

FIRE AND BOAT DRILLS ON THE GREAT OCEAN LINERS

THE season for ocean travel is now at its crest, and according to all reports its close will mark a record breaking traffic in human freight. Steamers both eastward and westward bound are crowded with tourists and emigrants, and the season has been singularly free from those marine disasters which decades ago occasionally caused a thrill of horror to pass from nation to nation. This happy state of affairs is noteworthy in that the great ocean highway is yearly becoming more and more crowded with vessels of all sorts and conditions and it is evident that the comparative freedom from accidents must be ascribed largely to improved methods of shipbuilding and to the greater precautions now taken to avoid collisions. At the same time the officials of the various lines realize that there are accidents which no human agency can avert, and in order to guard against fatalities consequent upon such misadventures they are continually devising schemes to minimize the dangers of ocean travel.

One of these is the fire drill whereby every member of the ship's complement, from captain to cook, is familiarized with the duties which will fall to him in the event of a fire at sea. It is some years since a big passenger liner has been thus destroyed, but the marine companies recall the great losses of the past losses which could often have been prevented had there been systematic methods for fighting the flames. To this end drills are regularly conducted in port, so that should the crisis arise there will be none of the confusion that militates so strongly against the saving of a flame swept vessel.

The drills usually take place on Sunday morning, when the vessel's broad white decks are deserted save for the officer on watch and a few sailors. All at once a bell rings out, proclaiming "Fire!" If the blaze is supposed to be located forward the bell clangs but once, if amidships twice, and if aft three times. The moment the warning is sounded the casual spectator will be electrified at observing the rapidity with which the scene changes. Men swarm on deck from the depths of the great liner, hurrying here and there to the posts which have been assigned them, but hurrying with very little noise and no confusion. In less than a minute the crew is mustered under the bridge, the officers are in position at the various pumps, the boatswain is looking after the hose and the carpenter is beside the chief officer with the axes that may be needed in the coming conflict.

Below decks a similar scene of activity is enacted. In the passengers' quarters the pursers quickly gather up the ship's documents and the mail; the surgeon prepares to calm the passengers and attend to any who may faint or go into hysterics; the stewards gather up blankets, stand by the hose or make ready to pass buckets; the cooks and the bakers rush provisions to the lifeboats.

is more intense than in any other part of the steamer, there is the same haste, but also the same discipline. An officer takes charge of the hydraulics by which

is faulty in any respect he makes sure that the defects are remedied before he leaves port. The commander himself is seen to best advantage on such an occa-

sion boys that he extinguished the flames before a quarter of the passengers knew that a fire was in progress. Another modern institution designed to lessen the risks of ocean voyages is the boat drill. In practice this is usually conducted in connection with the fire drill, although, as will be understood, it is entirely distinct from the latter, since

In the lifeboat to which he is later assigned. The various boats are numbered consecutively, twelve men as a rule being allotted to a boat. Thus every one knows just where to go the moment the call for the drill is sounded, and the rapidity with which the crews assemble at their boats is bewildering to the landmen. But the sailors are not

supplies, including blankets, are brought up by the stewards, cooks, bakers and sailmakers. As soon as these supplies have been thrown into the boats the captain gives a signal, the crews leap into their seats and the boats are swung out from the davits and lowered into the water, everything moving with the regularity of clockwork. The men then row around the steamer, thus showing their proficiency with the oars and at the same time testing the seaworthiness of the little craft upon which so much may depend. As in the case of the fire drill, the commander sees that any weakness in the life saving apparatus is repaired before he starts on the long transatlantic journey.

When it is added that the liners of today are equipped with the most modern devices it is not difficult to perceive why travelers feel that they are as safe aboard the big vessels as they would be at home or in a hotel. In fact, the ocean steamers may be compared to nothing so much as to huge floating hotels, wherein the comfort, convenience and safety of the guests are the main desiderata. Just as perfect discipline is essential to the success of a hotel, so is discipline the great thing aboard ship, and it is a source of pride that the transatlantic passenger steamers are famed far and wide for the perfect discipline maintained.

In conclusion it might be mentioned that the powers that be are at this writing considering plans whereby they hope to make still further advances in the direction of preventing loss of life in the event of accident. The great thing to be avoided is a panic, for panics have in the past contributed largely to turning what might have been merely a mishap into a veritable horror.

Recognizing the force of example, the companies are seeing to it that their vessels shall be both commanded and manned by those who show that they possess in a rare degree coolness and pluck—men who will be equal to any emergency.

TRUMAN L. ELTON.

LEPROSY IN FRANCE.

The revelation that leprosy exists in France to such an extent as to call for the erection of a special hospital has caused quite a scare in Paris. It appears that there are nearly a score of cases under treatment in the St. Louis hospital, and the municipal council has been asked to vote 25,000 francs for the erection of a special pavilion, so as to isolate them from the other patients. It appears, however, that leprosy is not a contagious disease and that the other patients run no risk of infection. The doctor in charge of the hospital, however, fears that the lepers may be attacked by tuberculosis, to which they are peculiarly subject. As cases of tuberculosis are treated in the same ward, he thinks it better to erect a special pavilion for the lepers. This declaration as to the noncontagiousness of leprosy will come as a surprise to most people, as it is a popular belief that it is contagious in the highest degree.

THE COSTLIEST PICTURE PAINTED BY RAEBURN.

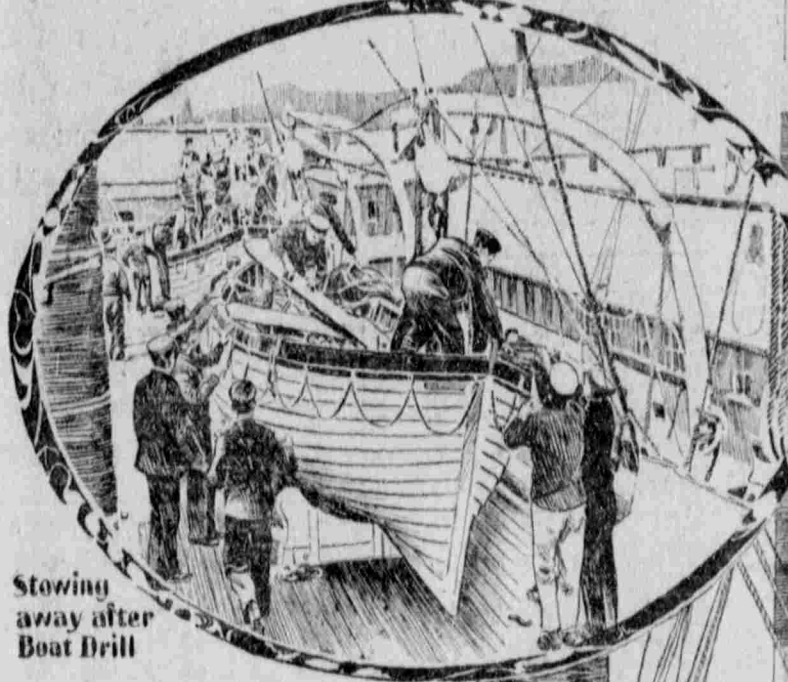
Herewith is reproduced a portrait of Sir John Sinclair, which is interesting both because it was painted by the famous Scotch artist Sir Henry Raeburn and because it was sold the other day for the large sum of \$70,000. Raeburn was one of the greatest artists of his day, and from 1787 to his death in 1825 was easily the foremost Scotch painter. Among his sitters were George IV., Sir Walter Scott, Professor Playfair and Lord Eldon. The man who paid \$70,000 for this portrait was a Mr. Martin Colnaghi, who bought it at a well known art establishment.



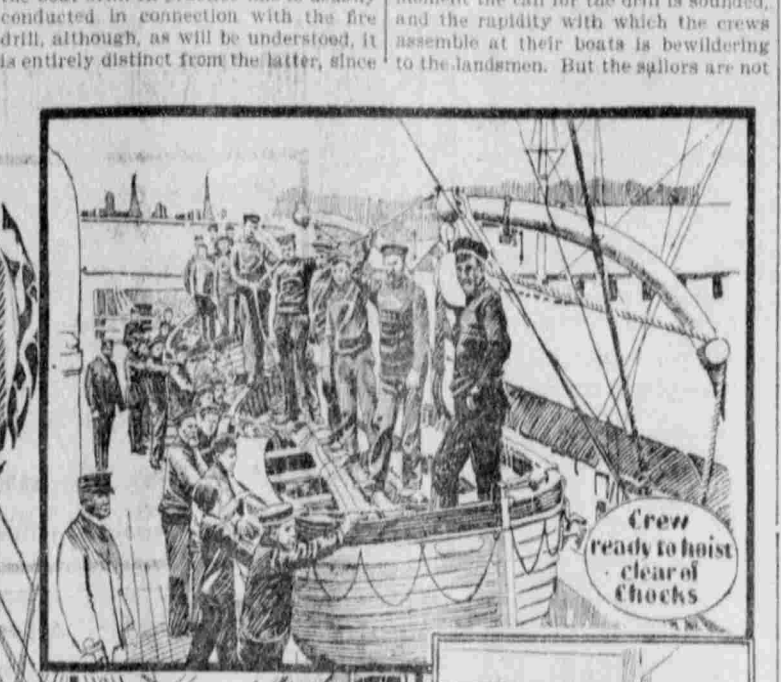
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SHORT AND LONG COURTSHIPS.

Young ladies in Russia are not at all averse to long engagements and use all sorts of artifices to stave off the wedding day as long as possible, while in Spain, where old maids are unknown, as all girls marry, the recognized length of an engagement is one month. If an engaged man in the Argentine Republic dallies beyond a reasonable time in leading his fiancée to the altar he is heavily fined, and if a resident of the republic fails to marry he is taxed until he reaches the age of eighty. In no country in the world are courtships so abnormally long as in Bohemia, where engagements commonly last from fifteen to twenty years. In fact, there recently died at the age of ninety-nine a man who had been courting for seventy-five years and who was married on his deathbed.



Stowing away after Boat Drill



Crew ready to hoist clear of Chocks

the boats will be lowered to the water if need arise, others attend to the valves through which in an actual fire steam would be driven into the cargo compartments in which the blaze might be located, while still others direct the handling of pumps and hose. The men know their various posts at pumps, hose and buckets and silently hasten to them.

The first chapter of the drill is now at an end. Henceforth the actions of the fire fighters will be governed by circumstances, the responsibility for making the right move to cope with every emergency falling upon the captain, who sends his orders by messenger to the different squads or transmits them through telephones to the engine rooms. Throughout the drill, however, discipline prevails. The hose is rapidly coupled, the pumps are started and streams of water are instantly directed against the spot where the fire is supposed to be in progress, while a bucket brigade stands ready to extinguish any smaller blazes that may be kindled by flying embers. Leather and metal smoke helmets are also in evidence, for should the fire be confined to a hold the sailors would have to descend and battle with it amid the densest smoke.

While the mimic struggle lasts the men work with a deadly earnestness which must convince the spectator that they would not be found wanting were the occasion to arise when the vessel and all she carries would depend upon their efforts. To the commander the drill shows not only how efficient are those under him, but the condition of the fire fighting apparatus, and if that



Crew Ready to Battle with a Blaze



First call for Fire Drill

sion as this, for just as in warfare the outcome of the contest rests upon his cool judgment and quickness of decision. Small wonder is it, therefore, that the various lines see to it that their vessels shall be in charge of men of the type of brave Captain Apfeld of the Friesland, who not long ago descended to a smoke swept hold and directed his men in putting out a fire. The captain was severely burned and in great danger of being suffocated, but so unerring was his judgment and so well was he seconded by his plucky

many a cause other than fire might necessitate deserting the big liner. So important is the boat drill considered that in the United States the captain is required to make a report on it to the marine superintendent, while in England the drill is held in the presence of a board of inspectors. Like the fire drill, it is essentially a test of the efficiency and discipline of the men. When each member of the crew signs his papers he receives a metal badge bearing a number, and this number shows him the position he is to take

the only ones to take part in the drill. In each hold a supply of bread and water is constantly kept, and when the boats are to leave the ship additional

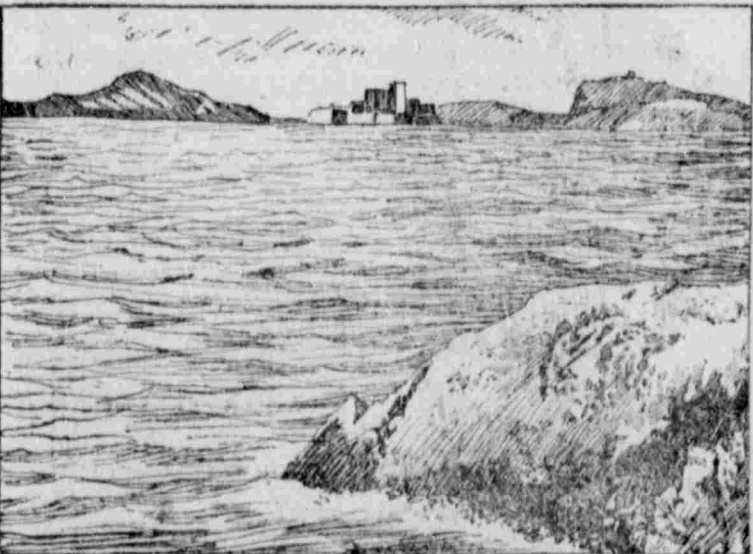
UNIQUE PHASES OF LIFE FROM ALL OVER THE WORLD

CURIOUS RITE AT ABYSSINIAN WEDDING.



The people of King Menelek's country are a queer lot and have queer ideas, queer manners and queer customs. There is nothing queerer than an Abyssinian wedding, composed as it is of a jumble of rites apparently borrowed from Christian, Jewish, Mohammedan and aboriginal traditions. After a civil service at the house of the bride's father, the groom, probably in imitation of the old custom of capturing brides, picks his wife up in his arms and runs with her to his own house. As the picture shows, he is followed by his friends, who assist in holding the orthodox canopy. A religious ceremony follows and then a great feast whereat an unlimited quantity of native liquor is consumed by all present.

MONTE CRISTO'S CHATEAU SOLD AT A BARGAIN.



Everybody who has read Dumas' great romance "Monte Cristo" or has witnessed James O'Neill's stage portrayal of the picturesque and affluent count will feel a personal interest in this illustration, depicting as it does the old Chateau d'If, wherein Monte Cristo passed so many weary years, and there must not be a few people who will keenly regret that they could not have been on hand when the chateau was put up at auction recently, for the place, around which so much in the way of sentimental memories cluster, was figuratively speaking, knocked down for a song. The bidding was listless, and a worthy sea dog finally secured the chateau for about \$1,900. The island on which it stands is in the Mediterranean not far from Marseilles.

ODDITIES OF INFORMATION.

The United States has granted 5,509 patents to women. In China the inhabitants are counted every year in a curious manner. The oldest master of every ten houses has to count the families and make a list, which is sent to the imperial tax house. J. W. Gates is buying a set of furniture made entirely of elk and deer horns. It includes two large armchairs, a settee, a table, a footstool and a tobacco jar. An elephant takes up the collection in some of the Hindoo temples. It goes round with a basket extended from its trunk. Tripping on the line at Morningside station, Edinburgh, a man allowed an

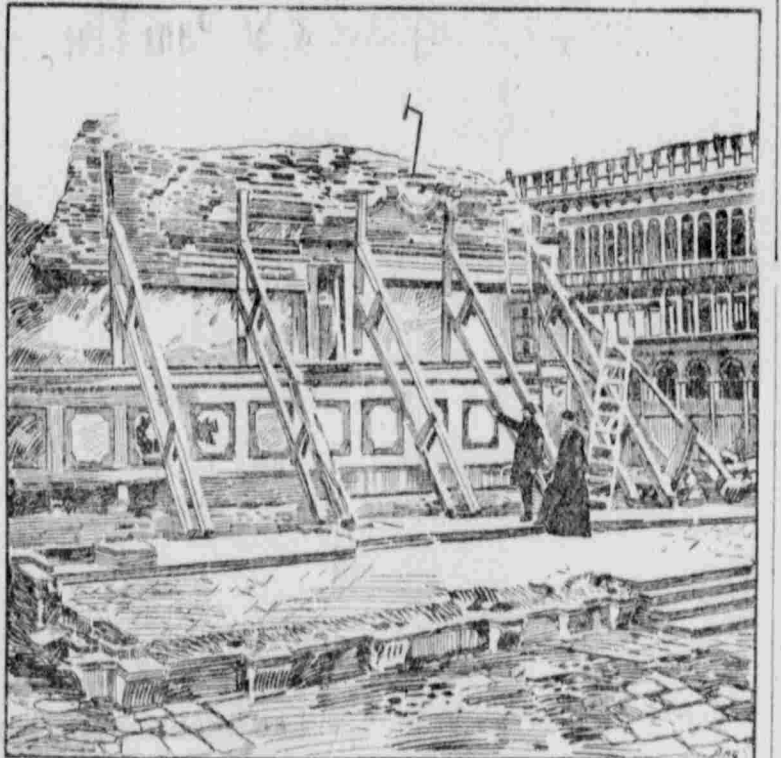
GENERAL YOUNG IN A NEW ROLE.

By virtue of his office as head of the new general staff of the United States army, Major General Samuel B. M. Young becomes chief of staff to the



president and adviser to the secretary of war. The general is also the chief executive of the recently created war college. He has an excellent record, served during two wars and did duty in the Philippines for nearly three years after the close of the struggle with Spain. The general is in his sixty-third year and will be retired from the army next January.

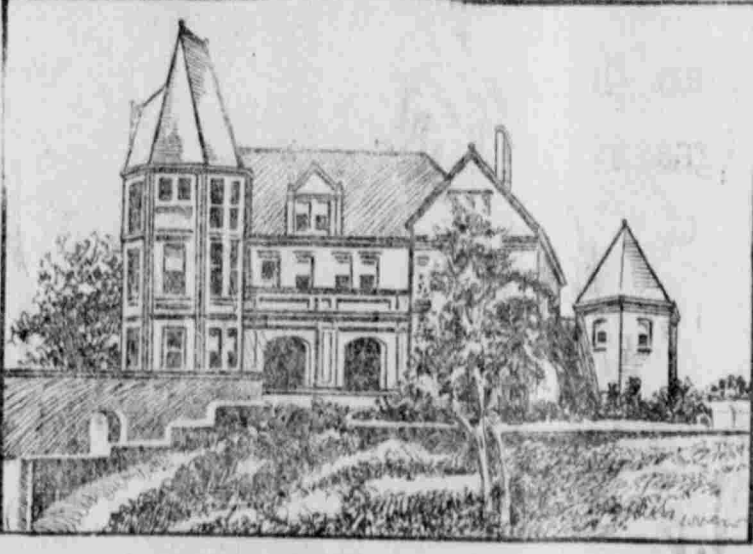
REBUILDING THE CAMPANILE AT VENICE.



THE BASE OF THE CAMPANILE.

Despite the objections advanced against the rebuilding of the famous Campanile at Venice, which collapsed last summer, the work of reconstruction is now under way and the Venetians declare there will be no cessation of work until the ancient edifice is entirely restored. The Campanile has for centuries been one of the sights of Venice, and the news that it will be rebuilt must gladden the hearts of all lovers of art and architecture. There are many campanilles—or bell towers—in Italy, but none of more historic interest than the Venetian, with the possible exception of the "Leaning Tower of Pisa."

A HOUSE WHICH WAS MOVED 1,100 MILES.

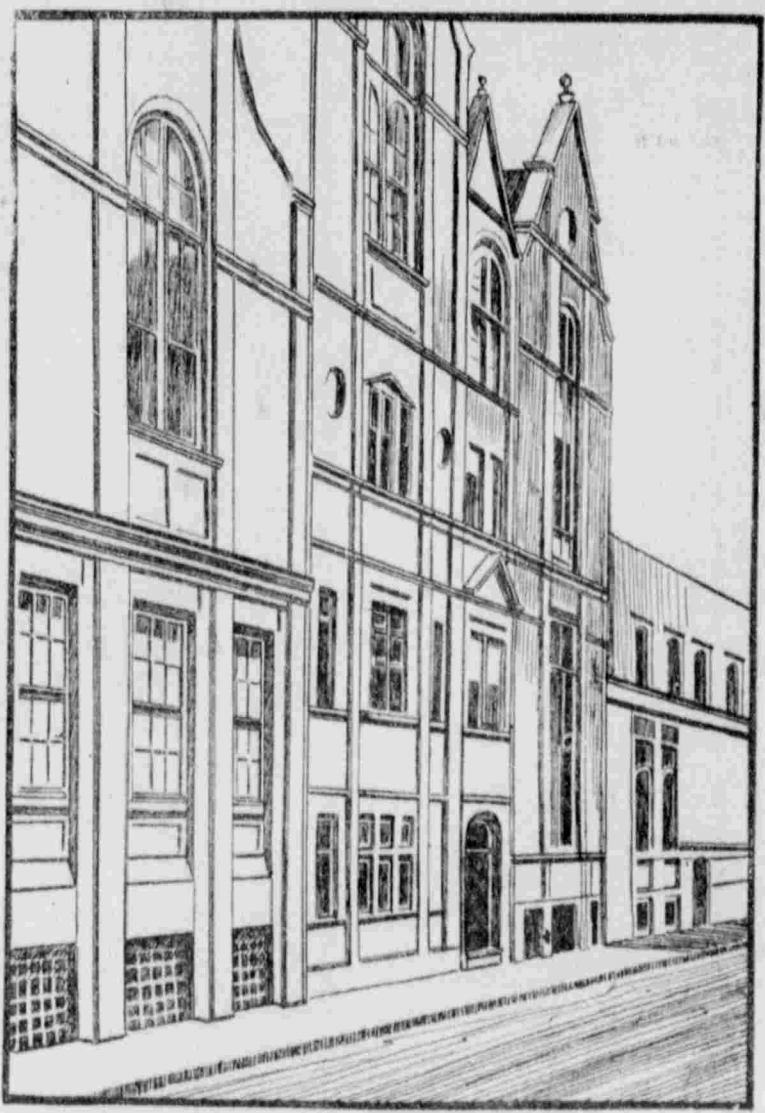


There has just been transported from Marquette, Mich., to Boston, a distance of 1,100 miles, a \$500,000 dwelling, the property of J. M. Longyear, who was at one time mayor of Marquette. The house, which is built of "raindrop" brownstone, was carefully taken down, every stone being marked, so that the whole could be easily assembled again, and loaded on trains. It will be reconstructed on the top of Fisher hill. Mr. Longyear moved because the courts allowed a railroad to obtain rights of way across his property.

"MANYWHERE."

Lord Avelbury has coined a new word for geologists. In "The Sonnetry of England" he remarks in regard to the northern districts, "rocks occur also manywhere." Thus manywhere appears to be intermediate between the familiar somewhere and everywhere, and possibly it may come into popular usage.

ARTIST SARGENT'S HOME IN ENGLAND.



The famous American artist, John Singer Sargent, lives at 23 Tite street, Chelsea, London, which, as may be seen from the illustration, is a rather imposing dwelling. Probably its most interesting room is the studio wherein Mr. Sargent works, which is the largest room in the house and is hung with a multitude of pictures. The other apartments contain many delightful works of art which Mr. Sargent has picked up in various parts of the world.

MOST REMARKABLE SNAP SHOT EVER TAKEN.



Although the photograph from which the accompanying illustration was made is a striking portrait of the king of beasts, its chief interest lies in the fact that it was taken in the heart of Africa, snapped by M. Emil Frechon at imminent risk of his life. It is unnecessary to say that the intrepid photographer was not seen by Leo Rex.

SHERIDAN'S READY WIT.

At one of the election dinners at Stafford, England (when his father was returned for the borough) Tom Sheridan was in earnest conversation with the gentleman who sat next to him. The mayor of Stafford—Mr. Horton, a manufacturer of shoes, the staple commodity of the town—presided and, as a matter of course, gave the toast, "Prosperity to the manufacture of Stafford." This was not heard or attended to by Sheridan, who continued his conversation. The chairman, rather nettled, in a dignified tone exclaimed, "Mr. Tom Sheridan, I have proposed the toast of 'Prosperity to the manufacture of Stafford,' which you have utterly disregarded." Tom turned instantly and, imitating the pompous manner of the speaker, said, "Sir, may the manufacture of Stafford be trampled upon by the whole world!"

of Essen, is engaged to Herr Rudolph Teichman, the son of a rich Cologne banker. About 42,000 people in England wear glass eyes. Eighty-five per cent of the children of Japan are now in school. The entrance to the Mediterranean sea at Gibraltar is twelve miles wide. Automobile building gives employment to 20,000 persons in France.