solid longitudinal bulkhead running from the keel to the upper deck and divid-

ing the vessel into two non-communicating halves, of which each is fully equipped to propel the ship. You see, an accident to one side of the ship can in no manner affect the other, whose machinery will continue to work and propel the ship with the greatest ease. The water-tight compartments will confine to one compartment any accident that might happen.

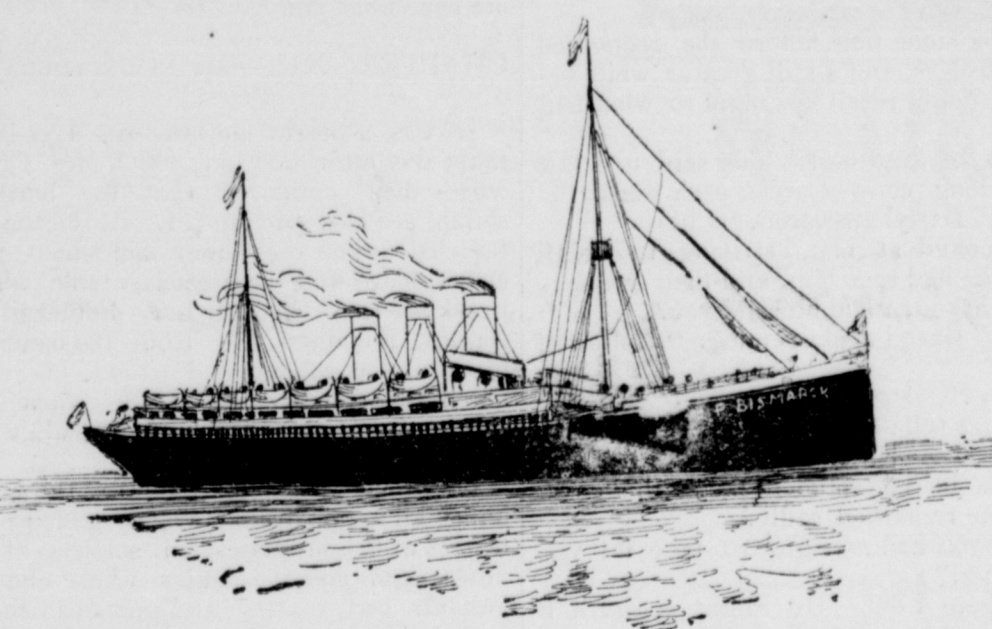
"We have landed passengers from New York in London in seven days and in Hamburg in eight days. Ten years from now we may be able to land passengers in London in say four days and in Hamburg in five days. I believe in fast time and if we could cross the Atlantic in two days I would favor it."

"And as to the danger of the speeding of steamships?"

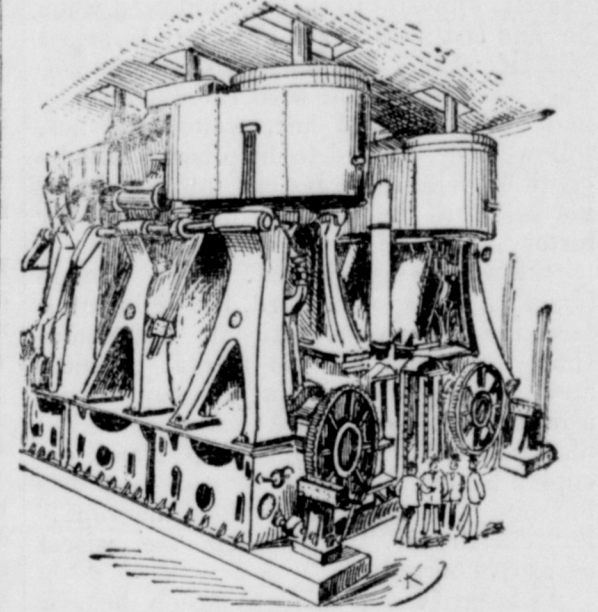
"There is just as much danger in running at the rate of fifteen or eighteen knots an hour as twenty knots, the fastest runs yet made by our steamships, are twenty-five knots an hour the possible speed of the future. There has been much talk about icebergs that have been floating in the path

of the Atlantic. I have heard of Mr. Corbin's plans, but I understand that gentleman has not spoken on the matter as yet. Many people though may not care to go down to Montauk Point to board their ship, preferring New York, which will probably always be the central point for travellers to Europe.

"But we have a treat in store for the public in May," continued Mr. Schurz. The *Prince Bismarck*, our new ship which is now being fitted out across the Atlantic, will make her first run to this country early next month. We expect she will eclipse all previous records. The Emperor of Germany was shown over the *Prince Bismarck* the other day by the representatives of our company in Germany and he expressed great delight with the vessel. The emperor spent an entire afternoon on the ship, which is lying at the wharfs of the shipbuilding company, *Vulcan*, receiving the last of her furnishings. The *Prince Bismarck* pleased the emperor very much, and he was particularly interested in her machinery, which is the latest and most improved. Her engines are larger and



PRINCE BISMARCK, THE FUTURE RECORD BREAKER.



ONE OF PRINCE BISMARCK'S NEW ENGINES.

magnificent style. We are building our staterooms larger with more luxuriant toilet conveniences and also larger beds. The steerage on the *Prince Bismarck* will be unusually high, well lighted and provided with a perfect system of ventilation."

CURTIS J. MAR.

Enameline will be found an indispensable addition to the toilet.

THIS SPACE COSTS MONEY!

BUT—seeing, that through the medium of this paper, we reach no less than twenty thousand (20,000) pairs of ladies' eyes, and that during the time we have been employing its columns as a channel of communication to this vast number of GLOVE WEARERS, our returns in postal orders alone, have infinitely more than paid us for our outlay of money, we have no regrets. We therefore take this opportunity of thanking our numerous correspondents from all parts of the Provinces, through its large circulation. The multitude of letter orders, enclosing postage stamps for Gloves, received by

FAIRALL'S DIRECT KID GLOVE AGENCY,

from all parts of the country is unmistakable evidence how widely our Commission System of FIRST HAND PRICES is appreciated. The public are now beginning to realize, and are waking up to see what our Agency has accomplished in breaking down that adamant wall which has so long stood between the importer of Kid Gloves and the consumer. The boon to every lady is simply inestimable, enabling any one, by our prompt mail facilities, even in the smallest towns and villages of the country, to obtain (Carriage paid, direct from the importer) a superior 4-Button FRENCH KID GLOVE, **64c.** and for OUR Fos- **77c.** and if nothing short of the at the nominal price of **\$1.24.** The result of our Agency System, is neighbors, we have them in all shades for **\$1.24.** that our counters are besieged with customers, asking for our Gloves, and the postman (figuratively speaking) is tumbling our letter orders all over the sidewalks, for want of a basket.

SEND ALONG the relative value of the Glove YOU WANT, in stamps, giving your size and address, clearly written, and if we don't **ASTONISH YOU** with their value, you may astonish us by returning them, and we will promptly send you back the money, with six cents additional, to cover correspondence. This leaves you no room for argument.

ADDRESS:

FAIRALL'S KID GLOVE AGENCY,
18 KING STREET, ST. JOHN, N. B.