

TRIP A DEATH TRAP.

The Dangers, Aside From Hostilities, Which Our Sailors Must Face.

The United States vessel, whether she be a battleship or an unarmored cruiser, when operating at anchor looks like a graceful dove resting on the water. When she starts over the sea, she remains as graceful as a bird in flight, apparently no effort, she cleaves the waves and is at sea in a twinkling of an eye. In the case of white powder, which was always used in the case of piracy, the smoke had gone. In fact, of darker color some of the grace has disappeared and there is possibly a forbidding look about her when with gun muzzles pointing from every portside and crow's nests of armed men hovering about the decks in threatening attitude there is no doubt of her belated intentions.

Despite the air of peaceful serenity when the vessel is at anchor, a naval messenger gliding across the ocean from country to province, from kingdom to republic, she is at all times a veritable death-trap for various accidents, if not wholesale disasters, have frequently been averted only by the readiness of wit and readiness of hand of her crew.

A week recently, when a board of a modern man-of-war, the most careful officer, marine or officer often finds himself on the verge of a catastrophe which without quick thinking and lightning action on the part of some one would destroy him and many of his mates and perhaps the vessel.

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On the cruisers that carry sail, both for steady propulsion and as motor auxiliaries in case of need, he may be struck on the side of the head by a home reaping battery, or he may be tumbled to the water by a sudden striking edge rope. Down below in the black hold of the ship a freeman is often thoughtlessly picking up an iron most robust screw at the wrong end or getting a stream of steam in his eye from the carbide lighting of a lantern. In fact, the majority of a crew in a three years' cruise are very likely to have some maimed or injured finger, elbow, knee and some wear an iron face or head as a memento of their term of service. The man who returns to his mother, wife or to his home, is not so much as when he left her is considered very lucky. Ordinarily there may be less danger on the sea than on land, as the sailor is fond of declaring, but less cannot truthfully be said of a man-of-war.

Spontaneous combustion is, however, the great evil of the fighting ship. It is the most dreaded danger and must be constantly and carefully guarded against. Fire in the coal bunkers may wreck the magazine, and there would ensue a tragedy of an equal or greater horrible catastrophe of the Maine. Great quantities of coal are dug in various parts of the ship and it is particularly proper for steam making purposes, but this kind is not used on a warship because of its known liability to ignite if left in hot bunkers heating upon the fire and boiler rooms.

In each of the bunkers there is, of course, an automatic apparatus that gives the alarm when the temperature of the coal has risen above a certain point. The bunkers are numbered if the temperature of No. 3, for example, rises beyond the set mark the danger is announced by ringing a bell, or a warning machine placed just outside the captain's cabin. The marine orders for the commanding officer, whose station just inside the captain's door, is to keep his eye on this fire alarm, to keep the man to communicate the news to the officer of the deck. From the ship's bugler sounds "the quarters," and every man is instantly at his detailed post on the fire deck.

There is no guesswork. Every sailor has been drilled in this matter, and he has an exact position in which to stand. The absence of one or two men makes no difference. The vacancies can be supplied from outsiders. Steam is turned into the boiler indicated by the alarm and the fire quickly extinguished. Much more precautionary is not in treatment, but the hundred hours of their lives from the life that of sailors months afterward.

No man or any other person connected with an engine or gear is permitted to carry an open light into the bunkers, though the passers often violate this regulation. The fire in each bunker with two standing electric lights, but in cooling ship the steam station arranged in the middle of the bunkers usually by accident, leaving the bunkers unlit. As there is then a certain distance between the bunkers, very open lights despite the emphatic rule that they should not.

There are today several warships at sea in the navy who are instructed for their uniforms to the rapid movement and delivery in the case of impending magazine accidents. The fire hoses and hoses are related to the aqueduct and quick withdrawal of water, and add of them in the normal order, and a set of battery ever goes accompanied by the government.

One of the first of the navy's new steel ships had been in commission three months before a latent accident had exploded magazine on the upper part of the gun.

he carried almost the steel side of the hold. The spring that held the lamp in place gave way, and still hanging, it fell right side up, and a large quantity of powder was ready to be ignited.

The two men in the hot deck gave up in the instant. To find some cause of powder to the bunkers, and they did not see the lamp falling on the case of powder. The men at the top of the mainmast were in a state of horror, but the alert apprentice boy, who later received his award for the heroic deed, rushed down, the tackle and snatched the lamp. The flame had already begun to heat the iron metal. The boy put the light out, snatched the case with his right hand, and the son of powder with his left and yelled on the deck, "Fall in and the van up to the main deck, you fellows!"

Another instance of personal heroism occurred more recently. Only a short

time ago one of the ships of the north Atlantic squadron was engaged in gun practice at sea. Solid shot was being fired from the main battery. The captain was in the conning tower, as usual,

lanterns were employed to illuminate the darkness. The batteries, as was customary before the days of movable incandescent electric lamps on board ship, had been carefully inspected by an officer before the magazine hatch was lifted. All of them were found in apparently good condition, and the work of hoisting the magazine took to the main deck by means of coils and tackle was begun. The chief gunner's mate, under the direction of a division officer, was superintending the movement of the men. He was leaning over the hatchway giving orders to the hands in the pit when he struck the lantern

stored with hundreds of pounds of gunpowder, gun cotton, dynamite and explosives, in constant danger from fire, but there is the possibility of a further explosion, the entire weight of a bulkhead of supposed inviolable strength, the spring of a link, the poisoning of the ledge water and even the breaking loose of a gun from its mount, and one of these may result in havoc and destruction. Then, in addition, there may be falling masts, shifting ballast or the self ignition of coal, all of them elements of great danger, against which, although it is not always strictly avoidable, but for the immediate control of

have not taken any precaution against the shock of noise. Many instances of killing by concussion are well known to naval officers. A shop on the lower deck fell dead after the discharge of an 8 inch shot behind a battery, and on the Atlantic, on one occasion, after two or three broadsides, guns had been fired several times in succession subsequent investigation showed that the cutters and stabilizers which were mounted on the deck in fact above and to the rear of the cannon's magazine had opened in the seams and joints and were punctured unawares.

It is true, however, that the thunder-

ing of the great guns is less painful to the ears than the rattling sound produced by the discharge of the smaller caliber guns, and it is only the readiness of the great powder, thus the rattling proceeds. A single battlement, with its rifled artillery and 50 pound shells, has the effect of smaller tonnage than, though the smaller may arise when it is so necessary for the United States battleship in so far as to such the same of an important contest, but it would only be attempted in the most serious sort of an emergency.

of the gun with its unlocked breech had been fired, there would not have been much left of the cruiser forward of the mainmast. It might have resulted in a series of explosions that would have entirely demolished the ship.

There have been many other cases where the rattling of shells and crew depended upon the mental activity and bodily ardor of some one else, and it is a matter for self-gratulation that that she has thus far always been present and has likewise known exactly what was the right thing to do.

Not only is the magazine of a ship,

which quick practical judgment is needed. During a naval battle the dangers which hover about ship and crew are so varied that it is impossible to recapitulate them at this time. But Jack Tar is not unduly sobered by all these dire possibilities. He is just as buoyant as ever in his own mind, and his opinion in holding the anchor or reefing the fore topgallant sail in days of old. Indeed, he is better fed, clothed and said than in those days, and the danger direct from old enemies are not half so great. His fat, like the politician's, may not be his only one, but he could hardly be made to believe it. Generally he is a type of the well-to-do man, comfortable and contented, well provided.

Every shot fired from one of the northern Massachusetts big guns some 1500 lbs. of shell, the projectile weighs 500 pounds, and over 300 pounds of powder are required to propel it. It is claimed by the officers on the vessel that this mass of steel can be thrown with accuracy at least six miles with the present elevation of the guns and reach further than that should the guns be raised higher than they now are on the decks. The monster has only one room for 100 rounds, but these are considered sufficient to deliver any ordinary engagement.

By the use of electricity an entire broadside can be fired instantaneously, but it has not yet been done. The English man-of-war *Minotaur*, of 10,000 tons, is afraid to try the experiment because naval experts are of the opinion that the result would be so great there would be serious danger of capsizing her. The *Iron*, with her 1,200 tons displacement and her correspondingly heavier armament, will hardly dare to attempt what a ves-

trative energy of an entire fleet of a century ago. One shot from a 16 inch gun has the concentrated power of a whole broadside from an old iron "12." An adversary after having received the fire of a modern battery would not be appreciated as a spoil of war, for she would be destroyed rather than damaged by the impact of the huge projectiles. If she did not sink, she would generally be the case, her crew would spend hours by means of rapid fire guns instead of fighting them with cold steel.

It is a practical lesson in chemistry—the combination of an acid gas and a metal. After the discharge the gunner opens the breech, which belches smoke and

relics left by him were recently sold at Madison, N. Y., and Mr. Dewey accepted them. The young king of Spain recently Christian names and all other titles. The status of President Paul Kruger now being curtailed in Rome will be an artistic curiosity. The Transvaal dip-



IN A TURRET DURING A BATTLE.

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strive over the electric button gazing at him wonderingly. In response to the captain's excited exclamations and earnest inquiry the mate gazed for a minute or two and



GUN DECK OF A MAN-OF-WAR IN ACTION.

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1855-CHICKAMAUGA-1893

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'Twas on a peaceful autumn day,
When leaves were slightly tinged with yellow
And hillsides near and far away
Glewed in the morning sunlight mellow,
That chivalry of North and South
Met face to face at cannon's mouth.

And like a mighty, swelling flood
They onward rushed to death and glory,
And the dark river ran with blood;
The fields and woods were torn and gory,
And the pale moon looked down at night
On trophies Death gained in the fight.

Now where this awful warcloud burst
In waves of flame, in hail and thunder,
They sleep together whom mistrust
And faction's rage had rent asunder:
And North and South united keep
Watch o'er this place where heroes sleep.

Once more the peaceful scene is changed,
Upon this field so famed in story,
From North and South armed ranks are ranged
Eager for battle and for glory,
But now united forth they go,
Beneath one flag, to face the foe.

Oh, Chickamauga, field of blood,
Change now thy cypress to a laurel
For heroes that surge there like a flood
Unslayed will leave thee in this quarrel.
Old battles dead, and love holds sway,
Now, god of battles, point our way!

NEIL MACDONALD.

Cheered the National Air.

Probably no better illustration of the war spirit of the people could be given than the occurrence in a popular outburst in New York recently. The main floor of the place is usually filled with guests who were socially dining the good things in the table rather than any patriotic sentiments. The main floor of the place is usually filled with guests who were socially dining the good things in the table rather than any patriotic sentiments. The main floor of the place is usually filled with guests who were socially dining the good things in the table rather than any patriotic sentiments.

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Flags of the Army.

The most important flag in the army next to that of the secretary of war is the regulation color of the army, whether national or regimental, measure six feet long by a foot four inches wide. All "service" flags are made of hunting green, and are carried on a staff of the trimmings, fringe, cord and tassels of all flags must conform to the regulation color. The regulation color of the army is blue, and the tassels are of a contrasting color. The regulation color of the army is blue, and the tassels are of a contrasting color.

Famous War Correspondents.

War has made the fortune of many a newspaper man. Perhaps the most famous war correspondent of the present age is Stephen P. Lee, who "did" the Franco-Prussian war for the *London Daily News*. Another famous war correspondent is the *London Daily News*, who "did" the Russo-Turkish war for the *London Daily News*. Another famous war correspondent is the *London Daily News*, who "did" the Russo-Turkish war for the *London Daily News*.

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PEOPLE YOU READ ABOUT.

Leon Rosen, the great manufacturer of perfume at Orange, France, who has been left a large fortune. He introduced many toys, and he has been extracting the odors of natural flowers. His best customers were Americans. Those who know Henry Chesapeake

say that he would rather go shooting or tramping over the mountains any day than write. He writes his serials from week to week, and sometimes in the middle of one, when the most exciting situation is reached, he takes his gun and disappears. His publishers

lose their hair, but his readers have to restrain their curiosity until he returns, when he takes the form of his narrative and carries it on to the end. A number of his serials have been translated into German, French and Italian. Before "The War" was written Chesapeake was supposed to have made \$100,000 by his pen. As that book has sold into the hundreds of thousands of

copies as a serial, he must be a good many thousands of dollars richer today. Chaucer M. Dewey claims to have Irish, Dutch, French and American blood in the veins. His great-grandfather on the maternal side was Robert Johnson, who came to this country from County Armagh, Ireland, in 1762. Some

relics left by him were recently sold at Madison, N. Y., and Mr. Dewey accepted them. The young king of Spain recently Christian names and all other titles. The status of President Paul Kruger now being curtailed in Rome will be an artistic curiosity. The Transvaal dip-

later is represented in frock coat and high hat, and by a happy arrangement the top of the hat is to be hollow. Captain Wise of the British line steamship *Belgian* has a record of having saved 87 lives at sea. At that time, however, were on a steamer ship that he picked up and tamed to port-