

# WHAT IS HAPPENING IN THE WORLD OF ART



"Labor," by Claude Buck.

ALL the important centres of art in the United States which possess galleries are now planning to secure the benefits of the showing of the modern paintings at the Panama-Pacific Exposition. This movement at present has two main branches which will be organized so as to avoid any interference with the common purpose, which is to bring the choicest treasures of the exposition galleries within reach of all those who are not able to visit the Pacific Coast. Through action taken by John W. Hearty, director of fine arts, Carnegie Institute, Pittsburgh, Pa., the following committee of artists was appointed to select the foreign paintings which will be shown throughout the country: J. Alden Weir, president of the National Academy of Design; William M. Chase and Edward W. Redfield.

Director Hearty conceived the idea which is to be put into practical form by this committee. Two hundred and fifty paintings, selected from the best works of the foreign painters, will be put on circuit, beginning, probably, in Pittsburgh, at the Carnegie Institute, and including New York, Chicago, St. Louis, Detroit, Buffalo and many other cities. The fine arts commissioners from Sweden and the Netherlands, who possess authority to exhibit the works from their respective countries without further formalities, have already given a hearty assent to the plan. Other foreign commissioners will have to consult with their exhibitors and their Government authorities.

It is regarded as virtually certain that the cooperation of all will be secured. The second plan contemplates the selection of American paintings, in addition to the foreign works. This movement was initiated by Clide J. Burroughs, secretary of the Detroit Museum of Art, who sent the following letter to John E. D. Trask, chief of the department of fine arts, Panama-Pacific Exposition:

"My dear Mr. Trask: Would it be possible to have a selected portion of the fine exhibition which you have assembled at San Francisco serve a number of institutions of the middle West at the close of the Panama-Pacific Exposition in December? At the meeting of the American Federation of Arts, held in Washington the other day, a number of the officials of the middle Western museums discussed the cooperation of yourself and staff, the Minneapolis Institute of Art, the Chicago Art Institute, the City Art Museum, St. Louis; the John Herron Institute, the Toledo Museum, the Dwight Museum of Art and others could take advantage of the magnificent collection you have assembled and grasp this opportunity to put into practice the theory of cooperation which we have discussed."

With regard to this proposition Mr. Trask says: "I am heartily in favor of this idea, and will do all I can to assist in its realization. It is, however, too early to say just what measures will be adopted. But it is safe to announce that it is practically an assured thing that the crusade of art, so to speak, will take its course from San Francisco at the close of the exposition to confirm and complete throughout the country the vast work which our exhibition is doing here. After all, even though millions of visitors come, there are many more who cannot come, and it is for their benefit that the art directors everywhere are taking steps to secure the travelling exhibition."

Pacific Exposition, has been interviewed in San Francisco. The Fine Arts Building, we should say the Palace of Fine Arts, evokes a mood of confusion: "It is bewildering, silly, a maze! Those glistening columns of corrupted Greek! As to the collection itself:

"If 75 per cent. of the pictures were removed and the remaining 25 per cent. properly hung the collection would be 1,000 per cent. improved. Good pictures are skied and bad pictures hung on the line. A work of art deserves ten times the space it receives there. Good pictures are crowded by bad pictures. You can't see the forest for the trees. Think of a collection of American art in which there is not a single Abbott Thayer! And what has Davenack done for American art that he should have so large a room, while there are only two Homer Martins, and Winslow Homer and George Inness and Tryon, the greatest of American landscape painters, are so poorly represented? Think of giving Kello a room and having nothing by Rollo Peters!"

"The fault is not Trask's, for Trask is a man who knows," he said. "There

was used to secure the admission of artists who did not deserve to be represented. The blame can be traced, and if I owned a paper in San Francisco I should devote my efforts to placing it where it belongs. The leaders have not led. They have been false to their trust. Material things have overshadowed the higher things. In the higher things the consensus of opinion of the men directing this fair is blank."

Many of the artists have already gone to their summer homes. William Glackens is at Newport, where he has worked during the summer months for some years. Harry W. Ransker is at his studio in Noank, Conn. De Witt Parrshall is at Northeast Harbor. Carroll Beckwith will again be at Orono Park.

Henry Golden Dearth, who had expected to return to his home in Montreal, has been detained in this country on account of the war and will paint at Northeast Harbor until October. Augustus Tack will leave next week for his home in Deerfield, Mass. Emil Yandell will be at Martha's Vineyard. Carl Blenner will remain until



"Labor," by S. Marguerite Wilson.

has been too much politics, and politics has hurt the collection in two ways. The proper policy was not used to induce all the representative American artists to exhibit, and improper politics

of the autumn in his studio in New Haven. Althea Platt will spend the summer at Elizabethtown, N. Y., and go to Keene Valley for the autumn months. Harry Watrous will be at



"Labor," by M. Kohlhepp.

Lake George. J. Maynard Williams will be at Lyme for the summer. Frank Townsend Hutchens will be at Newport this summer. Louis Marx will remain all summer in California. Rhoda Holmes Nicholls will also be there all during the summer months.

William H. Cotton will go to Newport. Victor Hecht will spend the summer at New Hamburg. Henry Mosler will spend the summer at Elberon. William Smalley will be at Bear Lake, Pa. Joel Nott Allen will spend the summer at Twilight Park, N. Y. Edward Dufner will move his studio until the autumn. Joseph Boston will be in the Adirondacks. Charles T. Chapman will go to Maine instead of taking his usual trip to

California. Lewis Cohen will paint at Lyme. Francis and Bolton Jones are at South Egremont, Mass. Irving R. Wiles will divide his summer between Peconic and Nova Scotia.

The artist members of the National Arts Club have sent about forty pictures to the exhibition at the club house. It will remain on view throughout the summer. Among the exhibitors are Hayley Lever, W. E. Schofield, Lawrence Mazzanovich, George Bellows, F. Luis Mora, Robert Henri, F. B. Williams, Reynolds Beal, Guy E. Wiggins, Edward Greacen, Charles Bittinger, Leon Dabo, Charles F. Naegle and F. C. Jones. At the Century Club the summer

exhibition contains pictures by H. W. Watrous, F. C. Jones, T. Chapman, H. R. Butler, George J. Smille, J. P. Nicoll, Taber Sears, B. tram H. G. G. hus, Carroll Beckwith, W. H. Lippincott, D. Maitland Armstrong, C. H. Miller, A. V. Tack, William White, Charles L. Hinton, Alden Samson, D. Smiley, W. C. Schickelmann, W. Hyde and Edward B. Child.

The exhibition of paintings by Americans at Reinhardt's Gallery shows works of F. Ballard Williams, Edgar Dingerfield, Marie Korbel, George Elmer Brown, Paul King, E. M. C. F. Luis Mora, M. W. Ransker, J. Nott Allen, Hobart Nichols and others.

## A BOY QUARTERMASTER IN THE AMERICAN MERCHANT MARINE

By a MERCHANT MARINE CADET

THE purpose of the United States Government in maintaining the cadet system among vessels of the merchant marine is to offer to a limited number of American boys the opportunity to fit themselves for the rank of officer aboard these ships. Every shipping company holding a cadet for every thousand tons of displacement, some of which shall be in the deck department and the rest in the engineering branch. When these boys have served an apprenticeship, varying in length according to the ability of the cadet, they are not quite the deck cadet becomes a quartermaster and the engineer cadet is made an officer.

During the time a boy puts in as apprentice a good many peculiar and interesting things happen to him, but they are usually mild in comparison to the experiences that befall on the first voyage in his new capacity of quartermaster.

To begin with, the feelings of the newly promoted quartermaster are a little complex. He feels like a small boy with his first pair of boots, a young man with his first girl, a youthful captain with his first command. His late bunkies look upon him with profound respect, and the attitude of the entire ship seems to have become more friendly. Even the messman who waits on him at the table takes a greater interest in him, for now he is a quartermaster, and as such good for a dollar at the end of the voyage. No longer does his coffee come to him cold, nor is he obliged to wait for his steak. Moreover, the black messman addresses him as sir.

When he dons for the first time his new cap, which is the badge of authority, it takes about half an hour to decide just what angle is the most becoming. And when sailing day comes, and he stands at the head of the gangway, he feels like the Lord High Admiral in his blue uniform. But his future experience is not all quite as pleasant as that by any means. There is more difficult work to be done than when he was a cadet, and more responsibility to shoulder.

In the antiquated ships of the West Indies, serving the steering gear is of an obsolete pattern that necessitates removing a length of the steering rod every time cargo is worked from the after hatch. There is a great deal of greasing up of bolts and adjusting the length of the rods so that they are the same length at both ends. If they were uneven the water would not be in the proper position when the helm was put amidships. Now as the rods and the attendant gear are lubricated with graphite one can imagine the delightful greasy, sooty job the quartermasters have when assembling the steering gear.

The young quartermaster is at work all the time, for his day is sailing day. It seems that his work is the kind that must all be done at once.

If he had eleven pair of hands, every pair would be occupied in some of the varied tasks his rating calls upon him to perform.

Directly after breakfast on sailing day the two quartermasters turn to and proceed to get the wheel house in order. They put a dazzling polish on the numerous pieces of brass, wipe down the woodwork with a little turpentine and a piece of bunting, scrub the floor and wash the windows. The last is a discouraging job for the newcomer, for it seems as though the waste lever more than makes up for the work done before the washing.

While the youngster is in a state bordering on despair because the windows refuse to look their prettiest the older Q. M. comes along and sees what is wrong.

"Here son," he says, "take a bit of newspaper to the windows." The youngster tries it, and finds that it works wonders.

And so it is all along the line; the lad learns that there are all sorts of short cuts to the work, and how necessary a little experience is to make a job run smoothly. As a cadet he may have become more or less familiar with the work, both by helping the quartermasters and by doing a little of it himself, but he appreciates how different it is to finish some of the tasks alone, without the advice of an experienced man.

If the ship is one which sails at noon the part 9:30, and the youngster in all his glory of brand new uniform and cap goes on at the head of it to keep off the ship all people not entitled to come aboard. Stowaways usually get a board during the bustle of sailing morning, and if they get by the men at the gangway the old man is more than likely to have something to say that will not be pleasant.

There is nothing disrespectful in the term "old man." It is one of those appropriate sanctions by usage, and the captain who was not so spoken of by his crew would feel that he had no hold on the respect or affection of his men.

When the bargano has been taken in the after hatch the order to connect the steering gear. Then the trouble begins. Sometimes the jaws of the follower are bent, and that means hauling and pulling until the stubborn parts fit as they should. In twenty minutes the bolts are finally screwed up and the gear is ready for the test. Always before leaving the pier the steering gear is tested out to see that it works as it should, for the consequences would be serious if it should refuse to act when the vessel is under way.

The youngster goes down to the steering engine compartment and closes the drain cocks in the cylinders, opens the exhaust valve, then turns on the steam. As soon as he can get the deck to the wheel house, he turns the wheel over. It moves a little way and sticks. Just to make a

sure that it is stuck he moves it back to midship. If in the hurry to get off ashore, once the visitors are all on the pier the Q. M. casts off the lashings and a winch hauls the gangplank to the pier.

Up in the wheelhouse a very nervous perspiring young man is getting a mild case of stage fright. Although as cadet he may have taken the ship in and out of some nasty harbors in South America or the Indies, he feels as though everything he had learned had deserted him now, and he waits for the first order with a rapidly beating heart and a fervent wish to be anywhere but in his present position.

The voice of the chief officer on the "castle head" reports the lines clear, and then comes the faint tinkle of the engine room telegraph as it transmits an order to the engine room crew. Then down the scuttle of the wheelhouse booms the voice of the Old Man.

"Hard astern." The effect on the boy like a dash of cold water; instantly he becomes calm, alert.

"Hard about, sir," he sings out in answer. Whirrrrr goes the steering engine, and the rudder indicator moves to show the position of the rudder. When nearly hard over the Q. M. moves the wheel slower, until it stops, then he calls out, "Wheel hard over, sir."

Now comes the slow throbbing of the engines as they drive the vessel clear of the dock. On deck the sensors are cutting good-bys and waving handkerchiefs, and straining for a last look at friends and relatives.

"The one towboat that has been standing by in case of trouble turns on her stubby tail and makes off down the river. Once away from the dock and the telegraph signals full speed ahead.

In two or three minutes there comes another order from the bridge: "Starboard a little." This time it is the pilot who gives the command, and the hasty kisses planted on the

end of the nose, the back of the neck, the cheeks, the forehead, the hair, all get off ashore. Once the visitors are all on the pier the Q. M. casts off the lashings and a winch hauls the gangplank to the pier.

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ship worms its way through the small harbor craft. The new red Q. M. has his hands full, for it is not the easiest thing in the world to handle a good sized ship in the harbor of New York, particularly when there is a strong tide.

By the time the ship has reached the Narrows the lad feels like a veteran of three wars. Things are going beautifully, and the pilot hasn't snapped at him once.

A pilot can make life a burden to a young Q. M. when taking a ship in or out, for while he is on the bridge he is in supreme command. The captain merely stands by and respectfully offers suggestions, which the pilot may or may not take. If he feels so inclined, the pilot can fire a string of orders to the man at the wheel who tend to get him thoroughly rattled. Then it is one of the pilot's privileges to swear at the Q. M. to relieve his feelings. A nervous or undecided pilot is an awful thing.

There is a short run through the channel marked out by the buoys, and then the pilot goes over the side and rejoins his own boat, which lies in the waters at the mouth of the channel to supply pilots to the incoming steamers.

Now comes the time to set the course for the first leg of the long run. Previously the Old Man has laid out the course on the chart, and now he heads the ship for her destination. "South one quarter east" comes through the scuttle, and is repeated by the man at the wheel. Whirrrrr goes the steering engine, and the ship's head begins to swing in the desired direction.

When the ship is almost on her course the Q. M. puts the helm over in the opposite way to steady the vessel, leaves the wheel so for a moment, then swings it to midship. When the lubber's mark in the compass bowl and the line on the card coincide he

uncles the wheel. The value of the board depends on whether you are hiring a man and giving it to him or whether you are living on it yourself.

Quartermasters mess with the other petty officers and receive second cabin food. Sometimes it is fairly good for a week or so, and then it takes a change and gets really poor. It depends largely on how much the steward feels that he has to make on this particular trip.

As for quarters, they vary with the ship, in the same way as the food does. In most of the ships the rooms are small and more or less imperfectly ventilated. When running to southern ports that is an important consideration.

One of the South American lines makes a stop at the island of Curacao in the Dutch West Indies. There they obtain the laborers to unload the ship while in Venezuelan ports. These men come aboard and live on the ship for five or six days at a time, so they are obliged to bring their bags with them. Now these laborers are great big six foot negroes for the most part, and being negroes they have the usual fondness for gin.

In Curacao gin is imported from Holland and can be had at a very reasonable price.

One of the duties of the quartermasters in that line is to stand at the gangway with a cadet and search the luggage bags of these "trabajadores" for gin, because every time they succeed in getting any quantity of the stuff aboard they commence to fight and render themselves unfit for work the following day. One of the Dutch sendamas is always present, and when a black object to having his gin destroyed and puts up a fight he is promptly collared and taken off to the local jail by the policeman. Nevertheless there are some jolly little lights at the gangway every once in a while. But the quartermaster receives no extra pay for taking the chance of getting a cuchillo between his ribs in the course of searching the laborers.

The next promotion after quartermaster is to the rank of mate or one of the licensed officers of the ship. The Federal regulations demand that a man have three years experience on the sea before he is permitted to go up for examination. At least one year of this time must be put in as a quartermaster, so as a general thing the quartermasters are the future officers.

By saving his money and studying in his spare time, which isn't much, the boy who is a Q. M. can learn a great deal before he is permitted to go up for examination. When he has enough, say \$200, he goes ashore to a navigational school, where they cram him for six weeks or two months to take his examination. This costs about \$50. Then he goes before the local inspectors. If he passes, they issue a license and he proceeds to hunt his first berth as mate, while should he fail he generally goes back to the school.

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**MONTROSS GALLERY**  
Summer Exhibition  
PICTURES AND SCULPTURE  
BY AMERICAN ARTISTS  
550 Fifth Avenue, above 45th Street

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