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The Privateer In Modern War.

It has been rumored that the Transvaal government is about to issue letters of marque permitting sympathizers or adventurers in foreign nations to fit out ships as privateers to prey on English commerce.

This rumor has awakened renewed interest in that picturesque personage, the privateer himself, though it is not generally understood in just what relation he now stands to the rest of

waves." One has only to remember such historic names as the America, the Paul Jones, the Bunker Hill, the Union, the Eagle and the Yankee to realize the extensive part which the privateer took in that early war of ours. The

of the acceptance of all or none, and most of those nations which are known as "Christian states" did so. It was pointed out that, the motive of all such expeditions being plunder, the captain and officers were often without professional honor, and the crews more often than not were simply a motley aggregation of reckless adventurers. Now that steam has supplanted the sailing vessel and coal has come to be looked upon as contraband of war, a new complexion is put upon the gentle art of privateering. While the element of danger was never absent in the pursuit of such work and the shadow of the hangman's noose always hung over a crew, from captain to cabin boy, if once over-

treaty of 1851, today flies a flag of very dubious national status. But even though the flag of the South African Republic should be recognized on the high seas there are still serious practical difficulties in the way of the issuance of letters of marque by a government that has no naval bases and no seaports. Such vessels could not be armed and equipped in any neutral port without making the government possessing the same liable in heavy damages to the British government. This, in fact, would fall under the very principles laid down by the now famous Alabama case. Nor could such privateers secure coal in any part of the world without a violation of the principles of

WIRELESS TELEGRAPHY AND WAR.



ed to be—Captain Kennedy of the Royal engineers. This officer, whose portrait is herewith produced, is an experienced electrician and a dauntless soldier. As the wireless telegraphy is being carried on in connection with the balloon corps, it is to be expected that Captain Kennedy will get plenty of exciting experiences during the campaign.

A BELLIGERENT BISHOP.
Here is the latest picture of the bishop of Grafton and Armidale, the belligerent Australian divine who has accompanied the New South Wales lancers on their trip into South Africa to take part in the war against the Boers. The enlistment of this Australian bishop was purely voluntary, and he is now at the front looking for lusty burghers to shoot down. Just how he reconciles his warlike inclinations and the popular clerical idea of the beauty of peace is altogether another matter.

THE DAY OF THE DRUMSTICK

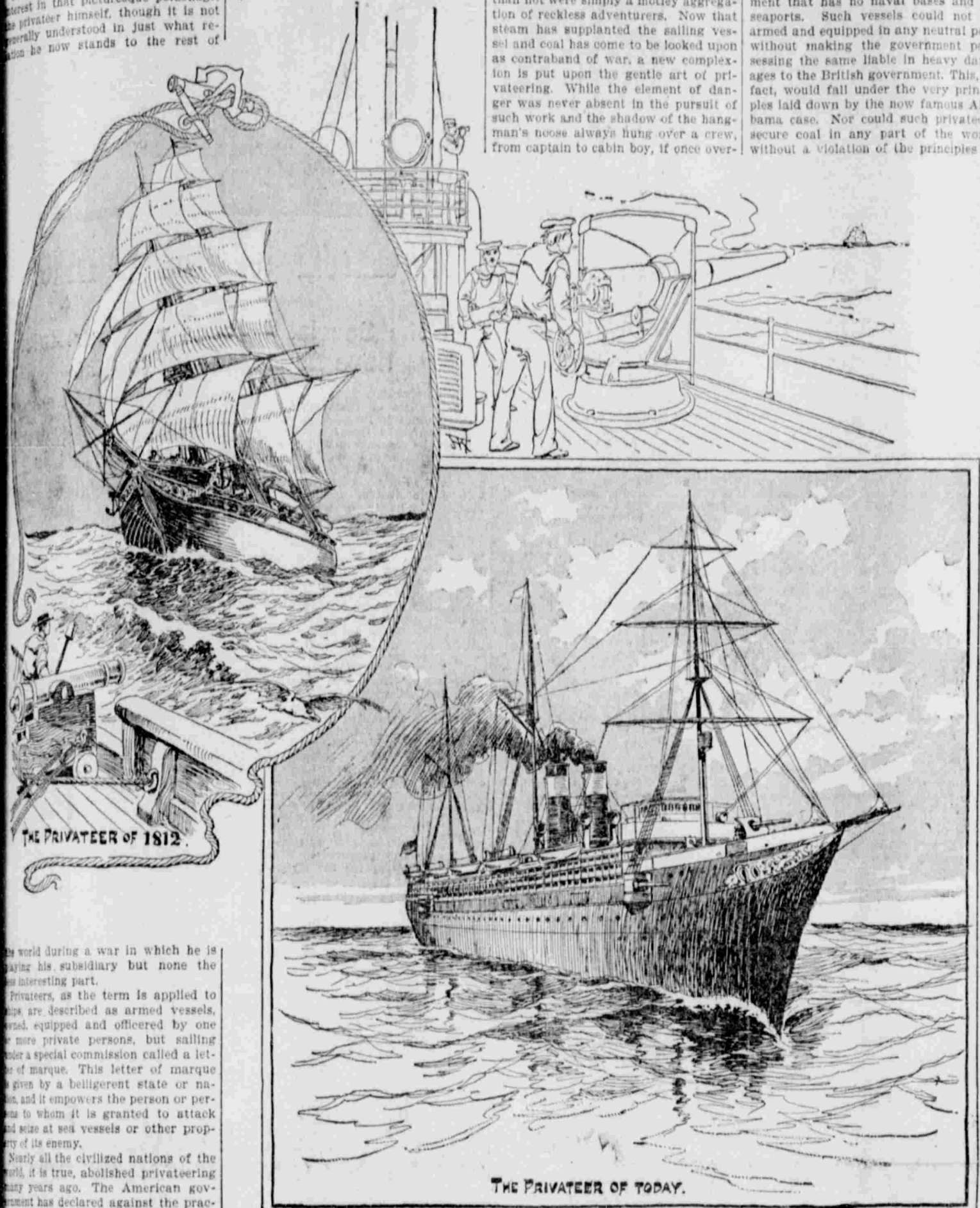
BY EDWIN L. SABIN.

That is not the roll of battles.
Those are not the rifles' notes.
But the last and dying rattles
From ten thousand turkeys' throats.
And the sound of rapid firing
Must not be misunderstood—
Tis the cooks at work, untiring,
Charging up the stoves with wood.

For the drumstick is the reigning
Potentate on earth today;
But the blood the back yards staining
Did not flow in any fray;
And the million knives, enlisted
In a million eager hands,
Weapons are of peace, enlisted
At the drumstick's crisp commands.

What a soul-inspiring gateway
Opens in the roasting-pan.
Thus to die, a fowl, and straightway
Walk again in shape of man!
Or who would not court dissection
With such aftermath of joy—
At a noontide resurrection
To rise up a brimming boy.

Every plate is like a blessing,
Rich in meat for son and sire;
While potato, squash, and dressing
Form a turkey's funeral pyre.
Glory for the dead and living,
Mingled in the swift attack—
Oh, the drumstick at Thanksgiving
Surely has the inside track!



the world during a war in which he is paying his subsidiary but none the less interesting part.

Privateers, as the term is applied to ships, are described as armed vessels, armed, equipped and officered by one or more private persons, but sailing under a special commission called a letter of marque. This letter of marque is given by a belligerent state or nation, and it empowers the person or persons to whom it is granted to attack and seize at sea vessels or other property of its enemy.

Nearly all the civilized nations of the world, it is true, abolished privateering many years ago. The American government has declared against the practice. It was, indeed, Franklin who inserted a provision forbidding reciprocity in the issue of letters of marque in the treaty between the United States and Prussia negotiated by him in 1785. In fact, the last time this country indulged in privateering was in the war of 1812 against England, at a time when such was the accepted practice. As is well known, the damage done to English commerce was tremendous, and, indeed, and very interesting volumes of them have been, too, have been written on the life and adventures of our different "rough riders of the

bravery and dash and energy of their men and commanders were proverbial and are still recounted in many a good sea yarn.

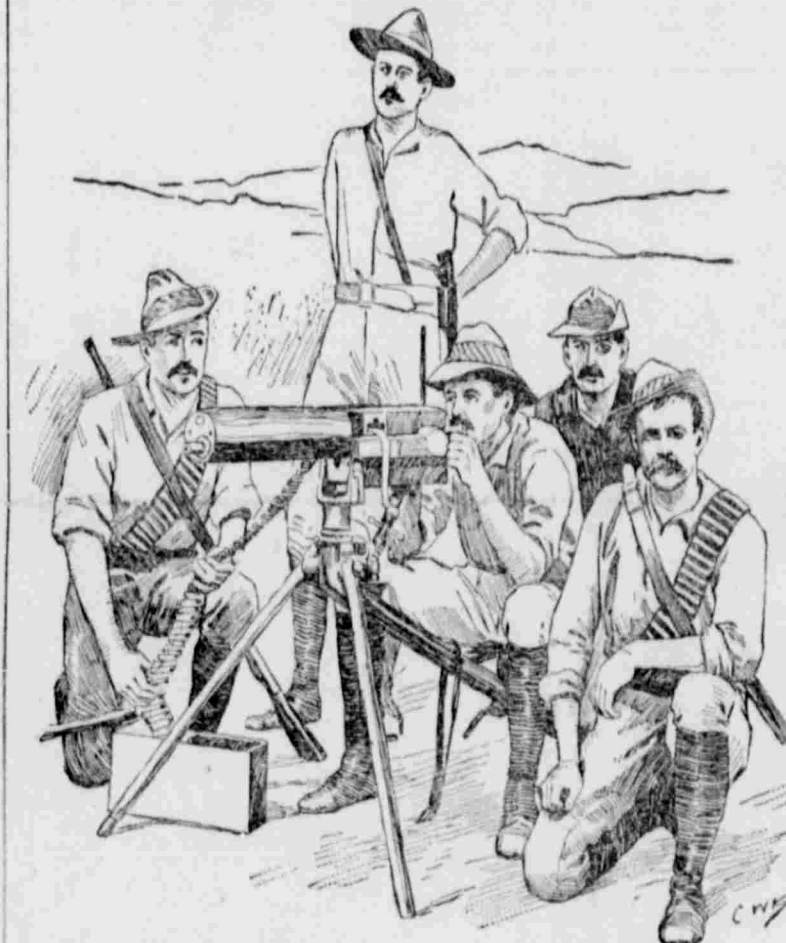
But in 1856 the parties to the declaration of Paris brought about a new era in international law by four new rules relating to warfare at sea, one of which was that the practice of privateering is and remains abolished. Other nations were invited to give their assent to this new principle on the condition

taken by the more powerfully armed cruiser of the enemy, the present status of the authorized pirate, especially in such cases as that of the Boer-British war, makes it extremely unlikely that Great Britain need fear that her tremendous commerce going and coming in all parts of the world will be preyed on and harassed by unauthorized freebooters of the high seas. It must be remembered, too, that the Transvaal, having accepted the suzerainty of Great Britain by the

neutrality. Such action would naturally be almost equivalent to a declaration of war and would be justly regarded as such by England.

Notwithstanding this, however, there are persistent rumors of the equipment of privateers by friends of the Transvaal. The British naval officials themselves seem to scent some sort of danger, for today their warships are patrolling the high seas and keeping an eye on all suspicious looking craft.

SMALL BORE RAPID FIRE GUNS IN ACTION.



As the war in South Africa progresses events more and more demonstrate the importance of the machine gun in modern campaigning. It is already well known how at several engagements the English had the advantage because of the superior manner in which they handled their guns, and it has been shown that a very small body of men armed with small bore rapid fire guns, like that shown in the accompanying illustration, can hold at bay a great number of the enemy. The picture shows a number of Cape Colony troops ready for active service in their war against the Boers, and gives a good idea of the nature and dimensions of the improved rapid fire gun which they are using against the Transvaal burghers. This gun has been tested up to 740 shots per minute, from which fact some idea of its death dealing capability may be gained.

THE KHAKI UNIFORM.

The accompanying picture shows the much talked about khaki uniform in which both officers and men of the British army in South Africa are dressed during active service against the Boers. This khaki uniform is a dun, earth colored stuff, with none of the



regulation tinsel and martial trappings of the parade ground about it. It has, however, proved very serviceable in active duty, and has the further advantage of not proving a glaring target for Boer marksmen.

In Berlin all street repairing is done at night.

LAURENCE IRVING AND SARDOU.



Mr. Laurence Irving, the favorite son of Sir Henry Irving, has found his time a good deal before the public of late because of his successful translation and adaptation of M. Sardou's "Robespierre." The accompanying picture shows Sardou, the shorter figure, and the young English actor and author Laurence Irving, the taller figure, at the Chateau de Marly, Sardou's summer residence in France.

Even as an undergraduate of Oxford Laurence Irving showed great dramatic promise, and was always popular at those numerous amateur performances which are given each year for the delectation of the students of the old university on the Isis. Almost his first professional hit was made in the role of Brangulion in Du Maurier's "Trilby," but since then he has been doing excellent work in the English provinces.

A SOLDIER OF FORTUNE.

One of the most illustrious of the many soldiers of fortune who are taking part in the present war in South Africa is Lieutenant Colonel Schiel, who



was slightly wounded in the battle of Elandslaagte. The record of this German colonel reads like a chapter out of early history. Strange to say, he opened his career as a soldier in the British ranks, in the Brunswick Black hussars. Poverty finally drove him to South Africa, where he entered the Transvaal state service. Here he rose to be Joubert's adjutant general, and it is reported that he is the officer chiefly responsible for the Boers' present plan of campaign.

AN AFRICAN FOOTBALL TEAM.

A football team composed of Kaffirs from the Orange Free State is now in England. It is composed principally of members of the Basuto tribe, though two are Hottentots. All of the players speak English fluently and profess unbounded loyalty to the queen and to British authority in South Africa. They look upon the Boers as enemies who kept their kind in slavery until Great Britain interfered.



When a French anarchist gets too active, his government has the habit of shipping him off to the lonely island of New Caledonia, the accompanying illustration being from a recent photograph of a group of these same French anarchists in exile on the island. The government rarely sends to New Caledonia prisoners convicted for the first time, unless, of course, the offense is one for which the offenders must receive a life sentence. Beyond his enforced labor and confinement, the life of such a French exile need not necessarily be a hard one, since marriage is permitted on the island between the male and female prisoners. Some of these marriages are extremely happy, the French authorities assuming control of all children and their education.

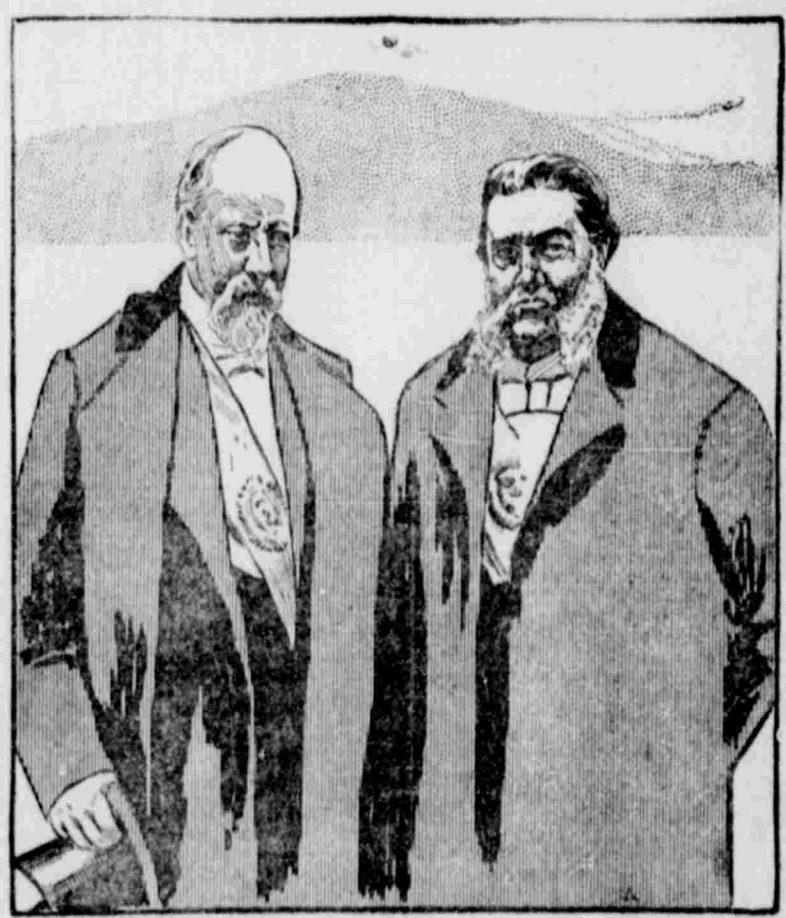
WHERE FRANCE SENDS HER ANARCHISTS.



friends, but after she arrives at maturity she is called this only by her parents. To the rest of the world she is simply "the daughter" or "the sister" of So-and-so.

The Chinese visiting card consists of a large sheet of bright colored paper bearing the name of the owner in very large characters. The paper is folded

TWO PROSPEROUS LOOKING PRESIDENTS.



Uneasy rests the head of a South American president, for, as a rule, the most that is heard about such personages is that they have been either deposed or shot. The two robust looking gentlemen shown in the accompanying illustration, however, although one is President Roa of Argentine Republic and the other is President Cueto of Uruguay, do not seem in any way to have suffered in health on account of the troublous scenes around them.

LITTLE FACTS OF INTEREST.

Carroll D. Wright says: "Machinery has been the means of reducing the working day from 12 or 14 hours to 9 or 10 hours, and the inevitable result will be still further reduction in the time necessary for the earning of a living."

to 50 feet, exclusive of ornamental towers and decorative work.

Milan possesses one of the most curious clocks in the world. It is made entirely of bread and is the handiwork of a native of India, who spent three years in constructing it. It is of fair size and goes well.

The Indians of the interior of Bolivia

wear shirts and hats made of the bark of a tree which is soaked in water to soften the fiber and then beaten to make it pliable.

The Korean woman is so little esteemed that she has not even a name. In childhood she has a nickname bestowed upon her, by which she is known to her family and intimate

accomplishes the journey of 155 miles in 3 hours and 15 minutes; that between Paris and Felznies, on the Belgian frontier, in 2 hours and 46 minutes, and the express from Paris to Madrid runs the distance between Paris and Bordeaux of 263 miles in 6 hours and 4 minutes. These, it is claimed, are the three fastest daily trains in the world.