

"YOUNG AMERICA"—A NAUTICAL PREPARATORY SCHOOL.

The accompanying view of the handsome three-masted auxiliary ship "Young America" represents a promising attempt to solve the serious problem of giving the youths of this country a comprehensive education under circumstances which will insure strict discipline, the best of hygienic surroundings, and an opportunity to obtain that personal knowledge of places and people which more than anything else serves to round off and complete an education. The Nautical Preparatory School, as it is called, was incorporated not long ago under the laws of the State of Rhode Island, and in accordance with the purpose of the school the full-rigged auxiliary ship "Young America" is now nearing completion at Perth Amboy, N. J., under the plans of its designer, William E. Winant, of this city, to whom we are indebted for the drawing from which our illustration is made.

"Young America" is, strictly speaking, a floating school, in which, in addition to the regular curriculum which is taught at any first-class preparatory school, the pupils will have an opportunity to become instructed in those arts and sciences which go to the making of an efficient naval officer. Of course, the prime object of the school is to prepare boys either for

25 instructors and a working ship's company capable of taking care of the craft in all conditions of weather. As a matter of fact, she will be twice as large as the United States Naval Academy training ship "Chesapeake," and will be greatly superior to her in her many facilities. The ship is 282 feet in length over all, 230 feet on the water line, and she has a beam of 44 feet and a draft of 18 feet 6 inches. On this draft her displacement is 2,600 tons. Her total spread of canvas is 21,000 square feet, and she is capable of making under steam a speed of 8 knots an hour. Ordinarily the vessel will be under sail, and the engine will only be used in calms, or when it may be necessary to hasten the voyage. Electric light will be used throughout, and especial attention has been paid to artificial ventilation, which must be used when stress of weather makes it necessary to close the air ports in the living spaces. Although the greater number of the cadets will sleep in hammocks, there are stateroom accommodations for thirty of the cadets, these being assigned to the cadet officers of the battalion as a reward for proficiency in scholastic work. The berth deck will contain the quarters for the academic staff and the berthing and stateroom accommodations for half of the cadets, besides the living space for the crew. Forward on the main deck will be the galleys,

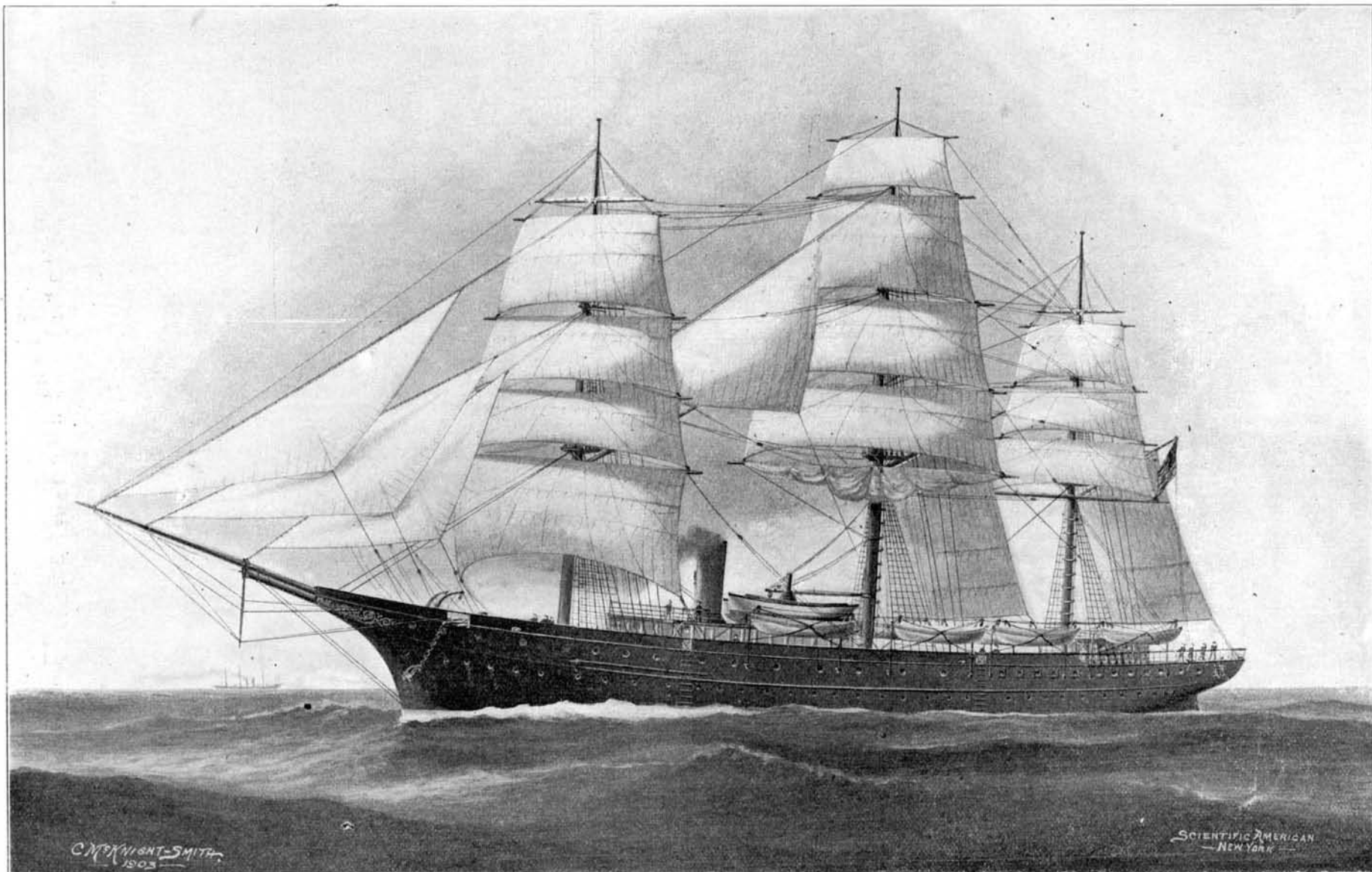
Bedford whaleboats, two 36-foot steel cutters, and two large 36-foot sailing cutters, in which the cadets will be made familiar with boat handling.

The deck officers will be appointed monthly according to merit. The cadet captain, executive, and navigator will be chosen from the senior class, the cadet lieutenants from the two upper classes, and the midshipmen from the third class. In addition to boat handling, all the cadets will be taught to hand, reef, and steer. They will have no manual work to do except sail and spar drills, and this in the way of gymnastic exercise.

A promising feature of the scheme is that as many of the ship's officers as possible will be either regular officers of the navy or men who have been graduated from the United States Naval Academy, and the discipline of the ship will be in accordance with service regulations.

Trial Trip in New York's Subway.

Cars were running during the week of November 22 in the new subway of New York. The road was not open to the public, but was simply tested. Two of the storage battery cars used on the 34th Street cross-town line were borrowed for the experiment. One car was sent into the tunnel at Canal Street, and



THE FLOATING SCHOOLSHIP "YOUNG AMERICA."

A private school in which during a four years course the students will cruise for 100,000 miles and visit every leading port and country in the world.

universities, or for the various professions, or for commercial business. At the same time the routine life on the ship will be similar to that on the regular training ships of the navy, and the boys will acquire all the benefits of the strict discipline which has made the military schools so popular in this country. They will also be afforded a magnificent opportunity for coming in touch with the great outside world. Each of the four years "Young America" will start on an extended cruise, during which she will touch at various ports, where the boys will be given an opportunity to go ashore under the care of their instructors, and visit the buildings, institutions, and historic points of interest and receive suitable instruction, historical, ethnological, commercial, etc., relating to the particular cities and districts that may be visited. Thus the cruise of the first year of eight months will cover no less than 16,000 miles; in the second year of eight and a half months, the cruise will cover 24,000 miles; in the third year of ten months 26,000 miles will be covered, and in the fourth and last year 27,000 miles; so that in the four years of the course, the boys will travel nearly 100,000 miles, and will have visited all the principal ports of the world.

"Young America" is built of steel, and will accommodate with comfort 250 cadets, besides a faculty of

bakery, laundry, and the refrigerating plants. Extra berthing space has been allowed for each cadet's hammock, and he has his own private locker.

The greatest interest attaches to the school deck, on the after third of which are the captain's, the executive officers', the doctors' and the head of the academic departments' cabins, together with a commodious sick bay and dispensary. The midship portion of the school deck is given over to the berthing in hammocks of the remaining half of the cadets and for the united mess of the whole battalion. For this purpose there will be twenty-three portable tables, at which the boys will sit in squads of ten and twelve; and during the hours of study in the early evening, canvas covers will be put over these tables, and under electric lights the recitations will be prepared for the following day. A large space forward of the messroom will be used for all recitation purposes. Then follows a large room, which is to be used as a museum, in which specimens gathered from the sea and from various parts of the world visited will be collected and arranged. Forward of this are lavatories and baths, while in the cabin aft on the berth deck is a large library. On the main deck abaft the smokestack is a music and recreation room. "Young America" carries for safety and for the purpose of drill and exercise eight 28-foot New

run back and forth over the line as far back as Thirty-fourth Street. Another car was run from Fiftieth Street up to the end of the finished line in upper Broadway.

Rescue of Nordenskjöld.

The Argentine warship "Uruguay" arrived November 23 at Rio Gallego with the members of the Nordenskjöld Antarctic expedition on board. The party was rescued on Seymour Island and Louis Philippe Island. The French expedition which set out to relieve Nordenskjöld will proceed on its journey and engage in scientific work.

Dr. Nordenskjöld, before he set out on his ill-starred expedition in the "Antarctic," had achieved fame as an explorer of Tierra del Fuego and as an Alaskan traveler. The "Antarctic" left Gottenburg October 8, 1901. Nordenskjöld touched at Falmouth, England, and at Buenos Ayres, December 16. The "Antarctic" sank in Erebus and Terror Gulf, which it entered in January, 1902. On January 15 he landed on Paulet Island, where he was compelled to make his camp while waiting the coming of a rescuing expedition. The last stretch of the journey to the south was begun December 21, and terminated in the destruction of the ship in February.