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Salving a Ship.

"Dead", said I? "Drowndead", said Mr. Peggotty. Looking at this ship with a layman's eyes, there seems 'no hope that she's undrowned.' The tide is swinging up and over her rusted and buckled decks, and they are green with growing weed. When presently the black depths of that great hold fill will not the diamond-points that will break above her then in the June sun glitter over her grave, her battered funnel showing as a headstone of the sea, the sorrowful witness to her untimely passing-until even it is 'seen no more', and nothing is left but a memory and a cross on a wreck chart?

We ask the specialists in these matters, who are the Salvage Department of the Admiralty, and they say it may prove so, as life is not saved always for all that Harley-street can do. But they will add, and you can believe them, that they never say lost till the sea has won, and they mean to make a hard fight for it. They are a strange race, these specialists of the Salvage Bay, who cure ships of shell-shock in incredible circumstances. Let us take a look at them as they stand beside their ten or twelve thousand deadweight patient, whose bed is the bed of the sea, with grimy knaves in fearnought suits and divers for sisters in snowy veils, and black pumps for gleaming glass and steel.

Here is the man who is at the the top of his profession. For silk hat he wears a a peaked cap; for immaculate morning coat a plain blue lounge suit. But there is about him a quiet strength and enor-mous confidence. His diagnosis, other people will tell you, is unerring, and, having been nearly two score years in practice, he has saved ships enough to equip any reasonable Power with a passable mercantile marine. He has humor in the eyes that look at you quickly and keenly, and a plentiful enthusiasm and driving power, and the gift of inspiring those who work with him. If you look now at the slim figure in R. N. R. commander's uniform beside his square-set chief you may note that not only has he obviously an equal passion for his "job" but as obvious an admiration for his chief. He is one of the captain's "young men", and if the Humane Society gave medals for ships saved as well as men his breast would be covered with the men his breast would be covered with the ribbon you see on it. He is entirely unassuming and full of devices. There is a story of a submarine that, at long last, was partly told the other day from the record of those who lived to tell it; that they live, and the submarine besides, is one of the things you have to thank these two men for, and not least, thank these two men for, and not least, as the elder generously insists, the younger. The third figure in R. N. R. captain's uniform comes in when the "patient" is well enough to be got out of her bed, and prescribes for her through the convalescent stage. He has seen a good many cases of ship shell-shock that have returned to the food or fighting line. He has the look of a fighter himself, and a has the look of a fighter himself, and a stubborn one; his words are few.

Now let us turn from the little group to the instruments they use. Beside them is the salvage ship; it was a gun-boat once, but it has forgotten that, and goes about now laden with pumps and great chests filled with what Shakespeare long ago described usefully as "all appliances and means to boot." Two of the pumps are gushing out water with a furious stamping the means to be started as the started of the pumps are gushing out water with a furious stamping; the water is coming from one of the holds of the ship, at a rate of many hundred tons an hour. To the last minute they may continue to do this, but there comes a point just now in each tide when the sea is mistress in in her house again, when for every ton that could be pumped out she could pour other tons in again endlessly. When that comes this outpost of the salvage corps must fall back, and so every mo ment now is precious. The day will come, it is hoped, when they will have plugged and patched and pumped, till with the greater buoyancy given, and the tug putting her back well into it, the damaged part of the ship will at length be lifted above high-water mark; then the salvage will have to wait for no tide, and the fight will never stop. But till that moment of triumph comes they must fall back at perhaps half-tide. That is why they have grown instantly dissatisfied



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Ten bulls, from 8 to 20 months of age, of the good kind. Also must sell about 25 females before winter. They are the prolific kind and all registered and priced at about half their value to move them, Crown Jewel 42nd, still heads this herd. JOHN ELDER, HENSALL, ONTARIO.



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