

OCEAN STEAMSHIPS.

HOW THEY ARE MADE READY TO MEET MISADVENTURES AT SEA.

The Life Saving Outfits That are Carried by the Atlantic Liners. Paraphernalia Required by Law. Those Who Die at Sea.

Going down to the sea in ships is generally regarded as a risky business. Even persons who would take their lives in their own hands are squeamish about putting them into other persons' hands. This squeamishness doesn't keep many of them ashore, but it makes most men, and probably all women, wish they knew how many lifeboats stood between them and a watery grave.

When the manager of one of the lines of ocean steamers was asked what preparation his company makes for saving passengers in case of accident, he said: "In the first place, we don't expect to have an accident."

"But if you do?"

"Then we have lifeboats, life preservers, life rafts, lifelines and all the paraphernalia required by law. Our steamers sail between New York and an English port and are therefore subject to the regulations of the British board of trade as well as to the American rules. In order to clear a vessel carrying passengers from a British port we must be inspected or surveyed by the British surveyors before we can get a certificate. This has to be done before every departure from their ports. That means we are surveyed by their inspectors every few weeks. When that takes place, all our fire apparatus is examined, and we have to go through a part of the boat drill. A certain number of the lifeboats are swung overboard to show that the davits are in working order, and one of them is lowered to the water."

"We used to have drills at sea, but that meant that the whole ship's company must appear on deck. The firemen came up in their undershirts or without them, as the case might be. The stewards, the cooks, the butcher, and the baker, and the scullion—everybody turned out. It wasn't what you might call a dress parade, and we gave it up. Drills are had in port now. We have lifeboats with a carrying capacity of 1,500, although we rarely have more than 1,300 or 1,400 souls aboard. When we have carried over 1,500 out from England, we put on rafts for the balance."

A big ocean steamer carries a whole fleet of lifeboats. Here is the list of the boats carried by one of the German steamers: Ten steel boats of a capacity of 520 cubic feet each, two steel boats of 350 cubic feet each, twelve collapsible boats of 304 cubic feet each and two wooden ones of 124 and 135 cubic feet respectively. The cubic capacity of a boat is of interest because upon that depends the number of persons it can carry. According to the law in this country, the carrying capacity of a lifeboat on an ocean vessel is found by multiplying the cubic capacity by six and dividing the result by ten. According to this rule, each of the largest steel boats mentioned would be allowed to carry thirty-one passengers. As a matter of fact, they are expected to carry fifty or sixty.

The lifeboats are always ready for use. They are not elaborately stocked, but each one carries a certain list of articles stowed away so as to economize space as much as possible. Each boat contains two casks of water, a case of ship biscuit, nine oars, extra corklocks, sail and mast, fireworks for making signals of distress, lamp, oil, bolt compass, axes, rope ladder with wooden rungs, ballers and plugs for stopping leaks.

The shipping regulations in this country require an annual inspection of steamers which "must be made only on written application" by the owner, master or authorized agent. Our shipping laws are modeled on those of Great Britain, but in this respect are considerably less rigorous. We have no inspector to see that there is a fire drill or that the life saving appliances are ever tested, except once a year "on written application." The certificate then issued is good until the next annual inspection. As for the drills, there is a law requiring them to take place once a week, and the fact that the drills are held to be entered in the log-book. Excellent law. If the drill is always held and recorded and the busy inspector looks through the logbook for the whole year and satisfies himself that it is all there, then the excellent law is most excellently observed.

Here is the British regulation for the inspection of steamers carrying passengers from British ports: "A ship shall not clear outward or proceed to sea on any voyage unless she has been surveyed under direction of the immigration officer at the port of clearance, but at the expense of the owner or charterer thereof, by two or more competent surveyors, to be appointed, etc. The survey shall be made before any portion of the cargo is taken on board, except so much as may be necessary for ballasting the ship and such portion, if laden on board, shall be shifted if required by the surveyors."

While the proportion of passengers lost at sea is remarkably small, the proportion of those who die at sea is still smaller. Obscure persons unaccompanied by friends are recommended not to shuffle off their mortal coil on shipboard unless they have a fancy for being buried at sea. Steerage passengers who die—and they form the majority of those who do—are always buried at sea and in very short order too.

In the case of cabin passengers it all depends on circumstances. All steamers carry one special coffin, but as a general thing only one. This can be hermetically sealed and would be used for bringing into port the body of any one of special consequence or of any one accompanied by friends who objected to a burial at sea. If a man was not well known and was unaccompanied by friends, his body would not be carried to port unless the ship was only a day or two from landing. The steamship man who gave this information said it was rather a delicate question whether a corpse had any rights. He did not know whether the friends of a person who had been buried at sea would have a right to protest because his body had not been brought to them. The captain's word is law aboard ship, and if he chose to bury anybody who had died he would probably be within his rights.

Foiled.

"Hair singed, sir?" the barber said, with a rising infection.

"What good does it do to singe it?" demanded Mr. Tyte-Pist.

"Makes it grow better."

"So you can get to cut it oftener, hey?" said Mr. Tyte-Pist fiercely. "No, sir! It grows too blasted well now!"—Chicago Tribune.

JUSTICE

Is portrayed as a woman, yet her sex might complain that they get scant benefit of her powers. There is little justice, it would seem, in the suffering that many women undergo month after month.

Justice acts upon the legal maxim that ignorance of the law cannot be pleaded in mitigation of punishment. It is ignorance which causes so much womanly suffering. Ignorance of the requirements of womanly health; ignorance on the part of those who attempt to cure and fail, and ignorance of the fact that Dr. Pierce's Favorite Prescription cures womanly diseases. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures female weakness.

"When I first wrote to Doctor Pierce concerning my health," says Mrs. Mollie E. Carpenter, of Linaria, Cumberland Co., Tenn., "I was so weak I could only write a few words until I would have to rest; so weak I could hardly walk. Words cannot express my suffering: dimness of sight, palpitation, shortness of breath, black spots or the shining lights before my eyes, terrible headache, numbness in my arms and hands and tongue, also my jaws would get numb; constipation was the rule, disagreeable drains, soreness through my bowels; in fact I was diseased from head to foot. Now I can do my own washing and cooking. I can take a ten quart pail in one hand and a six quart pail in the other (full of water), and carry both one-fourth of a mile and never stop to rest. I am as heavy as I was at 15 years of age. I used thirty bottles of 'Favorite Prescription' and 'Golden Medical Discovery' and twenty-five vials of 'Pleasant'."

Dr. Pierce's Common Sense Medical Adviser, paper covers, is sent free on receipt of 31 one-cent stamps to pay expense of customs and mailing only. Address: Dr. R. V. Pierce, Buffalo, N. Y.

Activity in Automobile Patents.

By all odds the automobile section is the busiest of all the divisions of the Patent Office these days. Since all the fashionable world has taken to automobiling, and this import is no longer a fad, the inventors of the country seem to have turned their attention to bringing out improvements in motors, carriages and other parts. The number of applications that are being received for patents on devices for automobiles is so great that it has been found necessary to have five special examiners on this work. Four separate divisions have been organized to which are referred papers, according to the specific kind of patent that is demanded. One division handles electric motors, another steam motors, another gas and acetylene motors, and another looks out for the compressed air motors.—American Automobile.

Old Proverbs Made Over.

Fine feathers make fine hats. Money makes the motor go. Nothing venture, nothing lose. Man proposes, but woman disposes. Paint heart never passed the doctor. Where there's a will, there's always a lawyer. Half a loaf is better for you than new bread.—Ally Sloper.

Her Aspirations.

Mrs. Goopie—Ducky, why don't you do something great and noble and get your name in the Hall of Fame?

Mr. Goopie—But a man must be dead ten years before his name is placed there, even if he is qualified.

Mrs. Goopie—I know, but wouldn't it be grand to take my second husband around there and show him your name? It would be such a good example for him.

He is a wise man who wastes no energy on pursuits for which he is not fitted.—Gladstone.

Gall and wormwood are both used in making imported wine in this country. The man who labels it supplies the gall.

When you see a girl with only one glove on, it's a sign that she has a new ring on the other hand.

A bachelor objects to female barbarism on account of a disastrous haircut a certain Mr. Samson once received at the hands of one.

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CURE SICK HEADACHE.

MOUNTAIN CLIMBING.

SKILL, PRUDENCE AND EXPERIENCE NECESSARY TO SUCCESS.

The Dangers and the Perils of Ascent and the Methods of Avoiding Them Described by a Veteran Alpinist. How Accidents Happen.

Mountain climbing is a craft which has a twofold object—the attainment of the point which it is desired to reach and the avoidance of accident in so doing. The first is gained by skill, the second by prudence and experience. Accidents are caused either by things falling upon the climber or by the climber himself falling.

When I speak of accidents, I mean practically unavoidable misfortunes. More than half the deaths that annually occur on the Alps are caused by neglect of the most elementary precautions and are not properly accidents. True, Alpine accidents are those which occur in spite of foresight and precaution. They have always been few, and when the continually increasing number of climbers is reckoned they may be said to decrease rather than increase in frequency.

The things that by falling upon a climbing party may produce fatal results are rocks, ice and snow. All rock mountains are falling to pieces—some faster than others—under alternate frost and thaw. Water trickles into cracks on a warm day. At night it freezes and in freezing expands. It thus acts like a wedge to widen the cracks and tear rocks asunder. Thus the whole face of most rock mountains is crumpled with loose stones balanced on ledges to fall when the least impulse is applied. One stone in motion starts others and they in turn may more. In this manner a whole rock face may be swept by myriads of falling rocks of all shapes and sizes. Such falls are fairly common on the east face of the Matterhorn. That is why the route followed up it keeps as close as possible to the edge of the face.

Rock faces are usually furrowed with tracks called gullies and couloirs, worn by the stones falling down them. If a gully is straight, stones generally fall down the middle of it, and the slides may be climbed in comparative safety. Some faces of rock are less liable to be stone swept than others. An experienced climber knows the signs of danger. When there is much recently fallen snow on a rock face, stones do not fall so often as when the snow is all melted away. A good climber bears all these facts in mind and knows what to look out for.

As with stones, so with ice. It does not fall anywhere and anyhow. It has its habits, which may be learned by observation. Except in the lower part of a glacier ice seldom appears on the surface. People talk of sliding in the early part of the day. It is generally easy to perceive whether a given serac is ready to fall or whether it is firm. A well chosen route avoids the track where the serac may be expected to fall. The crests of some narrow snow ridges are fringed with an overhanging wave of ice, called a cornice. Cornices grow slowly by accretion of snowflakes. When they become too high, they fall, and woe to the man on whom they fall! The wise man does not pass under a great cornice.

Falling snow is called a snow avalanche. Snow avalanches only fall in easily recognizable tracks. Most of them fall in springtime, before climbing begins. The summer avalanches fall after fresh snow has accumulated during bad weather. Avalanches, however, seldom fall on climbers. Usually an accident is caused by the climbing party starting an avalanche. Professor Tyndall nearly lost his life in this way. He was crossing a steep slope of snow in the afternoon, after it had been softened by hot sunshine. It cracked across, and the whole surface—a foot deep or so—slid down, carrying his party with it. By good luck they escaped from the rear of the avalanche before reaching the edge of a cliff, over which it fell. A prudent climber avoids crossing rotten snow slopes that are steep.

Most accidents, however, are caused by falls from rocks, ice or snow. Careful climbers seldom fall from rocks. They do not undertake ascents that are beyond the skill of their party. If the guides are good enough for the particular climb, two of them will render any tolerable climber safe by proper use of the rope. While they are moving he keeps still. When he moves, they remain firmly planted and draw in the rope as he advances. If he slips, they easily hold him.

A fall from ice is less easy to check. The dangerous places are steep slopes of real ice—hard blue ice like the surface of a frozen pond set up at an angle. Steps cut in such material are themselves quite slippery. If a fall of this kind is very long and takes perhaps hours to ascend, the time comes when carelessness in footing or balance may lead to a slip. If the man ahead is immediately above the one who slips, he can hold him easily, but if the ascent, as is probable, is being made diagonally, a slip is more difficult to arrest, and the whole party will be in great peril.

From slopes or ridges of snow men are not likely to fall unless they are overthrown by a sudden blast of storm, as has happened once or twice. Even then a fall may be arrested by using the ax as a brake if the surface of the snow be not too hard frozen. The chief danger on snow is that you may fall through it into a hidden crevasse. It sometimes happens after a fresh fall of snow that crevasse is completely covered up so that not a sign of it can be perceived even by the most experienced eye. Against this peril, however, there is one certain protection. It is the rope, rightly used. If the members of a party are joined, as by a good rope firmly knotted round the waist of each, with a distance of from ten to fifteen feet between a man and his neighbor, and if the rope be not allowed to dangle on the ground, it will be a matter of indifference whether one falls into a crevasse or not. Before he is more than waist deep the rope will hold him, and he will be able to scramble out without difficulty or damage.—Sir Martin Conway in London Mail.

Of Course He Was a Brute.

Mrs. Stator—John, don't you think I need a new gown? This one is beginning to look shabby.

Mr. Stator—I don't see anything the matter with it. You look well enough in it to suit me, and why should I pay out money to make you more attractive to other men?



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