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All Business Communications should be addressed to Abraham Fernandez, Honolulu, H. I.
Correspondence and Communications for publication should be addressed to the Editor Hawaii Holomua. No notice will be paid to any anonymous communications.

Business Cards

A. P. PETERSON,
ATTORNEY AT LAW.
Office: 113 Kaahumanu Street, Honolulu
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CHARLES CREIGHTON,
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THE "THUNDERBOLT."

Two Hundred Miles an Hour.

Any object passing through the air meets with a resistance in proportion to its velocity, says E. Henri Kelley in the Rochester Express. The resistance a moving object encounters is given by standard authority at so many pounds pressure for every square foot of surface exposed. At a speed of ten miles an hour air resistance is one half pound for each square foot exposed; twenty miles per hour, air resistance is two pounds for each foot; forty miles, eight pounds; sixty miles, eighteen pounds; eighty miles, thirty-two pounds; one hundred miles, fifty pounds; one hundred and twelve miles, Empire State express time, sixty pounds for every foot of surface, and one hundred and twenty miles an hour, seventy-two pounds.

An object passing through the air at a given rate of speed has also a vacuum or suction resistance to overcome at its rear end, which is equal to its forward or displacement resistance.

Moving bodies also drag along their path the surrounding air in proportion to their speed and form. At a speed of a mile a minute the bulk of air drawn by an object is equal to its own bulk.

At one half-mile a minute the air drawn along is one-fourth the bulk of the object; at one-fourth mile a minute, one-sixteenth bulk of the object.

Could we lay aside the air resistance an object could be made to travel at a velocity of a mile a second. Heavenly bodies in space, being free from atmospheric pressure, have maintained through countless ages a velocity of a thousand miles a minute. Then to attain a great speed for railroad travel, the great aim to center on mechanical ability at present should be the construction of a train that will offer the least possible surface exposed to the air.

The train illustrated as the "Thunderbolt" consists of engine, tender and five cars. The principal improvement over standard cars is in the shape of the train, which at end view is the shape of a horseshoe. The entire train is made of boiler iron riveted together, being true, even and smooth, without even a bolt head projecting to catch the air from nose of pilot to exhaust port at extreme rear of last car, smooth its entire length like a snake.

Cars fit tight together with telescope joint, dust tight. No steps or platforms are used, as the doors are at the side with the floor only eight inches from the track. The coupling is full with car base, therefore there is no swaying or rocking movement so common in other cars. They are the same size inside measure, as the old cars, but run four inches above the track to bottom of sill. Old cars are 46 inches to

(Continued on fourth page.)