

CABLE LAYING IN WAR TIME.

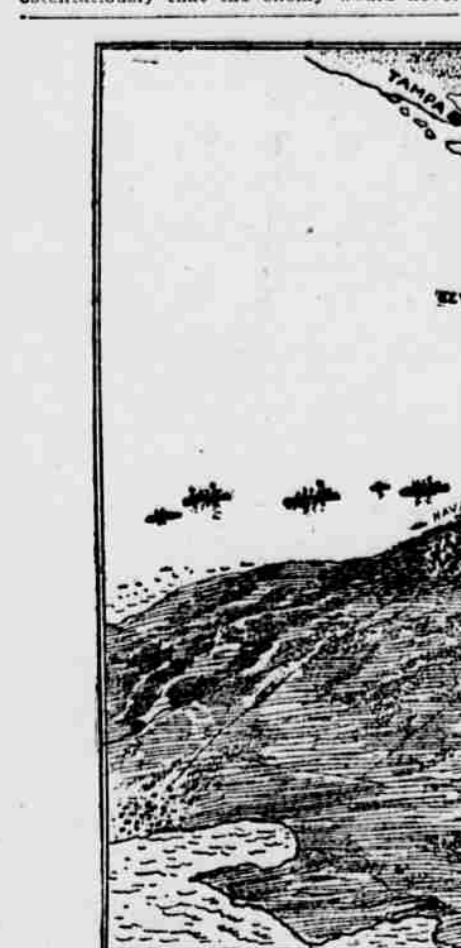
New Device Now in the Hands of the British Naval Authorities.

LIGHTER CABLES LAID AT LESS COST

Can Be Laid by Any War Ship or Transatlantic Liner at the Rate of 20 Knots an Hour—Special Ships Not Needed.

An invention has lately been submitted to the British naval authorities which, if accepted, will undoubtedly prove an important factor in future naval warfare.

Cutting Cables in War Time. One can easily realize how important it might be to a maritime nation, especially one with vast colonial possessions, or which relies for protection on a powerful fleet, to be able to lay a comparatively short cable, of from 500 to 1,000 miles, in a very short space of time and with so securely and unobtrusively that the enemy would never suspect, until too late, that such communication had been established.



LAYING CABLE BY NEW METHOD FROM TAMPA TO THE BLOCKADING FLEET, 250 MILES IN ABOUT TWELVE HOURS.

comes in if nobody is hurt. This was a considerable number of Chinamen went to a New York theater to see a burlesque performance. When the American part of the audience laughed the delegation from Chinatown sat with faces absolutely blank, but the moment any hint of brutality, tragedy or tears appeared on the stage their heavy features lighted and were wreathed in smiles.

Lighter Cables of Less Cost.

The differences between the present and the new system of laying submarine cables are many and varied. To start with the new cable is much lighter and less expensive than the ponderous affair used for spanning the Atlantic.

The paying out of the cable is accomplished very simply and ingeniously, engines of 150-horse power being utilized to revolve the large carrying drum and giving a delivery speed of over twenty knots per hour. Now it is necessary, in laying a cable, that a certain amount of slack should be available, so that the cable can accommodate itself to the frequent inequalities of the ocean bed and not become tightly stretched from one prominence to another, thus throwing an excessive strain on the paying out machinery.

Paying Out 21 Knots an Hour. The results attained by this system in actual work are said to be marvelous; of course there is nothing out of the way in the entire design, but usually these wonderfully simple ideas, though brilliant in theory, seem to collapse when put to a thorough test in practice.

space of thirty hours, and the cable once laid would be permanent, as cables go. The secrecy of the stratagem also would ensure its success, for, as before said, a cruiser or other fast vessel can be quickly fitted for the work at very short notice.

QUEER SENSE OF HUMOR.

Savage Tempted to Laugh Only When Some One is Hurt.

The laugh, which is now so closely associated with good humor and kindly feeling, originally implied nothing of the sort. It expressed almost the reverse; it was the cry of triumph over a fallen foe.

Such is its nature still among savage and barbarous peoples, says the Boston Post, and its unexpected manifestations are occasionally very startling.

SECTIONAL VIEW SHOWING DRUMS AND CABLE.



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With the exception, therefore, of rough practical jokes, which may possibly wrinkle his stolid features with a momentary grin, the barbarian has no appreciation of civilized humor; he can't see where the fun

thing, oversensitive on the score of his individual claims to respect. His pride is not the glacial pride of the Englishman, who at heart holds the man who offends him to be a boor for doing it, and would as soon quarrel with a cabman as with him, but is a glowing pride, quick, perhaps overquick, to resent insult and to imagine wrong. Add to these traits an almost infinite depth of inner kindness so long as there is no provocation and no resistance from inferior, and you have the Anglo-Irish character on its strong sides, and that is also the American, about as efficient a character as the world presents to our view.

He can fight or he can bargain, he can build or he can diplomate; but when doing any of these things, he generally contrives to come out at top, with perhaps just a glance around to see that the high place out of which he emerges with unimpaired countenance has been noticed by the world around. We should add, for its characteristic, though perhaps it is of little importance, that the manner of a well-bred American is usually, and allowing for individual idiosyncrasies, almost exactly that of a well-bred Anglo-Irishman—courteous and kindly, with a touch of intended grace, and with a certain pretense as of one accustomed to other men's folly—which is not English at all. The Englishman's patience offends—that is the testimony of all mankind, to the Englishman's great perplexity—but the American's patience, and that of the Anglo-Irishman leave at all ways fully justified, of friendliness. There are a hundred Lord Dufferins in America.

The American has, however, as we said, two peculiarities which differentiate him from all mankind. We should not call him a happy man exactly, but he is an invariably cheerful one. The weight of the dozen atmospheres which press down the Englishman is off the American's spirit. He does not expect to find anywhere persons superior to himself; he thinks he can make, instead of obeying, suggestions; he sees and reasons, unless, indeed, he is a candidate for his municipality or for congress, for professing to be anything but what he is. He is quite contented as to his past, and quite satisfied that the future will go his way. He lives mainly in the present; and the future will do very well for the time being. If no one has affronted him he has no quarrel with any one, but is disposed to look on all men with an appreciative smile, as being all equally creatures of Allah, more or less of them, no doubt, but still creatures. He takes life as it comes, in fact, with little concern whether anybody takes it differently, and with a complete admission, not only from the lips but from the heart, that it takes a good many sorts of men to make up a world. The conviction of equality with all men has taken the social fidget out of him, and given him an inner sense of ease and tranquillity.

It follows that he is always ready to try anything, and that the English idea of living in a groove seems to him confined and small, a waste of the faculties that God has given. And it follows, also, that being inwardly content with himself, and having a whole continent to work in, he is seldom so proud as the Englishman, is not so completely with knowing man, knows less completely than the Englishman knows one, and has for intellectual temptation, always provided that the task before him is not machine making, a certain shallowness. The kind of man who is least like an American is with a full countenance and a story generally has his plan at last; but he is much quicker in bringing his wits to bear, and much less disposed to let any habit of mind stand for a moment in his way. In fact, though the American, like every other of the sons of Eve, is clothed in habits, he wears them with singular lightness, and if his sense of propriety would permit, would on the smallest provocation cast them all away. There are only two exceptions to that with an American, his religion and the constitution of the United States. Those two are not habits at all in the Carlylean sense, but outer and inner skins. There remains the strongest and strang-

est peculiarity of all, which already differentiates the American completely from the Englishman, and a hundred years hence will make of him an entirely separate being. The American is a nervous man in the sense in which doctors who study constitution use that word. He is not neurotic, no man less so, and is probably as brave as any man alive, but his nerves respond more quickly to his brain than those of any other human being. He feels strongly and he feels everything. We are inclined to suspect that "the condition of over-trained men or horses, and that activity of brain continued for generations is injurious in a dry climate to bodily health. He is the cause what it may, the American is liable to be excited, and his excitement, which sometimes shows itself in bursts of tremendous energy, sometimes in fits of gayety and sometimes in almost incurable melancholia, constantly wears him out. It is the greatest distinction between him and the more stolid Englishman, or rather between him and the oldest of English colonists, the Anglo-Irishman.

SOME SEA TERMS.

Origin of Some of the Familiar Words Used on Shipboard.

In the early days of English naval organization, relates the Detroit Free Press, vessels of war had double crews, a military one for fighting purposes and another of marines for navigating duties. In consequence, a large number of English sea terms have a military origin. At that time the rank of admiral was unknown, and the chief officer of the squadron was called a constable or justice. The term admiral as now used is derived from the Arabic "amir" or "emir," a commander (as in "amiral-bahr," commander of the sea). The early English form was "amiral" and is still preserved as such by the French. The title captain is not a naval but a military one. Originally the real captain of the ship was a commissioned officer who was placed on board, though he knew nothing of nautical matters. Gradually his importance increased, while that of the master diminished proportionately, till at the present day the master's office is becoming obsolete. Commodore comes from the Spanish "comandador."

As grog, from the fact that he generally wore an overcoat of a color then known as program gray. CARE OF THE EYES. Old Delusions Swept Away, but There Are Limitations. This is a day when the delusions to which one has held for years are gradually being swept away by those "who know." One such delusion in which we all once believed, says Harper's Bazar, was that to read while in a recumbent position was injurious to the eyes. Oculists now tell us that if the light be good and the type of the printed page clear we may safely indulge in the luxury of lying down and reading at the same time. But while our oculist tells us this, he also warns us that we may not use our eyes before breakfast, as the strain on the optic nerve will seriously affect the sight. So the who would read before she rises in the morning must have her cup of coffee and a roll or slice of toast brought to her bedside. Unless one has unusually strong eyes one must not read when one is extremely weary. Exhaustion and fatigue affect all the nerves of the body, and the optic nerve is so sensitive that it should receive particular consideration. Nor should one ever be guilty of the carelessness of reading or writing facing a window. This, too, is a cruel strain on the sight. Washing the eyes morning and night in

water as hot as it can be borne is a wonderful tonic for those useful servants which are so easily injured. When we consider how by fading daylight and insufficient artificial light, by forcing them to do work when they are weary, and by denying them the rest for which they long, we have cause to wonder not that they sometimes become mutinous and refuse to fulfill our demands, but that they are ever faithful in our service. They will, as a rule, be as good to us as we are to them. Strictly American. Detroit Journal: "Why don't you write English?" shrieked the capitalist, with the innumerable brusquerie of the bourgeoisie. The beautiful girl tossed her head scornfully. "Sir, I'm a typewriter, not a typist," she exclaimed, with emotion. For even with her salary of \$8 a week she managed to pay her dues and have the blood of revolutionary aires course through her veins. No Change in Woodworkers Strike. MILWAUKEE, May 17.—A Journal special from Oshkosh, Wis., says: There is no change in the woodworkers' strike here. The manufacturers say that the strikers' places will not be filled for the present, but eventually a day will be set for them to return to work or lose their places. The union took in 198 new members last night. An offer of assistance has been received from the English union.

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