

THE BUSINESS OF THE BIGGEST SHIP.

Atlanta Constitution.

While the reading public has been tolerably informed as to the size and speed of the great ocean liners and knows by how many feet each would overtop the Washington monument or how many city blocks it would fill, there is one feature of the immensity of these ships of which very little is known even by the most experienced travelers. This concerns the business management of these vessels, which in the case of the largest liners has grown to be an enterprise of vast proportions requiring the services of hundreds of men.

For example, the operation of the Oceanic, the largest steamer ever built, which arrived in New York on her maiden trip last week, involves a multitude of activities and is managed on a scale that seems almost incredible to the landsman. An inkling of their proportions may be gained from the fact that it would take a miner twenty-five years of steady work to get out the coal required to fill the bunkers of the Oceanic for a single trip, while the food supplies that she demands for each voyage would more than support the miner and his family during the whole of that time.

To appreciate the vastness of the business operations connected with the greatest ocean liner it is necessary to rid one's mind of the idea that she is a ship as our fathers understood that term. She is not manned by sailors, and the seamen form an inconsiderable number in the make-up of her crew. Nor is she a floating hotel, as the magazine writer is fond of calling her. There is no hotel that compares with her in the extent and variety of its activities. The Oceanic is an ocean city—nothing less. When she is at sea she has a population of 2,000—as great as many a town with county seat aspirations can claim. A score of different trades and occupations are practiced on board her. She has independent lighting, heating and refrigerating plants, machine shops, a printing office, a carpenter shop, in short almost all the equipment of an up to date community, together with much that is peculiar to herself.

WHAT A SINGLE VOYAGE MEANS.

To all practical purposes each voyage represents a complete business venture. All accounts are rendered separately for each voyage. The crew from the captain down are engaged at the European port for each round trip. They are technically discharged at the conclusion of the voyage and must sign new articles before they are shipped again.

As soon as the liner ties up at her pier at the end of one voyage the preparations for the succeeding one begin. While cargo is being discharged from one side great barges are pouring coal into her bunkers from the other. The Oceanic has a coal carrying capacity of 3,700 tons and burns upwards of 2,000 tons on each voyage. It requires the service of sixty men working steadily for forty hours to coal her and the operation costs about \$1,200. The coal itself costs about five times that amount. In other words the coal bill of a vessel like the Oceanic while she is at sea amounts to the tidy sum of \$1,000 per day.

While this operation is going on the ship undergoes a thorough cleaning that makes her shine like a new dollar. Painters, repairers and cleaners swarm over her. Truckloads of provisions, amounting in the aggregate to half a hundred tons, are put on board. Every piece of her machinery, every plate and rivet is carefully inspected, and by the time the cargo is shipped and passengers come aboard a matter of \$5,000, aside from the cost of coal and provisions, has been expended in preparing her for her voyage.

THE MEN WHO DO THIS MARVEL.

While the captain is of course the supreme authority the actual management is conducted by three separate departments. The first of these concerns itself with the sailing of the vessel, and is presided over by the chief navigator under the directions of the captain himself. The second is the engineer's department. This is under the direction of the chief engineer, with whom the captain seldom interferes. It is important to the welfare and safety of the ship, but the passengers are not concerned with its operations. The chief engineer looks after the passengers and is under the direction of the chief steward.

These three departments are manned by men on shipboard who are called sailors. However, are not those of the Jack Tar, but consist of the deck and operating machinery. In fact about half of their work that recalls the duties of the sailor is in the hull for manning the boats, which are compelled to go through at intervals. The men under the direction of the navigators and their officers number about 100 in all.

In the engineering department fully 200 men are employed. The officers include, besides the chief engineer, a score of assistants, hydraulic engineers, refrigerator engineers, water tenders, storekeepers and a clerk. There are sixty-five stokers, divided into three shifts, whose duty it is to shovel into the furnaces the 350 tons of coal which are used alone.

From these figures that the great ocean liner has a crew of 40,000 men, it is not surprising that the most extreme of the modern small boys which appear to have become a part of the modern small boy. She finds a difficulty herself in looking after a bit of lace she wears in the top of her gown, and how the small boys guide his footsteps when his duty obliges him to take observations on the vast mass of big bows doesn't know.

While the principal activities of the ship's company are comprised within those departments presided over by the chief navigator, the chief engineer and the chief steward, there are numberless smaller enterprises that go on more or less independently. There is a vast amount of auxiliary machinery; in fact, nearly everything is done by machinery on board the modern ocean liner. The Oceanic carries some forty hydraulic engines. There are engines to open and close the furnace doors and to open and close the partitions between the watertight compartments; an engine to work the fifty-three ton rudder; engines to work the hawse pipes; hydraulic lifts to convey food and dishes from kitchen to pantry. This machinery, together with the electric light and refrigerator plants, requires the services of half a hundred men.

Thus there are some three hundred men employed in the actual work of sailing a great ocean monster like the Oceanic. The remaining two hundred are required to look after the comfort of the passengers.

FEEDING THE PASSENGERS.

The culinary operations of the Oceanic dwarf those of even the largest hotels. No less than twenty-four meals are served on shipboard every day. There are four each for the first and second cabin passengers, the engineers, stewards and sailors. Each of these seven big families has its own staff of cooks, numbering between thirty and forty altogether. There are about seventy dining room stewards—waiters they would be called on shore—and about the same number of bedroom stewards or chamberlains.

The vast responsibility for supplying food to the steamship community rests principally upon the chief steward. Every afternoon he retires to his cabin and plans out the menus for the following day—a separate one for each of his numerous families from the elaborate course dinners of the first cabin folks to the comparatively simple fare of steerage and crew.

These menus are then printed by the ship's printer and distributed to the chiefs of the various divisions. They estimate the amount of various food materials that they will require and submit these estimates to the steward for his approval.

The next step is to make requisition on the storekeepers for the various meats, vegetables and other articles necessary to satisfy the sea appetites of 2,000 persons. The extent of this appetite may be conjectured from the fact that the Oceanic ships for each trip some ten tons of beef, three tons of such other meats as mutton and veal, two tons of chickens and nearly two tons of ducks, turkeys and such game birds as may be in season.

These are merely the fresh meats which are stored in one big refrigerating room down in the depths of the ship. The vessel carries also two tons of smoked and dried meats, 2,000 dozen oysters, with fish, green vegetables and fruits in proportion. Of groceries and such commodities as will keep indefinitely the provision stores are kept filled.

In another cold storage room the ship carries 5,000 pounds of butter, 2,000 dozen eggs and 3,000 quarts of milk and cream. Another item not to be overlooked is 3,000 quarts of ice cream.

These figures give a ready basis for computing the amounts of these various commodities used each day on shipboard. In addition it may be said that fifty pounds of coffee and over thirty pounds of tea are required daily. Four dozen bottles of Worcestershire are required to last out a voyage with other condiments in proportion.

Naturally a vast number of dishes are required. There are 1,500 silver spoons, forks and knives, and 2,500 of each variety of plates, cups and saucers necessary to meet all requirements. The broken dishes accumulated on each voyage fill several casks, and the cost of these is assessed equally on the whole body of stewards.

ENOUGH LINEN TO STOCK A SHOP.

To wash all these dishes is no light task. For the most part it is done by machinery. Big baskets of soiled dishes are lowered into tanks of boiling water which cleanses them thoroughly. Then they are dried by hand. The silver and finer china is washed by hand, and this work keeps a force of twenty men busy.

Of table and other linen the Oceanic requires enough to stock a shop to last out a voyage. There are 1,000 tablecloths, 15,000 napkins and the same number of towels. Unlike most of its household operations the ship's laundry work is done on shore at the end of each trip in a plant maintained by the company for that purpose.

The cooks are among the best paid of the ship's laborers. Chief cooks receive from \$50 to \$75 per month according to the skill required of them. On the other hand the stewards receive the least of any class, their wages being only about \$15 per month. For the most substantial part of their income they must rely upon the tips of the passengers.

While none of the ship's employees from the captain down receive rates of pay that are at all munificent, the great number of men employed makes the salary list amount up to a heavy sum. The Oceanic about \$15,000 per month for her crew alone.

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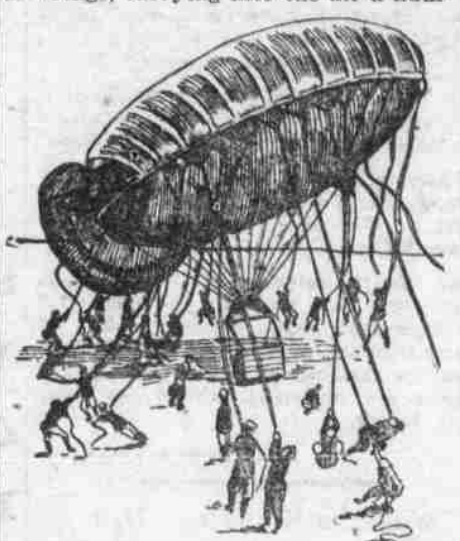
BALOONS IN WARFARE.

Air Ship to Carry Twenty Men a Thousand Miles.

The largest and one of the most peculiarly shaped balloons ever launched into space was sent up from a suburb of Berlin recently by a corps of expert aeronauts attached to the German army.

The Kaiser's military managers are making numerous experiments with war balloons. They have been unusually successful, and some very startling discoveries in the way of aerial navigation and ballooning for the purpose of viewing and photographing the enemy and their forts in time of war have been made.

In launching this big air ship the united efforts of a score of soldiers were brought into requisition, and when a brisk breeze sprang up the giant gas cylinder broke away from its moorings, carrying into the air a number of Emperor Wilhelm's pet officers.



THE LARGEST BALLOON IN THE WORLD.

A huge scramble for rope ensued, and the mammoth balloon was saved, amid great applause and much perspiration.

This air warship can carry twenty men a thousand miles in less than half the time it takes a train of cars to travel. This is assuming, of course, that the wind is blowing in the right direction. Very little is known about the Kaiser's balloon experiments. The valuable things his officers and aeronauts have discovered have been revealed to no one outside the official circles of the German army. Some day the fiery Teuton Emperor may startle the world with a complete flying machine and enemy annihilator. That, at least, is what he is working for at the present time.

Took Away His Appetite.

Kaler has a yacht and the means to go cruising when he feels like it. He has a wonderful capacity for enjoying himself, but thinks more of a dollar than many a man in his circumstances does of ten. At the same time he is so constituted that when he wants a thing he wants it, and the sport he affords arises from his efforts to reconcile these two characteristics.

"At the next stop we make," he said to the colored purveyor on their latest trip, "get a calf's liver and prepare it with some bacon. There's a dish that will just touch the spot." We ran into a handsome and prosperous little place, but there was none of the coveted liver served at the next meal.

"Here, Eph," shouted Kaler from the head of the table, "I told you to provide us with some bacon and liver as soon as we reached a market. What's the matter?"

"I done call on de butchah, sah, but he asted me a dollah fob dat libah an' I tole him he couldn't project no such swindle 'gains; you, sah."

"When I tell you to get a thing for this ship," said Kaler, with quite a millionaire tone, "get it. The order I gave you still stands, and it will be just as well for you to remember it."

There was another stop, and then the dish for which Kaler's mouth watered was served.

Calendar as a Missionary.

A large wall calendar, 11 by 14 inches, containing much information of direct practical value has been distributed by the Federation of Churches and Christian Workers among about 15,000 families in the Fifteenth, Seventeenth and Nineteenth Assembly districts of New York city. It is really a convenient handbook, a co-operative method of sociological advertising. It is gotten up in an attractive form, with a picture of Government House, "Bowling Green," 1790, in the center, one of George Washington at one side and the first church, 1642, and the Dutch Governor's residence on the other.

Information is given on the different pages in English, German, French, Italian, Spanish and Scandinavian in regard to churches, schools, libraries, museums, clubs, savings banks, etc. And for the benefit of both tenant and landlord the tenement house laws are partially printed.

Long Scarfs and Small Boys.

Dr. Lucy Hall-Brown of Brooklyn marvels that the lives of so many small boys are spared, when they are oppressed by the abnormally large scarfs which appear to have become a part of the modern small boy. She finds a difficulty herself in looking after a bit of lace she wears in the top of her gown, and how the small boys guide his footsteps when his duty obliges him to take observations on the vast mass of big bows doesn't know.

A STRANGE RACE.

THE RAMAPO MOUNTAINEERS AND THEIR PECULIAR TRAITS.

Living Within a Score of Miles of New York City is a Tribe of People as Distinct from the Average American in Their Ways as Are the Red Indians.

People who have never been up in the Ramapo Mountains, in New York, can have little idea of how strange a race of people live back in those high and rocky hills, miles from any village, and with not a rod of road by which these huts may be reached by wagon. In other words, it is not generally known that within thirty-five miles of Broadway, New York City, there is a community, as curious, almost, as can be found in the remote mountain recesses of Tennessee or North Carolina. It is a sort of lost tribe, or, rather, an amalgamation of two lost tribes. If one can imagine what sort of beings would result from more than a century of intermarriage of American Indians and Guinea negroes, with an occasional dash of white blood added to the mixture, he may form a notion of the people that live back in the rugged hills that rise about Suffern, Ramapo, Sloatsburg, Woodbourne, Tuxedo, and other places in the Ramapo Valley. But it would take a pretty brisk imagination to picture some of the queer specimens of humanity that have resulted from this mixture. Aibinos of the milkiest haired and pinkest eyed variety are common, and the dime museums recruit their curio halls in that line from among these mountaineers, as did the great and only Barnum before them.

Back in the last century and during the first quarter of the present century slaves were common in that part of New York State and the adjacent region of New Jersey. These slaves were treated no better by their old Dutch masters than were their fellow bondsmen in the South. They were worked long and hard, and the lash was not spared. Consequently runaway slaves were many. These runaways invariably sought the fastnesses of the surrounding mountains. It is a very difficult thing to make one's way up and among the Ramapo Mountains, even at this day, and it was almost an impossibility in the slavery days. As a result, when a negro once succeeded in hiding there he was safe from recapture as if he had gone to Canada, although he might be within sight and sound of his master's home. Scores of runaways in time peopled the inaccessible hills, and in the spots where they threw up their first sheltering huts of bark or fallen trees or found refuge in caves their descendants dwell to-day.

The woods had their Indian dwellers already and the two races mingled. These are the strange people who are seen now and then in the little villages along the Erie Railway in Rockland and the adjoining towns of Bergen and Orange counties, and whose homes are far back in the hills. A characteristic of these people is that the names of the old Dutch families in which the original blacks were slaves have been retained by them, generation after generation. The most numerous family of the race goes by the name of De Groat, but there are De Freeses, Van Hoevens and many other Des and Vans.

In the summer time you might climb and clamber and stumble up the steep sides and over the rocky summits of the Ramapo Mountains all day and not see a solitary sign of a habitation, although there would be many on all sides of you. They are so deftly tucked in among the rocks and hidden by the trees and foliage that only one acquainted with the ways of the mountaineers could find them. In the fall, when the trees are bare, the huts stand revealed to any one who may pass that way, and such are few, for although there is no better ruffed grouse shooting anywhere than in these mountain fastnesses, the weary climbing necessary to get to the haunts of these birds is more than the average sportsman care to undergo. There is no ground that might grow anything about any of these huts; not a chicken nor a fowl of any kind; not even a pig. But there are dogs without limit—mongrel, wolfish-looking dogs, such as might hang about Indian camps, and always from one to half a dozen half-naked, aerie, elfish-looking children, who, at sight or sound of stranger, scamper to cover in the hut, in the brush or among the rocks, disappearing as completely as a startled brood of young quail.

How do these people subsist? They are the best hunters and fishermen in the land, and game and trout are abundant all about them. They hunt and snare grouse and rabbits and catch trout for the market during the season. The women and children pick berries. For the products of the forest, streams and berry patches these people obtain store goods at the villages, both the luxuries and the necessities—the latter being chiefly whiskey and tobacco; the former flour, meal and cheap dress goods. For their own home providing the 'possum and the 'coon are plentiful at their very doors and the chicken coops of the outlying farms and villages are not entirely inaccessible. Now and then a De Groat or Van somebody or other will hire out to do work by the day, but he is looked upon by his fellow mountaineers as a degenerate. Some of the female children grow to be extremely handsome and shapely young women, but it is rare that there are any marriages among these people outside of their own race.

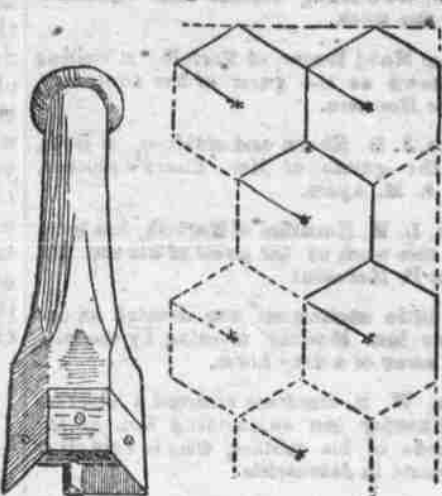
FARM AND GARDEN

CABBAGE ROOT MAGGOT.

A Serious Pest—Protective Method Used by Large Growers.

The cabbage root maggot has been the cause of great loss to truckers, destroying annually a large amount not only of cabbage, but of allied plants. The fly which is the source of the trouble deposits its eggs on the ground near to the stalks of cabbages, turnips, radishes, etc., and the larvae, when hatched, in about ten days or less, attack the rootlets and eat partially into the main root. In a sketch of this trouble and methods used to combat it M. Y. Kains gives the following information in Farm and Fireside:

The best preventive remedy in case of cabbage, kale and similar large plants is tar paper cards fitting closely around the stem. These may be cut from one ply tar paper with the punch shown in Fig. 1. The cutting edges of this tool, each of which is 1 1/2 inches long, are arranged in the shape of half a regular hexagon with one radius,



DEVICE FOR CUTTING STEM CARDS.

which is set at the center by six other cutting edges, each one-third of an inch long. These central cutters are upon a separate piece of steel, so as to be easily removed when sharpening of the blades is necessary. The little cuts allow the cards, when applied to the stem, to fit more closely around it. Fig. 2 shows the manner of striking off cards, the dotted lines indicating where the tool is to be placed again. By having the roll of paper on a horizontal spindle (a broom handle will do), so that the paper may be readily unrolled and drawn across the cutting block below, the cards may be struck off at the rate of about 500 an hour.

When applied to the stem the card must be made to fit snugly, so that the female fly cannot crawl under it to lay her eggs on the ground. They must also be high enough up from the ground to prevent earth being accidentally thrown upon them, else the maggots may work their way into the stems as easily as if they were underground and no cards were used. This method of protection, which, if properly applied, is absolute, costs the large growers of Wisconsin, among whom the practice is common, about \$1 per 1,000 plants.

The Sugar Beet in Texas.

Writing of sugar beet culture in The Farm and Ranch, Professor Harrington of the Texas station says: This all seems to me a waste of energy in Texas. Why not make sugar from sugar cane? Its advantages are many over that of the beet.

First.—We know how to grow it.

Second.—We know just what to expect in the way of sugar.

Third.—Sugar from cane can be made on a small scale.

Fourth.—When not made into sugar, it can be made into sirup.

In addition to this, we have many thousand acres of the very best type of cane land far better than that of Louisiana, which can be bought at a very low price.

Didn't Admire American Children.

An American lady in Berlin had occasion to talk to her hostess about American children. "I have read of them," said the German woman proudly. "I have of them in English road. I have two stories read that I might know. I do not wish to go to America. I have read 'Peck's Bad Boy' and 'Helen's Babies.' Ah! I stay by the German children so!"—New York World.

A Bamboo Bridge.

A British consular report from the far east describes a suspension bridge of 300 feet span made of bamboo. The cane is split up into fibers and twisted together to form the cables. Considering its span, the material of the structure is quite remarkable. The old tradition that almost anything can be made out of bamboo receives here a good illustration in the field of engineering.

The Largest Diamond in the World.

This is in possession of the king of Portugal. It has a weight of 1,880 karats 14 ounces and is as large as a hen's egg. It came from Brazil in the eighteenth century and was then valued at \$1,000,000, whereas now it has a value of \$3,000,000.

It Does Help.

It takes off a good deal of the suffering attending illness and adds greatly to the pleasure of existence for the doctor to tell you that yours was one of the worst cases he ever attended.—Boston Transcript.

Deserved.

Bill—Why do you call your friend a popular song writer?

Jill—Because he never sings his own songs.—Yonkers Statesman.

Gloves of chicken skin were in vogue in the early part of the seventeenth century. They were used at night to give the hand whiteness and delicacy.

Southern Supremacy.

Wilmington Star. The State of North Carolina alone manufactures more cotton now than was manufactured in the whole South in 1855. The utilization of a motive power in operating cotton mills, will still further reduce the cost of production in the South and will stimulate mill building, thus hastening the supremacy which this section is destined to have in that industry, and the time when the South will be the world's cotton manufacturing centre, with the sceptre wrested from both Old England and New England.

If there were more judges like the one in San Francisco who sent millionaire Bradbury to jail recently for the offence of spitting on the sidewalks, there would be less complaint that money will secure immunity from the law's punishment. San Francisco has an ordinance which prohibits men from spitting on the sidewalks or the floors of street cars. Mr. Bradbury, being a rich man, held this ordinance in contempt and violated it when riding on one of the San Francisco cars. The conductor called his attention to the fact, but he did not heed the warning and continued to expectorate on the floor of the car, insolently asking the conductor what the company proposed to do about it. What the company did do about it was to report him to the authorities, and as he had already been fined shortly before for a similar offense, the police justice, before whom the delinquent was summoned, sent him to jail for twenty-four hours without alternative. The defendant spent some time and a good sum of money in fighting the sentence, but the court would not let him off, and so the millionaire spent a day and night in jail. The justice had the right sort of stamina. The violator of law should be punished as the law demands, whether he has a million dollars or less than a cent.

Thou-ing.

To persons of lesser rank one saith "You," without thou-ing anybody, be it not some little child, and that thou wert much more aged and that the custom itself amongst the moor courteous and better bred were to speak in such manner. What concerneth familiar friends, amongst them the custom doth comport in certain places that they "Thou" one another more freely, in other places one's more reserved.—"Youths' Behavior," 1652.

Deputy Marshal Royal, of Yadkin county, says he arrested a man named Younger in Iredell county a few days ago for blockading. After the arrest Younger called the revenue officer to prayer, and the officer says he invoked God's blessing upon them both with earnest and sympathetic words. Royal claims that this blockader has given him a great deal of trouble, notwithstanding his supplications.

Sportsmen in the various sections of the State where partridges are hunted agree that they have never known the birds to be more numerous. In a large number of counties hunting is no longer permitted, save by consent in writing of landowner. This new law is intended to give the pot hunter a knockout blow. The bird season in almost all the counties does not begin until November 1.

A resolution was offered at a meeting of the Charlotte aldermen last Monday night requiring all saloons in the city to be closed at 8:30 p. m. The resolution was supported by Mayor McCall, who made a speech for it, but only two of the eleven aldermen voted for it.

There is a movement on foot to erect a monument to the late Rev. R. L. Abernethy, D. D. He did a great work for education in North Carolina and his name should be honored.

Servant girls are so scarce in Chicago that employment agencies are ransacking the neighboring towns for material to supply the demand.

—Rev. George Stuart, the well-known evangelist, is conducting a meeting in Charlotte. He is a preacher.

GROVE

MAKES CHILDREN AS FAT AS PIGS

TASTELESS CHILLI TONIC

IS JUST AS GOOD FOR ADULTS AS WARRANTED. PRICE 50c.

GAZETTA, ILL., NOV. 10, 1893.

Paris Medicine Co., 24, Louis, Mo. Gentlemen—We sold last year, 800 bottles of GROVE'S TASTELESS CHILLI TONIC and have brought three more already this year. In all our experience of 14 years in the drug business, we never sold an article that gave such universal satisfaction as your Tonic. Yours truly, A. H. WELLS, CARL & CO.

Guaranteed to cure Chills, Fevers and Malaria in all its forms. J. L. J.