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THE LARGEST SHIP: THE 'EUROPA'

(Scientific American, New York.)

About once in a decade a new fleet of ocean liners is launched, setting a new standard for size, luxury and safety at sea. The great ships which are thought to express the last word in boat building are soon generally exceeded by their new sisters, and relegated to a second place. The new fleet now under construction in turn surpasses all the great ships that have gone before. To do them justice, we must find a new vocabulary of adjectives for these super-leviathans and grey hounds of the high seas.

The world had hardly become accustomed to using the 'Mauretania' as synonym for large objects, when two great ships, the 'Olympic' and the 'Titanic,' were designed to surpass all of her dimensions. No sooner was one of these liners launched, than the owners of the 'Mauretania' planned a new ship of even greater length. Now in turn comes the greatest of all ocean liners, the 'Europa,' of the Hamburg American Line, which is still larger. With the increase in length, beam and tonnage, we have a corresponding development in the luxury of equipment. We can no longer call the great ocean liners floating hotels, since the new boats offer many a reactive and novel feature not yet attempted by the builders of hotels. The new liners have all even more than, the comforts of a palatial home.

The dimensions of the three latest and largest liners are as follows:

'Mauretania,' length 790 feet, tonnage 32,500; 'Olympic,' length 860 feet, tonnage 48,000; 'Europa,' length 900 ft, tonnage 50,000.

Statistics are likely to be stupid, and the mere recital of dimensions, however large, gives little idea of the overpowering bulk of such a ship as the 'Europa.' The new liner will have an extreme displacement of between 60,000 and 70,000 tons. In other words, the ship and load weigh 140,000,000 pounds. It would, therefore, require 1,400,000 men, or about the population of Philadelphia, each carrying 100 pounds, to handle this marvellous freight cars, it would fill a train 12 miles in length, which by the way would extend nearly the length of Manhattan Island. The

combined capacity of the three largest hotels in New York city is 3,235 persons, while the 'Europa' carries 4,250 passengers.

The 'Europa' will have a beam of ninety six feet, so that her deck will be as wide as Broadway at its widest point. She will have nine decks above the water line, which is the height of the largest apartment houses, thus making her literally a skyscraper afloat. The population of a small city will be comfortably accommodated aboard without crowding, since her capacity will slightly exceed 5,000. The old familiar standards of comparison, such as the height of the Statue of Liberty or the Washington Monument, are completely out classed.

With the laying of the keel of the 'Europa' the largest ship in the world now under construction, comes the news from abroad that the gross tonnage of all the ships flying the Hamburg-American Line flag has passed the 1,000,000 ton mark, or to be correct, 1,022,452 tons. Some idea of the enormous size of the 'Europa' may be had from the order which has been given for 2,000,000 feet of Oregon fir to be used for the decks alone. For months this lumber has been drying near Portland, Oregon, before being shipped to Germany. Special care has been taken to provide only clear, vertical grain wood, which has been selected with the greatest care.

With the unprecedented amount of cabin and deck space available on the 'Europa,' a number of unique features become possible which have never before been attempted on a ship. None of the staterooms will be cramped as on early boats. For all those who care to travel with the comforts of home, there will be complete suites available. There will be a choice of dining rooms for those who do not care for the main dining saloon; there will be a Ritz Carlton restaurant, a grill room, tea garden, and even a rathskellar. Spacious palm gardens, which in winter may be converted to san parlors, will occupy the upper deck. Several ladies saloons finished in different decorative periods will appeal to the tastes of different nationalities. All of these saloons will be connected by telephone to the private staterooms, so that those whose cabins are perhaps two or three city blocks apart may talk with one another.

The gymnasium on the 'Europa' will be much larger and more completely equipped than any heretofore installed. In addition to the regular apparatus, there will be a running track, so that an athlete could actually cross the ocean without breaking training. The mechanical exercising devices already introduced on some ships will be very complete, enabling one to exercise any set of muscles without effort or enjoy a mechanical camel or horseback ride. An experienced attendant will be in charge of the gymnasium, to offer intelligent advice to those seeking exercise.

A special squash court will be built in connection with the gymnasium. Nearby will be found a large swimming pool and completely equipped Turkish and Roman baths, presided over by skillful attendants.

The 'Europa' will be ventilated throughout by a new system. She has no ventilator rising above her deck, and her long unbroken deck incidentally gives her a very trim and shipshape appearance. Air will be forced to the lowermost decks by powerful air pumps. Every part of the great ship will be thus supplied with currents of pure air, at the proper temperature.

The most powerful wireless telegraph apparatus ever carried to sea will be set up on the 'Europa.' The unusual height of her masts will make it possible to transmit or receive messages at any point on the Atlantic Ocean, so that the 'Europa' will always be in direct communication with land.



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Woman's cause has just had a severe setback by the Duma, the peasant deputies alone defeating a bill to allow women to practise law. More than two thousand women who have spent four years training for lawyers in Russia's nine universities, and were waiting the passage of this bill in order to practise, must now find some other employment. The peasants attitude towards the bill contrasted strongly with that of the professional and business men, who have always championed sex equality in Russia. This otherwise conservative empire has already many thousand women doctors and nearly a hundred fully qualified women engineers, besides seven hundred engineering students, who will shortly enter the State railways service or practice on their own account as civil engineers.

IN THE MAINE LEGISLATURE.

There is one native of New Brunswick in the Maine Legislature: Irving, Hon A E, senator from Aroostook, 54 years old and is a native of Woodstock N B. Presque Isle is his home and he is one of the foremost farmers in that great farming section of the state. Most of his life has been passed in Presque Isle and for the past ten years he has been a member of the school board. He was a member of the last Maine Senate and has served several terms in the lower branch of the legislature. He is a republican who has always been active in the interests of his party and is very prominent in the affairs of the Maine State grange.—St John Globe.

Eight passengers were killed, some of them instantly and the others burned to death, and twenty five more injured in the wreck on Dec 24 of the Scotch express, near Haws Junction, on the London and Northumber Railway, a few miles east of the Lake District. The express carried 500 persons bound for their homes in Scotland to spend Christmas. It was running at its ordinary speed, when near the junction it collided with a pilot engine and was derailed. Fire broke out in the wreckage, and the whole train, with the exception of the locomotive and a rear baggage car was reduced to ashes. The scene of the accident was high up in the Penine Hills, the loftiest section traversed by railway in England. The isolation of the wreck caused some delay in physicians reaching the place.

Cecil Grace, and English aviator, on Dec 22nd, flew across the English Channel, from Dover to Calais, France, and in attempting to return, flew into a dense fog, and has not since been heard from. He is supposed to have been driven out to the North Sea and drowned.

Captain Bernard Frederick Trench, of the British Royal Marine Infantry, and Lieutenant Vivian H Brandon, of the Royal Navy, were found guilty in Leipzig of espionage up on the German fortifications at Borkum, and each sentenced to four years imprisonment in a fortress. They were charged with taking flashlight pictures of the fortifications at Borkum, and photographs of the defenses in course of construction on the island of Wangeroog, in the North Sea, near the entrance to Jade Bay. There is talk at Berlin of the probability of the Emperor William pardoning the culprits about the time of King George's coronation, but the feeling in the German press is very strong against them.—World Wide.

The hardest section of construction on the eastern section of the Transcontinental Railway is at the headquarters of the Gatineau river, and Chief Engineer Grant says that the actual construction may not be any harder than the rest, but the section is the hardest to get at, so the work is delayed. By the end of 1911, with the exception of this stretch of 100 miles, rails will be laid. The following year will be taken up in ballasting and finishing, and the line will be ready for operation in 1913.

It is thirty years since England has known such floods as we now devastating immense stretches of the country. Rain has been practically incessant since the first of December. Farmers have suffered heavy losses. Large areas of territory are so inundated that five barred gates are covered with water. In some parts of the country the water is twelve feet deep. In many villages houses have been flooded, and the residents are living in the upper stories of their dwellings. The outlook in the Thames valley is grave. Many residences have been irretrievably ruined.

Mr John D Rockefeller last week gave to the University of Chicago \$10,000,000 and severed his official relations with the institutions. This gift completes the \$35,000,000 which he promised the university when he founded it in 1889. The school is to receive no further support from him. Mr Rockefeller has stated this as the limit of his benefactions, said one of the officers of the Rockefeller General Education Board, because he does not want the University of Chicago to be considered a one man institution. This is in the light of an announcement to the people of Chicago that the University is their responsibility here after except in so far as the present gift will provide for its needs.—The Youths Companion.

A landing force from the British cruiser 'Hyacinth' had a severe fight on Dec 26 with Arabian gun runners on the southern coast of Persia. Forty Arabs were killed and four teen of the British were killed or wounded.

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