

# THE LOVE-M of a Chul



## Strangely the INFATUA SULTAN, king WHO HAS KILLED FOR SU THE LIONESS COQUETTING S MURDEROUS



SULTAN WATCHING SULTANA, HIS LOVE

**T**HE King of Beasts! What majesty, what terror, what tragedies lie hidden in these words! If you visit the Clutes Zoo you will see in a barred space perhaps twelve feet long a great, tawny animal pacing. To and fro, up and down he glides. His padded feet make no noise. Up and down, up and down, till even the laws of inanimate matter cry out against the unmeaning repetition. Wearing, the great beast slinks to the floor of the cage, his head erect above crossed paws. There he lies motionless. Only his eyes—force, vivid, baleful—show the unconquered spirit within. Ceaselessly, his powerful, cylinder-like tail lashes the floor. As you look, the fore claws ripple, sleek and sure. With startling suddenness the mighty jaws swing open, showing a double row of huge, surfaced grinders, and from the massive, red throat comes a protest—the most appalling in nature—the roar of the lion king.

another role—that of faithful and despairing lover of Sultana, the striped lioness who frets and fumes behind the bars of the opposite cage. The love story of Sultan and Sultana dates back three years. Since the day when their keeper, Steve Lawrence, brought them from Chicago and placed them in cages side by side they have lived next door to each other and often have for a short time in the same cage. The two great beasts would roll and tumble over each other in the most affectionate way, though the French saying, "there is always one who loves another who is loved," was verified, for Sultan was ever the devoted lover, lavishing affection and caresses without stint on the lioness, while she, woman like, took all his demonstrations as an insupportable right. Visitors to the Zoo often remarked on the beauty of the pair. They seemed indeed made for each other, and things went smoothly until the day when it was decided to move Sultana to another cage directly opposite that of her former mate. On the morning the preparations for the removal were begun, Sultan displayed signs of unusual restlessness. He moved nervously about the cage, his glowing eyes alert, apprehensive, wary. Had he heard the call of the wild, and was the instinct of the dwellers of ravined valleys and forest trails warning him of the probable loss of his mate? Was the memory of vast, un-

trodden forests, of moonlit meetings in hidden glades working in his brain to madness? Of these things no one knows, but it is certain that when Sultan saw the large, wooden box used to transport the animals from one part of the Zoo to another drawn up before the door of Sultana's cage, the lord of the jungle grew wild. The great, sleek body shook and strained in fury against his foes—against those who would separate him from his mate—and as Sultana, snarling and roaring was pushed and prodded into the van, her lord and master, with mighty leap, sprang to the rescue. But, alas! this was not the jungle—wild, victorious and free—this was a man-made prison of iron, iron and heavy wood, yet Sultan, knowing even in the instant of his mad effort that he faced inevitable defeat, that the knell of his power had sounded, Sultan, the magnificent, the mighty, the Caesar of the jungle, knowing without understanding, realizing without comprehending, leaped at the stout partition wall between the cages with frenzied strength, striking again and again with ripping, tearing claws till the wood gave and trembled beneath his blows. But wood clamped with iron can withstand anything, it held now, but Sultan, infuriated, raging, was not to be denied. Lowering his massive head, he dug his strong, sharp teeth deep into the immovable plank shelving on the defying wall. E-to-p, to-e-a-r, and a section of the two-inch plank lay in splinters on the floor. Men with more iron—iron bars now—hurried to the scene, and by thrusting them between the uprights and exerting all their strength, they succeeded in forcing Sultan to the farther corner, where he lay, growling, sullen, dangerous. All this while Sultana, a good and undaunted second in the fray, was doing her best to resist the keepers and their aids. But seeing Sultan crouching, lowering, vicious, defeated, her spirit gave way and she submitted to being pushed into the van.

From that day to this has the monarch of the forest, ways mourned, lonely in his savagery, bereft of the one thing who understands, he lies sullen all day, or moves angrily about

## HOW TO READ THE RANK OF A MAN OF THE NAVY BY HIS



By Arthur H. Dutton

**Late Lieutenant United States Navy**  
To the average American citizen, in spite of his pronounced interest in the navy of his country, the organization of the personnel of its ships, the relative ranks and authorities and duties of each rank and rating of officers and crew present a good deal of mystery. There is a reason for this in the fact that a modern man of war is a complex affair, with its multitude of varied weapons, machinery and general equipment and the many duties to be performed in order to make it an effective fighting machine. It is much more complex than a merchant vessel, for its functions, both in times of peace and war, are many. The old saying, "A place for everything and everything in its place," originated in the navy, and to this may be added the saying that on a man of war there is "a man for everything and everything has its man" to attend to it. There is no more highly developed example of perfect organization than a man of war.

A twentieth century war vessel, in fact, is a little nation by itself, one might almost say a limited monarchy,

the limit being imposed by the articles of war and the Navy Department. For a long time the king, the commissioned officers of the nobility, the warrant officers and chief petty officers the bourgeoisie, and the crew the people at large.

The different grades of officers and of crew are far more numerous than in the army. There are four great classes of officers in the naval personnel—the commissioned officers, the warrant officers, the petty officers and the enlisted men, to which may be added the midshipmen, who are commissioned officers in embryo, possessing rank and authority over the warrant and petty officers and the crew, but not yet having received their commissions.

The officers are divided into two principal classes, the line officers, who are, strictly speaking, the essentially naval officers, who alone may command ships and squadrons and attain to the highest rank of admiral; and the staff officers, who, while possessing authority in their respective departments, have their duties and responsibilities more circumscribed than the line officers. The staff officers, for example, are those of the medical, pay and con-

struction corps and the chaplains. For a long time the engineer corps was a distinct one, but since 1899 the engineers have been officers detailed from the line for engineering duties.

Compared with the army the various ranks in the navy and the army are related as follows:

NAVY. Admiral. Vice Admiral. Rear Admiral. Captain. Commander. Lieutenant-Commander. Lieutenant. Lieutenant (Junior Grade). Ensign. Midshipman.	ARMY. General. Lieutenant-General. Major-General. Brigadier-General. Colonel. Lieutenant Colonel. Major. Captain. First Lieutenant. Second Lieutenant. Cadet.
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While the rank of commodore existed it compared with that of brigadier general in the army.

The staff officers have relative rank with officers of the line, but their titles are different. Thus the officers in the Medical Corps are designated, in order of rank, medical directors, medical inspectors, surgeons, passed assistant surgeons, assistant surgeons. Those of the Pay Corps are identical, save that the words pay or paymaster are substituted for medical and surgeon re-

spectively. In the Construction Corps there are but two designations, naval constructor and assistant naval constructor, although there are grades of naval constructor with relative rank ranging from lieutenant to captain.

The chaplains and the professors of mathematics, as well as the civil engineers have but their respective designations named, although with varying relative ranks. The professors and the civil engineers never go to sea, so are omitted here.

The midshipmen are of two grades, those undergoing the regular four years' term of instruction at Annapolis and those who, after graduation, are serving two years at sea, on regular cruising men-of-war, prior to receiving their commissions as ensigns.

The warrant officers have no corresponding grades in the army unless they may be likened to the regimental non-commissioned staff, such as the quartermaster-sergeants, ordnance sergeants and commissary-sergeants. They are the boatswain, the gunner, the pharmacist, the sailmaker, the carpenter and the warrant machinist. They are all high class men, who have been enlisted men, and they not only have a permanent life tenure on their war-

rants, but may even, in limited numbers, receive commissions as ensigns, provided they are under 35 years of age, have creditable records and pass the necessary examinations for commissions. The chief warrant officers, in fact, such as chief boatswain, etc., rank with but next after ensigns and are entitled to salutes. Warrant officers are addressed as "Mr." by both commissioned officers and men, and, save the few who receive commissions, constitute the highest rank to which an enlisted man may attain.

Then come the multitude of petty officers. Their name is legion. Highest among them is the chief master at arms, who is the ship's chief of police. He has the aid, according to the size of the ship, of junior masters at arms and sometimes of a seaman specially detailed to aid him, called the "ship's corporal." The chief yeomen, the chief machinist's mates, the chief boatswain's mates, chief carpenter's mates, chief gunner's mates and hospital stewards are next in importance to the master at arms, with whom they associate, and beneath them there are mates of their various departments, of first, second and third classes. The chief quartermaster, who also has his quartermaster's of the first, second and third classes, is likewise one of the prin-

cipal petty officers, all of whom are leading men among the crew and the right-hand men of the higher officers. The petty officers, indeed, correspond to the non-commissioned officers of the army. Among the different petty officers, besides these principal ones named, are the oilers, the electricians, the boiler-makers, the coppersmiths, the plumbers, the blacksmiths, the water-tenders—all of the engineer's division, the coxswains, the painters, the turret captains, the printers, the gun captains and others.

The main body of the enlisted men is divided into the deck division and the engineer's division. In the former are the seamen, who must be trained, experienced sailors, able to "hand, reef and steer"; the ordinary seamen, who are sailors somewhat less accomplished than the seamen; the seamen apprentices and the apprentice boys.

Then of course there is the messman branch, consisting of stewards, cooks and mess attendants for the captain's and wardroom, and the junior officers, the ship's cooks for the crew.

The duties of the boatswain's gang are those of leading men for the general work about the decks and in the holds; the duties of the carpenter's machinist, sailmaker's, gunner's and pharmacist's gangs are indicated by their titles, the gunner's gang being specially detailed to care for the battery and the ammunition. The termasters are the bridge lookouts, the chief helmsmen and the signal men, and they are aided in these duties by members of the crew. It is the common practice when a ship is either in port or at sea to have a quartermaster, a signal man and a messenger boy on duty at all times. In addition, when at sea members of the crew are stationed at various points as lookouts especially at night, for there must be plenty of eyes constantly on the watch.