

FAMOUS CLIPPERS MADE FAST TRIPS

Voyages of Old Time Sailing Ships in Sporting Days Recalled.

THE RED JACKET RECORD

Built in the 50s She Made Run to Liverpool in 13 Days 1 Hour 25 Minutes.

BANGOR, Me., April 16.—Much testimony has been offered late to show that the New York clipper ship *Dreadnought* never made the run credited to her by some writers—nine days and seventeen hours from Sandy Hook Lightship to Daunt's Rock, Queenstown, but there is little need of evidence or argument on that question, for few who know much of ships and the sea have ever believed that the famous clipper sailed that fast.

While they are at it, however, the sea sharps might as well tell who did make the transatlantic, or New York-Liverpool, record, if Capt. Samuels didn't. Downcasters are inclined to award the great distinction to the clipper *Red Jacket*, built at Rockland, Me., in the fifties. The *Red Jacket* has a well attested record of 13 days 1 hour and 25 minutes from Sandy Hook Lightship to Liverpool Pier head, and it is not recalled that anything faster has been claimed for a sailing vessel.

Liverpoolians Ecstic.

It is related that the Collins Line steamer, which left New York a day or two after the *Red Jacket* arrived in Liverpool one Sunday afternoon, and brought the news that the Yankee clipper was just astern. Those were sporting days in the clipper service, and there was as much interest in the performances of fast ships as there now is in any other time records, big money often being wagered on sailing contests.

When the news spread along the Liverpool harbor front the people rushed in thousands to the docks, and every pier was black with spectators awaiting the advent of the new sea racer. Outside the port tugs had offered to tow the

clipper, but the ship was going so fast that they couldn't keep the hawsers taut, and so had to give it up. The *Red Jacket* swept into the Mersey with everything drawing, presenting a spectacle that brought cheers from the assembled multitudes. Then, as tugs came alongside to dock her, the ship's master gave all hands a thrill they had least expected—he ignored the tugs, and, throwing the *Red Jacket* up into the wind, actually backed her alongside the pier, while the crew took in sail with a celerity that seemed like magic to the spectators.

The *Red Jacket* was a ship of about 3,000 tons, old measurement, had a very long floor, like a Fenobosc river lugger, a tremendous spread and could point high. She carried as figurehead the image of the Indian chief, *Red Jacket*, artistically carved from a log of pumpkin pine. She prospered finely in the clipper service, was later sold to English account and sailed in the Australian trade, and at last accounts, after some years of carrying lumber from the St. Lawrence to the United Kingdom, was dismantled and used as a coal hulk at Malta.

The Dreadnought's Run.

In some records the *Dreadnought* is credited with a run of thirteen days and eight hours from New York to Liverpool, and it is well authenticated that she ran from Honolulu to New Bedford, 12,470 miles, in eighty-two days. She was built at Newburyport, Mass., in 1853 by William Currier and James T. Townsend, to the order of Gov. E. D. Morgan, Capt. Samuels of Brooklyn, her first master, and others. Her fame was as wide as the seas and she soon acquired the name of a racer—"the wild ship of the Atlantic," sailors used to call her. She carried on her foremast a fiery red cross by which she was easily identified at sea. She was 250 feet between perpendiculars, 27 feet on deck, 40 feet beam, 35 feet depth of hold; gross tonnage, 1,481; net, 1,227. Strictly speaking she was only a half clipper, but her unusual beam gave her the ability to stand up under a press of sail that would send a full clipper plowing under. She was lost on July 4, 1880, while on a voyage from Liverpool to San Francisco, being piled up on Cape Penas, to the northeastward of Tierra del Fuego. At that time she was commanded by Capt. Mayhew.

The ship *Andrew Jackson* of Boston sailed from New York to San Francisco in 80 days and four hours; the *Northern Light* from Boston home from San Francisco in 76 days and eight hours; the *North Wind* of New York from England to Port Phillip head, Australia, 12,500 miles, in 76 days; the *Young America* of New York from Liverpool to San Francisco, 13,800 miles in 56 days; the *Burpee* of Rockland, Me., from New York to Calcutta, 12,500 miles, in 78

days; the *Richard Busted* of Boston from Sydney, N. S. W., to Calcutta, 5,800 miles in 42 days, and the bark *Ocean Telegraph* of Boston home from Callao, 9,970 miles, in 58 days.

In 1851 the *Sovereign of the Seas* sailed from New York to San Francisco in 102 days, 14 days of which time she spent lying off Valparaiso, she having been partially damaged in a gale. After discharging at San Francisco she sailed to Honolulu and from that port ran to New York in 38 days without starting a tack. In ten consecutive days she made 2,300 miles. From New York she sailed for Liverpool, was becalmed on the Banks of Newfoundland, and when she got a chance ran from the Banks to the Mersey in five and one-half days, the whole passage being made in 13 days and nineteen hours. Among her best single day's runs are recorded 419 and 437 miles, on a passage from New York to San Francisco.

Other Famous Clippers.

The *Natchez*, another famous clipper, once made the run from Canton to New York in 76 days. The *Samuel Russell* of Boston in 1854 made 318 miles in one day, homeward bound from Whampoa. In 30 consecutive days she covered 6,722 miles, or nearly half the distance from New York to China. In 1852-3 the *Flying Dutchman* of New York went to San Francisco, discharged, loaded and got back to New York, a round voyage of 27,220 miles, in 201 days, wharf to wharf. She ran from the Golden Gate to the Horn, 4,380 miles, in 35 days. In 1853 the *Trade Wind* of New York ran home from San Francisco in 75 days.

The *Lightning* of Boston in 1854 crossed to Liverpool in less than four-teen days, and after being sold for English account and rigged as a bark she sailed from Melbourne to Liverpool, 12,190 miles, in sixty-four days. The *Comet* of New York sailed from Liverpool to Hong Kong, 13,040 miles, in eighty-four days; the *Mary Whitledge* of Baltimore from Cape Henry to Liverpool, 3,400 miles, in thirteen days and seven hours, and the bark *Dawn* of New York from Buenos Aires to Sandy Hook, 6,010 miles, in thirty-six days. The *Nabob* of Boston ran from New York to Rangoon in seventy-five days. It is related of that voyage that the *Nabob* carried away seventy-five stumps, and that when all her stumps' booms had gone by the board the old man began using long boat oars.

The *Flying Cloud*, an earlier racer than any of those named, is credited with a day's run of 432½ miles, this record having been made on a voyage from New York to San Francisco, covering 13,810 miles in eighty-nine days and eighteen hours.

Among fast passages of comparatively recent times, by rather full built Ameri-

can ships, is that of the S. D. Carleton of Rockport, Me., in 1892, from New York to San Francisco. She arrived off the River Plate in forty days, the Horn in seventy-six and San Francisco in 109, and eighteen days were lost rolling around in a winter gale between the Gulf Stream and Hatteras. About a dozen years ago the *Henry B. Hyde* sailed from New York to San Francisco in 102 days, which was great going for a full built ship of her size, deep loaded.

Some of the fore and afters also have done great sailing. It is recalled that the little three masted schooner *Carrie E. Woodbury* of Bangor sailed from this port to Bristol, England, deep loaded with deals, in eighteen days, and the *Maine* and *Nova Scotia* schooners, little fellows hardly fit to go offshore, did as well or better between Nova Scotia ports and the United Kingdom.

VANCOUVER'S TONNAGE ECLIPSES ALL RECORDS

Linked With Orient by Ten Lines of Steamers.

VANCOUVER, B. C., April 16.—Twelve thousand vessels with a gross tonnage of 2,281,000 visited this port last year, according to the report of W. J. Blake Wilson, retiring president of the Vancouver Board of Trade, shattering all previous shipping records for a twelve months period.

"A number of new lines of transportation were inaugurated," he said. "Vancouver is now linked with the Orient by ten lines of steamships, with Europe via the Panama Canal by nine lines, with Australia by two, with British India and the East Indies by two. Port facilities are rapidly being enlarged. The Government is pushing completion of the new Ballantyne pier, which should be finished by next year. The new Canadian Pacific Railway pier also is nearing completion.

"Total value of lumber cut in British Columbia was \$92,628,807, against \$70,255,904 the previous year. It is estimated the province has 350,000,000,000 feet of standing timber. The present output is practically 2,000,000,000 feet a year. The demand will continue to increase with depletion of standing timber in other countries. Therefore steps should be taken to eliminate waste in forest. Pulp and paper products were valued at \$21,611,681, against \$12,554,257 the preceding year.

"Minerals produced in the province had a value of \$20,580,625, an increase of \$2,284,212. Manufacturing industries row number 2,000, with an annual payroll of \$50,100,000, and 46,250 employees."

PASTOR SAYS EARTH SPEEDS FAST TO END

Nine Ways Outlined by Which Old World May Meet Destruction.

SEES NO NEED FOR ALARM

Man's Life on Planet Likely to Be 100,000 Years, According to Science.

Special Dispatch to THE NEW YORK HERALD.

DETROIT, April 16.—The world is travelling on its way to destruction at the rate of 600,000 miles a day, so the Rev. George T. Gullen of the West Grand Boulevard M. E. Church believes. That was a sure thing, he declared, and further he said there are at least eight other ways in which the old world may come to its end before the fatal ending of the "death journey."

First, he declared, the axis of the earth might decide to shift about a few degrees, with the result that the oceans would sweep over the dry lands and destroy all life before an ark could be built. If that fails to occur there might be a failure of internal fires and the crust of the earth would absorb all the water and the air. The death of our planet might, on the other hand, be brought about by the heat of the sun dying out and leaving the earth a mass of ice. There was just a possibility that we might all be asphyxiated by the earth passing through the tail of a comet, or this planet might collide with another world wandering through space.

And the end might be brought about by the slowing down or the speeding up of the rate of the earth's rotation on its own axis. The rotation at present is just sufficient to counteract the centrifugal force of the sun, and if it were slowed down the earth would fly into the sun, starting at the rate of 1,100 miles an hour and be consumed. If the rate of rotation were accelerated the earth

would fly out into space into a temperature of 400 degrees below zero and the oceans would be frozen to their utmost depths.

Others ways by which Mr. Gullen could see the world come to its end were the closing up of all volcanoes and other vents for gases, the inevitable result of which would be a terrific explosion that would shatter the world or bring part of the atmosphere to such a heat that the oxygen and nitrogen would unite and cause a combustion of the atmosphere.

That such disasters were not impossible was shown, he said, by the spectroscope, by means of which man could read the life history of the planets. He added:

"The spectroscope shows that one planet is in a state of white heat, that another showing yellow is on the down grade, that Mars is dying, that the moon is dead, while Jupiter is just getting ready for sentient life. This world is on its way to death, for it is travelling straight toward Hercules 600,000 miles a day, and while the distance is immense it is not infinite."

But the greatest danger that Mr. Gul-

len thinks confronts the earth is a collision with a dead star. Such a star would be invisible until it came within the range of the sun's rays, which would be when it was five times as far away as Neptune. It could then be seen in the telescope. In twenty-five years more it would be visible to the naked eye. In five years more it would pass Neptune and in 145 days from that time if it kept straight on, it would strike the earth. That would give us thirty-two years and 145 days of warning from the time the dead world was first picked up by the telescope.

Science tells us the end is coming, the preacher went on more reassuringly, but it does not believe the end is near. It estimates that God took ninety million years to make the world habitable by man and that man's life on it is perhaps 100,000 years.

His comparatively optimistic comment at the finish was:

"Why could God spend all that time in making a world if it is to be destroyed so soon? God wastes neither space, material nor time. He is too busy. He is continually making new worlds, but he does not destroy them almost as soon as they are made."

CALLS JAZZ MATERIALS DECADENT IN DESIGN

Weird Furniture, Clothing and Wall Paper Decried.

LONDON, April 16.—"Jazz" furniture, clothing and wall paper were decried by Sir Charles C. Allen in an address before the first National Furnishing Trades convention here.

"English furniture has ranked so high in the estimation of the world that one wonders how it comes that in it at this moment a disease is developing of the jazz type," he said. "I have recently been shown great quantities of materials of most unharmonious color and crude design, things which might suitably be exhibited in a very dark cellar rather than in the light of day or in our homes.

"It makes me devoutly trust that skirts of such materials will be nothing like so long as they are to-day. The human form will certainly occasionally be better to look upon than these monstrosities. They are products of a dangerously decadent movement."



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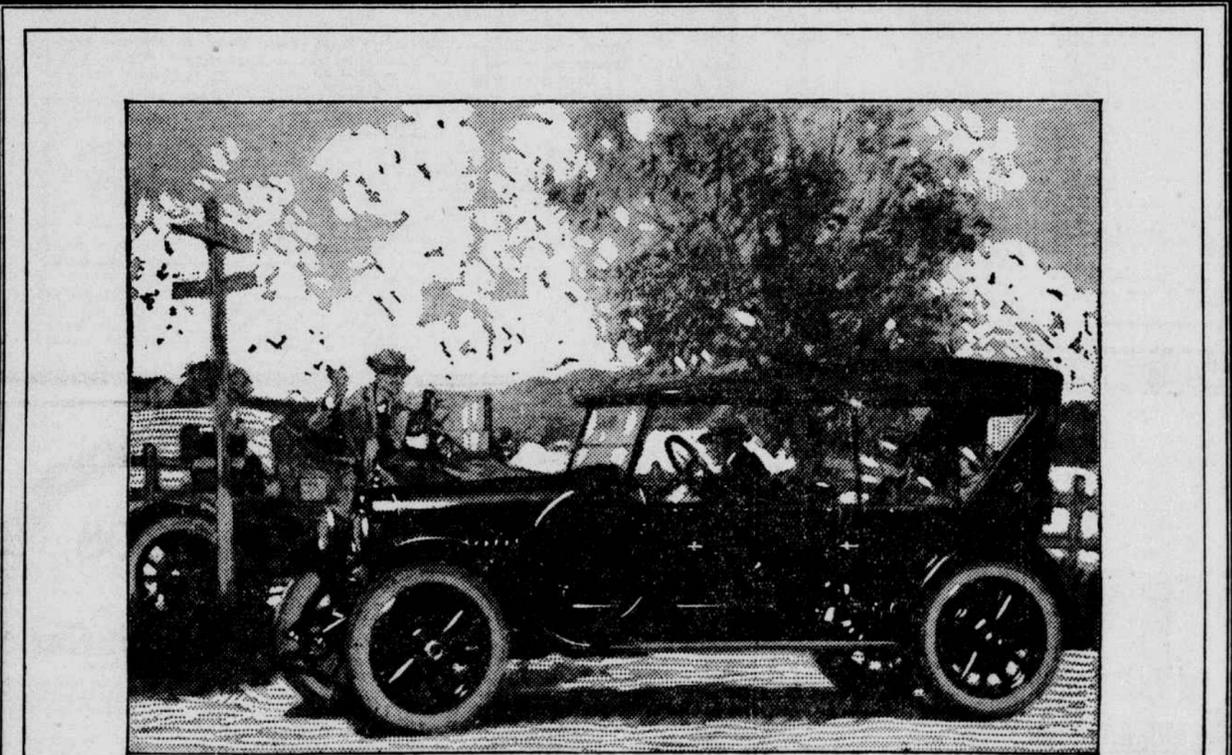
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Consider Hudson's Price

How Much Lower Its Cost Than Other Great Cars to Which You Compare it in Quality

PRICE comparisons are the first inquiry of judicious buyers today. New and almost incredible contrasts in value command attention. They strike even casual observers.

Particularly, this development directs intensified interest upon the Hudson Super-Six. There is no need to call attention to the quality, ability and distinction of Hudson. Its leadership in these is an old, accustomed position. It is now in its sixth year as the world's largest selling fine car.

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That measures the real proportions of its value in relation to the rest of the market.

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And to appreciate it, you need not be a Hudson enthusiast in the sense of those thousands who hold it essentially the greatest of all cars. Indeed, for personal reasons you may incline to some other among the really great cars. Even so, are these reasons which influence your preference, commensurate with the difference in price?

Are they worth their greater cost?

Knowing fine cars, you must acknowledge Hudson's worthiness to its long held place among the most notable cars. In every way that proof can be offered it has established its right to that eminence. Many of its official records are of five years' standing. They have been challenged incessantly. Isn't it significant that five years of intensive competition has produced no rival to outstrip them?

Yet all know that the greater Hudson of today could easily surpass the marks that those earlier Super-Sixes set.

An Owner Loyalty That Grows With the Years

But more important still in binding the faith of men in Hudson is the year-in-year-out dependable duty that more than 100,000 owners expect and receive, as a matter of course, from their Super-Sixes.

No other issue can obscure the solid substance of such a service record. And men will yield their trust to a car in just such measure as it has thus earned it by service.

More than ever this year they are judging cars by those standards of ability and constancy in duty. And they are giving particular weight to what years of service in the hands of thousands of owners show of a car's worth.

Hudson is content to abide the findings of this investigative market. It is especially glad that its position can welcome price comparison. Thus it looks forward to its sixth year as leader of fine car sales, by a greater margin than any that have gone before.

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