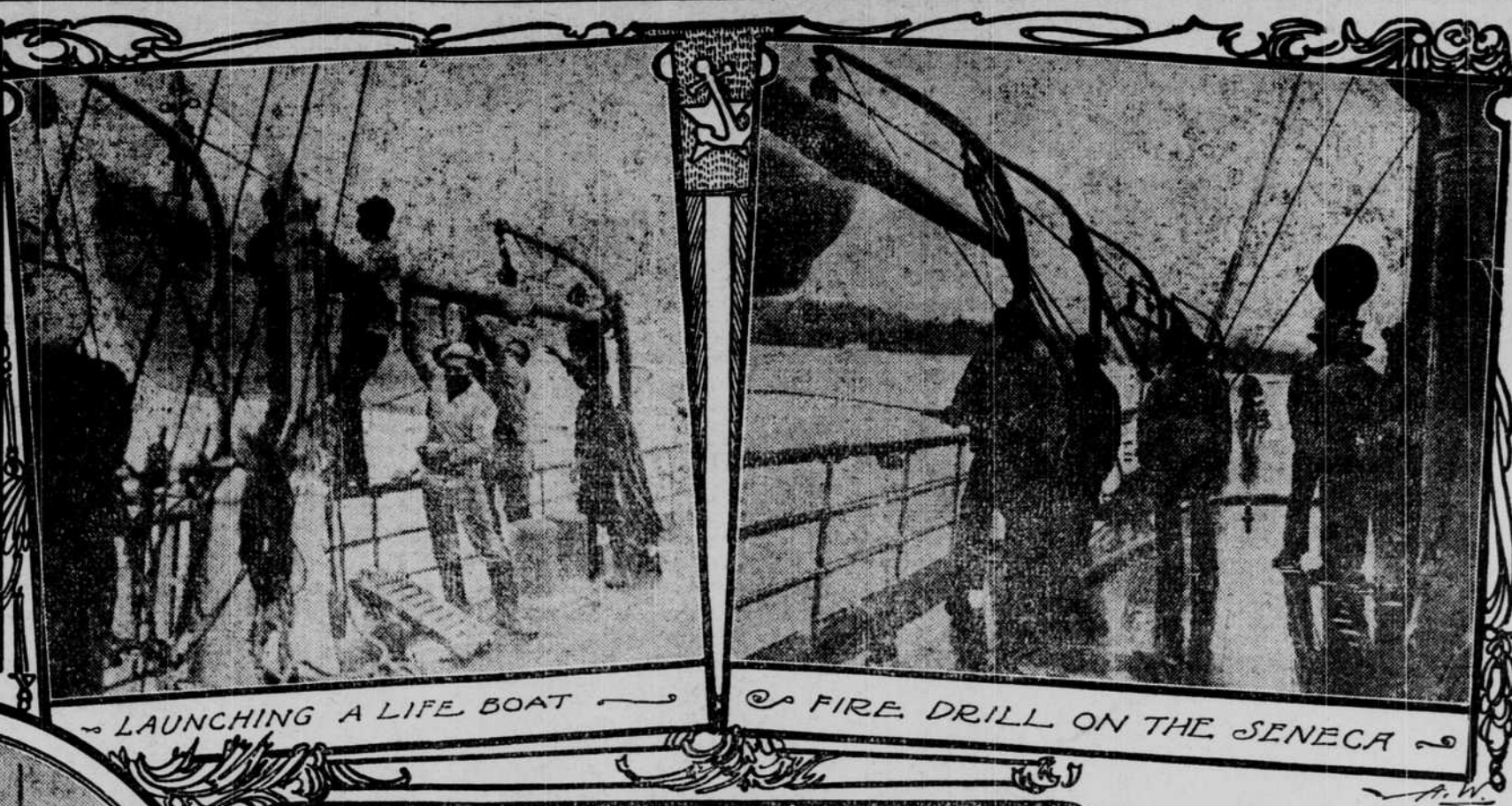


WITH THE DERELICT DESTROYERS

By WALDON FAWCETT

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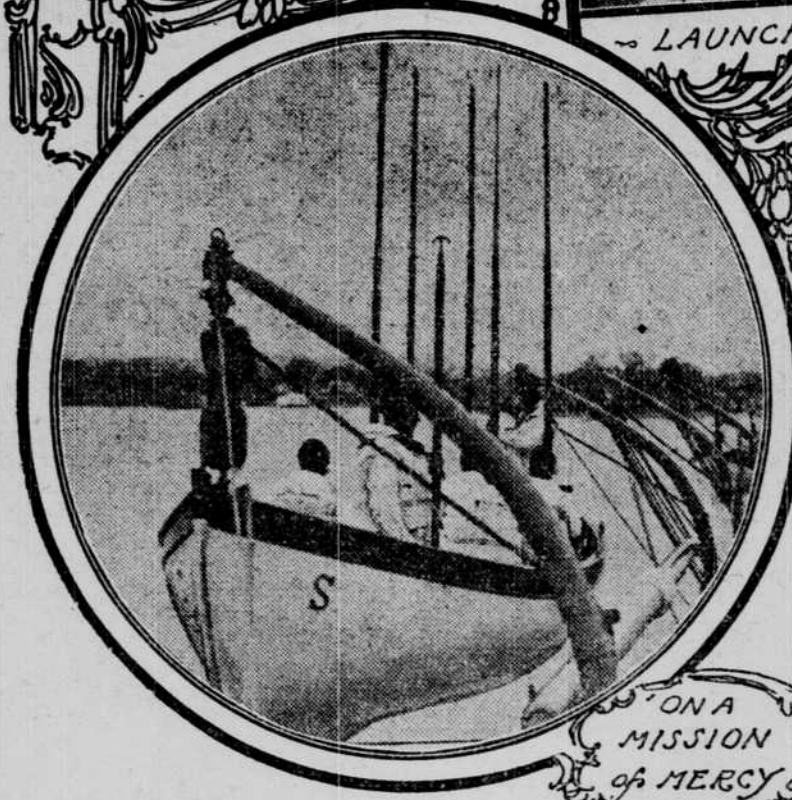


THE ocean disaster which resulted in the loss of the steamship Republic, and the prominent part played in the rescue work by the United States steamship Seneca has served to focus public attention for the first time upon a magnificent new government vessel—perhaps the most novel and interesting craft flying the stars and stripes.

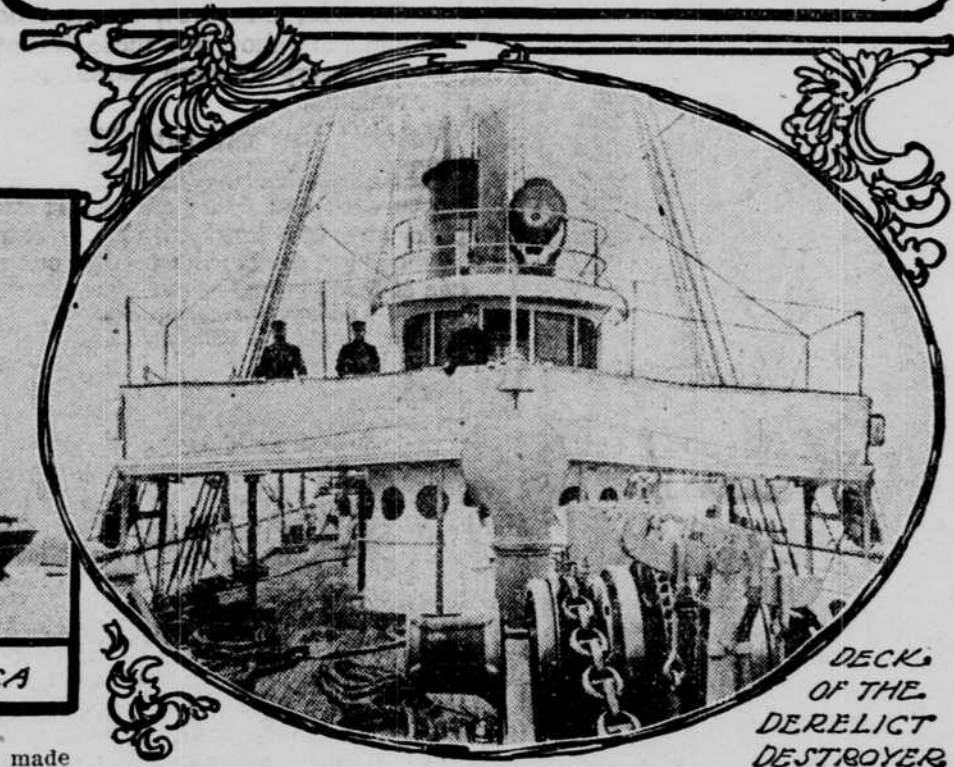
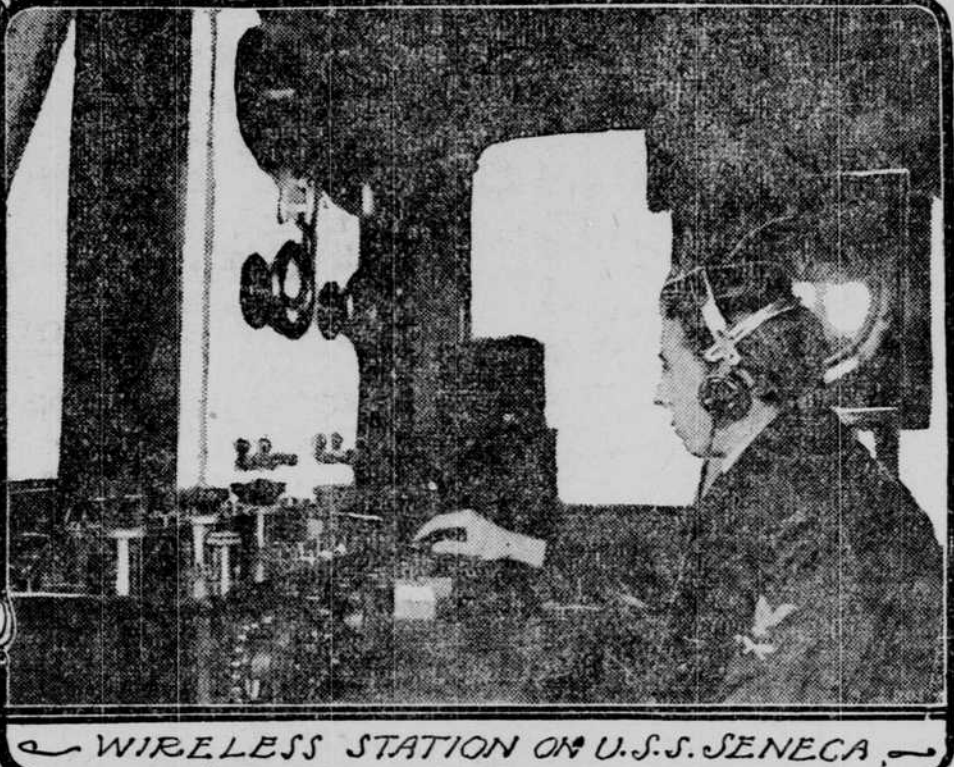
This newcomer, the Seneca by name, is officially designated a "derelict destroyer" and not only is she a novelty among American ocean-going craft, but is unique in the world, being the first and only vessel of the kind ever designed or constructed. The primary function of the Seneca is, of course, indicated by her title, "derelict destroyer," but the usefulness of the powerful vessel is by no means confined to the removal of derelicts, wrecks or other menaces to navigation, as was eloquently proven by the part she played in the relief of Republic.

Indeed her role is to be that of a missionary of relief at sea—affording succor not only to imperiled navigators but also to vessels in distress from one cause or another. The need of such a vessel as the Seneca has been keenly felt for years, the more so because with the increase in the commerce of the world there has been a proportionate increase in the number of derelicts sighted each year—those nearly submerged hulks that float hither and thither on the high seas and constitute perhaps the most serious menace to modern navigation and one of the most difficult to avoid.

The agitation of shipping interests etc., for some definite plan of campaign against the deadly derelicts began many years ago and as long as eight years ago a crusade had taken definite form to the extent of almost unanimous advocacy of a derelict destroyer, such as is the cruiser which has recently gone into commission. However, like many another innovation, the project took form slowly and it was not until the Fifty-ninth congress that the national legislature made an appropriation of \$250,000 for the construction of the "gun cotton cruiser" which was recently completed at the great ship yard at Newport News, Va. It was eminently appropriate that this good angel of the high seas should be placed under the jurisdiction of the United States revenue cutter service for this branch of the treasury department has, during recent years, devoted an increasing amount of attention to the destruction of derelicts and relief work of all kinds at sea. Indeed, during the winter season, the various revenue cutters that can be assigned to the work form a regular cruising fleet, the ships of which continually traverse the highways of oceanic commerce, prepared to offer aid as needed to vessels in distress. The regular revenue cutters have, on occasion, performed creditable work in the destruction of derelicts but they are none of them so well equipped, of course, for this unusual occupation as is the Seneca, and furthermore, the new "battleship of peace" has exceptional steaming radius—a most important consideration in derelict hunting—and will at all times carry sufficient coal, fresh water and other supplies to enable her to steam across the ocean if necessary.



The Seneca which has lately undertaken her ingenious patrol of the Atlantic ocean is a spar-deck vessel, 294 feet in length over all, and 34 feet beam, schooner rigged with two pole masts without gaffs. It is of course very important that this ever-ready relief ship shall be readily recognized at great distances by imperiled mariners or other in-



terested persons, and to that end effort has been made to render the ship thoroughly distinctive in appearance. The hull has been painted a dark green, with upper and lower sheer moldings light in color from stem to stern; the upper works and boats are white; and the spars and smokestack yellow, the latter having a black band at the top and red, white and blue vertical stripes to the lower gun band. As if this unusual color were not sufficient to attract attention, the foremast carries a signal yard, from each arm of which is displayed a black spherical shape about three feet in diameter.

At night the Seneca displays a distinguishing signal in the form of two occulting truck lights, red on the foremast and white on the mainmast, with simultaneous 15-second flashes and 15-second intervals. Finally, a powerful wireless telegraph outfit enables communication

at all times with other ships and with shore stations. As tools of her trade the Seneca carries an equipment the like of which was never heretofore to be found on any one vessel. Foremost among these aids are a varied assortment of explosives in various forms, for use in blowing up derelicts. The capacious magazine in the hold of the Seneca can accommodate sufficient dynamite and gun cotton to blow up a whole fleet of ships, but it is intended, of course, to use this destructive energy only in the interest of humanity. For most of her derelict destroying operations the Seneca will make use of the standard United States navy mine and the appliances provided include all the necessary electric cables, etc., for exploding these mines.

Complete as are the facilities of the Seneca for visiting

destruction upon menaces to navigation they are more than paralleled by her means of affording succor to disabled ship or sailor. There is a machine shop, manned by men experienced in quick repair work, and a hospital, thoroughly modern in equipment and in charge of a skilled surgeon. A powerful derrick and other similar appliances make the Seneca the equal of any wrecking tug now afloat. Diving apparatus renders possible under-water repairs to damaged vessels and as an alternative in case a damaged craft can not be put into shape to limp into port under her own steam the Seneca has a full complement of steel and manila hawsers and towing machines.

Finally, to turn to yet another phase of the Seneca's versatility, it may be mentioned that this interesting new good Samaritan of the high seas is, in effect, a floating life-saving station. She has line-carrying guns, breeches buoys, life and surf boats and, in short, all the utensils of a modern life-saving corps, and her boat crews are trained to handle heavy-sea working boats under all conditions likely to be encountered in rescuing imperiled persons from stranded or foundering ships. Moreover, the Seneca will, at all times, carry an extra supply of provisions for suffering mariners and has surplus quarters where rescued persons may be accommodated until they can be landed at some convenient port.

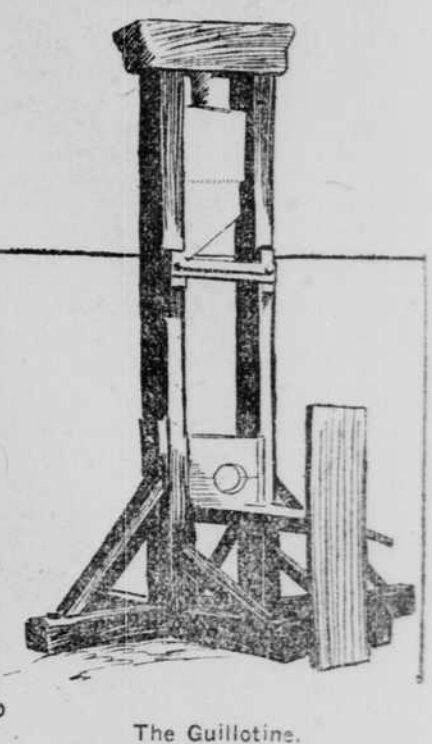
* The Seneca is as powerful as she is staunch. This is essential, for the ship has been designed to be capable of steaming 5,000 miles without once stopping to replenish fuel or other supplies. Obviously she will find her greatest need for activity in stormy weather and she has been designed accordingly. Mention has already been made of the fact that her 1,800 horse power, triple expansion engines may, at any time, be called upon to put forth the extra force necessary to drag a ship as large or larger than the Seneca through long leagues of unruly seas, and energy must also be furnished to operate extra powerful wrecking and fire pumps. Incidentally, it may be noted that the crew of the Seneca is as thoroughly drilled in fire fighting as in life saving and a ship afire at sea will be robbed of much

GUILLOTINE AGAIN IN USE.

Public Execution of Criminals Is Resumed in France.

Paris.—After keeping the guillotine locked up out of sight for three years because President Fallieres opposed capital punishment and preferred to pardon persons condemned to death, France has again brought the dreaded "widow" into use and has resumed the public execution of criminals.

Parisians have thronged the places of execution and have shown such a disposition to make a merry spectacle of the death of a criminal that the



feeling is growing that the authorities will soon decide that it is better to limit the number of spectators or make the executions altogether private.

A man named Danvers was the last victim. He was executed for the cold-blooded murder of a farmer and his wife, who had befriended him. The scenes were extraordinary.

Men and women masked and in fancy dress paraded the streets, lining in front of the jail where the condemned man was lying, ignorant of his impending death, to sing comic songs with uproarious choruses.

M. Delber, the executioner, was the object of frenzied ovations whenever he left the privacy of his hotel, and the cafes, restaurants and hotels were all packed.

On the night before the execution no one seemed to go to bed, but remained on the streets awaiting the execution, and once the crowd of masqueraders mockingly sang "De Profundis" right under Danvers' cell.

"BACK TO THE LAND" QUESTION.

Will Be Answered by Exhaustion of Coal, Says Sir William Ramsay.

London.—Sir William Ramsay is of the opinion that the "back to the land" question will be settled, somewhere about the year 2100, by the compulsory return of the great mass of the people of England to agricultural pursuits. The prime factor in the case is the diminishing coal supply, which according to this eminent authority would not last more than from 500 to 800 years.

The chief sources of energy at the present moment are coal, oil, wood and water. Long before the coal sup-



ply becomes exhausted there will be diminished production with higher prices, and within 200 years or even less the high price of coal will render the conditions of living very difficult.

A supply of heat might be obtained in the form of steam by drilling a hole in the earth's crust at least ten miles deep. Such a project has been considered from a practical point of view by the Hon. Mr. Parsons of turbine fame and his verdict is that the execution of the project would cost \$4,800,000 and could not be accomplished in less than eight years. It is conceivable that such a project might be undertaken, but it is highly improbable that it will be.

Sir William urged that the present generation should exercise thought for the generations to come by conserving the stores of coal existing in England. Otherwise, in 200 years he foresaw a general immigration from England to other countries and the decay of the industries dependent on coal for their energy.

The Gateman's Sensation.
The man from Whittington, D. C., was at the Bunker Hill monument. He registered, looked at the curiosities, and when told that to go to the top he would have to climb the stairs dodged. Leaving, he chatted with the gateman, who described the views from the windows in great detail.

"How long have you been here?"
"Twenty-five years."
"What are the sensations experienced when you are at the top?"
"I don't know. I've never been to the top."—Boston Record.

Large Revenues from Sugar.
In the total of the last ten years sugar has paid more than one-fifth of our customs revenues, or in round figures \$550,000,000 out of a total of \$2,500,000,000.

Comforts of a Snow House

The experience of those who tent in the arctic during the colder winter months is to be summarized about as follows:

When the tent has been pitched the temperature within it is some 15 or 20 degrees higher than outside, or 30 degrees below if it is 50 below in the open; one is damp and warm from the strenuous exercise of the day, but soon becomes cold, and shivers; one crawls into his sleeping bag and makes entries in the diary clumsily with one's mittens on; the heat from one's body forms hoar frost on everything in the tent, and congeals in the sleeping bag, so that it becomes stiff and heavy with ice during the day's travel, when it freezes, and soaking wet when one gets into it at night and thaws it out; the trousers and one's clothing, and the trousers and coat freeze stiff as sole leather when one breaks camp in the morning; the 24 hours are a round of wretchedness, and the ice-crusted tent and icy sleeping bags become a heavy load for the sled.

When one follows Eskimo methods the conditions are markedly different. On any treeless open (unless it be perhaps during the first month of winter) an area of compactly drifted snow is easily found; the snow knives of bone and iron, according to circumstances, are brought out and the surface of the drift is divided into blocks of domino shape, say 14 by 30 inches and 4 inches thick; these are then placed on edge and end to end in a circle the size of the desired ground

area of the dome-shaped hut; then, on the principles of architecture that apply to domes, whether made of stone or snow, the bee-hive house is completed. Two men can in an hour build a house large enough for eight to sleep in. When the house is completed a doorway is cut in its side near the ground, skins are spread over the floor, one brushes himself as clear of snow as possible and crawls inside. The oil lamps are then lit, and the intense cold of the outside penetrates the walls only to a very slight degree. But when the house gets warm the inner side of the snow dome begins to thaw, and the water formed is sucked into the snow, blotter fashion; when this water penetrates far enough into the snow to meet the cold from the house it freezes, and your snow house is turned into an ice dome so strong that a polar bear can crawl over it without danger of breaking through.

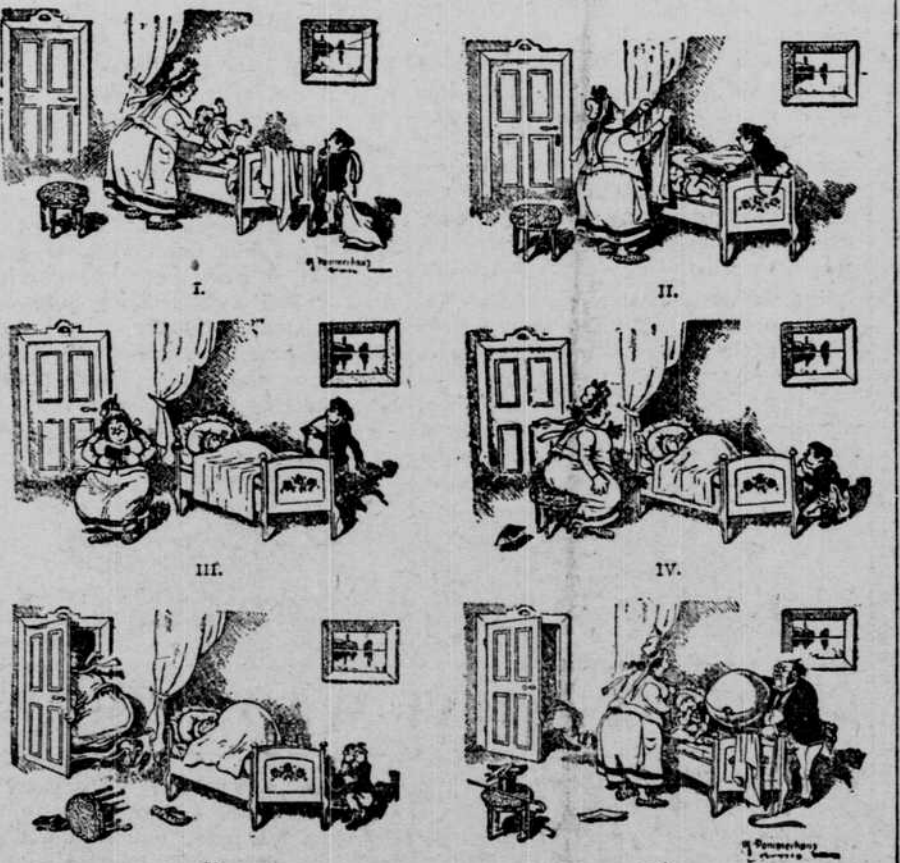
When once inside the house the Eskimos strip naked to the waist and hang their clothes to dry on pegs in the wall. On some journeys we had sheet-iron stoves (procured from whalers in former years), which we installed in the snow houses, and in which we built roaring fires.

One is well placed to take comfort in the ingenuity of man overcoming a harsh environment when, sitting snug, warm and lightly clad, one listens to an arctic blizzard whining

helplessly over the ice vault that two hours before was an oval snow bank. I longed for a dressing gown and slippers, but one cannot burden his sled with such luxuries. There was no cold to make the hands numb in writing the diary, no frost to congeal on the bedclothing and make them wet, none of the night's discomforts and

the morrow's forebodings that have been the stock in trade of the makers of arctic books. And when we broke camp in the morning we did not burden the sled with an ice-stiffened 100-pound tent, but stuck in our belt the ten-ounce snow knife, our potential roof for the coming night.—Harper's Magazine.

THE BABY, THE LITTLE BROTHE R AND THE BIG FOOTBALL.



Young Hunters Lose Sleep

Now that the hunters are returning from the mountains many are the tales told of pranks played.

One old hunter was telling his friends the other day of a prank he played on a young and energetic hunter from New York, a man who believed he knew all there was to be known of wild animals of the woods.

Every day this ambitious young hunter would go on the hunt for deer alone and return with tales of the hoofprints and other signs he had seen of deer within a short distance of the camp. Every depression among the leaves on the ground, every leaf turned over and every twig snapped was a sure sign, to his mind, that deer had been on the ground, perhaps a whole herd of them.

Early, very early, one morning the old hunter arose quietly and took with him the hoof of a deer that he carried with him for luck—a big buck's hoof—and crept to the tent of the young hunter, where he made imprints on the soft ground all around it. Many times around it went the hoofprints, and then off into the woods.

When the young hunter arose in the morning and saw the prints, clear and distinct, he said nothing, but decided that he would sit up that night and shoot the big buck and so get ahead of his companions; especially the old hunter, who thought he knew so much.

He sat up that night and many other nights in the bitter cold while his companions slept peacefully and comfortably under good warm blankets. The old hunter, after six nights, was

merciful and told the young man that it was all a joke.

Sending a young hunter on a cold, windy night to a tree on the edge of a pond a mile or so off and telling him to sit there during the night, as on such a night the deer, and perhaps moose, were sure to appear is another favorite scheme. Of course he is told that the rest of his companions are to be in other trees a few rods distant, but he is to be sure not to call, and if he did they would refuse to answer him. Then his companions go back to camp and sleep well and long while he sits all night in a tree.

First Use of War Balloon.
At the battle of Fleuris, June 26, 1794, in the French revolutionary period, the balloon was for the first time used in the service of the army. The Austrians, stupified above their captive airship entrepreneur, saw the captive heads at a height of 300 meters. This apparition greatly angered the Austrian, Gen. Cohourg, who cried out: "Is there anything these scoundrels will not invent?"

Left Blooming Alone.
"If you only knew what to expect," sighed the hostess; "but you don't and can't. Last month I went out and bought flowers for my party. Then my friends all sent me flowers—roses, carnations, some orchids. This month I didn't buy myself flowers, expecting the same, and, my goodness! There wasn't a single blooming flower in the flat. Not a one of them sent even a bud."

Sentence Can Not Be Written.
"Did you know that there is at least one sentence in English that can be spoken but that it is impossible to write?" asked a University of Pennsylvania senior quoted in the Philadelphia Record. "Yes, it's correct English, I suppose, and then, again, it isn't. Here is the sentence, although I swear I don't know how you are going to write it: 'There are three twos in the English language.' You see, if you spell two, t-w-o, you see, it is incorrect, as it is if you

spell it either 'too', or 'to.' Catch the point? Really it is incorrect to say it, although it certainly should be possible to express the thought. This thing has got me going, and it simply goes to show what a mess the English language it. There certainly is a word 'two' and a word 'too' and another 'to' and they are all three pronounced alike—two, too or to—which makes it correct to say: 'There are three twos,' or 'three toos' or 'three toes' in the English language. But what's the use?"

Sugar King's Story
"The late Claus Spreckels," said a San Franciscan, "had one weakness of which he was a little ashamed. He could not resist the appeal of a beggar. Yet he knew that the charity societies are right, and that most beggars are impostors."

"A school teacher once told her class that the courage which makes us do what we think right, regardless of the sneers of others, was moral courage, the best kind.

these fellows to the charity specialists for investigation."
"Moral courage!" Mr. Spreckels murmured. "That is what we call on when we contemplate a mean action."

All Claimed as British.
Every child, no matter what the nationality of the parents may be—full-blooded negroes, Chinese, red Indians—born on board British ships on the

high seas, is British, and belongs to the parish of Stepney, London. Four interesting additions were made known a few days ago on the arrival of a Pacific liner, although they have no claim whatever to the title British—two of them being Spanish and two Portuguese. The four births occurred between Pernambuco, Brazil, and Liverpool.

Bargain Notice.
"Our feather beds are marked down."—Cornell Widow.