

THE NORMANNIA

The Last Great Achievement of the Ship-builder's Art.

The new Atlantic liner Normannia, which sailed from Glasgow recently to take her place in the fleet of the Hamburg American Packet Company, is likely to create a sensation in the commercial marine service. The circumstance that she is a far superior ship to the one her owners contracted for indicates that the Fairfield Ship-building Company, as the famous firm of John Elder & Co. has now become, is determined to regain the prestige it held up to about six years ago, and the speed accomplished on the trial trip gives promise that the ocean record may soon be broken again.

About a year ago on the 6th of May, 1889, a contract was signed whereby a twin screw steamer of 14,000 horse power, 8,500 tons burden, and a guaranteed speed of 19 knots per hour, was to be delivered in complete condition for sailing on May 1, 1890, with a forfeit of £1,000 per day on the part of the builders for each day's delay after the 1st of May. As the quickest time in which a first class Atlantic liner has ever been constructed before was fifteen months, shipbuilders were all but certain that the company would be compelled to pay a heavy forfeit. Yet on April 30 the builders turned over a ship, completely ready for service, of 16,000 horse power and a speed of 21 knots per hour. Such a triumph of shipmaking was brought about under the pressure of several very interesting circumstances.

The Fairfield Company had not been asked to build a world beater for some time after 1883, when they reached the highest position in the business then known. Neither the White Star nor the Inman lines had ever employed them, so the magnificent new pairs of twins put on by those companies had been constructed elsewhere. At last a customer of ambitious designs appeared in the North German Lloyd, who ordered two twin screw 10,000 tonners that should sink from nothing. Here was a chance to gain all lost prestige, but then there stepped in that restless young potentate, Kaiser William of Germany, and, holding up his patriotic finger at the German Lloyd contingent of his countrymen, he intimated that they had better build in the fatherland. So the contract was transferred from Scotland to Stettin, and from there the expected German cracks will come. But immediately upon this disappointment the Fairfield Company were provided with a substitute for their lost opportunity in the order from the Hamburg line, and they set to work to make their vessel one that should command the admiration of the world for every feature of shipbuilding science. Through her her builders meant to challenge their rivals again, and the completed ship represents their constructive skill spurred with an unusual desire for success.

It is usual with vessels of this class to allow several days or even weeks before a trial of high speed, but the freedom with which the machinery of the Normannia ran upon leaving the yard at Gothen justified an earlier trial. Within three days after leaving her dock she was put to the extreme test and rushed over the measured mile at the magnificent speed of 21 knots per hour, and averaged 20 in a run from the Clock light to the Cumbrae, a distance of twenty miles.

The appearance of the Normannia is characteristic of that of the other ocean greyhounds, her three funnels slanting wide apart between her rakish pork masts. Her stem is straight and the stern elliptical having a poop with turtle shaped deck. Around the far extending row of salons and saloons on the upper deck is a sheltered promenade, where passengers may gather in stormy weather, an advantage secured by bringing the plating down to the main deck while the frames of the ship are carried up to the promenade deck. The plating is carried to the upper deck fore and aft, forming a fore-castle and poop and the promenade deck, extending 400 feet of the ship's length is connected to these by level gangways. In addition to the promenade there are four decks running fore and aft, the upper, main, lower, and storeroom.

Most of the first class staterooms, many of them in suites, are on the main deck, and on the promenade deck are reading and retiring rooms for ladies and gentlemen

respectively. The ladies' saloon and music room are on the promenade deck forward, and are magnificently decorated in the style of the Renaissance. A large well, with stained glass cupola over it, lights the principal dining saloon on the upper deck.

This saloon is decorated in the most sumptuous manner. German artists having been brought over to the Clyde to complete this part of the work. From the centre of the cupola depends a beautiful chandelier. Small electric light brackets are placed around the saloon, the light being modified by the use of obscured incandescent lamps. The upholstery of the furniture is in a subdued olive green. Entrance to the saloon is obtained through a vestibule with magnificent carved companion way. The saloon itself is seventy two feet long and occupies the entire breadth of the ship with the exception of the outside passage. In the auxiliary dining room, one deck below, lighted by the same well, there is more accommodation for diners, so that at least 350 first class passengers may dine comfortably at the same time. The cooking department and its adjuncts are quartered on the upper deck close to the saloon.

In the treatment of the smoking saloon, a room 20 by 44 feet on the aft promenade deck of the Normannia, the fancy of the Teutonic artist has run riot. It is in imitation of an old fashioned German wine house, and realistic scenes of burgher, cavalier, and tavern life, in gorgeous colors are put off in faience. The ladies' room for second class passengers is on the promenade deck aloft the machinery, where also is the second class smoking room. The dining saloon is on the upper deck aft, and will accommodate about 120 passengers, while on the main deck below are the staterooms. Rooms are laid out on the lower deck for the steerage passengers. To apportion the crew in proximity to the scene of their occupations, firemen and stokers are housed on the main deck near the machinery, and the seamen and petty officers are accommodated forward.

Using Up the Earth's Space.

According to Mr. Giffen, a few generations more will see the end of emigration, because there will be no room for more emigrants, all the available space having been occupied. Mr. Giffen is a master of statistics; but this manipulation of figures in support of this rather dismal theory is open to objection. Take the case of the United States at the present time the most attractive emigration field. Uncle Sam's territory, exclusive of Alaska, amount, speaking roughly, to about 3,000,000 square miles. One third of this Mr. Giffen deducts as uninhabitable; but if the rest of the country becomes as populous as Western Europe, the Americans will soon find means of utilizing and fertilizing their sage brush and alkali deserts. Then of the remaining 2,000,000 square miles, he says that only about 100,000 square miles remain to be cultivated implying that that is the only tract open to the agricultural immigrant. But any one who has visited that "great sloven continent," as Nathaniel Hawthorne styled America, will know that, although the remaining nineteen twentieths have been alienated from the State, and have become private property, only a small percentage of this area is cultivated, in this sense in which cultivation is understood in such countries as England, France, Holland and Belgium. In the State of New York alone, despite the big city at its southern extremity, there are hundreds of square miles of wild land—land which could and would be cultivated if the pressure of population needed it. Depend on it that the United States, and still more Canada and Australasia, will need an abundance of strong, willing hands for many a year to come; and we only regret that the working classes of our nation (that is, the English, as distinguished from the Irish, the Scotch and the Welsh) show at the present time so little desire for emigration. England alone ought to send out at least 300,000 yearly; and, in their new homes, they would do more to preserve the unity of the empire than an official colonization scheme.

Lord.

Around the World in 83 Days Under Sail.

Capt. Edwards of the sailing vessel Moely Don, now taking on a cargo of phosphate rock at Port Royal gives a wonderful statement of sailing around the world in eighty-eight days during his last voyage. The log

of the vessel substantiates the Captain's statement, and he is ready to satisfy any one doubting him. Twenty-eight days after leaving London, bound for Wellington, New Zealand, the Moely Don was in 34° west. At that point she cleared for Diamond Island, British Burmah, and instead of taking the route always followed, which is northwest, around the Continent of Australia, and trusting to uncertain winds, Capt. Edwards determined to sail east, being able to depend on strong westerly winds prevailing in that latitude. He reached 34° west, having been but eighty-eight days under sail for 17,000 miles. The bark averaged 216½ miles per day proving her remarkable sailing qualities.

THE LAST OF NAPOLEON'S "GRAND ARMY."

The Oldest Living Relic on His Journey Through Italy.

The Italian papers report the recent arrival at the railroad station of Baretto, near Reggio, central Italy, of a strange looking personage that was the object of considerable curiosity. He was a tall and noble looking old man with a long white beard, who presented to the Mayor a *lettre de route*, signed by Baron Marochetti, the Italian Ambassador at St. Petersburg, inviting the Italian authorities to take good care of the bearer, Michel Lomovich of Orenburg, Russia.

In reality this mysterious old man was an Italian named Lino, born at Baretto 105 years ago, and perhaps the last living relic of the Grande Armee of 1812. Belonging to a family of farmers, Lino formed part of the conscription of the kingdom of Italy in 1805, and was enrolled in the Imperial Guard. With his regiment he went through the campaign of 1807 in Prussia, and fought at Jena and at Friedland. Later on he was sent with his battalion to Dalmatia, and thence to Spain with the division of Gen. Lerchin, where he passed two years of continual fighting. Wounded in an assault, he returned to his native country, where he remained for two years, working on his father's farm.

On the outbreak of the terrible storm, which was destined to carry off to Russia the flower of the Franco-Italian youth, Napoleon called under his victorious eagles his old soldiers. Lino rejoined the service as a Sergeant of the Grenadier Guards, and with the rest of the old Alpine army, under the command of Eugene Beauharnais, formed part of the Grande Armee. Lino fought against the Russians at Smolensk and at Moscow, where he lifted from the field of battle the mortally wounded Gen. Plan goffe. After that he entered Moscow with Napoleon, and finally in the bloody battle of the 24th of October while fighting under the orders of Gen. Pino, he was taken prisoner, after having been severely wounded by the cosaks of Platow. Transported with a large convoy of French prisoners to Orenburg he was sent with a few of his comrades to a distant village situated at the foot of the Caucasus, where, although kindly treated by the Russians, he had to suffer cruel privations during ten years. Tired at last of such a miserable existence, he asked and obtained permission to join the Russian army as a private soldier. In this capacity he passed through the campaign of the Caucasus in 1829.

At the close of the war he obtained as the reward for his services a little piece of ground, which he cultivated. When he was 45 years old he married a young Polish girl named Norawska, who died in 1855. The three sons that he had by this woman also died, leaving the old soldier alone in the world. Then Lino returned to Orenburg where the people recognized his name into Lomovich. He lived there in comparative comfort for many years. Gifted with an extraordinary energy of mind and body, he was still strong enough to catch nostalgia. When more than a hundred years old the old veteran at last became homesick after seventy-eight years of exile. He resolved on the hazardous return to his native land, and there passed the remainder of his career. Through the influence of the Ambassador at St. Petersburg he came home to Italy at the expense of the Government. Lino is now in Reggio, where he is cared for with attention. He was born in 1784, and has now 105 years.

Miss Winnie Davis, youngest daughter of Jefferson Davis, is engaged to Mr. Alfred Wilkinson, of Syracuse, who is the grandson of the Rev. Samuel May, of Massachusetts; the nephew of the Rev. Joseph May, of Philadelphia; and the cousin of Miss Louisa May Alcott, all of whom were "old abolitionists," and earnest supporters of the civil war. After this, who shall say that the era of reconstruction lags?

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