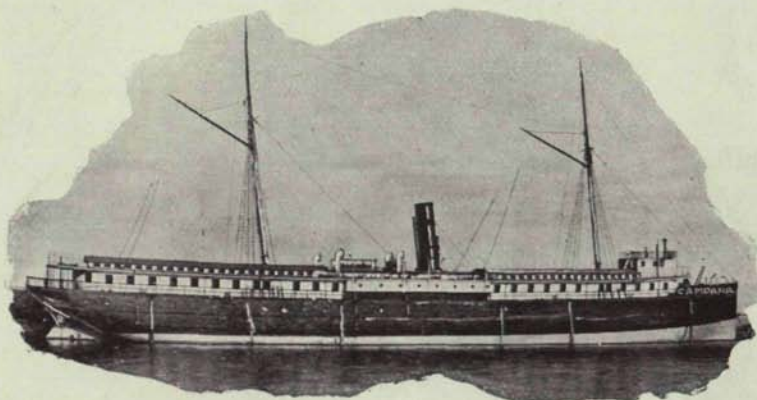


30 DAY ❖

❖ CRUISE FOR BOYS.



Rochester Schoolship "CAMPANA."

ON THE GREAT LAKES.



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JULY, 1894.

Rochester Public Library



BELIEVING, with Bacon, that "travel is a part of education," the undersigned have made arrangements with the owners of the steamship Campana for a thirty-day summer school trip on the upper lakes during the coming month of July. This trip will partake of the nature of an excursion and also a school on shipboard. The boat will start from Charlotte, at the mouth of the Genesee River, Tuesday evening, July 3, and via the Welland Canal will go as far as Duluth, Minn., visiting *en route* ports on Lake Michigan. Returning from Duluth, the steamer will make the "Northern passage" (along the Canadian shore) passing through the far-famed Georgian Bay, and will stop at Buffalo, arriving in that port Wednesday, August 1st. From Buffalo to Rochester the journey will be made by the N. Y. C. & H. R. R. R.

The passengers will be composed of boys from twelve years upwards and the number is limited to one hundred and fifty. They will be known as "naval cadets" of the "Rochester School Ship Campana." Cadets will be berthed three in a stateroom and will have entire charge of their room, under the supervision of the cadet officer of the deck. They will also be organized into divisions, watches, etc., and will be subject to regular naval discipline in care of well known officers and instructors.



OFFICERS.

IN COMMAND,

G. F. FLANNERY, Principal Grammar School No. 13, Rochester,
N. Y.

SECOND IN COMMAND,

MARK W. WAY, Principal Grammar School No. 12, Rochester,
N. Y.

CAPTAIN AND NAVIGATOR,

CAPT. JOHN SCOTT, Toronto, Ont.

CHIEF ENGINEER,

MR. FRANK WHITE, Toronto, Ont.

EXECUTIVE OFFICER,

LIEUT. E. N. WALBRIDGE, 2d division Naval Reserve, Roch-
ester, N. Y.

SHIP'S SURGEON AND PHYSICIAN,

DR. H. R. NETTLETON, 270 Lake Avenue, Rochester, N. Y.

INSTRUCTOR IN CIVIL GOVERNMENT AND POLITICS,

COL. S. C. PIERCE, Principal Grammar School No. 4, Roch-
ester, N. Y.

INSTRUCTOR IN PHYSICAL GEOGRAPHY,

MR. JAS. M. COOK, Principal Grammar School No. 3, Roch-
ester, N. Y.

INSTRUCTOR IN U. S. HISTORY,

MR. R. A. SEARING, Principal Grammar School No. 14, Roch-
ester, N. Y.

INSTRUCTOR IN PHOTOGRAPHY.

MR. CHAS. R. WEBSTER, 158 East Main Street, Rochester, N. Y.

BUGLER,

MR. E. E. HALL, Bugler 2d Div. Naval Reserve, Rochester, N. Y.

THE SCHOOLSHIP.

The steamer Campana, which will be known during the cruise as the Rochester Schoolship Campana, is a twin-screw iron steamer, 255 feet in length, 36 feet beam and 20 feet moulded depth with a capacity of 1,650 tons. She was built in Glasgow, Scotland, and for several years ran in connection with the Canadian Pacific Railroad from Owen's Sound to Chicago. After her launching in 1884 she made seven trips across the Atlantic before entering the lake traffic. She is an A 1 vessel, completely equipped in all respects, and a safer boat cannot be found on the upper lakes. She is lighted by electricity, heated by steam and has all the modern improvements and fittings looking to the comfort and convenience of passengers. The dining room is on the upper deck and is handsomely furnished, while the cabins and staterooms are the equal of the trans-Atlantic liners. The cuisine is all that could be wished for and cadets will be supplied with an abundance of well cooked and wholesome food during the entire trip. The matter of the cuisine has been especially considered by the organizers, who guarantee a first-class bill of fare.

The Campana is amply provided with life preservers in every stateroom, life-boats, metallic life rafts, etc., and bears the inspector's certificate of compliance with all the regulations required by the government for the welfare and safety of passengers.

The crew consists of thirty officers and men under the immediate command of Capt. John Scott, a mariner who has passed thirty years in navigating the great lakes and who is familiar with all the waters and ports of the same.

Lieut. Walbridge, who was on board the U. S. cruiser, San Francisco during the practice cruise of the 2d Rochester Naval Division last summer, and who is proficient in matters which pertain to naval discipline, will act as executive officer and will have the immediate supervision of the cadets in the matter of divisions, watches, etc. He will be assisted by sub-officers appointed from the cadets.

The ship's surgeon and physician, Dr. H. R. Nettleton, is a physician of some twenty years' successful practice in the city of Rochester and other places of Western New York. Under his care the

cadets may rest assured that their health will be looked after so that the trip may be of practical benefit to their physical welfare.

It is the intention of the organizers to take every precaution to secure the safety and comfort of the boys entrusted to their care. A compliance with the rules laid down for the government of the cadets will result in the total elimination of any element of danger. The officers and instructors have had years of experience in handling large numbers of children and this experience alone is almost sufficient guarantee against any accident. The vessel is amply provided with means for the protection of the passengers and with the constant presence of the ship's surgeon the most timid parents may feel perfectly safe in entrusting their boys to the care of the officers.

INSTRUCTION.

The originators of the trip desire that the cadets shall obtain much profit as well as pleasure while on the thirty days' cruise. With this end in view, practical instruction—consisting of talks or lectures on Civil Government and Practical Politics, Physical Geography of the Great Lake Region, U. S. History of the Northern States, and Photography—will be given each evening in the cabin of the boat, and cadets will be expected to attend the lectures on at least two of the subjects. The instructors have been selected with reference to their knowledge of the subjects entrusted to them and their lectures will prove of interest as well as practical benefit to the cadets.

A dark room will be provided on the boat for the use of the photographic class and the whole subject of photography—making a negative, developing the same, printing and toning—will be demonstrated in a thoroughly practical manner.

The executive officer, Lieut. E. N. Walbridge, will have entire charge of the physical exercises of the boys and will each day put them through a vigorous course of "setting up" exercises, drill, etc., in order that the trip may result in their physical as well as mental development. In this he will be assisted by the other officers. The benefit to be derived—looking at merely the physical well being of the cadets—from a month's drill, with plain and wholesome food and the bracing air of the great inland lakes of the continent, must

be apparent at a glance. This alone, without considering the mental improvement to be obtained, would amply repay for the investment in the trip.

Instruction by means of lectures and drill is by no means all that will be given, as in each of the thirteen principal stopping places cadets will make up "shore parties" and in charge of one of the officers of the boat will visit all places of interest and by seeing life in different cities, will broaden their minds for future work in the classroom or in practical life.

GENERAL DISCIPLINE.

In order that the greatest benefit may be derived by all cadets a cheerful compliance with the discipline of the boat will be necessary on the part of each one. This discipline, while not too rigorous, will be such as obtains in similar places and will not only prevent accidents but will especially tend to the convenience, safety and enjoyment of the trip by all. Under no circumstances will cadets be allowed on shore except in regularly organized "shore parties," and should attendance at an evening entertainment ashore be deemed advisable, cadets will be accompanied by an instructor. Before "shore parties" leave the boat, the time of departure for the next stopping place will be announced and all cadets will be expected to respond promptly to roll call that there may be no delay in sailing, and that ample time may be given in the various ports to visit the places mentioned in the itinerary.

ITINERARY.

The vessel will go into commission at Charlotte at noon Tuesday, July 3d, at which time the cadets will report for assignment to state-rooms, stations, mess tables, etc. Supper will be served at 6 o'clock and at 8.30 the boat will start for Toronto, arriving the next morning. Tuesday will be spent in the Canadian city and at midnight the schoolship will start for the Welland Canal. The latter part of the sixteen hours' trip through the canal will be made by daylight and, beginning with Erie, Pa., stops will be made in the following order, cadets being taken by the instructors to all points of interest in each city visited.

- July 3d—Leave Charlotte Tuesday at 8.30 p. m.; arrive at Toronto Wednesday, July 4th, at 5 a. m.
- July 4th—Leave Toronto Wednesday at 6 p. m.; arrive at Port Dalhousie at 9 p. m.
- July 4th—Leave Port Dalhousie 10 p. m.; arrive at Port Colbourne Thursday, July 5th, at 2 p. m. (16 hours in canal).
- July 5th—Leave Port Colbourne Thursday at 3 p. m.; arrive at Erie at 8 p. m.
- July 6th—Leave Erie Friday at 12 m.; arrive at Cleveland, at 9 p. m.
- July 7th—Leave Cleveland Saturday at 9 p. m.; arrive at Toledo, Sunday, July 8th, at 8 a. m.
- July 8th—Leave Toledo at 3 p. m.; arrive at Windsor and Detroit at 8 p. m.
- July 10—Leave Windsor and Detroit Tuesday at 12 m.; arrive at Sarnia at 7 p. m.
- July 11—Leave Sarnia at 9 p. m.; pass Straits of Mackinaw Wednesday at 9 p. m.; arrive at Milwaukee, Thursday, July 12th at 9 p. m.
- July 14—Leave Milwaukee Saturday at 12 m.; arrive at Chicago at 7 p. m.
- July 16—Leave Chicago Monday at 7 p. m.; arrive at Mackinaw Island, Wednesday, July 18th, at 6 a. m.
- July 18—Leave Mackinaw Island at midnight; arrive at Sault Ste. Marie Thursday, July 19th, at 4 p. m.
- July 19—Leave Sault Ste. Marie at 9 p. m.; arrive at Hancock Friday, July 20th, at 9 p. m. (Visit Calumet copper mines, the largest in the world)
- July 21—Leave Hancock Saturday at 4 p. m.; arrive at Duluth at 9 p. m. In Duluth Sunday July 22d, Monday, July 23d, and Tuesday, July 24th.
- July 24—Leave Duluth Tuesday at midnight; arrive at Port Arthur Wednesday, July 25th, at 4 p. m.
- July 25—Leave Port Arthur at 7 p. m.; arrive at Sault Ste. Marie Friday, July 27th, at 12 m. (around north shore of Lake Superior).
- July 27—Leave Sault Ste. Marie at 2 p. m.; arrive at Owen Sound, July 28th at 2 p. m.
- July 28—Leave Owen Sound at 6 p. m.; arrive at Buffalo Tuesday, July 31st at 6 a. m.

In going up Lake Superior the boat will pass close to the Pictured Rocks, one of the finest pieces of scenery in the country. A side trip to Minneapolis and St. Paul will be made from Duluth by cadets who so desire. The cost will be transportation—about \$5.00—and the hotel bill of \$2.50. Cadets who make this trip will be accompanied by several instructors and will find a visit to the twin cities of the West a valuable one.

The foregoing itinerary will be followed as closely as possible, but may be changed to meet exigencies of weather. The entire trip from Charlotte to Duluth and back to Rochester will occupy thirty days.

UNIFORM OF CADETS.

As the hundred and fifty cadets will visit thirteen cities the need of a distinctive dress is apparent at a glance. All cadets, therefore, will be obliged to wear the ship's uniform, which will consist of sailor's blue flannel trousers, shirt and hat for shore trips ; for use on shipboard a white canvas uniform will be necessary. Arrangements have been made with Meng & Shafer, of Rochester, to furnish the standard blue uniform, with the "working suit" of canvas, for the low price of eight dollars—considerably lower than the United States government pays for similar goods at wholesale.

The cadets will provide themselves with the ordinary toilet articles, underclothing, etc. As the temperature on Lake Superior is never very high, an ordinary winter overcoat and winter underclothing are indispensable for that portion of the trip. Cadets are also requested to provide themselves with rubber coat, rubber boots or rubbers, and a rubber hat. These latter articles are requisite in order that "shore parties" may be made up to visit places of interest, rain or shine.

Oil skin suits—hat, coat and trousers—will be furnished by Meng & Shafer at \$1.25 for the three pieces. They are very light and absolutely impervious to moisture, being much more easily handled than mackintoshes or rubber coats.

DAILY ROUTINE R. S. S. "CAMPANA."

MORNING.

- 6:00—Reveille.
- 6:15—Coffee.
- 6:30—Setting up exercise. Shift into uniform.
- 7:00—Breakfast.
- 7:30—Publish morning orders.
- 8:00—Colors. Station watch and lookout.
- 8:30—Sick call. Shore detail.
- 9:00—Clear up decks for quarters.
- 9:30—Quarters. Routine drill.
- 10:00—Relieve watch and lookouts.
- 10:30—Call musician to practice.
- 11:30—Notify navigator.
- 12:00—Relieve watch and lookouts. Pipe to dinner.

AFTERNOON.

- 1:00—Turn to, watch on deck.
- 2:00—Relieve watch and lookouts.
- 2:30—Drill Call.
- 3:00—Dismiss.
- 4:30—Evening quarters.
- 5:30—Supper.
- 6:00—Relieve watch and lookouts.
- Sunset—Get out running lights. Evening colors. Coxswains report lifeboats ready for lowering.
- 8:00—Report 8 o'clock lights and fires out. Dismiss watch and lookouts.
- 8:30—Lectures in cabin.
- 9:30—Taps. Lights out.

The above daily routine is subject to change where shore parties are formed. In the larger cities the whole day will be passed on shore, visiting points of interest, and on those occasions the ship routine will necessarily be omitted.

The attention of prospective patrons is respectfully called to the naval drill that will be given. Lieut. Walbridge has arranged that all cadets shall be placed in divisions, as on a U. S. cruiser. The routine drill, which will begin at Charlotte as soon as the boat goes into commission, will give each boy a place in a life boat, teach him what to do in case of fire, collision or other accident, and, in fact, will instruct him to keep cool in any emergency ; and it will be one of the best practical trainings that a boy can well have. All the life boats will be numbered and cadet officers assigned to each one. They will in port go through the drill of "abandoning ship," as practiced in the navy, and everything will be done to give the boys enough physical exercise to stimulate both mind and body, and at the same time impart to them practical information that may in after life prove very serviceable.

Another point in the naval drill will be the explanation of the method of working out the ship's course. A regular log of the trip will be kept and the number of miles traveled will be worked out each day by "dead reckoning" and by taking observation of the sun by means of the sextant, the rules of the U. S. navy being followed in this matter in every respect.

SUNDAY OBSERVANCE.

A point to which particular attention has been given by the organizers of the trip is that of Sunday Observance. A consultation of the instructors has led to a determination that all cadets, unless by written order of the parent or excused by the ship's surgeon on account of illness, must attend divine service Sunday morning at churches of their respective denominations, and accompanied by an instructor. For this purpose, Sunday mornings, and whenever possible Sunday afternoons, will be passed in port, and the usual routine will be laid aside in order that cadets may observe the day in a proper manner. This plan of attendance at separate services for each denomination has been deemed more advisable than taking on board the boat a regular chaplain for the trip.

LENGTH OF TRIP.

The number of miles to be traveled on the trip is about 3,500 and the time occupied in making it will be about fourteen days, leaving sixteen days for visiting places of interest on shore. The itinerary as given above will be followed as closely as possible, but the organizers reserve the right to vary from it as circumstances may require. As the boat is chartered for a given time it may be deemed advisable to remain longer in some cities than at present calculated. This will not, however, necessitate omitting a visit to any of the places laid out as stopping points. Mail addressed to cadets at any place will be called for, and, in case of late arrival, will be forwarded to the next stopping place. The vessel will start from Charlotte at 8:30 P. M. July 3, and the trip will end at Rochester at noon, Aug. 2.

COST OF THE TRIP.

In order that the benefits of the trip may be taken advantage of by the largest possible number the organizers have placed the cost at the low sum of \$90.00 for the thirty days, or \$3 per day. This includes the water journey of thirty-five hundred miles, three meals per day, street car transportation in Cleveland, Detroit, Milwaukee and Chicago, and fare by N. Y. C. from Buffalo, the place of debarkation, to Rochester. As the sight seeing in all places, except the four mentioned above, can be done on foot, very little pocket money will be required by cadets, and the total expenses of the trip—including transportation, uniform and pocket money—will barely exceed \$100, a small sum considering the length of the journey, the number of cities visited and the practical instruction to be obtained.

The sleeping capacity of the boat being limited to one hundred and fifty, intending cadets are requested to make application for berths as early as possible.

REFERENCES.

For the benefit of prospective patrons, who reside outside of Rochester, we refer, by permission, to the following gentlemen :

MR. MILTON NOYES, Superintendent of Public Instruction,
Rochester, N. Y.

PRINCIPAL J. G. ALLEN, Rochester Free Academy.

MR. CHARLES F. POND, Cashier Commercial Bank.

HON. GEORGE W. ALDRIDGE, Mayor.

HON. GEORGE MOSS, Secretary Chamber of Commerce.

HON. WILLIAM PURCELL, Editor Rochester Union.

APPLICATION BLANKS.

Application blanks for membership must be returned not later than June 10th, and as much earlier as convenient for applicants, as the organizers greatly desire to know the number of passengers to be carried. The number being limited they intend to accommodate the early applicants first. At the time of returning the application blank a remittance of \$20 must be sent to Mr. Chas. F. Pond, cashier of the Commercial Bank of Rochester, as a first payment on the \$90, and is to be deposited to the credit of the "Rochester Schoolship Campana Fund, G. F. Flannery and M. W. Way, organizers." The cashier of the bank will immediately remit a receipt for the deposit. In case the depositor withdraws from the trip the deposit of \$20 will be forfeited to the organizers.

The remainder of the money is to be remitted to the Commercial Bank by June 25th.

In making application for berths the applicants will send the names of two references which will ensure the presence of the right kind of boys whose companionship will be not only agreeable but profitable as well.

Application blanks and any further information will be promptly furnished by addressing

G. F. FLANNERY, or

M. W. WAY,

P. O. Box 454, Rochester, N. Y.



50 DAY

