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#### LOSS OF THE CUNARD STEAMER OREGON.

On Sunday, March 14th, at 4:30 A. M., the splendid 6 d. 9 h. and 42 m. steamer Oregon, from Liverpool bound to New York, when off the Long Island coast, collided with an unboard. The Oregon floated for 8 hours, and then went down in 120 ft. water. All on board were saved. The and about 50 miles east of the entrance to New York harbor. The wind was light, sea calm; it was dark, but clear enough to see lights on shore.

The steamer was running at full speed, over 20 miles per hour. The lookout shouted as he saw the approaching sailing vessel, a white light was seen, the wheel was turned hard-a-port; instantly the two ships collided, the supposed schooner swept by, and was seen no more. The Oregon's engines were worked for half injury which caused her loss from collision with a an hour, when the fires were extinguished by rise of sailing vessel seems to be pretty well sustained. Bewater to the furnaces. It was found she was making vond that, the testimony is confused and conflicting. water rapidly. By the collision a large hole, stated by and the reticence of the ship's officers, especially upon the captain to be 18 feet square, was made on and above several important points, lends an airof mystery to the water line, and another hole,  $4 \times 6$  feet, was made the affair which certain admissions of the crew serve below the water line. The great ship soon began to to intensify. On the one hand, we are told that it was settle. Signals were given—guns and rockets; orderly a clear, starlit night when the collision took place, and, preparations made to occupy the ten lifeboats. All on the other, that it was hazy. Remembering that were supplied with life preservers. By 10 A. M. two neither the first officer, who was on the bridge, nor the small sailing vessels had come to the rescue, and to watch on deck, including the lookout forward in the these, by means of the boats, the passengers and crew, ship's eyes, could be certain as to whether the strange 896 souls in all, were safely transferred. The crew sail was a sloop, schooner, tern, or square-rigger, numbered 205. Soon another large steamer, the Fulda, came up, and the people were taken on board and carried into New York. At 12:30 P. M. the Oregon, having settled to the level of the water, plunged head downward and went to the bottom, in water 120 feet deep, and there lies, in an upright position, masts above water.

It is supposed the schooner may have been at anchor waiting for turn of the ebb tide, as the usual colored lights, required to be shown by sailing vessels when under way, were not seen on the steamer. Captain Cottier of the Oregon seems to have been equal to the emergency, and to have done all that a cool and skillful officer could do under the circumstances. Of this his did not see her, and could not make out her exact rig successful transfer of so many persons without loss is evidence.

surpassed in strength and speed, supplied with many requisites for safety, but lacking in flotation power leaks. She had no special means for preventing access that the passageways between three of her compartments were open at the time of the accident, and could not be closed; another statement is that the force of the collision was so great as to break one of the compractically into one.

The loss of the Oregon emphasizes the need, many times heretofore by us expressed, of further inventions vessels. Honor and emolument await the man who can show how to keep a merchant ship afloat, without greatly increasing the cost. It is easy enough to make unsinkable vessels if the exchequer or building fund is large enough. Double ships, with many air chambers, can be made, which will certainly keep the ship affoat. But for commercial purposes such boats their increased weight.

ment system is of great value, but is not wholly sufficient. To say the least, it can be much improved.

strong turtle-back deck forward and aft as a protection

The fittings of the Oregon were unusually fine. The Supposing, then, that the strange sail was at anchor, grand saloon, capable of dining the whole of the 340 with the wind west by north and an ebb tide; she

Her engines were of 13,000 horse power, screw 24 feet While this is, of course, mere supposition, and offered

shortest ever made, namely, Queenstown to New York,

Some of the difficulties in the way of safety in such a ship as the Oregon may be conceived if we consider known sailing craft, and both vessels were lost. The what takes place, mechanically, during an ocean voysailer is supposed to have instantly sunk with all on age. The exertion of 13,000 horse power is equal to 191,517 tons lifted a foot high every minute. Her screw pushes the ship ahead with a power equal to that accident took place about 10 miles out from the shore of twenty of the most powerful locomotives; 300 tons of coal a day must be brought to the fires, and the ashes removed; 2,500 tons of fuel must be stored and handled. The confined area of the vessel seems to forbid the employment of anything except manual labor in the work.

#### AS TO THE SINKING OF THE OREGON.

whether she was close-hauled or running free, the supposition that the weather was hazy seems not unreasonable.

When, contrary to the sea-going rules, the masters of the ocean racers run at full speed as well in thick as in clear weather, it is scarcely to be expected that they will acknowledge so great a speed as eighteen nautical miles an hour, and at the same time admit that it was logged in thick or even hazy weather.

The testimony of all those on deck at the time of the accident agrees that the stranger went down soon after with all on board.'

Yet, under the hypothesis that it was so thick they even when she was close aboard, and that, running at the rate of eighteen knots an hour, their vessel would Probably no finer specimen of marine architecture have been fully two miles away from the scene in about than the Oregon has yet been produced. She was un- six minutes—before she could have been stopped—this assertion must be set down as surmise only.

With the conditions prevailing of smooth sea and and in devices suited for the temporary stoppage of light wind, it is not impossible that some of the stranger's crew were taken from the wreckage by a of water to the furnaces. One of the firemen states passing vessel, and, if such is the case, we may yet hear a very different version of this unfortunate affair.

A curious bit of testimony, gathered from more than one person aboard the Oregon, is to be found in the assertion that a white light was seen ahead several partment partitions, thus knocking two compartments times before the accident occurred. The first officer, who was on the bridge and in command, says he took it to be the light in the rigging of a pilot boat, or a torch, which it is customary to burn on the deck and study in the line of safety appliances for sea-going of such eraft when a steamer is sighted. But the pilot boat on that station having now been heard from, we know with something like certainty that the vessel which caused the disaster was not a pilot boat. Now, no other sailing vessels save pilot boats are permitted under the law to show a white light when under weigh. The law says that, when under sail, these craft must show a green light in the starboard would not pay, owing to enormous cost; and it is doubt- fore shrouds and a red one in the port shrouds. ful whether they could have speed enough, owing to Therefore, when a sailing vessel shows a white light, it indicates her to be either a pilot boat cruising for Let inventors ponder the subject, and if possible con-ships or a merchantman at anchor. We are told that PAGE trive some new way of arranging materials so as to the wind was west by north and light, and a glance at evolve a new style of unsinkable vessel. The compart the tide tables shows us that, at the time of the collision, the tide was running on the first quarter of the ebb, that is to say, it was running to the east-The steamship Oregon was built by John Elder & ward. Under these conditions of head wind and tide Co., at Glasgow, and was launched on June 21, 1883. and smooth sea, the most natural thing for a sailing vesser bound for the port of New York to do, as Her dimensions were: 520 feet in length, 54 feet those will agree who, like the writer, have followed. breadth of beam, 40% feet depth of hold, and 7,250 tons the sea, would be to come to an anchor. She could strong turtle-back deck forward and aft as a protection, would have been only the southward from the heavy seas. She was fitted to accommodate a fair wind later on, remembering that at this season would have been only throwing away her chances of 340 saloon, 92 second-cabin, and 1,000 steerage passen- a westerly wind is more likely to veer to the north than

cabin passengers, was placed in the fore part of the would have been tailing the direction from which the vessel, and was laid with a parquetry floor. The ceiling decorations were almost exclusively confined to by one of the Oregon's passengers that he saw her stern white and gold. The panels were of polished satin- seems not improbable. Again, if the stranger was really wood, the pilasters of walnut, with gilt capitals. The in this position, it would readily account for the flashsaloon measured 65 by 54 feet, and was 9 feet in ing white light which the first officer and others say height in the lowest part. A central cupola of hand- they saw, because, as she swung to her anchor, the some design, 25 feet long and 15 feet wide, rose to a masts and after shrouds of the stranger would at times height of 20 feet, and gave abundant light and ventil - have been in range with and temporarily obscured the

diameter, 9 boilers, 54 furnaces; coal consumption, 300 only as suggestion, it may safely be said that the genesame tons per diem. Some of her passages are among the rally accepted theory, based upon the testimony of