

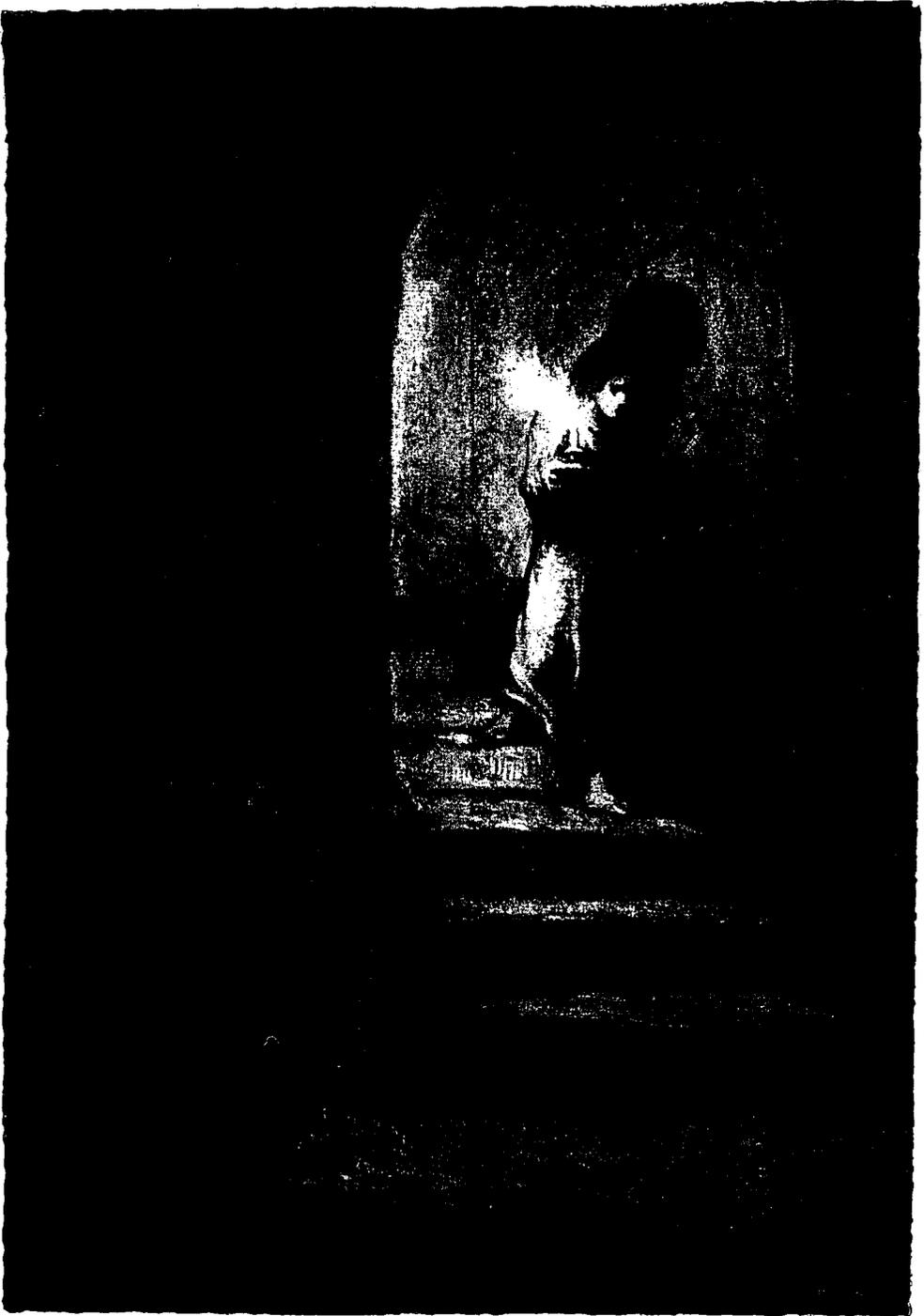
TWO TEMPERANCE SERMONS
IN ART

DRAWN BY EUGENE HIGGINS



Half-tone plate engraved by H. Davidson

THE FATHER'S RETURN



By courtesy of Mrs. E. H. Harriman. Half-tone plate engraved by H. Davidson

THE MIDNIGHT DUTY

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SAFETY AT SEA

NEW AND OLD DEVICES FOR NAVIGATING
IN FOG AND DARKNESS

BY L. FRANK TOOKER

Author of "Under Rocking Skies," etc.

WITH PICTURES BY JAY HAMBIDGE

TO the landsman the sea must always possess dangers that to the sailor appear only as casual phenomena upon which to exercise his skill. The Prayer-book has a special petition for the safety of those who go down to the sea in ships, and every one who ventures to leave the shore goes forth with a consciousness of awe at his own daring. Yet in the intricate complexity of modern civilization *safety on land and safety at sea* have walked by no means with equal step. Every morning brings us some story of death or accident on land, while the great passenger-ships come and go in monotonous regularity, bringing no reports more stirring than those of high seas that have kept them from making new records. With the present madness for speed and its attendant recklessness, our streets demand constant alertness, if one would cross them with safety. Speed at sea has come through larger and more stoutly constructed ships. So the familiar old story of the sailorman at sea in a storm who, serene in his consciousness of ample sea-room, piously ejaculated: "God help the poor folks ashore to-night!" is not wholly fantastic.

Yet the dangers of the sea are very real. Last year a thousand ships or more were lost; the year before the sea took nearly the same toll. To the tourist, his assurance of safety lies in the fact that it is the sailing-vessel, with its dependence on the fickle wind, that largely makes up this tremendous loss. Freighting-steamers, voyaging on unfamiliar coasts, nearly com-

plete the disastrous roll. But to the great liners, with their familiar routes, their well-known lanes of travel, their guarded and well-lighted harbors, and all their appliances for safety, the manifold dangers of the ocean are only the remote possibilities that give a touch of adventure to their passages from land to land. The probabilities of disaster are trifling.

The seaman's first task on leaving port is to sail a true course to his destination. Where he may be on the open sea is to him a comparatively simple matter; he finds his chief peril in what he may meet in the dark or the fog.

A broken shaft, a bursting boiler, or fire, are additional elements in his problem. How are the dangers met? What are the safeguards?

The curious observer will find, if he cares to make search, that every part of the ocean-going liner is within easy reach of fire-hose and water-connection with powerful force-pumps. Fire-drills are frequent, wherein every member of the crew has his assigned place and duty. In addition, the observer will find that on many ships an elaborate series of thermostats runs through all parts of the ship. Should the temperature rise to a dangerous height in even the most remote part of the vessel's hold, the fact is instantly made known to the officers on the bridge by the ringing of a bell, while an electric light burns red on a chart in the pilot-house, showing the locality of the danger.

In engines and boilers the modern steamship does not put all its eggs in one