

TWIN-SCREW HOUSEBOAT DESIGNED FOR THE LATE PIERRE LORILLARD.

What might be called the first stage of improvement in houseboats over the English type consisted in giving a true boat model to the hull, thereby enabling the vessel to be readily towed to any desired location. From this improvement it was a natural step to render the houseboat independent of the towboat and give it its own motive power. Of the owners of houseboats in this country, there was none more qualified to determine what was the most convenient arrangement than the late Pierre Lorillard. The handsome boat shown in the accompanying illustration was designed for him by Messrs. Tams, Lemoine & Crane, naval architects of New York city. The total length over all is 125 feet; the length on waterline, 119 feet 6 inches; the extreme beam, 23 feet 4 inches; and the draft, 2 feet 6 inches. The hull is built of steel and the upper works of wood. The motive power consists of two 25 horse power Murray & Tregartha gasoline engines, with two copper tanks of 350 gallons capacity each. The engines drive two four-bladed, right and left, gun-metal pro-

the upper deck. At the front of the deck house is the forward sitting room measuring 16 feet by 26 feet, in which is an open fireplace. Aft of this spacious room are four staterooms, each measuring 8 feet by 7 feet 9 inches, a toilet room 6 feet 3 inches by 7 feet 9 inches, a gunroom 6 feet by 3 feet 6 inches, and a stairway to the upper deck. Then follows another spacious sitting room, also provided with a fireplace, the dimensions of the room being 13 feet by 20 feet. Aft of the sitting room is a 3-foot passageway, on either side of which are two staterooms, 10 feet by 8 feet 6 inches, two toilet rooms, a pantry and a winerom; and at the end of the deck house is a dining room 15 feet by 20 feet provided with an open fireplace.

The upper deck extends the whole length of the vessel, 126 feet, and for the full width of 23 feet. It is covered by an awning which is stretched on ridge poles and supported at the side stanchions by struts.

In the middle of this deck is the observatory, 25 feet long by 13 feet 6 inches wide, which is provided with companion and dumbwaiter to the owner's quarters. There is a stairway at the forward and after end, lead-

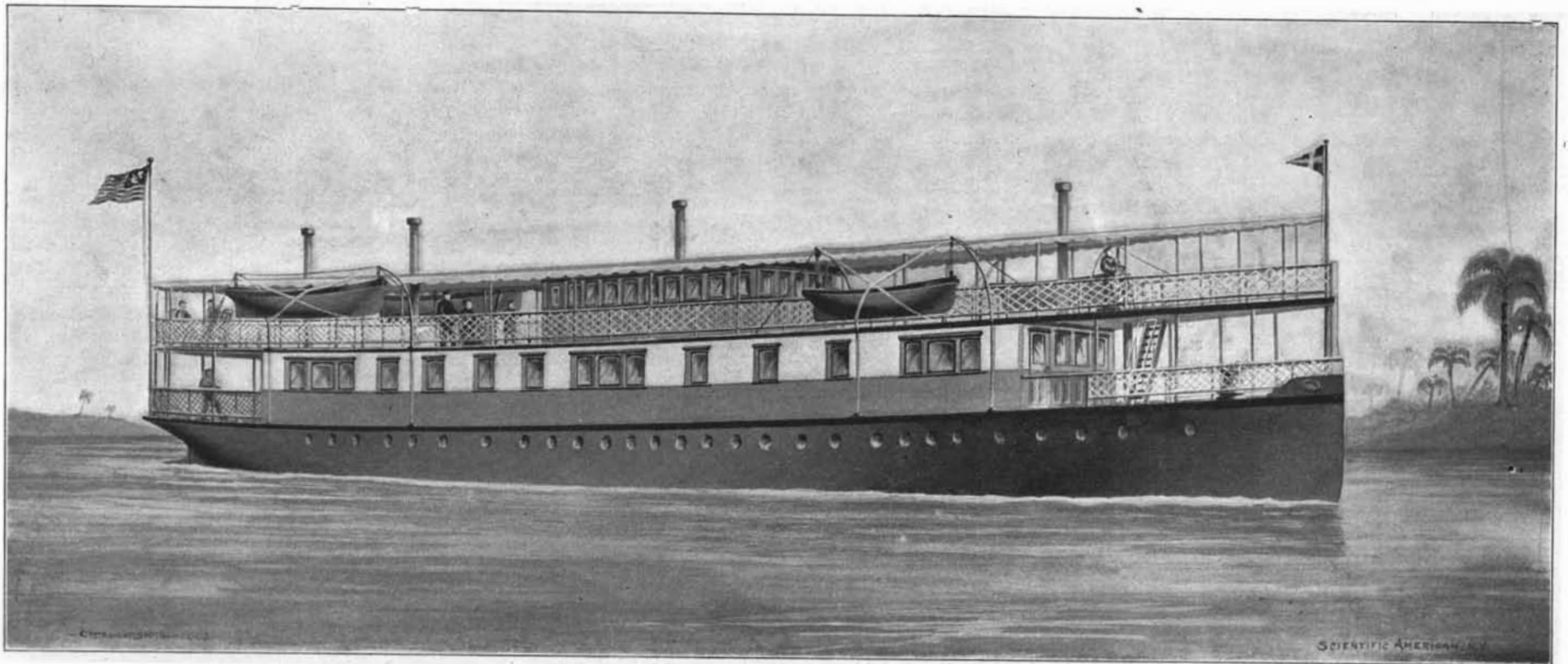
Bicycle Club's Automobile Stables.

The storage, care and repair of automobiles is developing into quite a business, especially in the larger cities of the country. The majority of motor-vehicle owners who live in the closely-built-up sections have not the facilities or the time to devote to the proper care of their machines, and as a consequence "automobile stations" are multiplying rapidly. One great disadvantage, however, is that these stations are usually located in the business sections of the city, at a distance from the residences of the owners of the vehicles, thus necessitating a long ride in the trolley cars before a trip can be undertaken.

It was this state of affairs which induced the Century Wheelmen, the crack cycling organization of Philadelphia, if not of the United States, to transform a portion of its immense wheel-room into an automobile station. This has resulted not only in a considerable increase in annual receipts, but in a large accession of uptown automobilists, who embraced the opportunity of securing storage and repair facilities for their machines much nearer home and at less ex-



DECK PLANS AND SECTIONS OF THE PIERRE LORILLARD HOUSEBOAT.



Length over all, 125 feet. Extreme breadth, 23 feet 4 inches. Draught, 2 feet 6 inches. Speed, 7 knots.

THE LORILLARD HOUSEBOAT.

PELLER wheels, each 34 inches in diameter, and under favorable conditions the boat is capable of a speed of 6½ to 7 knots per hour.

There are three decks, the lower, main and upper. On the lower deck, beginning forward, are chain lockers, naphtha tanks in a separate compartment, two storerooms and a toilet room for the crew; aft of these is fore-castle, 13 feet long by 14 feet wide. Then follow seven rooms, each 7x9, for the officers and servants; a room 9 feet 3 inches by 9 feet for the doctor, and a storeroom 7 feet by 9 feet. Aft of this, on one side, is the ice house, 9 feet by 7 feet, with a capacity of 7 tons of ice, and on the other side the kitchen pantry and a storeroom 7 feet 10 inches by 7 feet 6 inches. Aft of this is the galley, 9 feet wide by 20 feet long; aft of which, occupying the rest of the space aft, is the motor room.

On the main or berth deck, again beginning forward, are an open deck-space 24 feet long, on which are the capstan, filling and vent pipes to the naphtha tanks, the companion to fore-castle; a deckhouse 87 feet long and an after deck 14 feet long, on which are the companion to motors, the towing cleats, and a stairway to

ing respectively to the forward and after open deck spaces. Taken altogether, with her great size, generous accommodations and serviceable speed, this boat is a fine representative of the thoroughly up-to-date development of the modern houseboat.

Storage of Fuel.

The question of the storage of his fuel is one of the most serious questions which confronts the owner of a gasoline automobile. It must needs be stored around in more or less generous quantities, and when kept within a building there is always risk as well as increased insurance charges. In order to meet these emergencies a cabinet has been devised and manufactured by S. F. Bowser & Company, of Fort Wayne, Ind. It consists of a construction of galvanized metal standing about seven feet high. The lower half contains the gasoline, while the upper part contains the pump, access to the latter being secured through a drop door. The pump is supplied with a measuring device, by which it is possible to accurately gage the amount of gasoline, thus preventing overflow and waste.

pense than similar conveniences could be had downtown. This mutual benefit will doubtless result in similar experiments elsewhere, the larger bicycle clubs throughout the country, many of which have been in financial straits since the decline of cycling as a sport, being peculiarly adapted to the purpose, having in the majority of cases large wheel-rooms which are now practically unused, and, besides, possessing well-furnished club houses with locker-rooms and the bathing facilities so necessary after a long trip with its consequent grime and dust.

The example set by the Century Wheelmen will doubtless be followed by many other cycling organizations throughout the country. Indeed, it is in the nature of things that organizations and individuals interested in good roads should work together. Why should they not live together?

Yacht builders on the Thames complain that the automobile is making inroads in their business. This is due in a measure to the fact that automobiles are somewhat cheaper, but mainly to the greater freedom of travel.