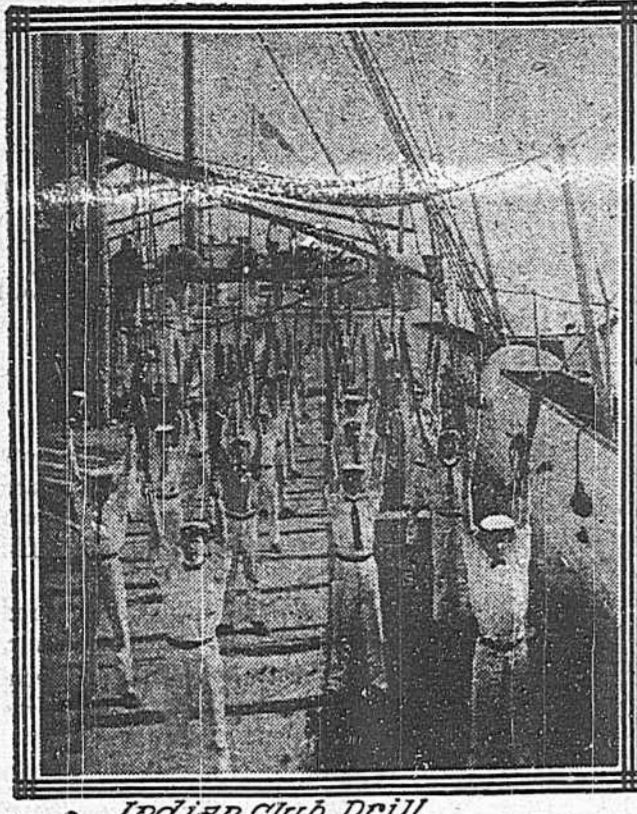


Training English Sailors



Indian Club Drill

That England proposes to continue to be "Mistress of the Seas" as far as lies within her power is not evidenced by the progressive strides being made by her navy, but in the schools for the training of boys to become officers in her merchant marine.

"Though masts and sails have left us" recently wrote Admiral Fremantle in the London Times, "a knowledge of the 'secrets of the sea' is quite as necessary to a modern sailor as it was to our ancestors one hundred years ago."

It is true—lamentably true—that to a great extent masts and sails, as the old sailors knew them, have passed into oblivion, giving place, in an ever increasing degree, to the steamship, yet so long as the canvas driven craft has not wholly disappeared there will be admirable training craft for the young man who hopes to eventually tread the bridge of mail and passenger liners or even great cargo carriers.

Despite the vast development of the steam craft and the driving of the sailing vessel from the sea it is an incontrovertible fact that only upon a craft of the latter type can the art of a sailor be thoroughly learned. The youth who gains his experience solely upon a steamer may learn much of value, as things go now-a-days, but he acquires his knowledge dearly inasmuch as he can never hope to gain that spirit of resourcefulness and coolheadedness in time of emergencies, which is bred in the lad who gains his training upon the decks of a square rigger.

This early training in sailing is desirable—indeed necessary—and not only have all the navies of the world sailing craft for their cadets, but the leading steamship lines invariably give preference to an officer who has served a portion of his time upon a sailing ship. These companies know well that lad who has been for some three or four years in daily contact with the work of a ship aloft, setting and taking in sail

and always keeping an eye on the weather has strengthened his nerves, increased his resourcefulness and enlarged his powers of observation.

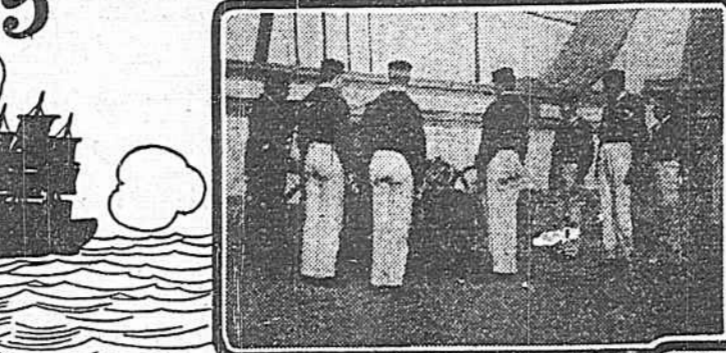
In a word that officer is a sailor man ready to act promptly when the occasion demands. It is at sea of all places that emergencies arise and must be handled promptly. Every now and then a steamer is saved by a skipper who served his apprenticeship as a sailor. Not long ago a big pole masted tramp steamer enroute from South Africa to a West Australian port lost her propeller while in midocean.

It is not difficult to think what the fate of that craft would have been had it not been that the skipper was equal to the situation and his early training stood him in good stead. He took all of his awnings, hatch covers and whatever canvas he could find and set his crew to work making sails. Then, with cargo booms for yards, he rigged the masts and took his vessel to the nearest port some hundreds of miles away.

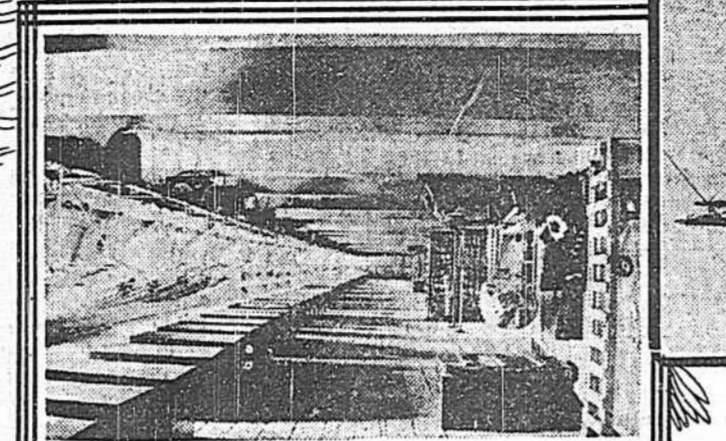
Another skipper, whose early training had been similar, faced the problem of getting his vessel home without a rudder, it having been carried away by striking an obstruction. His knowledge of rigging stood him in good stead for he was able to place a jury rudder that served the purpose.

That the sailing training ship is an excellent feature has been recognized by every maritime nation. The United States has three such craft, they being maintained by the states of New York, Massachusetts and Pennsylvania, respectively, and to them the Government has loaned vessels that have been equipped to meet the needs of the work they do. Germany, Sweden, Denmark, Belgium and Japan each have their nautical schools for the purpose of training young men to become efficient merchant sailors while other nations use sail-propelled craft for the training of their seamen.

Of all nations, however, England



Gun Drill



The Lower or Sleeping Deck With Hammocks Slung

takes the lead in having been the first to establish such a school, the ship "Warspite" having been established about 150 years ago. Since its founding no less than 65,188 lads have been prepared for sea. The average annual attendance is about 350.

The "Warspite" does not cruise, but is anchored permanently near Greenhithe. She is, however, as thoroughly equipped aloft as though she were sailing, having a full complement of rigging and sails so that the youngsters can get ample training in work aloft.

There are two other training ships that do not cruise—the "Worcester" and the "Conway"—and yet the graduates attain a high degree of efficiency. The Worcester was formerly the warship "Frederick William" and she is of 4,725 tons. She has four decks and is rigged as a three-masted ship. She has accommodations for 100 cadets and usually has a full complement, Admiral Togo, of the Japanese navy, obtained his early sea training on the "Worcester."

The "Conway" was also a battleship. She annually carries for about 200 lads between the ages of 12 and 15 years, giving them their first taste of sea life. Like the "Worcester" the "Conway" has a permanent berth, being anchored at Rock Ferry near Liverpool.

From the "Worcester" and the "Conway" six appointments to the Royal Navy are made each year and each year the King presents a med-

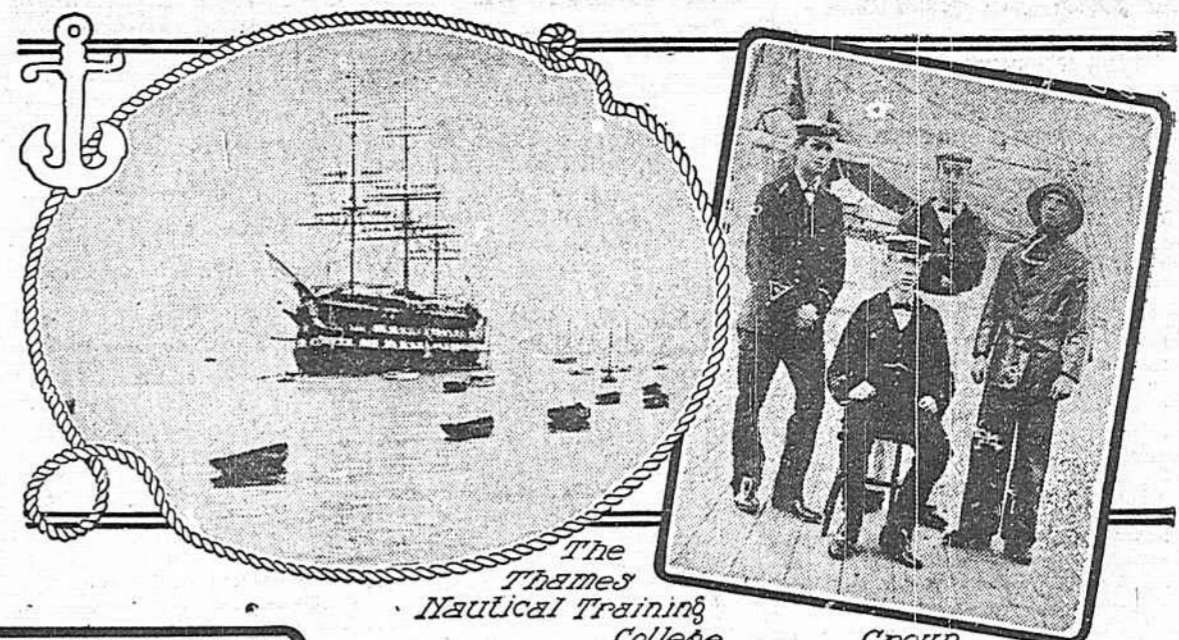
al to each school while Prize Days are held under the presidency of a member of the royal family, the Lord of the Admiralty or some prominent figure in the marine world.

Although the training schools are mainly stationary they give to the cadets much the same advantages that would be obtained on a cruising vessel as far as handling sails is concerned, although the boys are spared handling canvas in a gale as they would have to do if at sea. On the other hand the boys are trained in small boat work, are taught to swim and at the same time pursue studies that they could not if they were afloat.

The Board of Trade recognizes the difference between the two methods of training—the anchorage and cruising—and it has ruled that it shall require two years of service on the stationary ships to equal one year at sea.

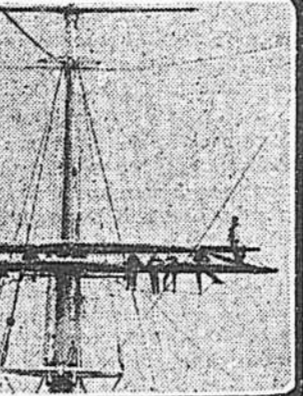
Although these training ships fostered by the Government the boys who would enter have to pay, just as they have to pay in the ships of New York, Massachusetts and Pennsylvania in this country. They have to be between the ages of 13 and 15 1/2 years and be of good character.

With this foundation the lad begins to learn seamanship and to absorb the qualities of being of cheerful submission to superiors, self respecting and independent in character, kind and protective to the weak, and in readiness to forgive an offense



The Thames Nautical Training College

Group of Cadets



Sail Drill

have a desire to conciliate the differences of others, and, above all, show a fearless devotion to duty and unflinching truthfulness" these being the qualifications that will bring to the youngster the gold medal given annually by the King.

The daily routine on the "Worcester" is pretty much like that on all of the training ships except that each Saturday afternoon the lads are given shore leave, while there are three weeks' vacation at Easter eight weeks in mid-summer and five weeks at Christmas. In addition there are two visiting days each week when parents and friends of the cadets are welcome on board the ship.

A British nautical training school gives the lads the practical end of seamanship is the Port Jackson. Since the school was established in 1890 about 400 cadets have been carried, many of them serving full terms of four years while others, graduates of the "Conway" and "Worcester" have served their three years, all completing their terms having been given Second Mate certificates.

"Port Jackson" is an Australian packet, making regular runs from London to Sydney, and she is a vessel notable for her speed, having on one occasion made 345 miles in 24 hours. From the time the ship leaves London until she returns about nine months have elapsed and she has covered a distance of about 30,000 miles, including the rounding of Cape Horn, the latter in itself being considered a most important feature in maritime life.

From the moment the "Port Jackson" is under way strict ship

routine is observed and the cadets do their share toward manning the vessel. They take their regular watches, but a portion of each day is set aside for the study of navigation. As the lads advance in skill they are given charge of the ship and the last class virtually bring the ship home, each lad having charge for a week or more at a time.

The British Government and the British ship owners are keenly interested in the training ships and their young men and the graduates have little difficulty in obtaining berths when they have secured their papers from the Board of Trade.

Indeed there are many prizes offered for competency to the cadets of the schools and these trophies range from the gold medal of the King to gold watches, binoculars, valuable text books and even money, all of which is done to encourage the youngsters and to show to them that what is worth learning is worth learning well.

Education.

What is education? Emerson says that the greatest teacher is not the teacher who supplies the pupil with the most facts, but the one in whose presence the pupil becomes a better person. The great secret of education lies in respecting the wants of the pupil. It is not for us to say what another shall know or even do. That part of the game of life is chosen and foreordained and the pupil alone holds the key to his own needs. Emerson begs us to respect the child. He reiterates his plea to respect and wait and see the new product of nature develop. We are not to be too much the pupil's parent. We are not to be too often in his solitude. We are to let him alone. Give the pupil an opportunity to exercise and express his every faculty, and then—hangs off!

London's Italian Colony.

The Italians in London, England, are sufficient of themselves to form a large town. There are as many as 14,000, about 2,000 of whom are ice-cream vendors and 1,000 organ-grinders. The other 11,000 are chiefly engaged as plaster bust sellers, artists' models, cooks, valets, teachers, artists, restaurant and hotel keepers, and so on.

SURELY HAD KICK COMING

Conductor's Words Must Have Made Dark Clouds Settle Around Would-Be Passenger.

He was in an outlying part of the Bronx. He had an important engagement in the lower part of Manhattan and already he was late. Finally a trolley car bore in sight and bore rapidly down on him.

He alighted it, but in his dismay the speed was not slackened. There was a second of anxious thought—should he or should he not jump on the car—his speed was great, but so was the distance between cars.

And then came the back platform of the car, and he shot out his arm, clutching the hand rail—and the next instant he was standing on the platform, feeling as though his arm had been yanked from its socket, but wearing a self-satisfied smile.

The conductor, inside the car, pulled the bell and the car stopped. "Hey! Get off of here!" shouted the conductor. "This is a work car."—New York Press

Faith in Their Cause.

If they are thrice armed who have their quarrel just, then ladies' tailors must be the most righteous persons who have ever visited a lawsuit, for they have confidence enough in their own cause to employ women lawyers. At a meeting of law school graduates who have worked up a lucrative practice, four women declared that their first clients were tailors.

"A ladies' tailor who does good work prefers a woman lawyer," said one. "She has a knowledge of clothes that no mere man can ever hope to acquire, and if the gown fought over is a half-way decent piece of workmanship she will be able to convince a judge and jury of its merits every time. Then, there is something to be gained in the advertising line, always provided, of course, that the tailor is worthy of patronage, for the lawyer will give him an order for her own suit and recommend him to friends."

Draws the Line at Flies.

We try to sympathize with our dumb animals in their afflictions, but somehow it is rather difficult for us to feel very sorry for the common house fly who ventures too far into our paste pot.—Ohio State Journal.

HOUSEHOLD AWARDS.

Official Premium List as Compiled by the Superintendent.

The following list of awards was handed us by Mrs. D. C. Hayden, chairman of the Household Department. It is as near correct as she could make it, as a number of the articles were not classified under the proper number:

- Jar leaf lard—Mrs. J. William Stokes, Mr. T. R. McCants.
- Domestic soap—Mrs. J. J. Fairley, Miss Mattie Barber.
- Butter—Mrs. Albert Bennett, Mrs. Henry Dantzer.
- Fruit cake—Mrs. Hamp Dukes.
- White fruit cake—Mrs. Hamp Dukes.
- Pound cake—Mrs. Hamp Dukes.
- Chocolate cake—Mrs. J. William Stokes, Mrs. Emily Wannamaker.
- Silver cake—Mrs. J. William Stokes.
- Cocoanut cake, Mrs. G. E. Rhodes.
- Decorated cake—Mrs. Manly Evans, Mrs. Henry Dantzer.
- Cream cake—Mrs. Lee Earley, Mrs. Willie Barton.
- Ladle Baltimore—Mrs. Sam Dibble, Mrs. Willie Barton.
- Nut cake—Mrs. Hamp Dukes, Mrs. G. E. Rhodes.
- One quart domestic vinegar—Mrs. Julia Tyler.
- Cut peaches—Mr. Margie Dantzer, Mrs. R. N. Owen.
- Whole peaches—Mrs. F. R. Simpson, Mrs. Willie Funches.
- Apple marmalade—Mrs. T. E. Andrea.
- Can pears—Mrs. J. William Stokes, Mrs. N. G. Evans.
- Blackberries—Mrs. J. R. Crouch, Mrs. A. D. Webster.
- Whortle berries—Mrs. F. R. Simpson, Mrs. Annie M. Darby.
- Whole canned tomatoes—Mrs. J. T. Judy, Mrs. C. E. Smith.
- Cooked tomatoes—Mrs. N. G. Evans, Mrs. Annie M. Darby.
- Corn and tomatoes—Mrs. Hugh Bolin.
- Beans—Mrs. L. W. Fairley, Mrs. Stephen Earley.
- Beans—Mrs. J. T. Bell, Mrs. Stephen Earley.
- Muscadines—Mrs. N. G. Evans.
- Pumpkin chips—Mrs. J. R. Crouch, Mrs. Julia Tyler.
- Fig preserves—Mrs. N. G. Evans, Mrs. R. P. Balwin.
- Apple preserves—Mrs. T. E. Andrea, Mrs. D. J. Salley.
- Pear preserves—Mrs. J. W. Stokes, Mrs. Stephen Earley.
- Peach preserves—Mrs. M. G. Salley, Mrs. W. F. Fairley.
- Watermelon preserves—Mrs. W. F. Fairley, Mrs. W. D. Mooror.
- Pineapple—Mrs. N. G. Evans.

- Plum preserves—Mrs. A. D. Webster.
- Branded peaches—Mrs. M. G. Salley, Mrs. H. E. Bollver.
- Apple jelly—Mrs. W. D. Mooror.
- Mrs. R. P. Balwin.
- Lemon jelly—Mrs. Julia Tyler.
- Blackberry jelly—Mrs. A. D. Webster, Mrs. Julia Tyler.
- Grape jelly—Mrs. J. W. Smoak, Mrs. S. Dibble.
- Quince jelly—Mrs. D. J. Salley.
- Haw jelly—Mrs. J. W. Stokes.
- Pear jelly—Mrs. J. W. Stokes.
- Peach jelly—Mrs. Julia Tyler, Mrs. J. W. Smoak.
- Crab apple—Mrs. J. W. Stokes, Mrs. Julia Tyler.
- Muscadine jelly—Mrs. J. W. Smoak.
- Cherry jelly—Mrs. J. W. Stokes.
- Muscadine jam—Mrs. J. W. Smoak.
- Haw jam—Mrs. Julia Tyler.
- Sweet peach pickle—Mrs. Porter, Mrs. Willie Funches.
- Watermelon rind pickle—Mrs. Julia Tyler.
- Pear sweet pickle—Mrs. James P. Doyle, Mrs. N. G. Evans.
- Pear sweet pickle, by girl under fourteen—Miss Mary Moss.
- Cucumber sweet pickle—Mrs. M. C. Edwins, Mrs. Sanders Griffith.
- Artichoke—Mrs. W. D. Mooror, Mrs. Hamp Dukes.
- Onions—Mrs. Phillip Rich.
- Sour cucumber pickle—Miss Fannie Berry, Mrs. J. W. Riley.
- Cut pepper—Mrs. Zilla Berry.
- Stuffed Pepper—Mrs. L. D. Earley, Miss Daisy Utsey.
- Sweet pepper—Mrs. Sanders Griffith.
- Tomato pickle—Mrs. W. M. Taylor, Mrs. Stephen Earley.
- Mixed pickles—Mrs. W. G. Albergotti, Mrs. J. D. S. Fairley.
- Chow chow—Mrs. Phillip Rich, Mrs. W. F. Fairley.
- Chow chow, girl under 14 years—Miss Mary Moss.
- Tomato catsup—Mrs. Julia Tyler, Mrs. M. C. Edwins.
- Tomato catsup, by girl under 14 years—Miss Mary Lou Crook.
- Red pepper catsup—Mrs. S. Dibble.
- Chilli sauce—Mrs. Julia Tyler.
- Cane syrup—Mrs. W. D. Mooror.
- Honey—Mrs. M. C. Edwins.
- Leclair grape wine—Mrs. Sanders Griffith.
- Scuppernong wine—Mrs. Sanders Griffith, Mrs. Julia Tyler.
- Apple wine—Miss Mattie Barber.
- Blackberry—Mrs. Sanders Griffith, Mrs. Hugh Boland.
- Grape wine by girl 14 years—Miss Ida Edwins.
- Blackberry acid—Mrs. J. W. Stokes.
- Wild cherry—Mrs. Sanders Griffith.
- One dozen eggs—Mr. D. O. Herbert, Mr. Andrew Gramling.

SHOULD HOLD COTTON.

President C. S. Barrett Gives Out Statement.

"See the enclosed clipping. I am right in behind you with this work. More than 3,000 papers carry these communications" was the statement contained in a letter received at the State department of Agriculture by E. J. Watson, the commissioner, says The State. The following statement accompanied the letter:

"President Chas. S. Barrett of the National Farmer's union, in an address to union members says hold cotton. He urges farmers to farm as if cotton were not in existence. He says at this critical stage of the cotton situation, with the Farmers' union and scores of business leaders and general southern factors battling to stem the tide of unfair prices, the first duty of the farmer is to hold his cotton. Those who sell at present prices are simply giving away a margin of several million dollars to spinners and speculators. Quotations after the first of the year will establish the truth of that assertion. The most difficult part of the campaign is now upon us. To waver is to lose the effect of the splendid work already accomplished.

"In South Carolina under the leadership of E. J. Watson, president of the Southern Cotton congress, they are instituting a system of pledges which binds the planter to hold his present cotton for 13 cents; and further, not to sow more than 60 per cent of the arable acreage in cotton for the coming season. The plan is an excellent one. Statistics and our own common sense tell us that the crop now in hand is worth more than is being offered for it. But if civilization needs the sharp lesson of a short crop to emphasize the wisdom of fair dealing with the farmer, then so be it.

"The South is in a better position to be absolutely independent than any other section of the country. Just assume, for the sake of illustration, that soil conditions were such that we could not produce cotton. We would then proceed to realize upon the South's heaven-sent heritage by producing the great staple crops raised in every section of America, the crops they rely upon to sustain life, to bring in revenue, to promote prosperity.

"Think what Southern soil can yield: Corn, wheat, oats, barley, rye, sweet potatoes, Irish potatoes, turnips, peas, vetch, burr clover, alfalfa, ribbon cane, sorghum, watermelons, all kinds of vegetables, cows, hogs, sheep, goats mules, poultry and poul-



A Stirring Scene in Geo. Barr McCutcheon's fascinating romance Beverly o Graustark, at the Academy of Music, Thanksgiving Eve, Wed., Nov. 29.

Someone is Going to Win the \$300 Piano By Just a Little Effort.

Cut out and mail today.

Date _____ 1911.

THE TIMES AND DEMOCRAT, ORANGEBURG, S. C.,

Contest Editor: Please enroll me as a contestant in The Times and Democrat's Grand Voting Contest from _____ Township. Also send me envelopes, order blanks, receipt books, etc, so that I may begin work promptly.

Name _____

P.O. _____

try products, dairy products and all manner of fruits.

"We could simply wipe cotton out of consideration, still make a living and bring in enormous sums from the world at large for Southern crops.

"In the face of these tremendous assets, it is nothing less than crim-

inally to concentrate on cotton. Cut down on it ruthlessly! Make it strictly a surplus crop. Produce any or all of the other crops I have enumerated. Then the perennial cotton problem will cease to be one, the cotton we do raise will bring a fair price, and it will not be incum-

bered by the large amount now incessantly sent outside of the section for staples that should be raised here."

Fixing Prices of Diamonds. The prices of polished diamonds are controlled by prices of the rough stones and are really made in London.

Must Have Dined Well. The electric ventilating fan on the wall of the restaurant was whizzing round. A gentleman who had dined extremely well sat looking at it for some time. "Walter," he complained at last, "that clock's fast!"—Punch.