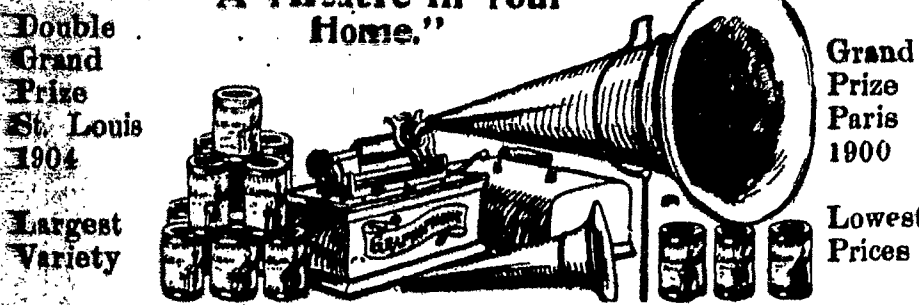


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- Community Silverware
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- Chafing Dishes and Accessories

Bissell Carpet Sweepers

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## DEVICES USED ON THE SEA

Marvels of Skill in Appliances to Protect Life

### SAFETY COMPARTMENTS

Submarine Telephone — Wireless Telegraphy and Automatically Operated Bulkheads — Recent Built Atlantic Liners Practically Non-Sinkable.

The dangers of travel by sea have become infinitely less than by land. The "human element" has less play there, and whereas the safety of the railroad train depends largely on the keen eye of the engine driver and the clear brain of the operator, the modern steamship is kept true by mechanical devices, one checking another, till the margin of possible disaster is reduced to a minimum. Should a leak spring in the hull no human eye need notice it, but the watertight door in the compartment affected will automatically close; should a light go out at the mast-head or on the port bow or elsewhere an indicator will ring a bell in the wheelhouse and a dial will tell where the trouble lies; should a dangerous coast or another steamship, hidden by the fog, be in close and unknown proximity a submarine telephone attachment will give warning, and by wireless telegraphy may knowledge of the presence of an iceberg or a derelict be gained from a passing ship, or a crippling of the machinery be communicated.

Probably the most important of the devices to insure safety to the ship are water tight compartments formed by heavy bulkheads, or partitions of steel, running from the keel to the upper deck, the doors of which can be closed instantly in case of accident. The compartment itself is not a new device, but until a few years ago, when a Scotch engineer named Stone discovered a way to close the doors both automatically and by hydraulic pressure controlled from the bridge, it was not always effective. To close all the doors separately by hand required considerable time, and it not infrequently happened that the firemen deliberately jammed them open lest in the hour of peril they should find themselves locked in some watery trap.

Now not only can the doors be closed simultaneously by the simple turning of a handle, but the doors will shut of their own accord as soon as the water in the compartment rises two feet above the bilge keel. In addition, should an explosion occur in the engine room the door there may be immediately closed and the steam prevented from escaping into the rest of the ship. No obstruction of coal or anything else can prevent the doors shutting, and all motive for jamming by the firemen is removed by a mechanism which permits of the opening of the door by any one caught in a compartment after it has been shut, by means of a handle at the side to reverse the hydraulic pressure. The door will then close again automatically.

The working of the system is accomplished by the supplying of pressure to all the vertical sliding doors—there are twenty-five of them on the newest boats—by a main running the whole length of the vessel. This main is in communication with four steam hydraulic accumulators, which are of sufficient capacity when charged to supply a pressure of from 500 to 700 pounds a square inch. The accumulators and the hydraulic pump which supplies them with the pressure fluid are above the water mark, so that the water in the hold would not interfere with their working.

Hydraulic power instead of steam, electricity or compressed air is used for operating the doors because of its greater safety under differing conditions. For instance, the bursting of a steam pipe would render inaccessible the room in which the break occurred; a breakage of electric installation or of the conducting wires might pass undetected, and pumps to provide compressed air would be unduly expensive and less reliable than the hydraulic pump.

A system of communicating through the water between ships at sea and the shore, by means of which the sound of submerged bells anchored off dangerous points on the coast can be heard on shipboard, is another of the notable safety devices which is being put in universal application. An extension of this system will permit of submarine telephone conversation should there be occasion for it.

The receiving apparatus on the ship, which picks up the sound of the bell and enables the pilot to determine its direction, consists of a pair of sensitive electric transmitters placed on the inside of the hull, against the outer plating, below the waterline. One transmitter is on the port side and the other on the starboard, and both are connected by wires to a telephone receiver box in the pilot house.

The modern liner has its rudder, which weighs about twenty-five tons, entirely under water, and there are two distinct sets of steering gear, one for ordinary work and the other below the water line. Should an accident happen to either set the other would be immediately available. By means of an instrument called a telemotor, operating hydraulically on a pressure fluid of glycerine and water, the helm can be put hard over within thirty seconds. —New York Herald.

## GORGEOUS LIVERIES WORN.

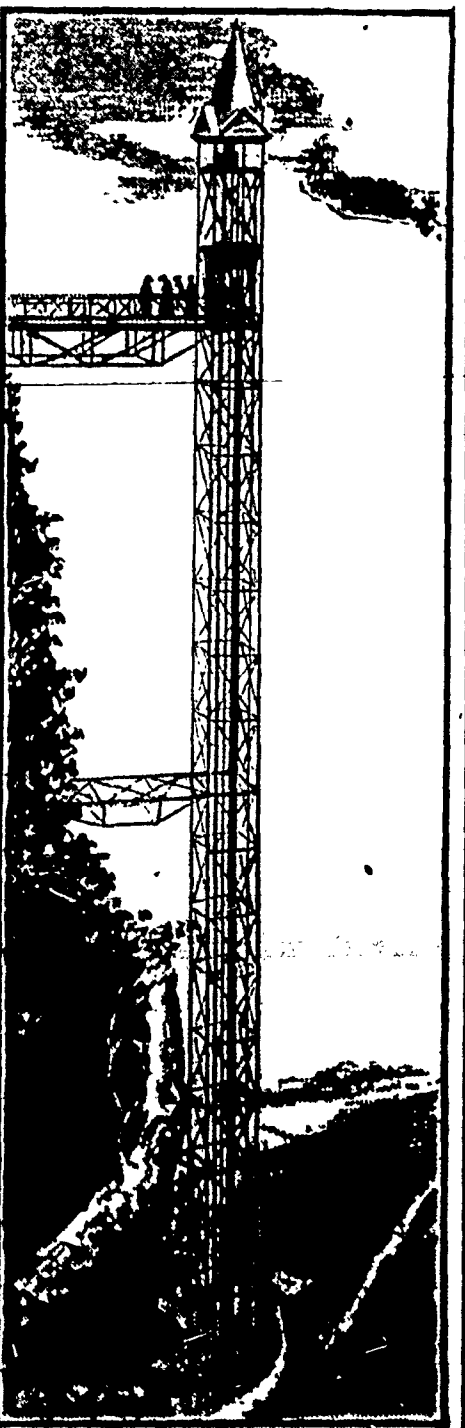
Servants of the Rich are Garbed in Fantastic Costumes.

"Servants' liveries are becoming more and more spectacular every day," said a prominent clubman, "and several families of New York's fashionable set rival Europeans in toggling out their servants in magnificent raiment. If they go much further their retinue will look like a mountebank array or comic opera chorus. Right here it is only justice to say that the glories of powdered wigs and vari-colored livery are confined to their own homes, instead of being paraded on the coachman's box as in Europe. The New York juvenile with the ever-ready hoot, jeer and brickbat will keep Jeffersonian simplicity in public, you may bet.

"A young Fifth Avenue matron who entertains much has six men servants, who, on occasions of ceremony, are togged out in \$200 liveries. They wear coats of pale blue that taper down behind to absurd little coat tails that reach the knees. In a vivid contrast that would turn a burlesque stage manager green with envy come tight knickerbockers of turkey red. White silk stockings gird the menservants' ample calves, and they are held in place by golden garters. Gold buckles ornament a pair of old-fashioned pumps on the footman's feet while gold buttons with the family coat of arms and golden cords are sprinkled liberally over the servants' kaleidoscopic raiment.

"On gala occasions a certain family of the newly rich have a uniform for their menservants which consists of claret-colored coats, maroon velvet breeches and black silk stockings. The costume is set off by epaulets, aguliettes and embroidery.

"The old families stick to the ordinary servant's suit of dark blue, brown, green or maroon, in which he can take his place on the family carriage. Miss Morosini affects black liveries with a slight touch of red; George Gould, claret-colored coats; with President Roosevelt a blue and white waistcoat is the distinctive feature. Wine-colored liveries, with red, blue and cerise collars, are the most popular, and, while the Vanderbilts affect them, no one has their monopoly." —New York Press.



Mountaineering is made easy the present day. The top of Burgenstock, which overlooks the Lake of Lucerne, in Switzerland, is now accessible to everybody by means of an electrical elevator, which carries the tourists to the dizzy height of 3,718 feet.

Strength of Left and Right Hands. That right-handedness and left-handedness depend not so much on a difference of strength in the two hands as on a difference of skill is shown by some interesting recent measurements made by Professor Cester of the Rennes (France) Medical School. He finds that in the right-handed the left hand has almost uniformly nine-tenths of the strength of the right, at all ages and in both sexes. Another curious point established by Professor Cester is that the movements called by anatomists "supination,"—namely, turning the palm upward by rotating the forearm, is always more powerful than the opposite movement of "pronation," or turning the palm down by outward rotation. This the professor believes to be a peculiarity inherited from our earliest ancestors. Possibly the fact that our arboreal great-grandparents were more accustomed to collect objects by scooping inward and upward with the hands than disperse them by pushing outward may have had a good deal to do with it.

## A Day's Doings in New York.

Every 40 seconds an immigrant arrives.  
Every 3 minutes some one is arrested.  
Every 6 minutes a child is born.  
Every 7 minutes there is a funeral.  
Every 13 minutes a couple get married.  
Every 42 minutes a new business firm starts up.  
Every 48 minutes a building catches fire.  
Every 48 minutes a ship leaves the harbor.  
Every 51 minutes a new building is erected.  
Every 55 minutes a passenger train arrives from some point outside the city limits.  
Every 1 1/2 hours some one is killed by accident.  
Every 7 hours some one falls in business.  
Every 8 hours an attempt to kill some one is made.  
Every 8 1/2 hours some couple is divorced.  
Every 10 hours some one commits suicide.  
Every 2 days some one is murdered.

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## Christmas Time

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