

THE ATLANTIC RACE.

In our issue of the 27th ult. we considered some of the probable characteristics of "The Ships of the Future," looking chiefly at the subject from the point of view of construction. There can be little doubt that the race across the Atlantic will be one of the most important factors in the production of the first-class passenger ship of the future, and in the development of its construction and increase of its speed. Since the first of the Atlantic "greyhounds" was built, and accomplished the voyage from Liverpool to New York in seven days, shipbuilders have always kept in view the problem which they were certain would soon be placed before them, of designing and building ships which would accomplish the voyage more quickly, and from time to time various designs were reported to have been made which were intended to be great advances on all that preceded them. But the British shipowner in naturally very cautious, and rightly so, and although each succeeding ship has been to a certain extent an improvement on all those which preceded it, there has been no great departure from ordinary practice. The following table shows the advance which has been made in size and power since the "Arizona" was launched:—

	Length in Feet.	Beam in Feet.	I.H.P.
Arizona.....	465	46	6,000
Servia.....	530	52	10,500
Alaska.....	520	50	10,500
Aurania.....	470	57	10,000
Umbria.....	520	57	12,500
Etruria.....	520	57	12,500
City of New York...	560	63	18,000
Teutonic.....	582	57	16,000
City of Paris.....	560	63	18,000
Majestic.....	582	57	16,000

The newer of these are "six day" boats. When one of the earlier "greyhounds" was launched, Sir William Pearce stated that, although these ships were great advances on the predecessors, he believed that the voyage could be made in very much less time, and he hoped that the owners of the leading lines would see it to be to their advantages to provide vessels of the newest style, each a distinct advance so far as speed was concerned on anything then afloat. This is precisely what has happened, but, as we have stated, in a very cautious and tentative manner, for the money invested in a first-class Atlantic steamer is not a trifle with which hasty and ill-considered experiments may be made.

But now it seems as if a greater step is about to be taken, and that both in this country and in America attempts are to be made to produce "five day" boats. The new Cunard liners and the vessels to be built by the Barrow Company are "dark horses," as no particulars have as yet been made public regarding them beyond the fact that they are to surpass their predecessors in size and speed. In America, however, the same reticence has not been kept with regard to the intentions, or rather the wishes, of the projectors of the lines which are beginning to spring up under the joint influence of the subsidy and the McKinley Act, but it is doubtful whether they have considered all the factors of the problem and the difficulties to be overcome. A "five days" voyage means an average

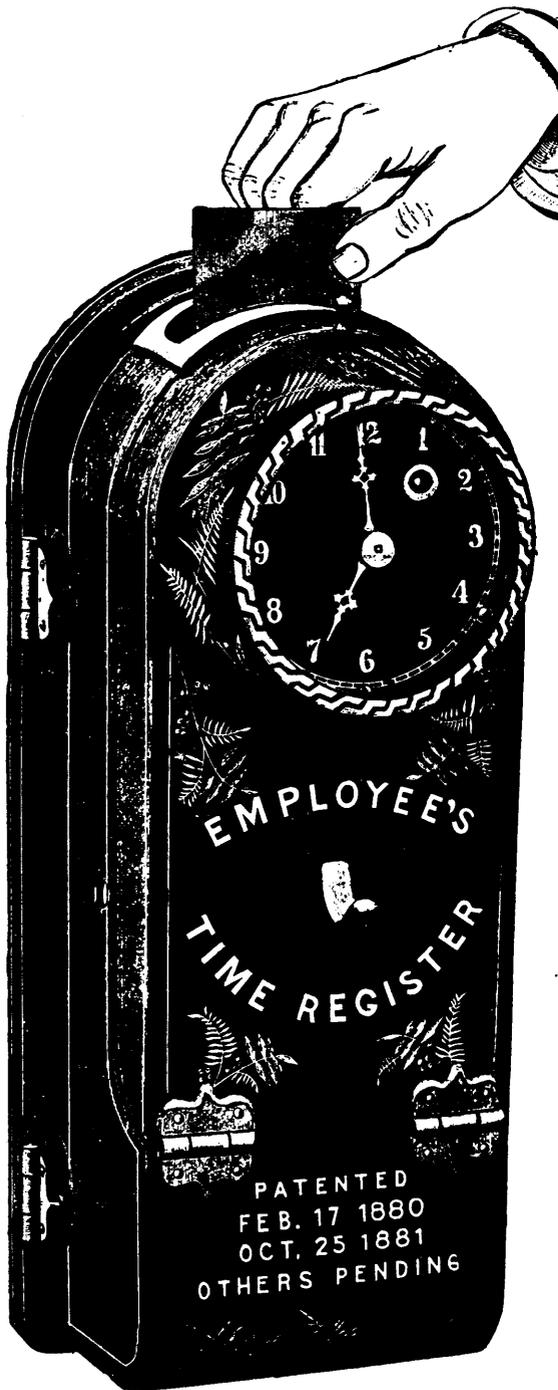


FIG. 3.—REGISTERING DEVICE.

in detail, and giving full instructions as to the mode of setting up, adjusting and using the apparatus, which will be sent to inquirers on writing to the company's address above given.

It is estimated that in the year 2000 no less than 1,700,000,000 people will be speaking the English language, while only 500,000,000 will be speaking other European tongues. English is thus indisputably the language of the future.