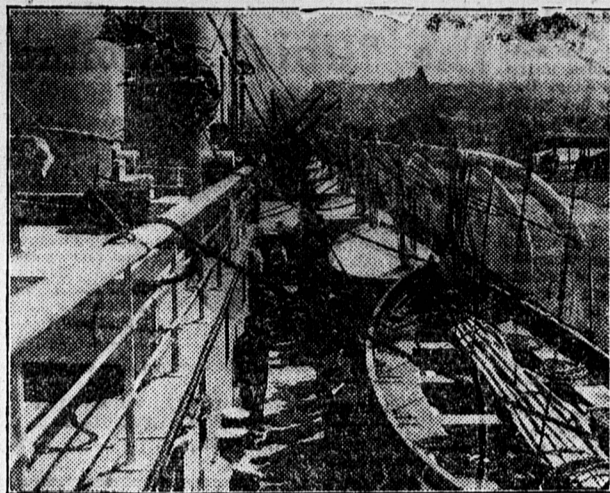
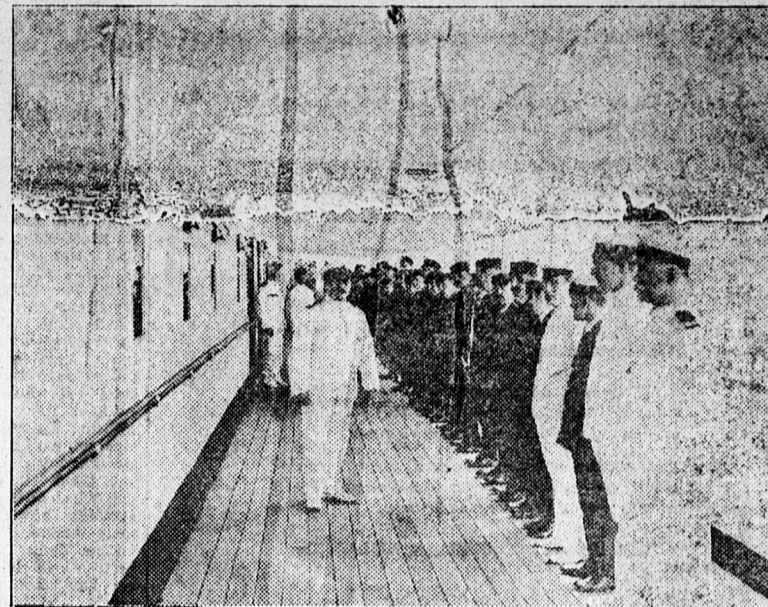


Lowering and Manning Life Boat.



Empress Crew at Boat Stations.



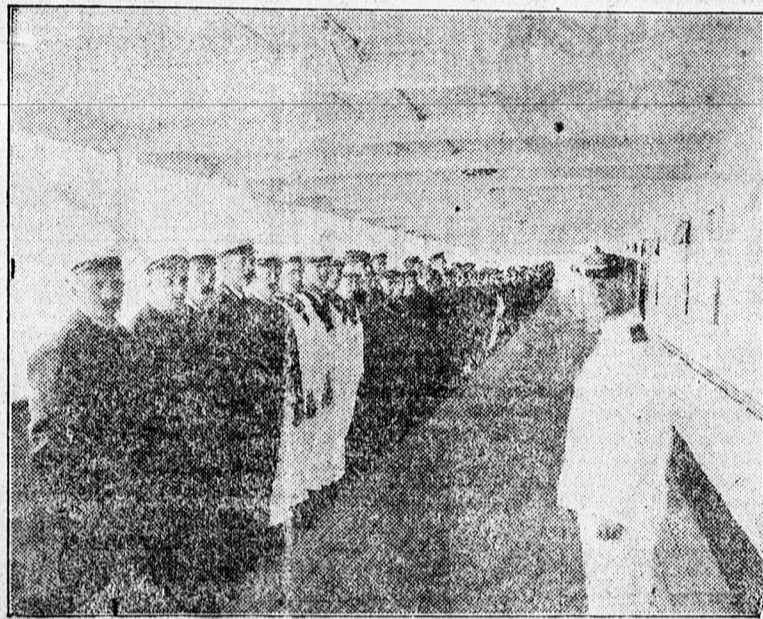
Commander Inspecting Steward's Crew.

SAVING LIFE AT SEA.

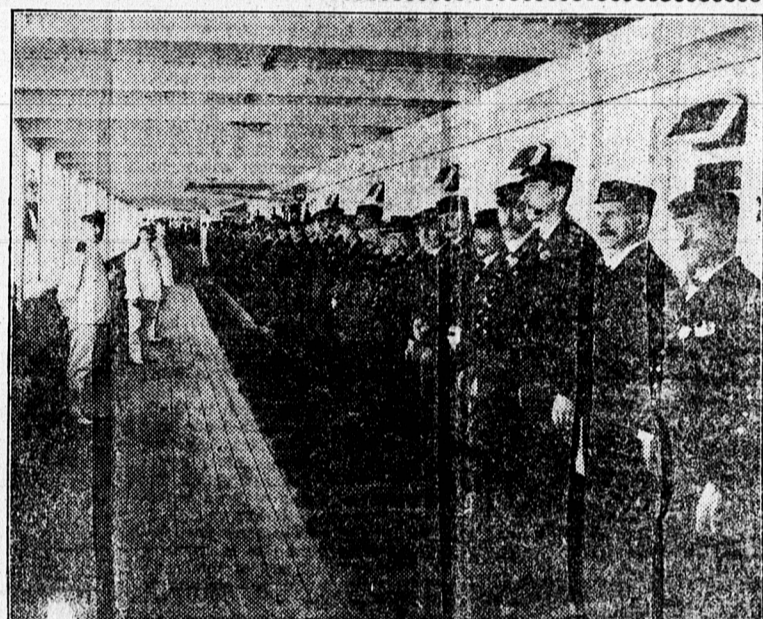
BY WILLIAM P. BROWN.

In the following article the writer gives a vivid pen picture of the untold methods taken by Canadian steamship owners to secure the safety of their passengers on the Great Lakes as well as on the Atlantic and Pacific oceans. It has been well said that passengers in Canadian bottoms are as safe at sea as in their own homes. (Ed.)

In the old days on the high seas, the merchant ship could be distinguished from the man of war if by nothing else than the lack of discipline among the crew. Of course, there was a certain amount of discipline existing owing to the superiority of rank, but there was not that distinctive orderliness in the work of the crew which is now a noticeable part of almost every ship. Since the time when men first went down to the sea in ships, the science of seamanship has been developing, and one of the lessons learned is that discipline among the crew is important. Go aboard a modern ocean steamship and you will see the crew handled on almost the same lines as aboard a Dreadnought. This is the general rule with all the larger steamship companies, and especially is it so with British lines, who insist that their ships be run on almost military lines, for the protection of their passengers. In all cases, the matter has received particular attention, largely because some of the ships have been designed for use in case of war if necessary. Many of the ocean liners are so built, that with a few days' notice they can be fully equipped with guns and other fighting equipment. Being big, speedy boats, they could easily be made to be very formidable in time of war, and this along with the fact that the crews of the ships are largely composed of Royal Naval Reserve men has given their decks a martial air that has spread throughout the whole of the great merchant fleets. Go on board one of the C. P. R. Empresses as it leaves Quebec for Liverpool or across the three thousand miles of continent to the Pacific Coast and board the Empresses of India, Japan or China, and you will at once be struck with the general air of orderliness and discipline. Everything is "spic and span." There is a place for everything and everything is in its place. The decks are as clean as a ball room floor and untidiness is not tolerated. When an order is given there is no hesitation on the part of the crew before obeying the order. Every man understands just what is expected of him, and each man is drilled and instructed in his individual duties until the whole crew work together like a piece of well-oiled machinery. If such were not the case it would be practically impossible for the steamship companies to handle the large



Waiting for Inspection.



Deck Crew Mustered for Inspection.

passenger traffic that they now do. Take for instance the Atlantic traffic that has developed between Liverpool and these shores. Practically every boat landing at St. John, Quebec and Montreal during the last three months has brought with it at least 1,600 passengers, and the safe handling of such a heavy traffic would be impossible were it not for the precautions taken to ensure that the crew is always ready to meet any emergency that may arise.

On board the same steamships these precautions take the form of drills among the crews, and by constant practice, a high state of efficiency has been attained among the men. Every Thursday afternoon, proceeding the sailing of a boat from either end of its route, general muster and inspection of the crew is held by the Commander and his staff. On the Atlantic ocean, most steamers "spend a week in port after each trip and as it takes approximately seven days to cross the "Big Water," it follows that these inspections and musters are held every three weeks. These inspections perform a three-fold function. First of all, they ensure that the vessel will not sail from the port short-handed as during the inspection it is an easy matter to locate any missing men afterwards to promise substitutes. Then too, the commanding officers know that the ship is in good shape to receive her passengers and that everything is clean and in good order, and finally, it ensures that every man knows his proper place, and what to do in the event of any of the emergencies aris-



Life Boat Returning to Ship.

ing, which are incidental to a voyage at sea. This latter item is all important as without an individual knowledge of what is expected of him, a man cannot intelligently act in unison with the rest of the crew. Every possible accident that can be thought of is supposed to be taking place on board the ship and they are all ably met by various parts of the crew. Everything is done with the utmost regularity and accuracy. The drills are performed smartly and aptly and the whole crew which is composed of something over four hundred men takes part.

On board mail boats the inspec-

tions take place at two o'clock in the afternoons of the Thursday before sailing. With the ship's buglers in attendance the "General Assembly" is sounded and the whole of the ship's company fall in for inspection on the upper promenade deck. The several departments of the deck, engine room, and stewards, fall in their appointed places, all arranged according to rank. Everyone of the crew, including even the twelve stewardesses, must be present, with uniform neat and tidy and with his boat badge which indicates his exact position on the life boat to which he would be assigned in the event of its being ne-

cessary to leave the ship. The importance of the part played by these badge numbers in the boat drills can be readily understood as it is essential that in the bustle and confusion attending a hurried departure from the ship that no time shall be lost owing to a lack of knowledge as to just where each man is expected to be at a given moment, after the signal to leave the ships has been given. With each man having his own distinctive number corresponding with a place in a boat, he knows at once just what is expected of him and as a result much valuable time is saved. After the Commander has inspect-

ed the crew, they all march past him in order, and then to the sound of the bugle they fall in in their proper order around the life boats in the positions indicated by their badges. One life boat, which is picked out without notice, is then swung out, lowered into the water, and the crews start off on a short cruise around the ship. Each man is provided with a life preserver and these they fit on in quick order. Finally the crews return to the ship and the boats are hoisted back into place. By picking the boat which is to take part in these exercises indiscriminately, it provides that all the crews will be ready to perform their duties when called upon. The men are very keen on this part of the drill and there is considerable rivalry among the various crews as to which will do the work in the shortest possible time, and at the same time in a smart and seamanlike manner.

While this boat is being lowered into the water and put on board again, another portion of the crew is told off to lower the collision mat to cover an imaginary hole in the hull of the ship. The position of this imaginary hole is determined by the Commander, and a different part of the ship is designated each time so that the men learn how to handle the mat under all sorts of difficulties. For the spectator this is one of the most interesting of the many drills. The crew take a mat of heavy canvas, pass it over the bow of the boat and then pull it along until it covers the imaginary hole, and is then made fast. The mat being held up tight,

against the side of the vessel, stops the heavy rush of water and prevents the vessel foundering while a more secure patch is being put on from the inside. This operation is completed in a wonderfully short time considering the difficulties to be overcome.

Then comes the spectacular feature of the inspection. After the mat drill, the fire alarm is sounded, and on the instant each man of the crew springs to his special station. The fire hose at the particular point indicated is put into service, and soon a number of heavy streams of water playing into the waters around the ship. A certain portion of the stewards of the crew are told off to carry buckets and blankets for use in smothering the fire, and a number of others are told off to attend to the provisioning of the boats in case the fire should go in such a hold that it would be necessary to leave the ship, and take to the life boats. All details are carefully considered, nothing is left to chance and as a result so systematic is the drill that an observer is led to aver that such organization would make short work of a fire, should one break out during a voyage. Every man of the crew, except those engaged in running the boat at the time has some duty to fulfill in case of fire, and by these practices he is taught to do it thoroughly and effectively.

After fire drill is completed and the Commander and his various officers see that everybody understands their position and their duties in the event of these emergencies arising, the passenger quarters of the vessel, are then carefully inspected in detail, in order to see that the rooms are clean and tidy, beds properly made, electric bells, lights, fans, etc., all in proper working order. In the course of this part of the inspection the watertight doors, which divide the vessels into compartments, with a view to confining leakage to one small section, are closed and opened by signal to show that they are not only in proper working order but that the men whose duty it is to attend to these matters, are in the habit of understanding the signals, when they are given. Every hole and corner of the ship is carefully gone over, from the first class dining saloon to the steerage lavatories and hospitals.

These emergency drills and the inspection usually occupy from one and a half to two hour's time, and if everything is found to be satisfactory, the men are generally rewarded with a half holiday. This is not only much appreciated by the men, but has a tendency to keep them up to the mark in carrying out these requirements of the company.

William P. Brown.

CANADA'S NAVY

How to Tell a Naval Officer's Rank.

Two stripes indicate a lieutenant, an engineer-lieutenant, a surgeon, or a paymaster—always having regard to the gold circle on the uppermost stripe for the lieutenant, or the purple, red, or white cloth between the stripes, and no circle, for the other branches. Three stripes, of which the middle one is only half the thickness of the other two, indicate a senior lieutenant or senior engineer, a staff-surgeon, or a staff-paymaster; while three stripes all of the same thickness denote a commander, a fleet-surgeon, or a fleet-paymaster. A captain has four stripes. Officers of admiral's rank have always one broad gold stripe nearest the cuff, and from one to four thinner gold stripes above it. Thus, a rear-admiral has the broad stripe and one

ELEPHANT HUNTING.

Took Only Half an Hour to Shoot \$2,500 Worth of Ivory.

W. Buckley, the great English elephant shot, in talking of his favorite game says: "There are three curious things about the elephant. "First, although he is the biggest animal in the world, he is the hardest to see, for he is the same color as the forest. "Second, for all his vast area there is little more than a square foot of him that is vulnerable to a bullet. "Third, all elephants are 'left handed,' as is proved by the fact that the left tusk is always shorter, being worn away with work. "My biggest bag of elephants in one day was ten, but the most profitable was a day when I shot eight, and

ROYAL TASTES IN DRESS.

Kaiserin dresses more fashionable than Queen Mary.

It was noticeable during the visit of the German royalties to London that the Kaiserin did not share the prejudices of Queen Mary in regard to certain styles. The two ladies drove everywhere together and always Queen Mary wore the modest little toques of which she approves, while the German Empress favored large and much plumed headgear of the sort which Queen Mary has declared against. Princess Victoria also revelled in large hats and even wore fairly tight skirts, not of the hobble variety but much skimpier and more clinging than those England's Queen considers suitable for court wear. One good old fashion all three ladies cling to,

FORESTRY IN JAPAN.

Authorities Believe in Conservation—Been planting for 1200 years.

Japan has longer than any other country practiced technical forestry. With extraordinary skill and absolute success the authorities have for 1,200 years planted and cared for the forest trees. "The results," writes a correspondent, "have been really wonderful, for through the extremely sedulous management and the knowledge of skill by degrees attained the financial gains have been very large, indeed. Not a twig is ever wasted. The trees are regarded as almost sacred property, and not a particle of any one of them is regarded as rubbish, so close is the utilization. Thinning and all departments of arboricultural culture are very carefully conducted. At the end of 13 years from planting a wood lot is thinned by experts, and then every five years the process is repeated for 12 years the average period of the cultivation of a set of trees.

A Portrait of Cerbantes found

What is believed to be an authentic portrait of Cerbantes, painted by Juan De Jauregin, has been found at Niseo. It is a panel, and is dated 1600. The features are quite different from those of the familiar picture of the Spanish writer.

Opium Traffic to End in 1917.

The China-British agreement provides for gradual extinction of opium culture and traffic in both China and India, to become complete in 1917.

Sheikh Pasha has issued a proclamation promising amnesty to the Albanian rebels if they will lay down their arms within ten days.