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A MODERN SHIP

Steam Now Takes the Place of Muscle.

DEVICES THAT LESSEN LABOR

Little Romance Left in the Sailor Life—Great Changes Made in Recent Years.

(Washington Star.)

If steam and electricity have, as has been said, "killed romance at sea," they have also relieved Jack Tar and his officers of most of the soul-killing work and a majority of the perils which formerly made their practical lives anything but romantic in fact.

Most of the modern ships' heavy work is done by machinery, and the orders for its doing are conveyed, not by "the hoarse note of the speaking trumpet," but by precise electrical impulses communicated through the agency of the mechanical-magnetic telegraph.

Only old-fashioned wooden vessels or coasters of inconsiderable tonnage depend today upon the "beef and brawn" of the men in their forecastles for the performance of those tasks of drudgery which in the days of yore occupied much of a sailor's time and made of his existence afloat and alongside the dock of arrival or departure a burden to be borne only in the hope of easier times in the future.

The modern ocean-going vessel, whether means of propulsion steam or sails, and be her business the carrying of freight, passenger or mails, is equipped with a great variety of mechanical devices which relieve the men of her company of most of the work demanding nothing but physical exertion. Incidentally, these devices, of course, reduce the numbers of men employed in the ships, on the man-per-ton ratio, and make necessary the presence in the forecastles and engine rooms of a higher quality of intelligence than was necessary under the simple old system.

But the reduction of men is compensated by the multiplicity of the ships, and the circumstance of constantly increasing tonnage.

Doubtless romance or picturesque effect suffers in the substitution of a puffing, rattling steam-windlass for the old-fashioned capstan around which thirty men crept in slow, circular procession, timing their steps to the cadence of a sailor's "chantey," as they laboriously "broke out" an anchor or warped their craft to mid-stream preparatory to sailing.

The "chantey's" characteristic words and music would be drowned in the clatter of pistons and cogs aboard a modern ship, but the anchor comes aboard in half the time it used to take to hoist it, and the thirty men may be bending intelligent effort to performing tasks more important and infinitely less straining than that of raising it.

So, too, with the work of hoisting the heavy sails aboard a modern freighter, which depends upon canvas for its mobility. In the old days a ship of 800 tons would perform carry a crew of sixty men. When sail was to be made or shortened quickly the yards of her thin spars would swarm with agile figures, long lines of men would "tail on" to her braces, halliards and stays, and the canvases would laboriously rise in regular impulses to the lugubrious measures of a song.

The sailing ship today carries donkey engines, steam windlasses at every hatch for hoisting cargo, and another on her forecastle for use in handling the anchors. She has steam "gyppies" fed from her donkey boilers, at every mast-foot, and the work of getting her anchor or hoisting her canvas involves only the expert effort of an engineer and a dozen or so men aloft, who, as they perform the light labor of loosening reef-points and overhauling clew-garnets, do not think of "Paddy Jones" or his traditional boots unless it be to offer up a thanksgiving that the system associated with their memory has passed.

But the profitable ship of today, freighter or liner, is the steam-driven, twin-screwed carrier of tremendous tonnage and high speed. She earns dividends where the best of the sailing ships eat up their profits in delays due to wind and weather—even after the important item of coal consumption has been taken into account. And the profitable ship is profitable because applied science has substituted the machine which draws no wage for the man, who must be paid, and because the coal she burns gives her practical independence of the moods of wind, wave and current.

The modern freight carrier and the modern "ocean greyhound" differ only in their interior arrangements and exterior lines. One is a floating hotel, built for high speed; the other a floating warehouse built for cargo capacity and steady going. Their machinery, with a few individual peculiarities, is the same, and of that machinery there is no end—at least to the eye of a layman.

Most of the new ships of the merchant marine are propelled by twin-screws driven each by a triple expansion engine of highest efficiency. A dozen double-end Scotch boilers supply their main and auxiliary engines with steam at a pressure of 150 to 200 pounds to the square inch.

Besides the main engines, a modern vessel will contain in the depths below her water line, and on her decks, from ten to thirty smaller engines, each adapted for its special purpose. The



PHASES OF THE CONTEST IN THE PHILIPPINES. This picture shows where the fighting between American soldiers and the Filipino began. Colonel Smith is the gallant officer who succeeded to an attack of opposing while at his station on the firing line. The Igorrote warriors are brave, but equipped as they are with crude weapons, they were mowed down by the Americans.

pumps, feed pumps, bilge pumps, fire pumps, circulating pumps for the condensers and air pumps for the vacuum chambers, usually in duplicate in case of accident, will number fifteen or twenty separate engines. The dynamos, which supply the ship's every compartment with light and give her the wonderful "night eyes" called search lights, purr in airs in the shaft tunnel.

In a special compartment a double-cylindered engine, always busy while the ship is at sea, answering the impulses of a toy wheel in the pilot house or on the bridge, pushes the massive rudder this way or that, making it possible for a single helmsman to control the leviathan's every movement by a finger touch. With the old hand gear four men, reinforced by block and tackle, had their hands full with the steering of a big vessel in heavy weather.

On deck, under the forecastle head, a steam windlass with the latent power of 200 horses, hoists the anchors that a hundred men could not "break out" of a muddy bottom, as if they were toys. At every hatchway there is another windlass or winch, driven by double engines, for hoisting and lowering cargo in loading and unloading, and for handling boats or sails in case of necessity.

Men must still stow the cargo and man the boats—the machine does the rest.

Special engines hoist the ashes from the boiler room of the modern ship to the deck—a daily task which made the fire room force grumble sorely in the early days of steam navigation, and yet other engines driving immense fans ventilate the cabins and stokeholds and supply a forced pressure of air to assist the perfect combustion of the furnaces.

Modern ships, freighters or liners, are most of them equipped with refrigeration compartments for the storage of perishable supplies.

Ice has no part in the ship's system of refrigeration. Ammonia gas, compressed by a powerful engine and forced through miles of steel tubes, makes possible any desired temperature in any refrigerative compartment. The modern ship, indeed, makes her own ice, as she distills her own fresh water while at sea.

The vitals of the modern ship are below the water line. The engine room and stokeholds contain her lungs, heart and stomach. But the brains—represented by the captain and his officers—are placed afar off—high up on the flying bridge or behind the glass windows of the pilot house.

It is imperative that the brains should be in a position to convey direct and instant suggestions to all the other members of the floating aggregation of entities which for the nonce exists as an individual. To that end the ship has a delicate and highly organized nervous system, consisting of an infinity of tubes, wires, dials and bells.

From bridge or pilot house the captain or executive officer dominates the entire massive fabric as readily as he dominates the members of his own body. A deck equipped with a number of labeled electrical buttons enables him to control instantly his signal lights, high up on the masts—to flash a message to any passing ship or to any station on a near-by shore. The same keyboard enables him to communicate with any compartment of the vessel—to summon any man or men to his company.

Beside the keyboard is the electrical "telegraph," or teletome, more properly, which leads to the engine room. It is outwardly a glass-faced dial on a tall brass standard. A little hand line controlling an indicator and the printed divisions in the segments of the dial's circle show its use and purpose. "Ahead," "astern," "half speed," "full speed," "stop." Those are the few orders which the bridge must send to the engine room frequently and instantly. The teletome does it by a mere turn of the lever to the proper signal.

Of barometers, sextants, range finders, compasses and chronometers, every modern ship carries a dozen or more; but they, like the patent log, trailing far astern and registering the ship's speed, are instruments, not machines—adapted to the solution of problems of geographical position and meteorological condition, not to the solution of the basic problem of relieving the man of physical labor and multiplying his working efficiency.

The old ship was a graceful fabric in which man was the slave and plaything of the elements. The modern ship is a scientific instrument in which man is the dominant, serene controller of the natural laws and natural forces which for 3,000 years have had their whimsical will of him and his.

A Clergyman's Views.

The Rev. Geo. A. Wilkins is a prominent clergyman of West Lebanon, N. H. It is not often a clergyman will talk for publication. Mr. Wilkins would not have done so in this case, except he felt sure his statement would be the means of benefiting others, and he knew what he was talking of for it was his own personal experience he gave. It will carry weight with our readers, because people have confidence in the word of a pastor. As Mr. Wilkins lives in the States of Vermont, near the N. H. border, he is well known on both sides of the boundary line, and has ministered to a great many congregations. "From exposure and overwork," he says, "while in my last clerical charge I experienced considerable trouble from an affection of the kidneys. Having made use of Doan's Backache Kidney Pills I found great relief from them." You can't spin a long yarn about backache. You have it, it hurts and you wish to get rid of it. What will drive it away is worth more to the reader than a column and a half of symptoms. Can you ask for more convincing proof than the Rev. Mr. Wilkins' testimony? It is short, but to the point, and expresses a great deal in small space. To any one who suffers from kidney ills, this valuable medicine would be a boon, and Mr. Wilkins' testimony may do much good.

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