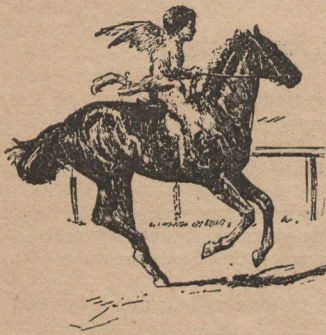


Sports and Sportswomen.

"It is but a poor creature who does not delight in healthy sport."

Amateur Photography.

"WHEN making views for an atmospheric effect you should focus on some near object." "The best time for



making pictures in a dry country is late in the afternoon, when the shadows are long and things look a little moist." "The best photographs of water are taken when the side of the camera is toward the sun." "Do not take photographs of people when they are sitting in the sunlight, as they will squint; have them shaded." "When taking pictures of trees you should be careful that they have the sky or something white

behind them; else they will look flat to the eye."

My Wheel and I.

There's a road we know,
My wheel and I,
Where we love to go,
My wheel and I.
There the briers thick by the roadside grow,
And the fragrant birch bends its branches low,
And the cool shade tempts us to ride more slow,
My wheel and I.

But through shade and sheen,
My wheel and I,
By the hillsides green,
My wheel and I,
We roll along till there's plainly seen
The bridge that crosses the deep ravine,
With its echoing rocks and the brook-laugh between,
My wheel and I.

There's a hill we hate,
My wheel and I;
But we toil up straight,
My wheel and I,
For beyond the hills is an ivy-crowned gate,
And a pair of eyes that to welcome us wait;
If we do not haste we will surely be late,
My wheel and I.—ALBERTO A. BENNETT

Norman L. Munro's Steam Launch "Norwood."

Fancy a boat that ploughs through the resisting water at a speed that equals that of a locomotive coursing over unhindering rails.

Such a craft is the *Norwood*—the low-lying, rakish little imp that could make the voyage across the ocean in about half the time taken by any of the "crack" liners.

To see her scurrying along, panting, straining, like a thing of life bent on victory, beating the water into a mass of meerschau, puffing a dazzling array of sparks and smoke-rings from her funnel, one can easily understand the pride of her designer and of her owner. It is as if one were looking at the speeding product of the most scrupulously chosen and most carefully trained strains of horse-flesh.

The achievements of Mr. Munro's matchless little runner are always watched with interest by the curious, and with

concern by the studious. Upon the proved success of the *Norwood's* efforts in the direction of time and space depend some valuable problems in marine building and engineering. If the lightly-laden device can make from thirty to thirty-five miles an hour, there is no reason why a craft constructed on identical lines, but on a vastly larger scale, should not be made to do as well. And that means a four days' trip to Europe.

The *Norwood* is 63 feet over all, 7 feet 3 inches beam, draws 18 inches, and has a displacement of eight tons. The engine is of the triple expansion condensing type. The cylinders are 9, 14½, and 22 inches in diameter, with a 9-inch stroke, and develop 400 horse-power. The boiler is of the Thorneycroft type, with 26 feet of grate surface and about 1,000 feet of heating surface. The boiler is 7½ feet long, 6 feet wide, and 3 1-2 feet high. The *Norwood's* planking is of two thicknesses. The outer planking is 9-16 of an inch, and the inner 5-16, and between the two is a layer of light canvas, bedded in elastic cement. Without going into detail regarding her construction, it may be said that the *Norwood*, from stem to stern, is probably the best finished and staunchest vessel of her dimensions ever built. The builder is Mr. C. D. Mosher, of Amesbury, Mass., who is at present a member of the firm of Gardner & Mosher, yacht builders, of New York City.

Marine engineers and steamboat men who have seen the *Norwood* speed at her best, pronounce her the fastest steam vessel in the world. A sight, such as the above, of a vessel going through the water, was probably never seen by a living man previous to the *Norwood's* performance. The photo was taken by the instantaneous process when the *Norwood* was speeding under a pressure of 200 pounds steam, with her throttle valve wide open. It is a well-known fact that her owner has deposited in a New York bank the sum of \$25,000 as a wager that she is the fastest steam vessel in America from one mile to eighty knots, and, up to the present time, no person has had the courage to take him up.

Over the Yale-Harvard course at New London, on July 1, the *Norwood* speeded, under many difficulties, two miles, making the first mile in two minutes and fifteen seconds, and the second mile in two minutes and thirteen seconds—a twenty-seven mile per hour gait. The Brooklyn *Eagle* speaks of the *Norwood's* performance in the following manner: "After the first mile the *Norwood* ran the gauntlet between the rows of yachts. They were on the look out and as she came rushing down like a demon, leaving a long trail of fire, smoke, and foam, and setting the yachts a dancing on the rollers, the people shouted almost as madly as they did when Yale led Harvard through the lines later. On both sides yachting cannons were set off, and so close were many of them that the concussion was plainly felt, and in one instance the wadding from one of the guns fell almost on board. The judge's boat just at the bridge was reached in four minutes and twenty-eight and one-fifth seconds. As the gallant little launch went under the bridge, slowing up under Engineer Maxon's guiding hand, but tugging like a spirited race horse, the crowds on the bridge and on the shore sent up a tremendous shout and cheer of enthusiasm."

NOUGHT among men abideth in one stay,
And he of Chios wisely spake and well,
"Like leaves in autumn passeth man away,"
Yet few there be who heed his oracle.

For Hope, the flatterer, standeth each one by,
Hope, alway very present to the young,
And saith "Thou never shalt grow old nor die,
Nor even sicken, thou who art so strong."

Fools they, who are deluded thus, nor know
How quickly all of youth and life must end;
O give no heed to such, but onward go.

Making and keeping each good man thy friend!

J. M. LELY.