

NAVAL CADETS.

WORK WHICH SOME OF THEM DO ON A CRUISE.

They Go Through Warship Drudgery by Way of Education—Routines of Duties at the Annapolis Academy.

A NEW departure has been made in the work of turning out young Faraguts for Uncle Sam's fine navy. The little 800 ton gunboat Bancroft has been at the Brooklyn Navy Yard with thirty cadets on board, and the boys have been put through a system of schooling which should be of immense value to them when they are commissioned officers on some of the great warships of the Nation. The Bancroft also went cruising along New England, stopping at different points before it returned to Annapolis.

The thirty cadets on the Bancroft are greatly envied by the hundreds left at the academy, but the thirty do not know whether they are fit subjects for envy or not. When they are on board the vessel they would be willing to swap places with those left behind. But when the Bancroft is in some port, they wouldn't make the exchange

with all the work of running a warship outside of the engine-rooms.

The main object of the Bancroft's cruise was to give the young men a chance to see the great shipbuilding plants along the Atlantic seaboard, where they could learn something of the practical side of naval construction. The first place visited was the immense yards at Newport News, where three gunboats and two battleships are being built. A week was spent there, and another week was spent in the yards of the Cramps, at Philadelphia, where a number of ships are being constructed. The rolling mills, foundries and other large mechanical places in Philadelphia were also visited. Elizabethport, N. J., where a gunboat is being built in the Nixon shipyard, was visited, and then the Bancroft came to New York, where many vessels of the North Atlantic squadron were, including the monster Indiana, the giant monitor Arapahite and unnumbered cruisers of all types. At the Brooklyn Navy Yard many boats are undergoing repairs, and these afforded splendid chances for observing the details of warship construction.

The torpedo station and the War College at Newport have been visited, and after stopping at all the principal manufacturing towns along the New England coast as far north as Bath, Me., the return voyage to Annapolis was begun.

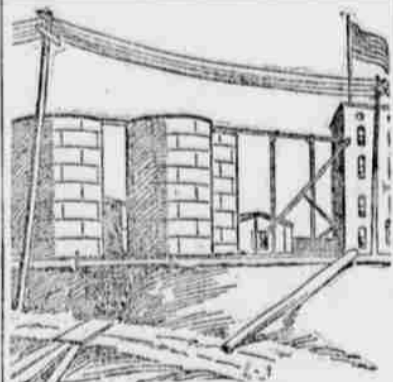
gunnery, astronomy, navigation, surveying and physiology and hygiene.

When the afternoon drills are over the cadet does as he pleases until 6.30, when supper is served, and he has another short rest until 7.30, when he is supposed to put in two hours of study. From 9.30 until 10.10 he can tinkle a banjo or sing songs, but he must stop everything when taps sound, put out the light and go to bed.

MOVED BY AIR CURRENTS.

Pneumatic Tubes Used for Filling and Emptying Steel Grain Tanks.

Steel storage tanks for grain are rapidly taking the place throughout the country of the old wooden elevators, and pneumatic tubes are used to convey the grain from the place of storage to the mill, whereas formerly it was wheeled in barrows over bridges between the buildings or through underground tunnels. The erection of air-tight steel stor-



STEEL TANKS FOR STORAGE OF GRAIN.

age tanks or bins for grain in place of the old wooden structures not only does away with the danger from fire, but it is claimed that it preserves the grain for an indefinite period of time and also makes impossible the presence of weevils or other vermin so destructive to grain storage. There being no inflammable material used in the construction of these steel tanks there is no need for insurance and mill men claim that within six or seven years the saving on insurance alone will more than pay for the first cost of construction. Two of these steel storage tanks are now in operation at Toledo, Ohio, where they have proved even a greater success than was anticipated.

With the air-tight steel tank taking the place of the old-fashioned elevator, comes the new method of handling the grain. The steel bins are connected with the mill by immense steel tubes and air pressure moves the grain, as it is needed, from the storage tank to the mill. The system could not be put in operation with the old style elevator, but the tubes are now in practical operation at Connersville, Ind.

The machinery used in this pneumatic system is extremely simple in construction and requires very little power to operate it. By a system of air currents, the grain is taken from the storage tanks on a current of air exactly as a chip of wood is carried by a stream of water. The air current is changed by manipulating two valves, one causing the blast, the other a suction. A valve in the tank is opened allowing the grain to enter the pipe or tube. When that valve is closed another at the end of the tube within the mill is opened and the grain falls into a receiver.

Exactly the reverse operation is gone through in putting the grain into the air tight storage tanks. It is first taken into the mill, then put in the receiving bins and by pneumatic pressure forced through the tubes into the tanks. The introduction of air-tight storage tanks and the pneumatic system of transferring the grain, practically revolutionizes the manner of storage and milling, and ere long will probably be introduced into the big grain depots throughout the country.

Cure for Sunburn.

Sunburn sometimes causes intense suffering. Among all the remedies the following is one of the best: As soon as you get indoors order a pitcher of boiling water. Fold to half a dozen thicknesses a cloth large enough to cover the whole of your face. Pour over this enough of the hot water to wet it through. Wring it lightly—it must be hot enough to make this a painful process—and lie down with it pressed over your face, leaving space for your mouth. Let the cloth remain till cool. Then dip again, keeping the water hot all the time. After half an hour of this dip the cloth in cool water, not ice cold, two or three times; then rub the face gently with white vaseline. Rub off with a clean, soft cloth and put on fresh vaseline; then lie down for an hour's sleep. Unless the sunburn is bone deep there will be small trace of the painfulness left after two hours of this treatment. —Washington Star.

The Hand-Shaking Fad in the Desert.



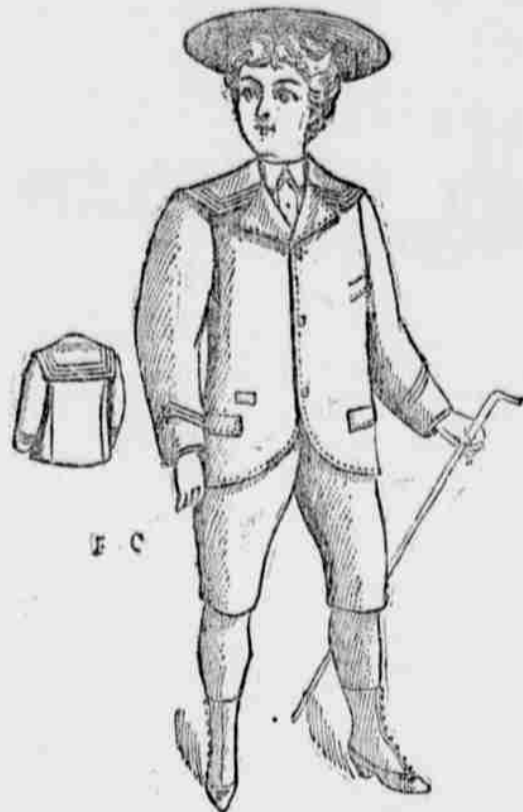
First Elephant—"Aw, Reggie, how d'ye do?"
Second Elephant—"Pat is there, old man."

FOR LITTLE ONES.

USEFUL HINTS ABOUT GARMENTS FOR CHILDREN.

Neat Blue Serge Suit for a Small Boy—Child's Garment That Can Be Worn Either as Frock or Apron.

THE boy's suit depicted in the first large engraving comprises short knee trousers and a three-button cutaway sack suit with sailor collar that can be omitted in favor of the ordinary coat collar. Blue serge, writes May Manton, is the material chosen, soutache braid being used for decoration, and bone buttons for closing in centre front. The coat is shaped by shoulder and under arm seams, the fronts being faced and reversed at the top to



BOYS' SUIT OF BLUE SERGE.

form lapels that meet the collar in notches. Pockets are inserted in the fronts in regular coat style, and all the free edges are finished with machine stitching. The sleeves are shaped in latest sailor mode, with upper and under portions, pointed cuffs being simulated by rows of braid at the wrists. The short knee trousers are shaped with inside and outside leg seams and close at the sides, inside bands at the top being provided with buttonholes to attach to buttons on the shirt waist. The coat largely takes the place of a reefer this season. Serge, tweed, cloth or corduroy make jaunty and stylish suits by this pattern. The quantity of material 44 inches wide required to make this suit for a boy eight years of age, is 2 1/2 yards.

CHILD'S FROCK OR APRON.

A very simple, dainty and cool garment for a child, that can be worn either as a frock or apron, is shown by May Manton in the second large picture. It is made of white dimity and is perfectly straight on its lower edge, making it suitable for tucking, hem or fancy stitching. The fullness at the neck is gathered and arranged over a yoke lining and can be omitted if so preferred, the neck being finished with a standing collar over which a narrow frill of embroidery falls. The bishop sleeves are gathered at the upper and lower edges and finished at the wrists with cuff bands and frills of embroidery to match neck. The closing is in centre back with buttons and button holes, the lower portion of back being hemmed and left open or closed in a seam as preferred. Lawn, grass linen, bastiste,



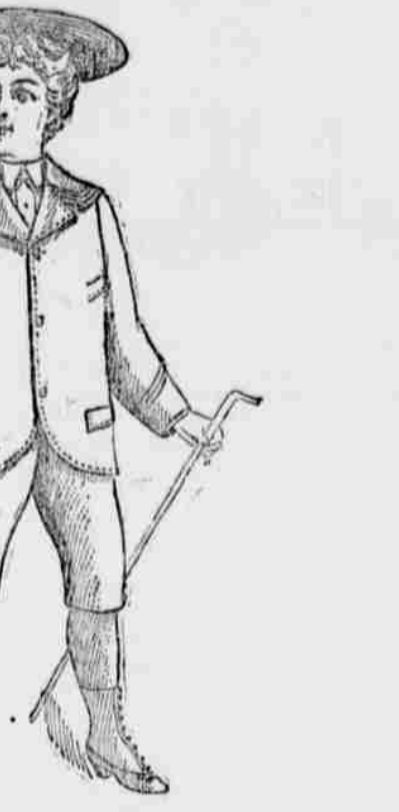
FROCK OR APRON FOR A CHILD.

gingham, cambric or nainsook make dainty and useful aprons in this simple style. The quantity of material 36 inches wide required to make this apron for a child two years old is 2 1/2 yards.

A NEW COLLAR.

This season's girl looks with special favor upon the stiff linen collar. It matters little whether it is comfortable or not. The fact that it is considered stylish makes even the young

person with a short, fat neck wear it with apparent joy. Not only have all the new shirt waists been made with this high, stiff linen collar, but the silk waists have this season for the first time been worn with it. This freak of fashion has been one of the novelties of the season. The linen collar has had but one real rival, and that has been the ribbon stock. When the day has been exceptionally warm the soft ribbon stock has been worn in place of the high collar. Now the question of rivalry is at an end. From Paris comes a new collar, which is a combination of the ribbon stock and the high linen collar. Its novelty has made it an immediate success. The collar is of linen, about as high as the ordinary collar, and is cut clerical fashion, not opening at all in front. Technically it is called a Roman collar. It fastens at the back with collar studs. A series of holes about an inch apart are cut in the collar and form a line entirely around it. In and out through these



THE NEW ROMAN COLLAR.

holes ribbons are run which tie in the back in a large bow. The ribbons are so folded that they are narrow when drawn through the holes, but spread out to their full width when they form the bow. This collar looks particularly well when worn with the shirt waist, though it was not designed for this purpose

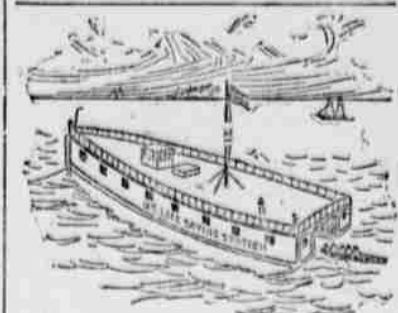


alone. It adds much to the effect of any waist for every-day wear. One seen worn with a changeable green taffeta silk waist was most chic. Through the holes in the collar taffeta ribbon, exactly matching the silk, was run. At the back the ribbon was tied in an enormous bow, but so deftly ar-

LIFE-SAVING STATION AFOAT.

Boats to Be Launched From an Artificial Harbor Off Shore.

Boston's floating life-saving station has been completed. It is to be stationed about a mile off shore in Dor-



FLOATING LIFE-SAVING STATION.

chester Harbor, between City Point and Thompson's Island. According to the Boston Globe this is a picture of the new station boat, which is the only one in use in seacoast waters. There is one similar to this in use on the Missouri River.

The new station is a boat 100 feet long, thirty-three feet beam and twelve feet from keel to upper deck. It draws very little water and has no propelling power, being towed to its location and anchored there. There is an opening about nineteen feet in width which extends about one-third the length of the hull and through the center from the stern. From this opening the lifeboats will be launched. The boat will swing always on a free cable, and being anchored from the bow the life-savers will always have the lee of the boat in which to launch their lifeboats.

The new boat has been lying at a City Point shipyard, where the Government fitted her out with lifeboats, launches, bedding, furniture, stores, anchors, chains and the necessary supplies. She was built in Noank, Conn., under specifications furnished by Superintendent Kimball of the United States Life-saving Service, and has been in charge of Lieutenant F. H. Newcomb, Inspector of Life-saving Stations for Maine, New Hampshire and Massachusetts. Lieutenant Newcomb will appoint the captain of the station on recommendation of the yachtsmen and sailormen interested. The captain will command a crew of eight men of his own selection.

SMALLEST HORSE IN THE WORLD.

Dot is But a Mere Midget of the Equine Species.

A pony born on the farm of Israel Hutton, in Orange County, Ohio, is regarded as one of the most remarkable freaks of the world.



A HORSE ONLY THIRTEEN INCHES HIGH.

While now about two years old, this interesting bit of horsedsh is only thirteen inches high, and is undoubtedly the smallest equine specimen on earth. "Dot," as this midget is called, has a remarkable history; for, unlike other dwarfs of her race, she was the product of an ancestry of ordinary, everyday horses.

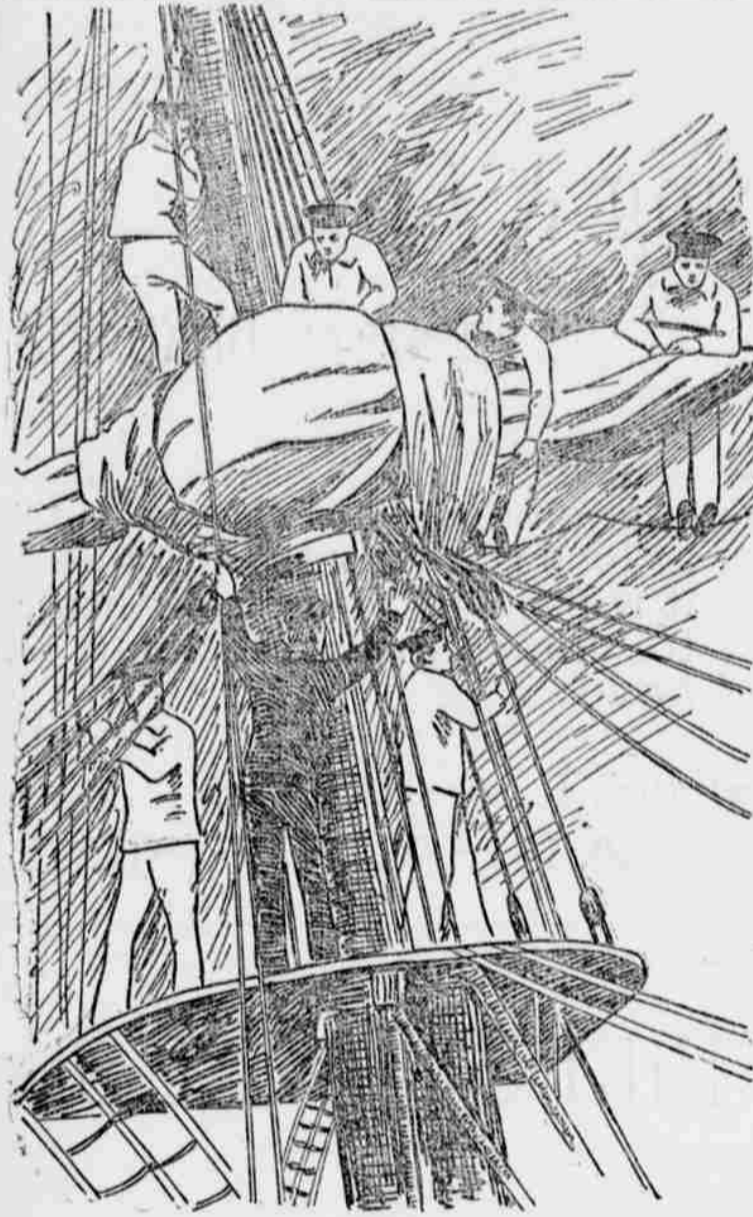
Both her dam and sire were of the usual size and appearance, and so far as is known there is no reason for her remarkably diminutive form. She is therefore purely a freak. When born she was not much larger than a kitten, and had to be fed by her owner from the beginning. Great care was given the tiny colt in the effort to raise her, and now she is full grown, almost perfectly formed and vigorous in health.

Many offers of large sums have been made Mr. Hutton by museum and circus managers for "Dot," who is, of course, much wanted for exhibition purposes. These have all been refused, because Mr. Hutton has two little daughters who are so much attached to the family pet that he has not been able to secure their consent. Being wealthy himself, it is probable that those who wish to see the tiniest horse on the globe will have to see it on the farm of its owner.

Upholstered Seats in Parks.

One of the city parks of Memphis, Tenn., which is described as having upholstered seats, has proved so inviting a lounging place for vagabonds that the keeper is kept busy arresting tramps for sleeping or lying down there.

The food an elephant eats in captivity costs about \$25 a week.



NAVAL CADETS ALOFT IN A GALE.

for half a dozen worlds. Summed up, this cruise is the stiffest and hardest work they have ever done, and it is also the finest holiday they have ever enjoyed.

This paradox is easily explained. The Bancroft now carries but half of her regular crew, and all the drudgery of running a warship falls upon the cadets. This means that the boys have to take their turns in the stokehole shoveling coal on the furnace fires, taking over smoking ash pits, going aloft to furl sail in blustering weather,

All over the land there are boys between the ages of fourteen and eighteen who hope to win admission to the Annapolis Academy, but these boys should realize that life there is not a continual round of pleasure. It means four long years of hard work, with study, study, study a continual diet. New appointees are admitted in September. It is a difficult matter to gain admission to the academy and a harder thing to stay there. The young man who fails to maintain the high standard set is dropped with alarming suddenness.

Briefly stated, life at Annapolis means eight hours of sleep, five and a half hours of study, three hours of recitations, two hours for drills and four hours for recreation, leaving one hour and a half for meals. Practically there are ten hours and a half of work each day except Saturday, which is a half holiday. In the four hours of recreation the cadet is not his own master by any means. He can only enjoy certain forms of amusement within certain limits, and is under a system of strict surveillance all the time.

Reveille arouses the cadet at 6 o'clock every morning in the year. He can take his time dressing if he desires, as the roll call does not take place until 6.45. Then he marches to breakfast, and at 7.55 the studies of the day begin. There is a recess from 10.10 to 10.20 o'clock and another at 12.35 for dinner. The afternoon studies begin at 1.50 and last until 3.55. At 4.05 there is a drill or exercise which lasts until 5.30.

These drills are pretty to look at, but are not much fun for the cadets. They include the general branches of seamanship, gunnery, infantry drill, naval tactics, small arms, signaling, navigation, surveying and physical exercises, including boxing, swimming, rowing, fencing and dancing.

The schoolroom work is arduous. In the first year the cadet studies algebra, geometry, English, history, rhetoric and French; second year, trigonometry, descriptive geometry, analytical geometry, English, history, the Constitution, elementary physics, chemistry, French, and mechanical drawing; third year, marine engines and boilers, sound, light and heat, electricity, magnetism, calculus, mechanics and international law; and fourth year, seamanship, naval construction, naval tactics, ordnance,



IN THE STOKEHOLE.

oilng machinery, rowing heavy boats, doing guard duty at night, swabbing the decks and a host of other menial tasks which are not over-pleasant in a summer temperature of ninety degrees.

These thirty young men expect to become engineers on the great warships, a position of vast importance under the changed conditions of marine warfare. Fifteen of them belong to the first class and fifteen to the second. As it is not probable that all of the thirty will become engineers, the work on the Bancroft has been arranged to fit them for the "line" division, that they may become familiar