

THE "SICK BAY" IN BATTLE.

THE PROBLEM OF CARING FOR THE WOUNDED IN A NAVAL ENGAGEMENT.

HOSPITAL ACCOMMODATIONS ARE CRAMPED ON BOARD THE MODERN MAN-OF-WAR—DEVICES AND SUGGESTIONS—AMBULANCE SHIPS.

One of the most serious problems which have confronted naval officers since the introduction of modern warships concerns the provision for the wounded in time of battle. A naval conflict to-day between the huge steel fighting-machines which have replaced the wooden ships of a quarter of a century or so ago would inevitably be a scene of frightful slaughter, and with the change in the type of vessels and the increase in the destructive power of their batteries there has come an unfortunate decrease in the amount of room which can be spared for the wounded. In other words, while the chance of injuries has increased manifold, the facilities for attending to them have been necessarily greatly curtailed.

It is stated that "a battle-ship with a complement of five hundred men, in action, if not sunk, will have within a few minutes thirty killed and 120 wounded." The naval fighting

largely upon the interior plan and arrangements.

HOSPITALS IN PEACE AND IN WAR.

For several reasons it is desirable that the hospital in time of peace should be in a different place from that which it would occupy in an action. In the former case, where there is no danger from projectiles to be guarded against, it is best to have the sick bay in an airy, well-ventilated place, where it may get the sunlight. Consequently it is frequently located on the forward berth deck, although its precise situation varies with each vessel. On account of the greater amount of noise in the forward part of the ship it is sometimes placed more nearly in the waist. It is, as was said, very small, and even in time of peace often has all its cots filled and some extra patients in cots or hammocks swung in a nearby room, usually a part of the regular men's quarters. The equipment of the sick bay consists, besides the swinging cots, of the surgeon's dispensary and the most necessary of the appliances to be found in every well-conducted shore hospital. Of course, considering the fact that it is on shipboard, the hospital outfit is much simplified, the more complicated accessories, such as steam-sterilizing apparatus, etc., having to be omitted.

In choosing a location for the sick bay in an

room, on the berthdeck, would be used. Adjoining these, the junior officers' messroom, and its adjacent pantries, etc., which are within the "citadel," or armored part of the ship, could also be made available. To reach this temporary hospital the wounded would have to be lowered through a hatch. They would have to be transported to the hatch either by means of one of the various hammock devices which have been recommended, or by the primitive but quick means of being carried in their comrades' arms. The men working the 6-inch guns on the main deck would be in the most exposed positions, and, though many of these would be at a long distance from the hatch, they would have to be conveyed there in some way if possible. The men in the turrets are not so dangerously placed, but it would be still harder to get them to the temporary sick bay, if the necessity arose. They would either have to be taken out through the one door in the turret and be carried from there to the hatch, or it has been suggested that they might be sent down inside the turret by way of the ammunition hatch. They would find themselves, at the bottom of this, in the supply-room, where they would have to be laid somewhere out of the way until such time as a surgeon or attendant could dress their wounds.

Nevertheless, with all these devices, in the

the sick bay remained intact, some of the wounded might be carried there to have amputations performed or wounds dressed, but these attentions might also be given below, the choice of place depending upon various circumstances.

HOSPITAL SHIPS.

Owing to the lack of hospital accommodations on the vessels of the Navy, the plan of having ambulance or hospital ships to accompany them in time of war has been frequently and emphatically urged by naval authorities in the last two or three years. No provision for these hospital ships has yet been made, but those interested in the subject hope that the project will be at least partly carried out, now that increased appropriations for the general defenses of the country have been made.

It is recommended that the hospital ships, even one of which would be of great assistance to a large squadron, should be specially constructed at a high rate of speed, or that swift merchant steamers should be expressly fitted for the purpose. They would sail under the protection of the Red Cross, thereby gaining immunity from attack by any nation, and, in return for this, would render aid to the wounded not only of United States ships, but also, incidentally, to those of any other country who might be in need of relief. In time of peace, it is observed, such a vessel could be used as a training-ship for a Naval Hospital Corps, which in time must be established. The ambulance ship would also take part in squadron evolutions, to give the crews of the warships practice in transferring to it their wounded at sea. Another use, which, it is pointed out, the hospital ship would serve, would be to rescue the crews of sinking war vessels. As an illustration of this, it is recalled that the vast numbers of men who were drowned when the Chen Yuen was sunk at the battle of the Yalu might have been saved by the timely aid of an ambulance ship such as has been described.

AN HISTORIC ENGRAVING.

PICTURE OF THE FETE IN HONOR OF THE TREATY OF PEACE BETWEEN FRANCE AND THE UNITED STATES.

From The Kansas City Journal.

The National Library at Washington has acquired a curious and valuable engraving which, so far as is known, is the only copy existing in the world. It is an engraving of Francois Piranesi, of the fete given at Morte Fontaine, the elegant estate of King Joseph Bonaparte, in honor of the treaty of peace between France and the United States, negotiated by Messrs. Ellsworth, Murray and Davie on our part, and Joseph Bonaparte and two associates on the part of France.

Senator Hoar has been trying to get a copy for nearly twenty years, as has the librarian of the State Department and also the librarian of the National Library. Henry Vignaud, First Secretary of Embassy, than whom no man knows more thoroughly the resources of Paris in the matter of works of art, as well as in the matter of rare editions of the classics, has at last succeeded in finding and sending to Mr. Hoar a copy of this unique print. Mr. Hoar intended to present it to the Massachusetts Historical Society, but the claim of the National Library seemed on the whole to be paramount.

The fete was given at Morte Fontaine, September 30, 1800, the day of the signature of the treaty. A monument was erected representing France and America clasping hands in sign of amity. Near by are the busts of Washington and Franklin, and a candelabrum which was presented by the United States when they concluded their first treaty with France. In the foreground was erected an altar, styled the Altar of Liberty, on which the Ministers Plenipotentiary of the two nations are represented as swearing eternal peace and union. The three ministers of the French Republic and the Ministers Plenipotentiary of the United States of America face each other in front of the altar. Near by are the three consuls of the French Republic, headed by Bonaparte, and surrounded by the Secretaries of State and the other Ministers of the French Republic; presidents of the different sections of the Council of State; the President of the Senate; the President of the Tribunal of Cassation; the President of the Tribunal of Cassation; the President of the Department of L'Oise; the envoys of the Department of L'Oise; the Mayors of the principal maritime villages of France; the Corps Diplomatique; the citizen Despreau, the designer of the fete; Saugren, the Mayor of Morte Fontaine.

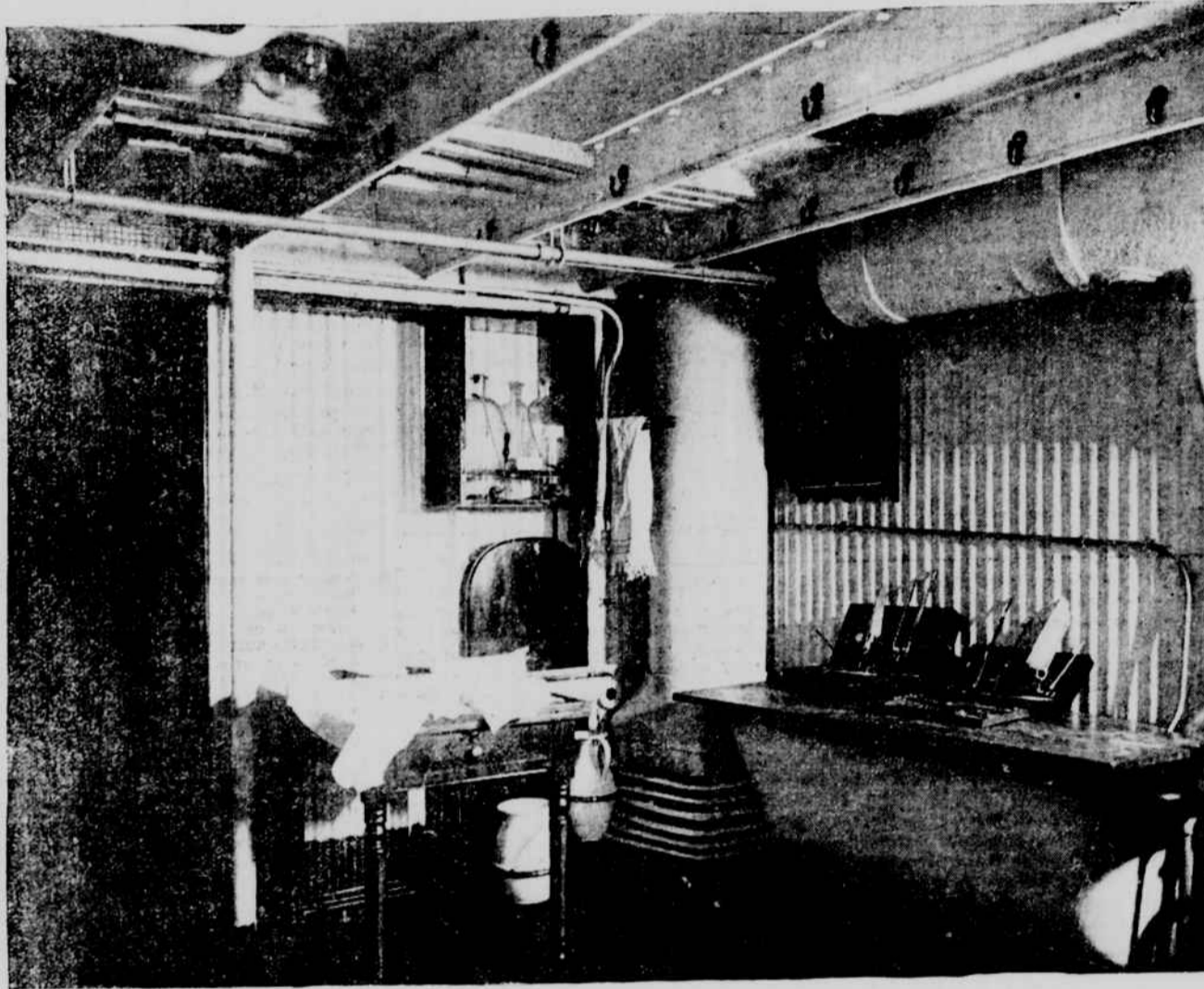
One emblem represents Trenton as the Federal city. The archives had been removed to Trenton by reason of yellow fever in Philadelphia. Then come the horns of abundance, representing the plenty which is supposed to have followed the achievement of independence. Then a monument to October 19, 1781, the date of the surrender of Cornwallis, bearing the inscription, "York-Town"; then three emblematic figures representing Philadelphia, Havre and Brest. By them is the name Green, and above all is a figure representing Peace extending an olive branch from France to America. Then there is an American vessel sailing with a French vessel. Then a monument to the 17th of October, 1777, bearing the name of Saratoga. A lyre with an olive branch. An eagle holding the name "Lexington." Then there is a monument to the Fourth of July, 1776, with the words, "Independence Americaine. Hancock." Then two faisceaux bound together, with the word "Warren." A monument to the 9th Vendemiaire, Au IX. Two crowns of olives by the name of Putnam. To Washington, and by it the words Bunker Hill. A caduceus with an anchor. Then to Franklin, with the word "Montgomery." Then an electric conductor, and beneath, the verse of Turgot, "Eripuit cæle fulmen sceptrumque tyrannis."

The engraving is a somewhat rude one, although Piranesi, the son of the famous engraver of Roman ruins, was himself one of the famous artists of his time. The figures of the men and women who made up the brilliant assembly are colored, probably by hand, and are of two or three inches in length.

WRITTEN BY A NASTY BOSTON MAN.

From The Boston Journal.

If you wish to see what the women of Boston will wear next November go to New-York and see what the women of that city are wearing now.



THE SICK BAY ON THE UNITED STATES MONITOR TERROR.

between Japan and China in 1894, the only important occasion upon which modern war vessels have met in deadly conflict, showed how terrible the loss of life must be under such circumstances. In the battle of the Yalu, on September 17, of that year, the fragments of one shell, fired at long range at the Tsi Yuen, killed seven men and wounded fourteen. In his description of the battle Commander McGiffin said that one steel shell, with a bursting charge of ninety pounds of powder, struck the Japanese flagship and killed instantly forty-nine officers and men and wounded over fifty. In the same engagement a Japanese vessel was struck by a shell which entered the wardroom and killed a large number of wounded men, together with the surgeons and their assistants, who had transformed the wardroom into a temporary "sick bay," as a warship's hospital is called.

Facts like these show how great would be the undertaking of attending to the wounded during an action. The subject is one which has received much attention from naval authorities and many papers have been written upon it. Valuable suggestions have been advanced, but with the best methods yet devised it is evident that comparatively few of the men injured in a hard fight could be aided in any way until after the action. Even a slight understanding of the construction of modern warships will show the reason for this. The space upon their several decks and in their holds is so extraordinarily subdivided and so fully occupied that there is little room for an adequate sick bay, even in time of peace. Every war vessel has some apartment of the kind, but in many cases the room is so small that it will accommodate only half a dozen cots—sometimes even less than this number. Generally speaking, there is the greatest amount of available space on board the cruisers, though even here it is cramped enough, and on the battle-ships and monitors the hospital quarters are much smaller. The size of the sick bay is not always proportionate to the size of the vessel, either, for it depends

engagement, there are two paramount considerations to be observed—safety and easy accessibility from various parts of the ship. Theoretically, the wounded should be sent to the most protected part of the vessel, which in the battle-ships would be below, within the belt of 18-inch armor. But there are many difficulties in the way of transporting men to such a place in all the confusion and carnage of a battle. It is found troublesome enough, even in drill manoeuvres, to lower a well man down through two or three decks, by way of narrow and often tortuous hatches, and it is easy to see how the danger would be increased when the wounded man, his comrades who were lowering him, and the cot or hammock, ropes and all, would be in constant danger of being shot to pieces while they were engaged in the work. Thus, although the injured would undoubtedly be better off well below, protected by the heavy armor, the process of getting them there is, in many cases, too slow and complicated to be considered, and the need of an accessible place sometimes compels the selection of one considerably more exposed.

Just what balance shall be struck between safety and accessibility must be determined for each vessel, according to her peculiarities of construction, so that an attempt to describe here the temporary sick bays of the Navy would involve giving an account of the arrangements on board each separate ship. Since this is impossible, a single case may be noted, as an illustration of the expedients devised—the temporary sick bay on the superb first-class battle-ship Indiana.

THE INDIANA'S SICK BAY.

The Indiana's regular sick bay, used in time of peace, is on the forward berthdeck, and is so small as to be capable of accommodating comfortably only three swinging cots. Besides being entirely inadequate in size it would be in a dangerous and inconvenient place in battle. For the temporary sick bay in an action the junior officers' quarters, just forward of the ward-

heat of the action it would be impossible to carry away more than a part—probably a small part—of the wounded. The only thing to do would be to place them behind the turrets or in the shelter of anything that could serve as a protection. If there were time, and men could be spared for it, the wounds of the injured could be temporarily attended to by some of their companions, for the seamen are drilled and instructed in the bandaging of cuts, the making of tourniquets and other principles of first aid to the injured. But it is always to be borne in mind that a warship is intended first of all for fighting, and that the sufferings of individual wounded men cannot be regarded at the expense of hindering the work of the rest of the crew at the guns.

ON BOARD THE MONITOR TERROR.

The regular sick bay on board the monitor Terror, now lying off Tompkinsville, is situated on the main deck, under the pilot-house and just aft of the forward turret. It is about eighteen feet square, lighted by two portholes and by electric lights, and can accommodate half a dozen cots, slung from hooks in the ceiling. Its equipments are those of a miniature hospital, including a bathtub, with a folding operating table attached; an ordinary table, a full set of surgical instruments, an antiseptic outfit, splints, bandages, an apothecary shop and other accessories. But, owing to its exposed position on the deck, this room could not be used during an action. At that time all the men would be below, and if at the beginning of the engagement there chanced to be any patients in the sick bay, they would be carried below, too, and put into their regular hammocks. The Terror sick bay may be regarded, in fact, as a kind of temporary structure, for if more available deck space were needed the sick bay could, by the removal of a few screws and bolts, be cleared away bodily. In a fierce engagement the whole structure, if not removed, would be in danger of being shot away, so that its unfitnes for occupancy at such a time is evident. After the battle, if