

## Provisioning a Trans-Atlantic Steamer.

Not by any means the least impressive evidence of the huge size to which the modern transatlantic steamship has grown is to be found in the graphic representation, reproduced from the Scientific American, of the bewildering amount of provisions that have to be taken aboard for a single trip across the ocean. Our pictorial representation is, of course, purely imaginary, particularly as regards the live stock; the beef, mutton, game, etc., received on the ship in the dressed condition, no live stock whatever being carried. The drawing was made up from a list of the actual amount of provisions carried on a recent eastward trip on the Deutschland, and the number of live stock which contributed to meet the supplies for one voyage was estimated from the actual number of cattle, sheep, etc., that would be required to make up the total weights in dressed meats given in the table. With the exception of the live stock, the provisions are shown in the actual shape in which they would be taken on board.

The dimensions of the vessel are: Length, 686 feet; beam, sixty-seven feet; and displacement, 23,000 tons; her highest average speed for the whole trip is 23.36 knots, and she has made the journey from Sandy Hook to the Lizard in five days, seven hours and thirty-eight minutes.

The total number of souls on board

quarts of milk would require sixty-four cans to hold it, and the 300 quarts of cream eight cans.

In the way of vegetables there are shipped on board 175 barrels of potatoes, seventy-five barrels of assorted vegetables, twenty crates of tomatoes and table celery, 200 dozen lettuce; while the requirements of dessert alone would call for four and a quarter tons of assorted fresh fruits. For making up into the daily supply of bread, biscuits, cakes, pies and the toothsome odds-and-ends of the pastry cook's art, there are taken on board at each trip ninety barrels of flour, each weighing 195 pounds, this item alone adding a weight of eight and a half tons to the cooks' stores. To this also we must add 350 pounds of yeast and 600 pounds of oatmeal and hominy.

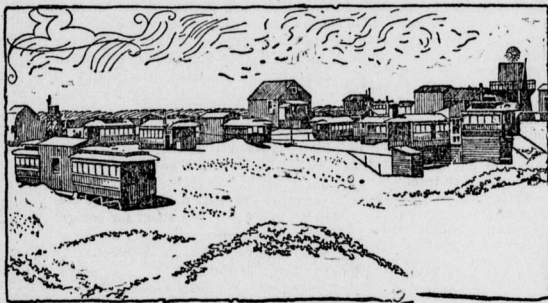
Under the head of liquids the most important item is the 400 tons of drinking water, whose bulk is adequately represented by the circular tank shown in our engraving. This is supplemented by 12,000 quarts of wine and liquors, 15,000 quarts of beer in kegs, besides 3000 bottles of beer. Last, but not by any means least, is the supply of forty tons of ice.

Of course it is not to be supposed that all of this supply will be consumed on the voyage. There must be a margin, and a fairly liberal margin, of every kind of provision. Moreover, the extent to which the larder and cellar are emptied will vary according to the conditions of the voyage. In tempestuous weather, where the trip is a succession of heavy gales, and the dining room tables are liable to be practically deserted for two or three days at a stretch, the consumption will be modified considerably.

## A TOWN BUILT OF STREET CARS.

Queer Settlement by the Wave of the Pacific.

There is a little settlement just outside the city of San Francisco where



"CARTOWN" SAN FRANCISCO.

the large majority of the structures were once street cars. It is located at the ocean beach on the shore end of Golden Gate Park. There are perhaps fifty of these car dwellings in the little settlement, many of them fitted out with considerable elegance and numerous conveniences. They are arranged upon a general plan affording their occupants the widest view, all fronting the sea. Streets intersect, at right

is considerable space for storage below the cars, while other cars acquire additional room by little extensions. In some instances one car is raised above another, and sometimes the cars are laid upon other buildings, thus giving an extra story. The platforms of the cars are often transformed into balconies and bay windows with the aid of the carpenter and glass fitter, and afford points of observation protected from the cold winds, besides

giving extended view of sea and land. The arrangement of the interiors of these dwellings is highly ingenious, the necessities of the case requiring the utmost economy of space, the average sleeping car suggesting a model. Half a dozen persons have been at night accommodated with lodgings in



one of them. Ventilation is always assured.

While there are many families permanent residents of "Cartown," the larger number occupy the "vehicles" as others do the houseboat, giving opportunities for original methods of entertainment and diversion for themselves and friends. Confined and restricted as these dwellings are, there is compensation in the fresh ocean breezes which here blow right from the sea, besides the enjoyment of a health-giving environment. History and romance have been ransacked in



A "CARTOWN" HOME.

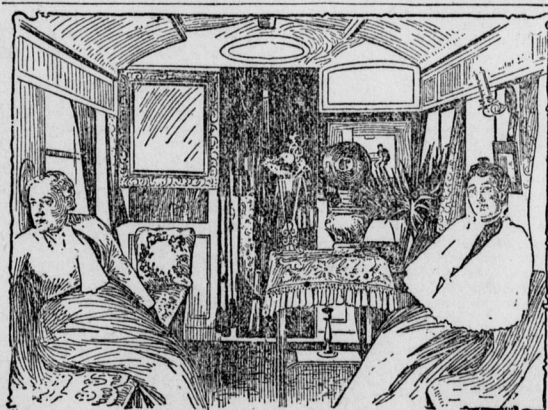
providing names for these car "villas" suitable to the facetious idiosyncrasies of the various owners. In "Cartown," the "Villa Miramar" and "Chateau Navarre" adjoin the modest restaurant and more conspicuous bar. There are many kinds of trades pursued in this odd settlement, restaurants and bars being most numerous.—Scientific American.

### Primitive Writing Materials.

Among the North American Indians picture-writing on stones, horn and buffalo robes was common, but bark was also largely used. Then much writing has been done on bone. Prehistoric man used it, of course, for his imperfect picture-writing, and the Koran was first written on shoulder-bones of mutton, and kept in a chest of one of Mohammed's wives.

Something akin to bone is ivory, and writing on ivory, as early a practice as writing on bone, has persisted to the present day among Oriental nations, for the reason that ivory is a beautiful and expensive material, fitted for the reception of important ceremonial writings. The edicts of the Roman Senate were written on plates of ivory. These plates were called "libri elephant," by way of acknowledgment to the elephant who had provided the article.

The Eskimos, too, in their cooler climate, have used walrus ivory for records of hunting and fishing expeditions. Their bone implements also are covered with such picture-writing.



INTERIOR OF A CAR HOME.

some are arranged as lockouts, and awnings drop over the windows. There

Boston pays \$106,000 a year for its school janitors.

# NEW IDEAS in TOILETTES

New York City.—Bathing suits for young girls require to be ample and to allow perfect freedom before all else. Mohair is the material that is most liked and most fashionable and



GIRL'S BATHING SUIT.

Blue and dark red with white trimmings are the colors preferred; but serge and flannel are correct and white suits are worn. The May Manton model given is up-to-date in every particular, is stylish at the same time that it is absolutely comfortable. As shown, it is made of dull blue mohair with collar and bands of white in the same material and narrow black braid, but duck trimming can be used with equally good results.

The blouse and bloomers are made in one and close at the centre front, the skirt being entirely separate and buttoned in the back. The bloomers

for a long time the old-fashioned cameo brooch is enjoying a revival in popularity. They are more curious than pretty, to tell the truth, unless now and then you come upon a model of true classical beauty. These are now brought out from the limbo of old-fashioned ornaments, and are used to hold down the belt and hold up the skirt in the middle of one's waist in the back. The cameo pins are not used directly under the chin because they are singularly unbecoming to most people.

### Oriental Trimming.

A strip of Oriental trimming is much used to cover the pleat in the middle of the front of a shirt waist, but it must be worn with a stock of the same material. The strips may be used merely as a movable decoration, but if stitched to the waist, it is more harmonious to use them also for the narrow handlike cuff.

### Chic and Novel.

Foulard gowns trimmed with dotted white muslin are decidedly chic and novel. One of these gowns of pastel blue satin foulard, scattered over with sprays of flowers, had a deep shaped flounce on the skirt of white muslin with black spots. The sleeves also had elbow puffs of the muslin, and the bolero opened over a vest of this material.

### Woman's Fancy Blouse.

The blouse with the sailor collar is a marked and deserved favorite of the season. In such a fancy form as this May Manton design it is suited both to the entire costume and the odd bodice and is eminently smart as well as generally becoming. The original is made of white louisine silk with trimming of narrow Persian bands, shield and stock of cream Cluny lace; but all silks, wools and cotton materials are appropriate.

The foundation, or fitted lining, closes at the centre front. On it are



SAILOR SUIT FOR A GIRL.

are loose and drawn up below the knee by means of elastic inserted in the hems. The sleeves are short puffs and the big sailor collar is joined to the neck of the blouse. The shield is stitched to the right side of the blouse, beneath the collar, and buttoned into place on the left side.

To cut this suit for a girl eight years of age, four and three-eighths yards of material twenty-seven inches wide or three and one-eighth yards forty-four inches wide will be required.

### Girl's Sailor Suit.

No model suits the growing girl more perfectly than the simple, natty sailor suit. For summer wear it is made of linen, pique and chambray, and for the cooler months of chevot serge and flannel. Blue and white are favorite colors, but dull or ox blood red is much worn. The smart May Manton example given in the large drawing is of marine blue linen with collar, cuffs and shield of white and stitched bands of the blue, and tie of soft blue silk. The skirt has a front gore joined to wide, straight back portions that are laid in three box pleats on each side and is attached to a fitted body lining. The blouse is smooth across the shoulders and can be made with or without the applied yoke. An elastic inserted in the hem at the lower edge regulates the fullness and allows of drawing the blouse over the head without an opening in front. The sailor collar is seamed to the neck and the shield is faced on to the body lining, the standing collar finishing it at the throat. The sleeves are in bishop style with straight cuffs.

To cut this suit for a girl eight years of age, five and a half yards of material twenty-seven inches wide, four and a half yards thirty-two inches wide, or three and a quarter yards forty-four inches wide, will be required.

### Cameo Pins.

After having suffered from oblivion

arranged the various parts of the blouse proper which closes at the left side beneath the box pleat. The centre front is tucked in groups for a short distance, then allowed to fall free and form soft folds. The fronts proper are laid in one box pleat at each front edge, but otherwise are plain. The sailor collar is attached to the blouse, and the shield is arranged over the lining. The sleeves are in bishop style. When the lining is omitted the shield is attached to the waist beneath the collar, permanently to the right and buttoned to the left; and the waist is either gathered at the waist line or adjusted by means of tapes run through a casing. Otherwise there is no difference in the making.

To cut this blouse for a woman of medium size, four and a half yards of material twenty-one inches wide, three and three-quarter yards twenty-



WOMAN'S FANCY BLOUSE.

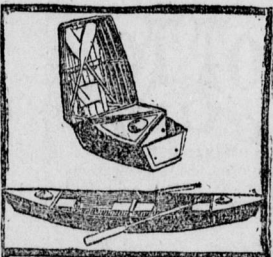
seven inches wide, two yards thirty-two inches wide, or two and a half yards forty-four inches wide, will be required, with three-eighth yard of all-over lace.

of the vessel when she has a full passenger list is 1617, made up of 467 first cabin, 300 second cabin, 500 steerage and a crew of 550, the crew comprising officers, seamen, stewards and the engine-room force. Sixteen hundred and seventeen souls would constitute the total inhabitants of many an American community that dignifies itself with the name of "city," and it is a fact that the long procession which is shown in our illustration wending its way through the assembled provisions on the quay, by no means represents the length of the line were the passengers and crew strung out along any great thoroughfare. If this number of people were to march four deep with a distance of say about a yard between ranks, they would extend for about a quarter of a mile, or say the length of four city blocks.

To feed these people for a period of six days requires, in meat alone, the equivalent of fourteen steers, ten calves, twenty-nine sheep, twenty-six lambs and nine hogs. If the flocks of chickens, geese and game required to furnish the three tons of poultry and game that are consumed were to join in the procession aboard the vessel, they would constitute a contingent by themselves not less than 1500 strong. The ship's larder is also stocked with 1700 pounds of fish, 400 pounds of tongues, sweetbreads, etc., 1700 dozen eggs and fourteen barrels of oysters and clams. The 1700 dozen of eggs packed in cases would cover a considerable area, as shown in our engraving, while the 1000 bricks of ice cream would require 100 tubs to hold them. Of table butter there would be taken on board 1300 pounds, while the 2200

### A Canoe That Folds Up.

Among recent inventions, the portable canoe is receiving notice in sporting circles in Europe. The middle sec-



tion, which folds so as to form a trunk-like box, with convenient handles, receives the two hermetically closed ends, the oars, etc. The oar can be unscrewed into two parts and singly stowed away in the "trunk." The length of the boat is about thirteen feet, and it can easily be carried overland by two men.—New York Herald.

### Authors and Publishers.

The immense competition among younger publishers and the hawking round of books to the highest bidder by the literary agent has made publishing a less remunerative pursuit than formerly; and I have in my mind's eye a number of publishers whose houses are less magnificent than those of at least a dozen authors whom I could name.—Sphere.