

PRACTICAL REGULATIONS.

U. S. Shipping Board Issues Useful Booklet.

The text of the U. S. Shipping Board's regulations for the protection of ships in the submarine zone contains much that is highly practical. These regulations appear in a Shipping Board manual just issued by the Government Printing Office. They suggest in some measure the strain under which crews must traverse the danger zone. In part the instructions read:

"Water-tight Bulkheads, Tunnels and Doors.—Water-tight bulkheads, tunnels and doors should be maintained at all times in an efficient condition. Doors operated by a ratchet are not efficient in an emergency for the reason that they cannot be closed quickly, and the ratchet should be supplemented by a wheel-and-handle or other geared device affording continuous closing action.

"The master should designate the chief engineer or some other officer, as directly responsible for the working of water-tight doors. Before each voyage such officer should have the doors opened and closed in his presence; should satisfy himself that they are in good working order; and should furnish to the owner or to his marine superintendent a certificate in writing to that effect. The facts should be so reported to the master, and an entry accordingly should be made in the official log, signed by the master as well as by the officer in charge.

"Inspection should be made as often as possible during the voyage to determine that the doors are in serviceable condition; and door drills should be practiced at regular and frequent intervals, an entry on each such occasion being made in the official log.

Water-tight doors should be opened at sea only when absolutely necessary and then upon express direction of the master. Doors not required to be opened at sea should be closed and secured before the commencement of each voyage and should be kept closed until the ship arrives at destination.

"Water-tight doors in passageways from firemen's quarters to stoke holes should be kept closed, firemen entering and leaving stoke holes by means of fiddle ladders. Where ladderways are provided for the exit of crews or passengers from quarters below decks, water-tight doors used solely for access to such quarters should be kept closed.

STORING COAL IN ADVANCE.

"Where practicable, water-tight trunks should be fitted from bulkhead decks to shaft tunnels and tunnel doors should be kept closed. If there are side bunkers, or bunkers, the doors to which are in non-water-tight bulkheads, coal should be worked from such bunkers while in danger zones, and doors to water-tight bulkheads should be kept closed. Also where practicable, chutes should be provided to permit the use of coal carried between decks or in bridge space in order that the opening of lower water-tight doors may be avoided. Having due regard to operating conditions, coal for use in danger zones may be stored on stokehole plates in advance of entering such zones.

"When water-tight doors are opened at sea, members of the crew detailed for that purpose should stand by to close them promptly when so ordered, and thereafter immediately should so report their action to the master.

Portable places on bulkheads or tunnels, sluice valves, and manholes in double bottoms should be closed and rendered watertight before the ship leaves port.

"Openings in Ships' Sides.—With the exception of ash chutes and similar apertures required to be opened at sea, side scuttles and other openings in ships' sides below the uppermost continuous deck and in the first tier of erections above that deck should be kept closed while the vessel is in a danger zone. Ash chutes and slop chutes, unless they extend to the bulkhead deck and are at least 15 feet above water, should be fitted with suitable appliances for closing water-tight, and should be kept closed except while actually in use.

"Bilge Pumps.—Bilge pumping installations should be maintained at all times in an efficient condition. Before the commencement of each voyage bilges and strum boxes in holds and machinery compartments should be cleaned and defects in the system should be corrected.

"If practicable, an additional screw-down non-return valve should be fitted in each pipe line on the water-tight bulkheads inside compartments in which strum boxes are located, and valves should be secured by studs screwed into bulkheads.

"Stowing of Cargo.—Weight cargo, whenever practicable, should be so distributed throughout the ship and so combined with measurement cargo that the total tonnage in each compartment will not exceed

the weight of a corresponding bulk of water.

"Emergency Lights.—Living and working spaces which may be darkened by the closing of side scuttles should be provided with efficient artificial light. In addition, adequate light should be provided for egress from living compartments to decks and for the launching of boats and the embarkation into them of those on board. For this purpose lanterns suitably placed are recommended, as electric lighting systems may be rendered inoperative by a mine or torpedo explosion. While traversing a danger zone lanterns should be kept burning but obscured from view until required. A supply of electric torches should be provided.

"Berthing of Passengers.—While traversing a danger zone passengers should be berthed above the uppermost continuous deck, and water-tight doors and scuttles in passengers' quarters below that deck, as well as sanitary discharges connected with such quarters, should be kept closed.

"Plugging of Shell Holes.—An adequate supply of wooden plugs, preferably of spruce timber, two feet long by eight inches, tapering to two inches, in diameter, should be kept available for the stopping of shell holes.

"Warning of Engine-Room Staff.—The explosion of a mine or a torpedo may result in the disabling of the engine-room telegraph or telephone, and suitable provision for such an emergency should be made whereby the master or officer in charge may give immediate warning to men on duty in the engine room, stoke-holes or other compartments below decks. A mutual understanding should exist whereby such men may know that they will be advised by a predetermined signal when it is time for them to leave their posts.

"Seamen's Discharge Books: Warm Clothing.—Seamen's discharge books should be distributed on entering a danger zone.

TRAVEL TO PACIFIC COAST BY NEW ROUTE.

Inspect Scenic Marvels Along Canada's Most Modern Transcontinental Railway.

Why not travel this year over new trails and through new wonderlands to the Pacific Coast? The Grand Trunk Pacific Railway has opened to the traveller, a region rich in peerless scenic grandeur. It stands ready to take you through the beautiful Alpine valleys of the Rockies to the base of Canada's greatest peak, a giant among giants, immeasurably supreme, thence through the fertile and picturesque valleys of British Columbia to the newest port on the Pacific Coast. Here you may board one of the palatial steamships of the Company and sail through the beauties of the famous Inside Passage to the fine cities of Vancouver, Victoria and Seattle, and thence to California, if you desire.

The Grand Trunk Pacific is linked up with the Grand Trunk Railway serving the Eastern section of the continent, by the Transcontinental Line, so that your whole journey is through new and interesting territory. Over this line there is operated the splendid train known as "The National."

A pleasant run to Toronto by the Grand Trunk and "The National" is ready to carry you westward. The departure of "The National" from Toronto is 9.00 p.m., on Tuesdays, Thursdays and Saturdays. North Bay is reached early next morning, and there opens up for your admiration all the lakeland beauties of the territory served by the T. and N. O. line, while the rich Cobalt and Porcupine districts may be inspected. These are followed by a wonderful trip through the sparsely populated territory of New Ontario, served by the Canadian Government Railways, giving the traveller an opportunity of inspecting this fertile region, including the famed "clay belt" where tens of thousands of settlers will make their homes in the future. The area of New Ontario is 330,000 square miles, fully four times the size of Old Ontario, and in addition to great expanses of good farming land, it has wonderful resources in timber, minerals, water power, fish and game.

The railways concerned have combined to make the through passenger service over this new route the equal of that offered anywhere on the continent. The dining and sleeping car services are unsurpassed, while the smooth, straight and level roadbed embodies all that has been learned in three-quarters of a century of railroad building. The greatest travel comfort is assured. The use of the new route involves no extra fare, as compared with any other route available between points in Eastern and Western Canada and the Pacific Coast.

SHIPPING LOSSES.

London, December 19.

Fourteen British merchantmen of more than 1,600 tons and 3 under that tonnage were sunk by mine or submarine during the past week, according to the Admiralty statement to-night. One fishing vessel also was sunk.

The shipping losses by mine or submarine in the past week are slightly under those of the previous week, when fourteen vessels of more than 1,600 tons and seven under that tonnage was destroyed.

FRENCH LOSSES LIGHT.

Paris, December 19.

The losses to French shipping by mine or submarine for the week ending December 15 were exceedingly light. Only one vessel under 1,600 tons was sunk, and none over 1,600 tons. One ship was attacked, but escaped. No fishing craft was sunk.

CALIFORNIA OR FLORIDA THIS WINTER.

If you contemplate spending a part of the coming winter in California, Florida, Georgia, North Carolina, South Carolina, Louisiana, Bermuda, the West Indies, Cuba, Panama, Central or South America, or any of the many beautiful Gulf Resorts, consult M. O. Dafoe, 122 St. James St., cor. St. Francois Xavier Street, for full information, tickets, reservations, etc. The Grand Trunk affords various routes. Round trip tickets to California and Pacific Coast points are on sale daily.

CANADIAN GOVERNMENT RAILWAYS.

Change in Prince Edward Island Service.

The Canadian Government Railways announce that commencing Wednesday, December 12th, the route to Prince Edward Island will be via Sackville to Tormentine and Ferry, Prince Edward Island to Port Borden. Train leaving Sackville at 1.00 p.m. permits connections with Maritime Express from Montreal. Ferry scheduled to leave Tormentine 3.00 p.m. arrive Port Borden at 4.00 p.m., connecting with train for Summerside arrive 5.50 p.m., Charlottetown 7.05 p.m., Tignish 9.15 p.m.

She was a very stout, jolly-looking woman, and she was standing at the corset counter, holding in her hand an article she was returning, says the Awgwan. Evidently her attention had been suddenly drawn to the legend printed on the label, for she was overheard to murmur: "Made expressly for John Wana-maker." Well, there! No wonder they didn't fit me!"

CUNARD LINE

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PASSENGER SERVICE

BETWEEN

PORTLAND, ME. and GLASGOW

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

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