



UNCLE SAM'S POLICE OF THE SEA

PHOTOS © BY WALDON FAWCETT

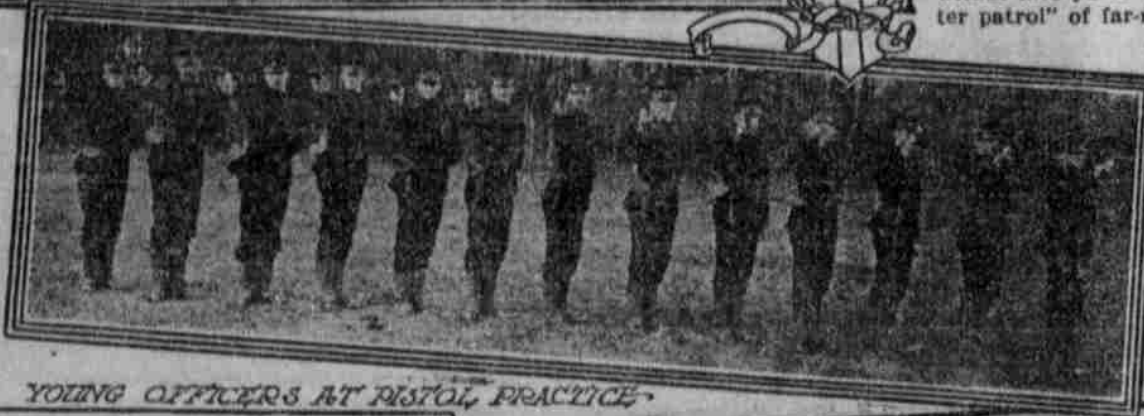
To widen its sphere of beneficial activity is the aim of every well-managed branch of our national government, but it is doubtful if any of these have been more successful in the effort than the United States revenue cutter service. This organization under the treasury department, was long ago nicknamed "Uncle Sam's police of the sea," and the designation has stuck because it is manifestly so appropriate. The title was obviously fitting in the old days when the chief duties of the officers and men of the revenue cutter



AT THE CADET SCHOOL OF THE U.S. REVENUE CUTTER SERVICE



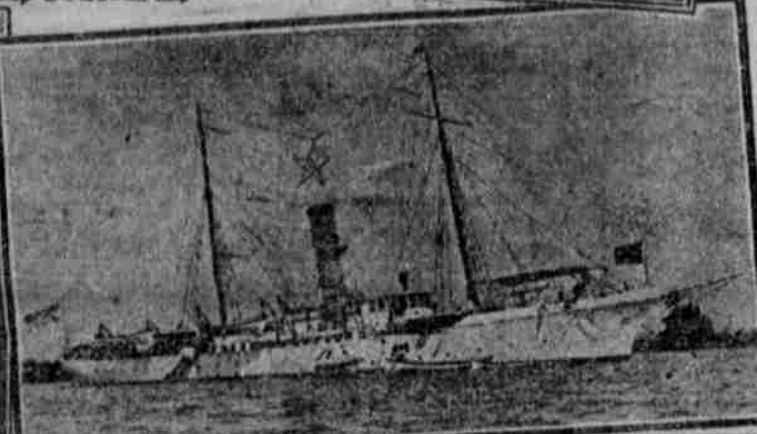
LAUNCHING A LIFE BOAT



YOUNG OFFICERS AT RIGOL, PRACTICE



CREW READY TO FIGHT FIRE



A REPRESENTATIVE NEW U.S. REVENUE CUTTER, THE APACHE

summer of 1905 ravaged the gulf coast of our country. Revenue cutters and a fleet of chartered vessels commanded by revenue cutter officers patrolled the waters of Louisiana, Mississippi, Alabama and Florida and for the first time in the history of such epidemics there was not a single instance of the spread of the disease through communication by sea. The ships were constantly within the infected districts, and although one of them had to fight the fever among its own crew never once did the vigilance against the scourge relax.

As has been said, one of the most important duties of the service is the relief of vessels in distress, and within late years this has developed a regular "winter patrol" of far-reaching scope and immense value.

The president designates certain cutters each year during the stormy winter months from November to April to patrol our far-flung coast line in search of vessels in distress and to respond for any calls for assistance that may be received via wireless. In the performance of this duty thousands of persons have been rescued from the perils of the sea and property to an aggregate value of many millions of dollars has been saved. The "beats" covered by the police of the sea on this winter "watch" are not confined to the Atlantic, Pacific and Gulf of Mexico, but include also the great lakes and the Bering sea and Arctic ocean. A kindred work of almost equal importance is the destruction of derelicts which menace all ships on the ocean pathways. Every revenue cutter carries high explosives and the paraphernalia for blowing up or otherwise destroying a derelict as soon as discovered, but in addition the service has a ship specially constructed as a "derelict destroyer"—the only vessel of the kind in the world.

Commissioned officers of the United States revenue cutter service have rank with the officers of the army and navy and receive the same benefits of retirement as are accorded these officers. The officers are trained for the service at the revenue cutter cadet school, located at New London, Conn. Young men enter at any age between eighteen and twenty-four, and in addition to exactions in book learning must undergo a military and nautical training that in some respects is even more arduous than that given at Uncle Sam's big academies at Annapolis and West Point. Of course the classes at the cadet school are comparatively small—sometimes there are not more than two dozen embryo officers enrolled at the institution, but this is to be expected, for the revenue cutter service does not need the great numbers of officers required for our rapidly growing navy. Indeed, there are less than three hundred commissioned officers on the revenue cutter roster, where as the warrant officers and enlisted men will probably not total more than fifteen hundred, although Uncle Sam is constantly adding to his fleet of revenue cutters, and this expansion is reflected in the active list.

The navigating responsibilities of the officers of the nation's sea police boats probably exceed those of any other men in the naval or maritime service. Unlike many of the men who go down to the sea in ships, they do not confine themselves to a given ocean path. On the contrary, the young revenue cutter officer may be called upon at short notice to navigate his own ship in any waters from southern Florida to northern Alaska, and he must enter many bays and arms of the sea where no naval or merchant vessel would ever be required to go. For these versatile demands the revenue cutter officers are especially trained during their cadet course. Each year during the three-year course the cadets spend several months on a cruising "practice ship," which jogs back and forth across the Atlantic, partly under steam and partly by sail power. The boys attend to all the operations connected with the navigation of the vessel—gaining that grounding of practical experience that will be so valuable in later years—and incidentally they continue that small arms and ordnance practice which is a feature of their schooling on shore. The motto of the United States revenue cutter service is "Semper Paratus," which may be translated as "Always Ready," and certainly the Yankee police force of the high schools has eloquently proven in recent years that the words of this slogan convey no idle boast.

waste, but we are striving to approach it, for therein lies another real source of economy. A great deal of dirt and the labor of removing it was prevented by having all vegetables washed before they were brought into the house. To this end I devised a little drop table near the pump on the back porch, only a step from the garden. We live in the country and grow some of our own vegetables, but the principle of leaving all possible dirt outside is one that could be applied almost everywhere. All market deliveries were left in a basket just outside the door, obviating the running in and out of delivery boys.

crews, but in addition it has virtually developed a life-saving service of its own, and every revenue cutter might be designated as a floating life-saving station. The police of the sea have to afford protection for the sponge fisheries in the Gulf of Mexico and the Straits of Florida; they play an important part in enforcing quarantine regulations when Uncle Sam is "putting up the bars" against some plague-infested country abroad, and they guard the safety of the public at all great yacht races and regattas.

Persons who bear in mind the principal events of the Spanish-American war will recall that the revenue cutters with their officers and men played an important part in the defense of the country during that conflict. But this was no innovation. In the preceding wars in which this nation engaged the revenue cutter service always had a hand, and, indeed, there is a standing arrangement whereby, in the event of war, the police of the sea co-operate with the navy. It is a question, after all, however, whether the greatest victories of the revenue cutter service have not been won in times of peace. Take, for example, the great yellow fever epidemic that in the

Escaping the Drudgery

Woman Tells How Household Work May Be Made Less Unpleasant.

The old-time household duties also disappeared to a great extent. Scrubbing was no longer a necessity. I found a waxed floor with simple but effective rugs, just as practical as in other parts of the house, says a writer in Success. The next step was to eliminate that second frightful bugbear of housekeeping—washing the pots and pans. No dish or kettle used in cooking was allowed to become cold before being washed with a combination wire and bristle brush. The hand thus came in contact only with the handle of the vessel, doing away with the most unpleasant part of dishwashing, while the immediate cleansing minimized labor by preventing particles of food from drying and sticking to the sides of the utensil. Table tops of glass and marble also helped to reduce labor in the kitchen. These were constantly kept spotless by the free use of paper napkins as "wipe-up rags." The employment of paper is one of the most valuable means of saving work. Paper napkins when bought in quantities are cheap, they are absorbent, easily handled and may be quickly disposed of.

Another of our schemes was to have all garbage instantly dropped down a tube from the sink to an incinerator in the cellar, doing away with that most unpleasant chemical combination of a mixture of nondescript scraps, so unpleasant to the senses of sight, smell and touch. We have not as yet reached Mrs. Rorer's ideal of minimum

IN THE PUBLIC EYE

RECTOR WHO SCORED ASTOR



Society has been forced to sit up and take notice of the denunciation which has been hurled by Rev. George Chalmers Richmond, rector of St. John's Episcopal church in Philadelphia, against the proposed marriage of John Jacob Astor, a multi-millionaire, aged 47, to Miss Madeline Talmage Force, a beauty aged 18 years.

The denunciation which was made from the pulpit has been followed by more sharp criticisms—a criticism which has extended to others of the smart set who marry and divorce with the ease and nonchalance with which they put on their coats.

Mr. Astor, it may be recalled, was divorced from his wife, who was a Miss Willing, of Philadelphia, and it is because this divorce is to be followed by remarriage that Rev. Mr. Richmond is aroused to the fighting point.

"The Episcopal church," he said, "is opposed to divorce. We score unholy alliances both among the poor of our slums and the rich society dwellers of Newport, Bar Harbor and other sinners' summer retreats. We abhor this Astor Alliance. It is unholy in its origin and its end will be a defiance of God's laws and of our holy religion. We need a national uniform divorce law which will put an end to this overriding of court decrees by such as John Jacob Astor and the social set with whom he associates.

"I know this set pretty intimately. I have ministered to these people and know what manner of lives they lead. They believe their money will buy everything—women, churchly sanction, worldly approval, immunity from retribution. Those who inherit their wealth are the worst. Look at the wealthy families now furnishing grist for the divorce mills, material for the scandal factories.

LONG DISTANCE SKY PILOT

Rapidly as the public is becoming accustomed to aeroplane novelties, it received fresh cause for wonder and enthusiasm in the achievement of Harry N. Atwood. When he landed in Chicago on the first lap of his St. Louis-to-Boston trip he broke the American record for a day's flight and demonstrated the remarkable efficiency which has been reached in aeroplane construction. Express trains travel between Chicago and St. Louis in 8 hours; Atwood's time in the air was 7 hours and 30 minutes. When he reached Albany, N. Y., Atwood had flown 1,123 miles, breaking all cross-country flights.

Atwood's boyish appearance attracts attention. He is a tall, slender youth, looking anything but the part of the most daring and successful aviator in the United States. Atwood shuns notoriety and reception committees as far as possible. He cares little for anything except achievement in the aviation world. He is retiring to an unusual degree, and it is difficult to induce him to talk of his own achievements. His flight over the New York skyscrapers and around their towers; his trip from New York to Washington and call on the president, had already made Atwood one of the greatest of American aviators.

In the course of his travel Atwood gave many thousands of dwellers on farms and in towns their first opportunity of seeing an aeroplane in motion. How some of the pioneers must have reflected on the marvel of the changes in transportation—first the slow-going wagons, then the canal boat, then the railway now, the aeroplane—all within the memory of living persons!



KENTUCKY'S NEXT SENATOR



The next senator from Kentucky will no doubt be Representative Ollie M. James, as his Democratic opponent Senator Plynter, retired from the primary contest.

Ollie James is the biggest man physically in the house. He won fame as an attorney in the Goebel murder case in Kentucky, being one of the lawyers for the prosecution of Caleb Powers. It is something of a coincidence that both James and Powers are now members of the house, the one a Democrat and the other a Republican.

In that murder case James also won a reputation for physical courage, for the times were stirring and there were threats of violence going around, so that anyone prominent upon either side of the case was in physical danger. James would have made a good target for any bullet, as there is so much of him to shoot at, but he went through the prosecution in a manner that demonstrated he was possessed of a good nerve and was not to be deterred by fear.

WANTS TO MARRY FOR LOVE

Col. Edward H. R. Green, president of the Westinghouse company, with assets of \$125,000,000, owner of the Texas Midland railroad and son of Mrs. Hetty Green, is going to marry within a year. Who the bride-to-be is he doesn't know, but he says in all seriousness that his bachelorhood will end before he is a year older. Here is the secret of why Col. Green, who is 43 years old, has so long lived the life of single blessedness. He promised his mother 19 years ago, when she took him down to Texas to "break him in" as a railroad section hand, that he would remain a bachelor 20 years. He has kept his word, but when the time limit expires next year he is going to take unto himself a wife.

Three hundred proposals of marriage have reached Col. Green since he decided to live in New York a year ago to take charge of his mother's interests. Scores of the aspiring maids enclosed photographs and letters have been received from half of the states of the Union, while some have come from Europe, Russia and even the Hawaiian Islands. He has answered none of the letters. The future Mrs. H. R. Green must be a woman who is willing to accept the Texas colonel for himself and not for the millions which he will inherit from his mother.

