

# Home and Youth

(Formerly Our Home.)

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## THE HOME & YOUTH PUBLISHING CO.,

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### ANNOUNCEMENTS.

New subscriptions can commence at any time during the year.

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Write names and addresses so plainly that no mistake can possibly be made.

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The readers of Home and Youth cannot feel more regret than the manager does at the delay in the publication of the February number. The cause was one not to be foreseen or prevented, it being the confusion and "pi" incidental to a fire which broke out in the building where the type for Youth and Home is set. We take refuge in the old adage "Better late than never," for the present, and for the future adopt, and will endeavor to live up to, an improved version "Better never late," so that the March number may be expected close on the heels of the present one.

### BEATING JULES VERNE'S HERO.

Prince Khilkoff, the Russian Minister of Communications, is reported to have stated that, when the Siberian Railway is opened throughout its entire length, the tour of the world may be made in thirty-three days. The various divisions of the journey are covered as follows: Bremen to St. Petersburg, one and a half days; St. Petersburg to Vladivostock, ten days; Vladivostock to San Francisco, ten days; San Francisco to New York, four and a half days; New York to Bremen, seven days; total, thirty-three days. Another authority goes one better than that. He proposes to reduce the length of the world's journey to twenty-eight days. The figures given by the Russian Minister are evidently based on the actual running speed of the various railways and steamship lines, an estimated average speed of about twenty-five miles an hour from the Russian capital to Vladivostock. But it is suggested that if the traveller had the services of the fastest existing ships on the ocean, and the trains were run at the highest rate of speed consistent with the gradients, curves and condition of the permanent way of railways in the various districts passed over, five days might be saved. Thus the Kaiser Wilhelm would be available for the Atlantic passage, with her average speed of 22.34 knots per hour, and a 20-knot speed is assumed for the Pacific passage. To maintain the high averages of the special trains, it is further assumed that speeds from sixty to seventy miles an hour would be maintained on level stretches of country to make up for time lost in crossing mountains. The probable best times that could be made by engaging special trains, assuming the ocean passages to be performed at the speeds mentioned, would be as follows:— London to Moscow, 36 hours; Moscow to Vladivostock, 149.1 hours; Vladivostock to San Francisco, 270 hours; San Francisco to New York, 73.1 hours; New York to Plymouth, 183.8 hours; Plymouth to London, 3.2 hours. Total, 665.2 hours. This gives a total of 27 days 17 hours for the whole journey.

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