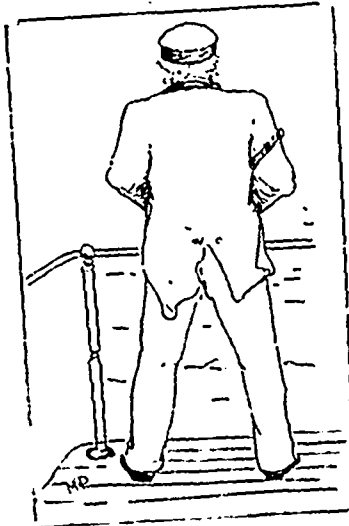


"Why, before the ship leaves the dock in Liverpool, whole chapters might be told. The sailor that 'picks' on the 'Parisian' is examined before he signs his articles for the voyage. The voyage means the round trip. He then proceeds to the forecabin to choose the best berth he can find, and to secure it he chalks his name on the berth board. On the day of sailing the boatswain's whistle calls the hands to muster, every man answering to his name. After this they are told off among the boats, and each seaman receives a badge



AT SEA.

with the number of his boat plainly stamped on it. They are then drawn up in line to 'pass the doctor,' as they say, when the Captain and Officers are in attendance. As each man is called out he passes before the Doctor and respectfully salutes him. The Doctor meantime sharply scrutinizes him, and none but perfectly healthy men are accepted. A nautical surveyor then takes them in hand. The launching of boats and fire-drill is practised, and finally the

men are handed over to the Captain as capable."

"Intermediate and steerage passengers then go on board, and as they pass up the gangway they, too, come



"ALL'S WELL."

under the critical eye of the Doctor. The Captain and the pilot go on the bridge. Bells fore and aft are rung. Gangways are hauled on shore. Ropes are cast off. The ship moves out of her dock, and makes slowly for the channel of the river, to await the tender with the saloon passengers. More

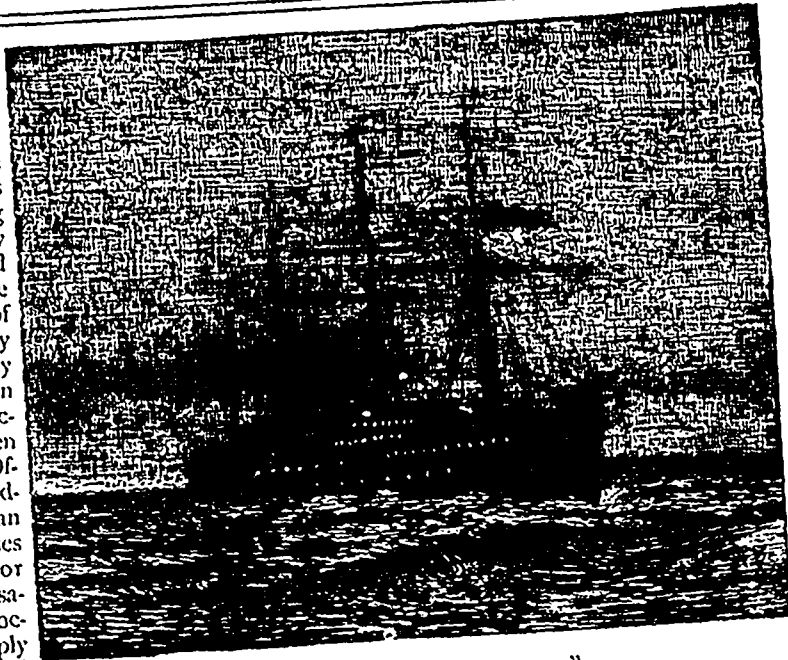
bells; good-byes; and we are off for good."

"All that most of us know after that, is that we get our meals in first-class style, that we are always hungry as hawks, and that the night is too short for sleep. But from those bells in the Mersey to the bells at Quebec, no beehive on land ever surpassed the beehive at sea."

"Till we pass the Bar the Cap-



A BREATH OF AIR.



"LIGHTS ARE BURNING BRIGHTLY."

tain and the pilot direct the course. The Chief Officer is on the forecabin at the anchors. The second is aft to see that the courses are properly set. The third stands at the engine-room telegraph. The fourth attends to the orders from the bridge. Two men are stationed at the lookout, and the quarter-master is at the wheel. Safely across the Bar, the pilot's duties are over. The officers rally at the bridge to report 'All well,' and the Captain gives the orders to 'set the watches'."

The sailors are again mustered. The roll is called. The boatswain stands on the port side and chooses a man. The boatswain's mate takes his place on the starboard side and



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chooses his. This 'picking' of the watches goes on till the whole crew is divided in two. The boatswain's men are called the Port or Chief Officer's Watch. The mate's are the Starboard or Captain's. This is the *picking* of the watches. Now comes the *setting* of them. The Port Watch, by long custom, gets the first sleep below after leaving a home port, and the Starboard enjoys a similar preference on the return trip."

"I should have told you that the sailor's day is divided into the first night watch, from eight p.m. till midnight; the second, from midnight till four a.m.; the morning (or Gravy Eye