The Speed of Modern Steamships.

Several articles having appeared in recent numbers of The Tech on fast railroad trains, perhaps a few words will be interesting in regard to the speed of ocean steamships.

Although there are hundreds of fine and fast steamships running from England to all parts of the civilized world, doubtless the finest are those which are constantly crossing and recrossing the Atlantic between England and America.

The first steamer to cross the Atlantic was the Savannah, a vessel of three hundred and fifty tons, which, in 1819, steamed from Savannah to Liverpool in twenty-two days. Thirty years ago sixteen days were considered a good passage between England and New York. Gradually this time was reduced until eleven days were reached. Then began a rivalry between the White Star and Inman lines of steamers, resulting in a gradual increase of speed. This proved a good advertisement for these two lines as their larger passenger lists showed. In 1871 twenty-four voyages of these lines averaged eight days and fifteen hours.

In 1877 the City of Berlin of the Inman line made an eastward trip in seven days, fourteen hours and twelve minutes, and the same year the White Star steamer Britannic made a westward trip three hours and eighteen minutes quicker. The westward passages are generally longer than the eastward on account of the prevailing westerly winds.

The Britannic's time remained the fastest until 1880, when the Arizona of the Guion line, built in the preceding year, made an eastward passage in seven days, ten hours and forty-seven minutes, which she afterwards reduced to seven days, seven hours and sixteen minutes on a westward passage.

Then a new rival appeared in the Alaska, also of the Guion line. After a number of astonishing runs, in August, 1882, she arrived at Queenstown, having come across in six days, fifteen hours and nineteen minutes, and one year later made a westward trip in six days and twenty-one hours. These times are still the fastest on record. Occasional quick voyages have been made by the Servia of the Cunard line and the City of Rome of the Inman, but their times will average much more than the Alaska's.

The Guion line has a new ship, the Oregon, which made its first passage less than a month ago. She made good time and in one twenty-four hours accomplished four hundred and fifty-six miles. The Alaska's best day's work was four hundred and thirty-six miles. The Alaska is of 7000 tons register, five hundred and twenty feet long, and 11,000 horse-power. The Oregon is of 7,500 tons, five hundred and twenty feet long, and 13,000 horse-power. She burns three hundred tons of coal a day. It is expected she will cross the ocean in six days and ten hours or quicker. Whether it will be done or not remains to be seen.

A. R.

The Volcano of Kilauea, Hawaiian Islands.

To the tourist who visits the Hawaiian Islands, the volcano of Kilauea is the point of most absorbing interest. It is situated on Hawaii, the largest island of the group, and at a distance of nearly a three days' journey by steamer and on horseback from Honolulu, the capital and port of entry for the Hawaiian kingdom.

In company with a former student of the Institute, a member of the class of '76, the writer visited the famous volcano in the fall of 1881.

The first part of the journey we made in the inter-island steamer "Likolike." Leaving Honolulu at 4 P.M., we crossed the first channel and coasted along the lee side of the island of Molokai. At 1 o'clock the next morning we