

"WATER CHAUTAUQUA."

Children Learn as They Sail on a Steamer.

LECTURES ON IMPORTANT SUBJECTS

Vacation School Organized by Chicago Teachers' Combines Unique Water Pleasure Trip with Educational Program.

"Water Chautauqua" is the newest thing in summer school work, says a Chicago dispatch. It is a new novelty that had its inception in Chicago, its principal object being to give school children and adults of the poorer districts a pleasant outing as well as an entertaining instruction.

All the sessions of the Chautauqua are held aboard a steamship, generally the new steel vessel City of South Haven, but always a craft that is seaworthy. Although the South Haven and her sister ships used in this service are built to carry 1,000 to 1,500 passengers, only 450 children are taken aboard for any of the trips.

Among these are trips to the "cribs" of the waterworks system, to the government highbomest, and life saving stations and the docks at the river's mouth, where freight worth millions of dollars is daily received. Sightseeing on that portion of the Chicago canal within the city limits, with lectures on the sanitary value of the \$40,000,000 enterprise, is among other notable things included in the course.

Several visits to the new pier at the Carter Harrison crib, the newest intake on the lake. When the steamer reaches the side of this crib the juvenile Chautauqua disembark and go aboard the crib, storming its rooms and halls. They are allowed to see all the sights of the place, and when their eyes are tired they are given an explanation of the operations of the waterworks and the importance of the system to the health of Chicago's 2,000,000 people. They are assembled for those lectures in the crib's main room, which affords accommodation for several hundred addressees.

Other subjects taught are government improvement of harbors, dredging, piling, jetties, tunnels, breakwaters, life saving, fishing, the action of currents and ice, the sanitation and beautification of rivers, first aid to the injured, resuscitation of persons nearly drowned, power applied to navigation, coal and steam as navigating powers, use of the compass and other nautical instruments, commercial geography of Chicago, what the river has done for the making of the city, the relation of Chicago to the country and the world, and practically every object which arouses the curiosity of the students on each voyage.

The brass band of the Graham school is an enlightening feature of this vacation school. Members of this band lead patriotic songs as well as play popular music while the boat is in the inner harbor. It is the plan that every person enrolled in the school should sing several national songs, both words and music, during the two weeks' term.

The programme of the water Chautauqua is governed by the weather, no trips being made in rough water. It was the original plan to have a steamer chartered for every day, Sundays excepted, but it was found impossible to get the kind of steamer required, so the trips have been taken three or four times a week.

The steamer starts from the 12th street bridge at 10 o'clock in the forenoon. It passes up the river, moving slowly to give an adequate view of both banks, with their docks, warehouses, railway terminals, bridges and other objects of interest. After navigating both branches of the Chicago river the steamer returns to dock, makes a brief stop to take on belated Chautauquans and then puts out into harbor and lake.

When the lake is smooth and the weather man says there is no wind in sight or storm lowering, the steamer makes a trip of two or three hours to some point within ten or fifteen miles of Chicago, returning again to her dock at 2 o'clock in the afternoon. Then another trip is made on the lake or in the outer harbor.

Little or no instruction, and only the briefest in any event, is given during the five trips, as there are so many things worthy of observation on the river front that the time is fully taken up. During the outward trips the boat is brought to a stop in the basin, just far enough from shore to give the students a view of the city and the students assemble in the lecture hall and receive their lessons.

In addition to Principals Watt and Marshall and Lieutenant Buxton, about twenty other teachers are engaged in the instruction work of the water Chautauqua. Dr. W. H. Dehart, of the Englewood Division hospital gives lectures "On the First Aid to the Injured," illustrating with a boy for his subject. He is also the lecturer on the sanitation of cities and the prevention of consumption. Miss Laura F. Higgins has charge of the art work. George B. Massich of the John Marshall High school is giving a series of interesting experiments in laboratory work of chemistry and physics.

PHYCONE'S STRANGE ANTICS

Flame, Cat and Marriage Certificate Took Flight at Chappaqua, N. Y.

Besides the work of destruction done by the cyclone that recently swept over the Quaker settlement near Chappaqua, N. Y., it perpetrated any number of strange antics, says the New York World. A marriage certificate, belonging to Mr. and Mrs. Harry Cook, was picked up at Seven Pine farm, two

HEALTH

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THEFORD'S BLACK-DRAUGHT

and a small piece of the quaker settlement. A large party, Mrs. Cook was found about a mile near the devastated valley. A large rug in the same house took a trip in the opposite direction. It was found hanging on a fence at the roadside about a mile up the side of Chappaqua mountain.

A calf weighing about three hundred pounds was gathered up by the whirling wind, hoisted over a high board fence and deposited about a hundred feet away in an adjoining meadow. A new runabout that belonged to Charles Dodge was whisked up into the air with the ruins of the barn in which it stood and finally came to earth a quarter of a mile to the northwest. A set of harness that hung within a few feet of the runabout was picked up in a field half a mile away in a diametrically opposite direction.

Warren Tompkins' house was almost completely swept away. Only a few twisted timbers were left about the foundation. An old fashioned square plan that the ruins of the barn was carried a distance of 200 feet and stood on end against the stump of a tree. Tompkins said that as he and his family were carried away in the air, the ruins of his house he heard the piano banging along with them, giving vent to the night's discords he had ever heard in his life. He says that his escape from death was all but miraculous. He and his wife and two sons crawled out of the ruins of their home with only a few scratches and bruises.

Tompkins and his two sons spent several hours in a search for their valuables. Late in the afternoon a lot of jumbled belongings, that had been carried away on the wings of the cyclone from their house, was found in a field a half mile away. But that was not the best part of the find. Wrapped up in the bed clothing was a small hand bag containing \$700 in money and a package of valuable papers. Along with the bag was Tompkins' gold watch and chain. A bank book, belonging to Charles E. Tompkins, one of the sons, was picked up in a road-way two miles east of Chappaqua.

A new engine for dealing death in naval warfare, surpassing mine, torpedo, submarine and giant projectiles in destructiveness, is under construction in a machine shop in New York city. This newest contrivance is nothing more or less than a high speed torpedo boat which is itself a torpedo, the bow being fitted with high explosive in quantities sufficient to blow the bottom out of the biggest warship afloat, says the New York Evening Journal.

It is planned that the torpedo boat, in the destruction of the hostile craft against which its deadly power is directed, also shall immobilize itself. At no time, however, can the loss to the attacking force be greater than two men, and those two will have a fighting chance to escape.

LUXURY FOR CAMPER'S

Comforts to Be Had by Lovers of Nature.

ARMCHAIRS COMMON ARTICLES.

Five Rough Beds Things of Past, Dirt Floors Succeeded by White Canvas-Portable Ice Chests a Feature-An Ideal Clock-Nevel Cooking Apparatus.

Luxuries usually are not looked for in the tent of the camper, but they are to be had, says the Chicago Post. Yes, if you have the money, you can live like a king even in the vast wilderness. The dirt floor has given way to the white canvas, fastened down with ring and staple, and pine boards have been succeeded by hanging berths of striped ticking, in which are mattress and pillow.

Instead of the old fashioned table settings of bent chairs and dishes, the owner of the camp now sends up a camping or picnic case of table fittings, compactly stowed in a wicker case. This he fits out with the necessary set to twenty-four persons and contains plates, knives and forks, two sizes of spoons, a mustard set, salt and pepper shakers, sugar bowl, carving platters in nickel and china, butter fat, silver for made dishes, cups with hinged handles and several sizes of flasks.

The last, with the butter jar, are covered with the rich white enamel. The handles are of metal, but elaborate sets are also shown in the old fashioned English blue ware.

Portable ice chests are regarded as absolutely essential. They come in oak and enamelled tin, bound in nickel, are about three feet long, two feet wide

stand on rollers. Next to the ice is a compartment for butter, and this is supplied with a faucet.

A smaller ice box, shaped not unlike a large stool, is useful for one day trips. It is a hollow cylinder of heavy tinware-holding a glass jar two inches smaller in diameter than the tin case, if the liquid to be chilled is carried in the jar the space between jar and tin case is packed with ice. If ice for drinking water is to be carried in the jar then nothing is packed between glass and tin cylinder, and the current of cold air thus formed prevents the ice melting in the jar.

The ideal clock for a camper's lodge is one that swings from the wall, but occupies not more than 6 by 4 inches of wall space. The face of the clock is little more than two inches in diameter, but is covered by a convex glass which magnifies the figures on the dial until they can be seen clearly at long ranges.

These clocks come in leather mountings of all colors. In some of them the figures on the dial are magnified until they are a foot more in size, but they can be seen only when the camper looks squarely at the clock face. Viewed from the side they become invisible. When these are women in the party an afternoon tea equipment is almost essential. This is a little hamper, supplied with a wicker dish, for crackers; a tesson, kettle and alcohol stand and burner combined; a butter jar, butter spoons and fringed napkins, cups and a sugar bowl, also wicker covered.

The newest thing in cooking apparatus is a combination stove that would make the housemaker in a Harlem flat sit up and take notice. On one small cooker can be boiled at once eggs and coffee, while on a lower tier bacon or chops can be broiled. And the whole thing is not more than a foot high.

The frame is of nickel or brass, and at the base is an alcohol lamp with a flame surface of two and one-half inches. Above this is the perforated boiler, and on the next tier is a deep kettle or cooker. Fitted into this is a folding tray with three holes for eggs to be set in endwise. This compartment is filled with water, and dipping feet into it is a cylinder with a fine wire net bottom like the inside of a French drip coffeepot. This is suspended from the cover and holds the coffee.

The eggs are literally boiled in the coffee, and the two cook in about the same time.

Armchairs are no longer luxuries in a camp, but common articles. These follow the general lines of a campstool, the legs and arms and legs fold up into a snug, compact square box.

DEATH DEALING ENGINE

Man Steering Torpedo Invented by Francis Herreshoff.

CAN BE CARRIED ON WARSHIPS.

To Be Built of Aluminum in Sections So That Several May Be Carried, Electric Motors Will Furnish a Maximum Speed of Between Twenty and Thirty Knots.

A new engine for dealing death in naval warfare, surpassing mine, torpedo, submarine and giant projectiles in destructiveness, is under construction in a machine shop in New York city. This newest contrivance is nothing more or less than a high speed torpedo boat which is itself a torpedo, the bow being fitted with high explosive in quantities sufficient to blow the bottom out of the biggest warship afloat, says the New York Evening Journal.

It is planned that the torpedo boat, in the destruction of the hostile craft against which its deadly power is directed, also shall immobilize itself. At no time, however, can the loss to the attacking force be greater than two men, and those two will have a fighting chance to escape.

When the torpedo boat, which is a torpedo, has dashed to a point near enough to its intended prey to guarantee it cannot possibly miss the mark the crew of two brave men will lock the steering gear, and, with life belts about them, bow forward, leaving the death dealing engine of war to rush in alone at terrific speed and blow itself and the ship of the enemy to fragments.

Francis Herreshoff, nephew of Captain Nat Herreshoff, the celebrated builder of the defenders of the American's cup, is the inventor of this new annihilator. It is contended that by the use of human directing agency up to a point within a hundred feet of an enemy's warship the uncertainty that has attended the use of the torpedo will be done away with and naval warfare will have to be conducted on new lines.

The cold blooded business principle involved in the model now being made by Mr. Herreshoff for submission to the secretary of the navy is that it would pay any nation at war to destroy a torpedo boat which cost a few thousand dollars and to risk the lives of two men for the certainty of destroying a battleship or a cruiser which cost millions and blowing out the lives of hundreds of the enemy at the same time. A minimum of human suffering and death and financial loss on the side of the nation attacked is the broad principle underlying the Herreshoff invention.

But it goes much further than that. Hitherto one of the chief complaints made against torpedo boats has been that they practically were useless in engagements at sea because their unswiftness made it impossible for them to be taken far from port on cruises in search of the enemy. This feature, so aggravating to admirals, Mr. Herreshoff also designs to overcome. His torpedo boat with the death

charging device was the essence of simplicity and built in sections, so that several of them may be carried on any large warship, ready for use in time of emergency. It will require only a little while to bolt the sections of one of these death dealing engines together and send it dashing on its way toward the enemy.

One of the most important features of the Herreshoff invention is that the boat is equipped with electric motors and other mechanical appliances which will give to them a maximum speed of between twenty and thirty knots. There will be no smoke to call attention to them. The automobile principle of locomotion will be applied, and it is expected that when one of these boats is under way at full speed toward an enemy the men behind her guns will find it extremely difficult to stop it with shot or shell or for the helmsman on a battleship or cruiser to save his ship by trying to run away.

The Herreshoff torpedo necessarily will be much larger than the Whitehead, and it will be possible for it to close with an enemy at any distance without any other craft getting within range of the enemy's guns. All that will be necessary will be for the crew of two men, an engineer and a helmsman, to know how to run the boat and when to jump to prevent being blown up themselves.

OMNIVOROUS KOREAN.

The Korean is omnivorous. Birds of the air, beasts of the field and fish from the sea—nothing comes amiss to his palate. Dog meat is in great request at certain seasons; pork and beef, with the blood drained from the carcass; fowls and game-birds cooked with the lights, ribs, head and claws intact—fish, sturgeon and highly malodorous—all are acceptable to him.

Russia's Port Arthur Fleet.

Sanguinary speculators about the Russian naval problem in the far east have laid much stress on the fact that with all the battering of Topo's guns and torpedoes and the accidents that befell them the Russians came out with a couple of battleships and twice as many cruisers in good sailing as well as good fighting trim and a couple of battleships effective after damage were patched up as floating batteries.

A warship is not done for until dismantled or sunk. With what the brave and ill starred Makaroff left to his successors still remained a chance to do something not only heroic, but useful on the naval situation. All the world remembers what Cervera might have done when he sailed out of Santiago harbor to cover his name and that of his fleet with imperishable renown. But glory was all that lay ahead of the Spaniards had they chosen to run amuck with Sampson's fleet instead of running away. The situation could not have been changed. There was no haven for a lucky ship to run to in case of escape, no friendly fleet bearing down to succor the surviving ships.

But not so with the Russian fleet either in Port Arthur or the open sea. Its partially disabled ships might land a few telling shots in an enemy's hull before going to the bottom or striking the flag, and the sound ones should give a good account of themselves unless the spirit of Makaroff has fled from the Russian navy. And if all should be lost in an encounter the sinking of a Japanese warship or two would be far better than surrender without a fight or the destruction of the fleet to keep it out of the enemy's hands.

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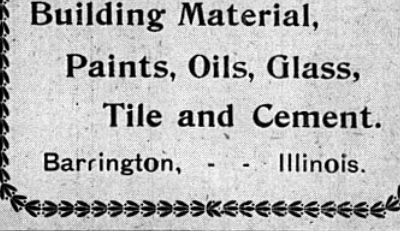
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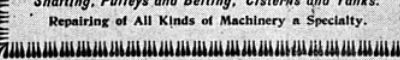
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