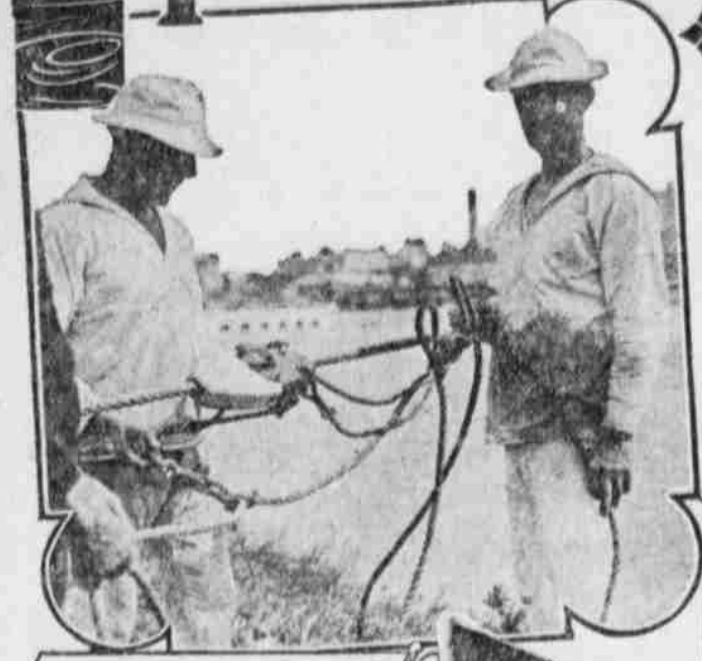


TO PENSION OUR LIFE-SAVERS



USING HAWSEER CUTTER FOR LIFE LINE



TYPICAL U.S. LIFE-SAVING CREW



SIGNALING TO SHIP WRECKED MARINERS



RESPONDING TO A CALL



FIRING LIFE LINE TO SHIP IN DISTRESS



HOISTING TRIPOD FOR BREECHES BUOY

THE proposition which will be urged upon congress at its present session to provide for the retirement and pensioning of employes of the United States Life-Saving Service is directing public attention to one of the bravest and most conscientious corps of men in the world. The plan to pension the members of our coast patrol who have been disabled in the performance of their duties or who have grown gray in rendering such humanitarian service to their fellow-men has been agitated for some years past. Congress at its last session was on the point of passing the necessary law thus to give recognition to the life-savers and it is believed that these faithful servants of the people will not have to wait much longer now to be accorded their rights—for, be it known, the life-savers only seek such relief from the conditions of physical disability and old age as is freely accorded men in our military and naval service.

Nor is it merely that such a plan of retirement and pensions will do justice to the surfmen who, it is claimed, run greater risks and endure more hardships for the wages paid them than do the men in any other branch of the government service. Quite aside from this is the influence that will be exerted upon prospective recruits for the service. Indeed, the officials of the Life-Saving Service assert that with a satisfactory retirement and pension plan in operation a superior class of men will be attracted to this vocation where so much must needs depend upon the individual. And, by the way, probably very few of our readers know that the United States Life-Saving Service is the largest as well as the most efficient in the world. Like the firemen in our cities, they are on duty all the time and they risk their lives every time they go to a wreck. But, for that matter, if the surfmen did no more than discharge the duties of their "night patrol" on the lonely storm-swept beaches they would have to their credit more hazardous and more arduous work than almost any other class in the community.

The scope of the relief work of the American Life-Saving Service is expanding all the while. During the past year the life-savers rendered aid in the case of nearly 1,500 wrecks and thanks largely to the aid of these brave and experienced men only seventy-four out of this large number proved to be a total loss. Measured in dollars and cents, the service rendered by these fearless men was even greater. In the wrecks of the past year there was involved property, including vessels and cargoes, to the total value of \$11,880,000, and of this amount the surprising proportion of \$10,057,000 was saved. This in itself makes the two million dollars a year which Uncle Sam spends on his Life-Saving Service seem like a pretty good investment and that is without taking into consideration the lives imperiled on the shipwrecked vessels. There were 6,681 persons on board the craft that met disaster last year and the total loss of life, which was fifty-five, would have been many times that number but for the succor afforded by Uncle Sam's heroes of the beaches.

Former Governor William A. Newell of New Jersey is generally recognized as the founder of the Life-Saving Service and he took the initiative as the result of a marine disaster which he happened to witness during the summer of 1839 when the Australian bark "Count Perasto" was wrecked on Long Beach, New Jersey. The thirteen members of the crew, all of whom were drowned, might readily have been saved had there been at hand apparatus such as now constitutes the regulation equipment of the United States life-saving crews.

The need thus pointed out made so forceful an impression upon the mind of Mr. Newell that he soon after entered upon experiments with bows and arrows, rockets and a shortened blunderbuss as a means of throwing lines to ships stranded in positions inaccessible by small boats. Eventually his experiments culminated in complete success by the use of a mortar or carronade with ball and

line. About this time Mr. Newell was elected to congress and on the first resolution day of the first session of the thirtieth congress—on January 3, 1848, to be exact—he introduced in the national legislature the measure which laid the foundation of our Life-Saving Service.

The national government now maintains upward of three hundred life-saving stations distributed on the coasts of the Atlantic, the Pacific, the Gulf of Mexico and the Great Lakes. Each of these stations is manned by a crew of from six to eight surfmen—hardy and fearless fellows who are splendid specimens of physical manhood and who are skilled in handling boats in angry seas and in manipulating the various mechanical appliances which Uncle Sam provides as aids to the brawn and the quick wits of our coast patrolmen in the dangerous task of cheating the deep of its prey. For devotion to a duty that necessitates eternal vigilance and the most fatiguing service the life-savers receive the modest wage of \$60 per month. Moreover they receive that pay for only nine months a year, the crews being laid off during June, July and August, at which season severe storms and wrecks are almost unknown. Should a life-saver be injured during his summer "lay-off" he not only cannot get back into the service but he cannot under existing conditions draw any pension or retirement pay, no matter how many years he has faithfully served the nation.

The vast majority of rescues effected by the life-saving crews are accomplished by means of lifeboats or surfboats. These staunch craft, which, as now manufactured, are almost unsinkable, are the ideal vehicles for taking considerable numbers of persons from imperiled vessels in a limited space of time. If the patrolman, who in his vigils on the beach discovers a vessel ashore and hastens to the life-saving station for assistance, reports that the use of a boat is practicable either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water, or the lighter surfboat is hauled overland to a point opposite the wreck and launched as circumstances may dictate. Formerly all of these boats were propelled by oars and many of them yet are, but latterly there have been introduced big motor lifeboats, which are a vast improvement in every way over their predecessors.

Often a ship meets disaster in so dangerous a position or with such a high sea running that it is manifestly hopeless to attempt to reach the imperiled craft with a small boat. Under such cir-

cumstances recourse is had to the wreck gun and beach apparatus with a view to carrying on rescue work through the instrumentality of the breeches buoy or the life car. First of all a shot with a line attached is fired across the stranded vessel by means of a powerful little mortar or snub-nosed cannon, which will hurl a line over a wreck 400 yards distant, even in the teeth of a gale. With this preliminary line in their possession the crew of a shipwrecked craft can quickly haul out a larger line and finally a three-inch hawser. Attached to the hawser is a board which bears in English on one side and in French on the other instructions as to how to make the hawser fast to a mast or the best place that can be found.

When the shipwrecked mariners signal that they have obeyed instructions as to fastening the hawser the life-savers on shore haul the hawser taut and perhaps elevate the shore end by means of a tripod in order to lift it well clear of the water, after which there is sent off to the ship a breeches buoy, suspended from a traveler block, or a life car depending from rings running on the hawser. Only one person at a time can be landed by the breeches buoy, but from four to six people can be carried ashore at each trip of the life car. Whichever be the vehicle employed the trips continue until all the imperiled persons are safely ashore, after which an ingenious mechanical device known as the hawser cutter is drawn out to the wreck along the cableway and upon arriving at the terminus of the hawser automatically cuts the rope, allowing the life-savers to haul it ashore and thus preserve intact a valuable part of their apparatus.

Ambitious inventors are constantly devising new forms of apparatus for the use of the United States life-saving crews. Indeed, these inventions are so numerous that the federal government has felt obliged to create a board of experts whose special duty it is to test novelties and who hold such trials several times a year. However, not many of the new ideas that are advanced prove practicable, for the exacting conditions of the rough and ready service involved and the above-mentioned classes of apparatus continue to be the standbys on which our life-savers place the greatest dependence. However, there has lately been an advance in facilities for signaling and there is now in use a form of beach light so powerful as an illuminant that it enables one to read the face of a watch at a distance of more than nine hundred feet.

IN THE LIMELIGHT

IS PROMINENT IN CONGRESS



John Sharp Williams, senator from Mississippi, is one of the picturesque figures in congress. Two things make him so. One is his deafness, which is considerable, and which they say is growing on him. As a result of it he continually keeps his hand hollowed to his ear and frequently has to ask to have the question repeated to him. The other is his habit—a result, probably of his deafness—of moving about the senate during debate. He does not like to sit still. He walks—softly and gracefully—from his chair toward the man whom he is talking at, with his right forefinger extended and accusing his opponent, and with his left hand helping him to hear. Apparently he never for a moment thinks that he is conspicuous or picturesque.

Williams is attractive in speech as well as picturesque in garb, and manner. The press gallery, that collection of cynics and expert listeners, usually fills up when the rumor passes around that Williams is on his feet. Williams, knows how to debate. With him debate is not merely contradicting what some other fellow has said, or else appealing to the constitution of the United States as the Bible of all political and economic philosophy. He debates with deftness and style. He uses his tongue—and his mind—as a fencing weapon, and the man who is off his guard is sure to get spiked.

He speaks with vigor, humor and sense, three qualities not always found in working harmony. His style is a running one—it carries you and his ideas swiftly and pleasantly along on its current.

NEW LEADER OF THE REDS

The job of handling the Cincinnati team has fallen to Hank O'Day, for many years a well-known National league umpire. A number of the best known players in the country were mentioned for the position of manager, but the selection of O'Day was in the nature of a big surprise. O'Day was a pitcher before he joined the ranks of umpires 12 years ago. He twirled for the New York Giants and other of the big league teams and was accounted one of the best box artists on the diamond. He has never been tried in a managerial position and there will be much interest manifested in the manner in which he will succeed in Cincinnati, where so many good baseball pilots have made failures in building up a strong team.



O'Day is a man of excellent judgment and tact and has the necessary amount of nerve to back up his opinions. When brought up against a ticklish proposition he has never been found wanting. The best evidence of the fairness and courage which are notable portions of his character was furnished in that September game in New York in 1908, when he made a decision against Merkel which cost the Giants the pennant, and which he could have sidestepped, if he had been that kind of a man. The decision cost the Giants the pennant, and O'Day was roundly criticised by the partisan fans of the Giants, but he cared nothing for that.

By baseball men familiar with the rules he was warmly applauded for his action, which was simply in line with the spirit which has prompted his work as an umpire all through his career. With these qualities at his disposal he should succeed as a manager and he will command the respect of the players and the fans alike.

MODERN ORIENTAL PRINCE



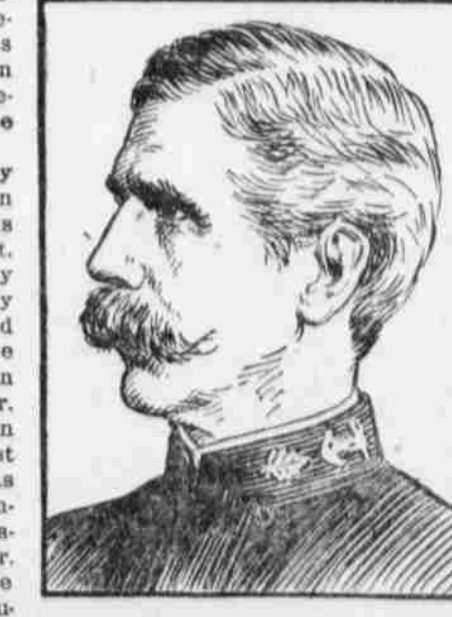
The Gaekwar of Baroda is essentially a modern monarch. His palace is furnished in many respects quite like a New York mansion, he has a big bank in the capital of his state, which was organized by an American, his son is being educated in an American college, his wife is encouraged to go in for the "fripperies" beloved of American women—and now the Gaekwar has been named co-respondent in a suit for divorce!

Some unhappy Englishman, not identified as yet, who wishes to be freed from his wife, claims the fascinating Gaekwar is to blame for his domestic troubles. Through his attorney, the latter, although he doesn't bother to deny his connection with the case, claims loftily that being a prince of India, he is outside the jurisdiction of the court. This idea the opposing counsel turns down flatly and the point is being argued at great length.

The Gaekwar, who is well known and very popular in London, visited the United States last year accompanied by his wife to get ideas on the development of manufacturing in his state, one of the smallest, but one of the most important in India. As one of the three Indian rulers entitled to a salute of 21 guns the Gaekwar is held in veneration by his people. The other two are the Nizam of Hyderabad and the Maharaja of Mysore.

'FIGHTING DICK' IS OUT

The official life of "one of the greatest fighters, best fellows and most beloved officers the service afloat has ever had" expired the other day, when Rear Admiral Richard Wainwright retired from active service, owing to the age limit.



No officer in the United States navy was better known or better liked than "Fighting Dick" Wainwright. His record of service is long and efficient. He graduated from the Naval Academy in 1868, but it was not until the early 90's that his name began to be heard outside the service. He was executive officer of the Battleship Maine when she was blown up in Havana harbor.

When war was declared with Spain Capt. Wainwright was among the first to apply for active service. He was delighted when he was placed in command of J. Pierpont Morgan's transformed pleasure yacht, the Corsair. The little vessel was renamed the Gloucester, in honor of the Massachusetts city where Wainwright was born. The Gloucester lost no time in joining the blockading fleet at Santiago. When the Spanish fleet attempted to escape the Gloucester pounded and destroyed the two torpedo-boat destroyers, Pluton and Furor, ere they scarcely had begun their reckless dash from the harbor. For the "eminent and conspicuous conduct" displayed at Santiago Capt. Wainwright was advanced ten numbers.