

ECONOMICAL HOUSEKEEPERS

HOUSEKEEPERS
— U S E —
Walter Baker's

As long as crews or passengers may be forced by shipwreck or storm to stay at a life-saving station the life-savers will supply them with food and lodgings.

The station crews must patrol the beaches from two to four miles on each side of their stations four times between sunset and sunrise, no matter how raw the weather may be. Indeed, the worse the weather, the more careful and thorough must be the patrol, for naturally, it is in the hardest weather that the life-saver must expect to find the most work.

USES OF SIGNALS

Each patrolman carries a Coston signal. This famous signal is shaped like a Roman candle. When it is lit, no matter how the rain may be roaring down or the wind may be blowing, it spouts a wonderful mass of flame that emits so blinding a glare that it can be seen for miles even in the blackest and most tempestuous night.

Coston signals come in many colors for the purposes of signaling, and by their proper use it is possible to telegraph quite a long message if neces-

The signal carried by a patrolling life-saver is bright red in color. If he observes a vessel that is sailing or steaming close to danger, or that seems to be too near the shore without knowing it, he lights his signal immediately and holds it high in the air. If it burns for about two minutes to warn the ship off.

If a vessel has already stranded, the red signal is burned in order to show the crew that they have been seen and that they must hold on, as assistance will soon be on the way to them.

SIT TIGHT AND WAIT.

As soon as the signal has burned out the patrolman hastens to the station and within a second the huge lifeboat is being run down to the beach along the "ways" or track that is laid from the inside of the station down to the beach. If the sea is so fierce that the big boat cannot be launched, the light surfboat is hauled overland to a point as near to the wreck as possible and the fight to save the crew begins there.

Now the first order to the shipwrecked crew comes in. It is to "sit tight and wait."

Whenever the government gets a chance it begs shipmasters never to leave their ship as long as there is a chance that the life-savers can reach them. "I don't want to be taken for an attempt to not," say the instructions "to attempt to not," through the surf in your own boats under any circumstances until the last hope has vanished. The surf is a strange thing. When you look at it from the ocean as it breaks on the beach it never looks so fierce and dangerous as it really is. Many a shipwrecked crew has been deceived by this, and has started for

shore in small boats only to be tossed into the air and battered to death.

When the lifeboat reaches the side of a vessel, the man who is supreme master of everything is the keeper of the station, who always steers and commands the boat.

FIRST IN THE BOAT.

He will insist that all women and children be passed into his craft first. If a man tries to jump in before the women are all in, the chances are that he will meet a bad reception. After the women and children are all in, the

male passengers are ordered to con-
in. Then comes the crew of the ship
and, last of all, the captain.

Not an ounce of baggage may be per-
into the government lifeboat, no matter
how precious it may be, until the pas-
sengers are all landed. Even if the
merchandise were gold or diamond
the keeper has full authority to throw
it overboard, if it is passed in against
his wishes.

If the life-savers cannot possibly
launch any boat, they rush the wreck
gun to the beach. This is a sort of can-
non. Instead of a bullet it is loaded

With a shot with a thin rope fast to the ship, they fire it at the ship, aiming high so that the shot shall fall into the sea on the other side of the vessel, thus trailing the line across the deck.

THE LIFE LINE.

The sailors on the vessel know that this line is to be hauled in. They pull on it until they bring in a tackle block which has an endless rope wound through it. This endless rope establishes communication between the ship and the livesavers.

Attached to the tackle block is a heavy lead line, and the ship's crew hauls this line in, thus pulling the

PARENTS L

There are instances, in fact, which may inspire Lord Donegal with the hope of a large family.

Sir William Nicholson, of Glenbervie, Scotland, married for the second time in 1756 at the age of 82. By the second wife he had six children, the last of whom he was 92, and a daughter of his first marriage was 68.

There is another famous English instance of late parentage, William Coke, created Earl of Leicester at Queen Anne's death.

The most extraordinary tale of a comes from Poland, and, unbelievably though it may seem, is fairly well authenticated.

Arguably, the village of Krasnow, Poland died 1763, aged 10.

According to Eaton this woman at the age of 94 married her third husband, Gaspard Raycolet, of the village of Crouzouzin, then aged 105. During the 12 years they lived together she brought him two boys and a girl.

These three children from their very birth bore evident marks of the old age of their parents, their hair being gray and a vacancy appearing in their gums, like that which is occasioned, by the loss of teeth, though they never had any. They had not strength, even as they grew up to masticate their proper

Queen Victoria, who was the mother of nine children, lived to see the birth of 40 grandchildren, 37 great-grandchildren, 19 children, and collateral descendants innumerable. But there are two historic cases on record of well-known women being able to say, "Rise up, daughter, and go to thy daughter, for thy daughter's father's daughter hath a daughter."

Lady Emma was a grandmother and she married at 12, had her first child before she was 13, and this was repeated in the second generation. This served as some sort of the phenomenon which Horace Walpole described, and which made himself feel an antediluvian at