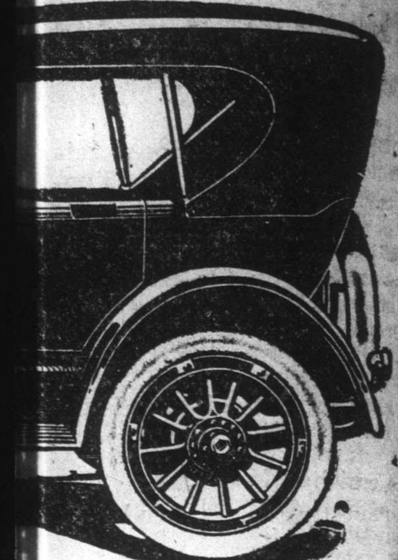

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SUPERSTITIONS ABOUT SALT.

Superstitions concerning salt ... among the earliest known to mank... There is much evidence in Holy W... for the ceremonial uses of it, and ... old Mosaic law commands that eve... sacrifice of a meat offering shall ... seasoned with it. Homer calls it d... vine, and many of the old Teuton... races looked on salt springs as ho... and worshipped at them. The orig... of this superstition seems to be th... since salt cannot corrupt it should ... regarded as a symbol of immortality.

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The Pioneer of the Trans-Atlantic Liner.

(By ROBERT G. SKERRETT, in "Scientific American.")

While the blue ribbon of trans-Atlantic passenger service has long been held by vessels of other flags, credit, nevertheless, for blazing the way for steam navigation between the United States and Europe belongs to America. One hundred years ago, on the 24th of May, the steamer "Savannah" cleared Tybee, Ga., and started upon her memorable voyage to Liverpool. It was the ambition of her owners to establish a fast line between the port of Savannah and England, and by qualifying reliance upon the changeful winds, to make it practicable, through the agency of steam machinery, to forge steadily onward despite calms or opposing gales.

That radically ambitious scheme was the outcome of the steadily widening scope of our domestic steamboats which traversed the land-locked reaches of our rivers or the sheltered waters of some of our lakes and sounds. It was also promoted by the local pride of certain Savannah shipowners, Messrs. Scarborough and Isaacs, who believed that, through the adoption of steam, they might outstrip New York in the field of foreign trade. The man directly responsible for this courageous venture was Capt. Moses Rogers, a Connecticut mariner of repute, who had become familiar with the engine afloat by association with the steamboat undertakings of Robert Fulton and John Stevens. He it was who induced the Savannah shipowners to buy the vessel when she was nearly ready for launching and to fit her with auxiliary power.

The "Savannah" was built in New York at the yard of Crocker and Fickett, and was planned to be a full-rigged ship. This part of her was unchanged with the exception of stepping her mainmast somewhat farther aft in order to provide space amidships for the installing of the boilers and engine, and for the stowage of coal. The fueling arrangements were for 75 tons of coal and 25 cords of kindling wood. It was believed that these would suffice to carry the vessel across the Atlantic, and evidenced how little general information was available a century ago concerning coal consumption. In fact, as late as 1834, data furnished by McGregor Laird, the founder of the famous Birkenhead firm, informed a committee of the House of Commons that engines of less than 120-horse-power would require 10.5 pounds of coal per horse-power per hour. At that rate, the "Savannah" should have had a steaming radius of about 175 hours or a little more than seven days; but she fell a good deal short of this.

The "Savannah's" engine, built by Stephen Vail at the Speedwell Iron Works, near Morristown, N.J., was rated at 90 horse-power and was of the inclined, direct-acting, low-pressure type, with a sylinder having a diameter of 40 inches and a stroke of five feet. The principal stumbling-block to outfitting the craft was the boilers of which she carried two. Those actually placed in the vessel were constructed by Daniel Dod of Elizabeth, N.J., and were not accepted until after several others had been rejected. Contemporaneous reports specify that the steam generators were to work at full head under a pressure of 20 inches of steam as determined by a mercury gage.

While the log of the "Savannah" nowhere tells how fast she was able to run, under her engine alone, it was reported in one of the New York papers in the latter part of March of 1819, that during a steam trial in that port, she covered a total distance of 10 miles, both with and against the tides in an interval of 1 hour and 50 minutes. On the other hand, the ship when eight days out from Savannah and bound for Liverpool was spoken by a sailing vessel, which reported that the steamer at that time was making between nine and 10 knots an hcur—she was probably using both steam and sail.

On the 28th of March, 1819, the "Savannah" left New York for Savannah, and after a stop at Charleston, S.C., she reached her destination on the 6th of April. During her trip scuthward she was under steam for a total period of 41½ hours—her longest interval of continuous steaming being 17 hours. Shortly after leaving Sandy Hook behind, the wind became somewhat fresh, and it was found advisable to unship her paddle-wheels. These wheels were so arranged that they could be folded up like a fan and stowed upon deck when the sea was too rough for their employment. The operation of getting them over the sides or taking them inboard required something like half an hour.

The "Savannah" was intended to carry both freight and passengers. For the accommodation of the latter, her cabin space was divided into three saloons, and these were "handsomely furnished with imported carpets, curtains, and hangings, and were decorated with mirrors." She boasted in all of 32 berths, each of which was a stateroom, that arrangement being something of a departure in passenger ships.

The "Savannah" remained at Savannah for some weeks, attracting a great deal of attention the while and being visited by President Monroe, who encouraged the belief that the Government would ultimately buy her and equip her as a naval vessel. On the 22nd of May, 1819, the ship dropped down off Tybee, but owing to unfaborable weather conditions she did not put to sea until two days later. Then, with steam up, she headed boldly into the Atlantic and straightened out upon the northern course which was to carry her across to Liverpool. Her log, which is in the U. S. National Museum, gives the following particulars of her periods of steaming during her voyage to Europe:

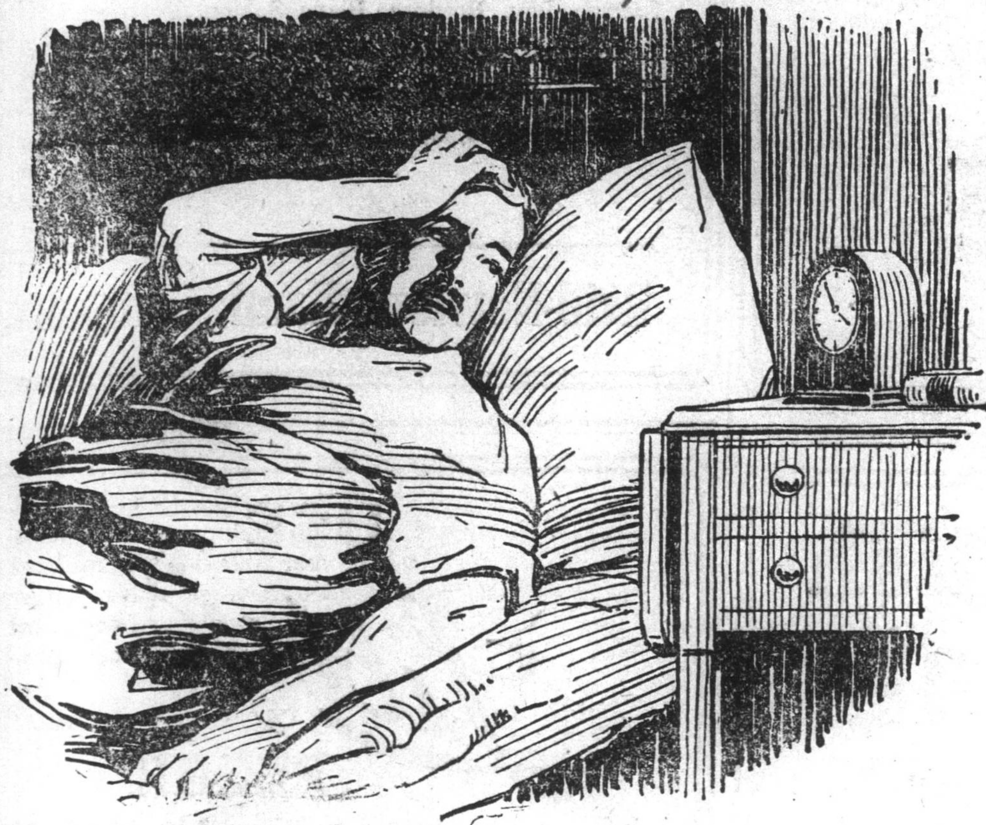
	Hours.
May 30th, 8 a.m. to 6 p.m.	10
June 1st, 8 a.m., to June 2nd, a.m.	18
June 6th, 8 a.m., to 12 p.m.	16
June 9th, 8 a.m., to 12 noon	4
June 11th, 10 a.m. to 12 p.m.	14
June 16th, 8 p.m., to June 17, 2 p.m	18
Total hours of steaming	80

Before she reached Kinsale, Ireland, the "Savannah's" log-book contains this illuminating item: "2 a.m. calm. No cole to git up steam." Land was sighted on the 16th of June and the next day, from Cape Clear, the vessel was reported as a ship on fire, and a naval cutter, the "Kite," was dispatched to her relief. It was then, undoubtedly, that Catpain Rogers was using up the last of his pitch-pine to raise steam, and the dense smoke issuing from the craft's funnel gave her the appearance of a burning boat. After a stop for fuel and other supplies at Kinsale, the "Savannah" ran on to Liverpool, and came to anchor in the Mersey off that city in the evening of the 20th of June.

Her arrival at Liverpool was chronicled in this enthusiastic fashion: "Among the arrivals yesterday at this port we were particularly gratified and astonished by the novel sight of a fine steamship, which came round at 7½ p.m. without the assistance of a single sheet, in a style which displayed the power and advantage of the application of steam to vessels of the largest size, being 350 tons burden."

A GOLDEN HOUSE.

The golden house was the palace of Nero in ancient Rome, which occupied the valley between the Palatine and Esquiline and connected the palaces of the Caesars with the gardens of Maecenas. It was built after the great fire of 64 A.D., and was so large that it contained porticos 2,800 feet long and inclosed a lake where the colissuem now stands. The fore-court contained a colossus of Nero 120 feet high.



"Will Morning Never Come?"

"IF I could only sleep I believe my nerves would soon be all right, but night after night I lie awake and think about everything under the sun.

"What chance is there of getting better so long as this goes on?"

"None. Nerve force is being exhausted nearly twenty-four hours of every day, and there is no rest and sleep in which to replenish the waste."

"One thing sure I cannot stand it much longer, for I know that every week—yes, every day—finds me more restless and nervous, and less able to stand the strain of the day's work."

"I suppose the doctor could give me something to make me sleep, but I don't want that. I am weak enough now. I want something to build up strength rather than to tear down the tissues of the body."

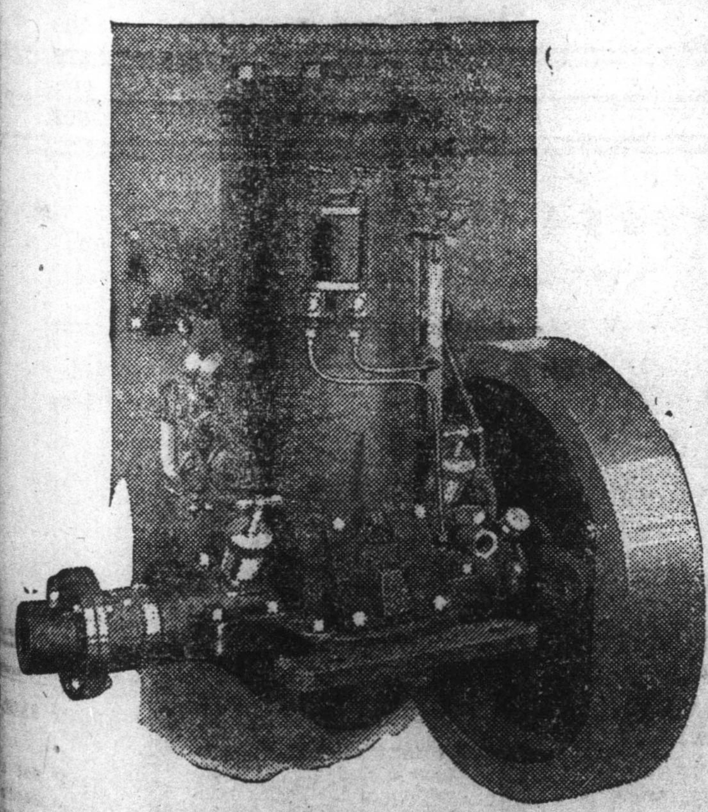
"I believe I will try Dr. Chase's Nerve Food. I have often heard of it, but never thought I would need to use it. I was always so strong and healthy."

"This nervous trouble is a peculiar ailment. No one would believe what I suffer from sleeplessness and nervousness. I do not look like an invalid, but I certainly am one."

"One thing sure I shall not spend another sleepless night before I begin using Dr. Chase's Nerve Food. I expect it will take a little time to get my nerves right, but I shall get half a dozen boxes and give it a try out. Something seems to tell me that I shall not be disappointed."

You are protected against imitations by the portrait and signature of A. W. Chase, M.D., the famous Receipt Book author, which are on every box of the genuine Dr. Chase's Nerve Food. 50c a box, 6 for $2.75, all dealers, or Edmanson, Bates & Co., Limited, Toronto.

Dr. Chase's Medicines are sold by all Druggists and Dealers in Newfoundland. Wholesale from GERALD S. DOYLE, St. John's, Distributing Agent.



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Senatorial Repartee.

Once in the Senate chamber John J. Ingalls was directing some remarks to Senator Hoar of Massachusetts. The other senator from that state, Mr. Dawes, having come in while Mr. Ingalls was speaking, thought the words were meant for his ear, and so, interrupting, he asked Ingalls if he was directing the remarks at him. The Kansas senator turned slowly around, for Mr. Dawes sat behind him, and then, with delicious intonation, but an instant wit, he said, "I was directing my remarks to the successor of Charles Sumner and not to the successor of Daniel Webster."

The repartee has become traditional, and the utterance was at once placed alongside of that reply of Conkling to Senator Thurman, which is also traditional in the Senate chamber.

Conkling was speaking, and Thurman had said, interrupting him, "Does the senator aim his remarks at me; he constantly turns to me?" when Mr. Conkling, with delicious gravity, bowing to Thuraman, with whom he was very friendly, said: "When I turn to the senator I turn as the Musselman turns to Mecca; I turn as I would turn to the common law of England—the world's most copious fount of jurisprudence."

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