

of children. We'll use some of that money to make our wilderness blossom."

"Are you sure that you will never regret this?" the lawyer asked.

She rose, facing him level-eyed: "I am taking for myself more than enough for plain clothes and plain food. Thousands of people are living in a mess of superfluous things. I guess it kills the best of them. Plain living, high thinking is still the American ideal."

She handed him a folded slip of paper: "Here are the names of the three trustees for the estate. Thank you, and good-bye."

When she had gone he opened the little slip. His own name came first and after it she had written, "the most honest man I ever knew—a very Lincoln of a man."

CHARLES HOWARD SHINN.



SAFETY-AT-SEA PROVISIONS OF THE SEAMEN'S BILL.

Objections Stated By a Prominent Magazine Editor and Answered by Victor A. Olander, Secretary of the Lake Seamen's Union, as Printed in the Coast Seamen's Journal, January 21.

Objection No. 1: The exemptions in the bill are so narrow that they bring within the scope of the new statute, not only all ocean-going ships, but the little boats and passenger boats plying along shore, like those in Chesapeake Bay, the Central New Jersey boats running to Atlantic Highlands, and so on.

Answer: No passenger vessel, whether bound on an ocean voyage, or on the Great Lakes, or on sounds or bays, should be permitted to leave port without having on board means whereby passengers can in case of necessity be taken off the vessel quickly and with reasonable safety. Once out of port, away from the immediate vicinity of docks, wharves, or the banks of a river, there is no certain way to quickly and safely remove passengers except by means of lifeboats. In harbors there are docks and wharves on all sides which can be reached easily without speeding the vessel, and large numbers of small craft such as tugboats are always at hand. In rivers there is the river bank on both sides where the vessel can get close enough to land passengers by means of a gang-plank. Small inland lakes where the line of travel is not more than three and one-half miles from shore are usually simply a part of a river system. A river bank, cut by the current, is far different and a decidedly safer proposition for landing purposes than a sloping beach. In case of a river bank the water is deep close to actual land, and vessels used exclusively in the river trade are of much shallower draft than other vessels. A beach, however, shallows gradually, so that a vessel getting as close to land as her draft will permit, may

strike bottom and stop anywhere from one-half mile to three or four miles from actual land. Will anyone argue that it is safe to jam a crowd of men, women and children into a hall, a theater or a shirtwaist factory on shore and then lock the doors? Can it be any safer to crowd a ship with human beings and send it out of port without having on board the means by which the people can be taken off quickly and safely? Means of quick exit is needed in both instances. On board ship, safe exit, when out of port, can only be guaranteed by lifeboats and men to handle such boats.

Objection No. 2: As many of these vessels are practically ferry boats, excursion boats that do not have sleeping cabins, it would be impossible to provide lifeboats sufficient to give a seat for every day passenger.

Answer: The bill exempts ferry boats, of course, since such vessels operate exclusively in harbors and rivers. No vessel should be permitted to go out of port so overcrowded as to leave no space to carry sufficient lifeboats. As to space for such boats; the bill does not require that all lifeboats must be under davits. Some can be placed on deck-skids, so that, when the boats under the davits are launched, they can be quickly pushed into place and lowered in their turn. That system is not new, by any means.

Objection No. 3: If such lifeboats were provided and two seamen were required for each boat, it would bring the number of the crew up to an impracticable point—hundreds of deck men and so forth.

Answer: The shipowners base that claim upon the very *smallest* type of lifeboat, figuring only 18 to 20 persons per boat, and the *maximum* passenger permit on the largest and most overcrowded excursion steamers. There will be nothing to prevent them from carrying lifeboats of 50 to 65 persons capacity each, as is done in many cases now. As an illustration: a steamer carrying 1,000 persons, having lifeboats of 60 persons capacity each, would require only 17 boats and 34 men of the rating of able seamen or higher, that is, about 30 able seamen exclusive of the licensed officers. There is no arbitrary definition of what constitutes the deck department. In event of the passage of the bill, in cases where the present number of deck department men is not sufficient to make room for two men for each boat, the owners will employ—in place of the inexperienced men now carried, a thing that ought to be done—able seamen as watchmen, baggagemen, and in some cases probably porters and in other positions, placing them under the jurisdiction of the deck officers, and thus, by a readjustment of the crew, have a sufficient number of able seamen without increasing the total crew except in the case of the comparatively few extremely large excursion carriers.

Objection No. 4: As these vessels do not go far from land, they can run into shallow water where

they cannot sink, or into the shore quicker than a whole fleet of lifeboats can be unlimbered, and they present an altogether different safety problem from the ocean-going liner.

Answer: To "run into shallow water" in this sense means beaching the vessel, perhaps half a mile, perhaps a mile, perhaps five miles from actual land and in from twelve to twenty feet of water. The vessel is then in a position where it cannot be reached by other vessels on account of the shallow water, which, however, is deep enough to drown every person on board. The people can then only be taken off by lifeboats or other small craft, or by the very slow method of breeches buoy from the shore if near a life-saving station and close to shore. . . .

Suppose, however, that a large excursion steamer loaded with people, being on fire, is beached. Let us say the weather is good, no sea running. What then? The people must leave the vessel. How? Our opponents say that the passengers can then put on life-preservers, jump overboard and float around until help comes. Passengers on excursion vessels often consist of over 50 per cent children. At the recent hearing before the Committee on Merchant Marine and Fisheries I illustrated just what a life preserver means to a child by putting one of the regulation belts on a little girl. It hung down around her hips, with the lower part at her knees. If placed in the water the child would have floated feet up and head down. Even if it were possible to provide a life preserver that would automatically adjust itself to either a large man or a small child, the people in the water cannot be given any help quickly except by large numbers of lifeboats. Viewed from every angle the lifeboat is absolutely necessary.

Objection No. 5: The provision for three years' deck experience as a pre-requisite of an able seaman's certificate depends in the bill on an affidavit—which is not a very dependable base.

Answer: We believe that the Department of Commerce will undoubtedly provide proper rules to guard against certificates being obtained through false affidavits.

Objection No. 6: Even if the affidavit was reliable, three years' deck experience would not necessarily enable a man to handle lifeboats.

Answer: Three years' service on deck will enable any man to handle a lifeboat better than he could as the result of that length of service in any other department. The work on deck, on both freight and passenger ships, is the only kind that accustoms a man to handle tackles, lines, and other gear in daily use on all vessels and thus gives him the kind of skill useful in lowering boats. In the actual handling of the boats in the water, the members of the deck crew alone get any experience in that, outside of the exhibitions known as "boat drills." Whenever a boat is used

for working purposes, either on freight or passenger vessels, it is manned by the deck crew. The man who works on deck gets, as a part of his routine work, experience needed to make him useful in lifeboat work, and, in a greater or less degree, he gets such experience on every vessel on which he serves, regardless of "boat drill." Besides, it is the deck crew that cares for and keeps in repair the equipment and gear of the boats. . . .

Objection No. 9: The requirement that none of these able seamen on the decks can be used in other departments of the boat will merely create a deck crew as serviceable in emergency, but as idle in ordinary times as a fire department crew; and obviously men that qualify with this certificate should be available for work in other departments of the boat, or the payroll will have to be increased so as to make such transportation charges excessive.

Answer: The requirement that seamen engaged for service in one department of the ship shall not be required to work in another department, except in emergencies, is particularly aimed at an inhuman practice in vogue on freight steamers on the Great Lakes, i. e., that of shipping men and boys as *deckhands* but compelling them to work in the hot fireholds and bunkers as *coal passers*, subject to being called on deck at any time, a health-wrecking process that ought to be stopped. The requirement will work no hardship on any vessel. It can easily be complied with. There is no arbitrary definition of what constitutes the deck department. The shipowners will simply readjust their crew, as explained in my answer to Objection No. 3.

Two able seamen do not, by any means, constitute a full crew for a lifeboat. That requirement is the very minimum of safety, and guarantees simply the presence of at least two skilled men, one at each end in lowering the boat, getting her away, and making use of and directing the services of perhaps a dozen men from other departments of the ship. It is an irreducible minimum. In case of bad weather, when the boat will be handled largely by means of a steering oar at the stern and a drag out ahead, it is these men who must be relied upon. But they will have others with them, of course.

Please do not get the idea that able seamen are needed only for lifeboat duty. The presence of a sufficient number of such men would have prevented many a disaster at sea in the past. Their services are needed in the every-day work of the ship. It is important, of course, to have on all passenger ships good cooks, efficient waiters, and lively bell-boys. But don't forget that it is more important, as a matter of safety, to have men at the wheel and on the lookout who are not exhausted from unduly long watches; to have men on deck who know how to heave the lead when necessary to take soundings, and who can keep

that immense part of the ship which must be looked after by the deck department in proper shape to meet and overcome danger. A proper deck crew, now rather rare, is badly needed to guard against the necessity for abandoning the ship. . . .

If safety of life is to be given full consideration, then the La Follette bill ought to pass exactly as it now reads. On the other hand, if short trip excursion steamers are to be exempted from the lifeboat provision, it will make less difference to the seamen as a class than to any one else. It is not the wives of seamen, or the children of seamen, that patronize those vessels. Seamen do not get wages enough to indulge in such a luxury as a home, with a wife and children. But as seamen we know the dangers of the sea whether affecting an ocean liner or an excursion steamer. We tell the facts, the bald truth, and point to the remedy, or rather the safeguard. That is our duty as citizens, aside from any interest we may have in the matter as workers.



THE STOKER.

Arthur Brayshaw in *The Labour Leader*.

Only a stoker, down in the heat,
In the heart of the vessel, beneath the feet
Of the heedless passer-by,
Covered with grime, and with trickling sweat,
Grimly determined he will not let
The fires of the furnace die.

Bright is the sunshine on the deck,
As the land astern becomes a speck
On the wide and boundless sea;
But the stoker may only see the glare
Of the boiler fire, and the cool fresh air
Is not for such as he.

Backward and forward the heedless throng—
Joking and laughing they pass along,
And talk of their games and fun,
But little they know of the living death
Of the stoker, panting for want of breath,
Till the daily shift is done.

The vessel strikes a rock, and then
The gallant work of lifeboatmen
May rescue even the crew;
But if any sink to a watery grave,
For lack of time or power to save,
It is the stoker true.

Only a stoker, yet he may be
As brave a hero as those we see
With medals upon their coats;
So here's to the heroes, grimy and black,
That speed the vessel along her track;
The stokers upon the boats.



Fear, Craft and Avarice
Cannot rear a State.

—Emerson.

BOOKS

MAN AND WOMAN.

Women and Morality. By A Mother. *Men and Morals.* By A Father. *The Sexes Again.* By C. Gasquoine Hartley (Mrs. W. M. Gallichan). Published by the Laurentian Publishers, Steinway Hall, Chicago. 1914. Price, \$1.00.

The obvious commercial aspects of the sex question are lately so glib of discussion that any attempt at radical solution of the whole problem is an outstanding event. Such an attempt was made in the series of three essays by "a mother," "a father" and Mrs. Walter M. Gallichan, which were printed in *The English Review* last autumn and are now issued in book form.

It is to be presumed before comment of any sort be made upon such a symposium, that its one essential, not-to-be-spared quality, shall be downright honesty. In morals as in mathematics juggling of any sort is a hindrance to solution of the problem; the trickster's words and work must be ignored. The writer, whatever else he lack, must be absolutely honest. This the reader has full right to demand.

And the reader—what about him? He must be a single-minded searcher after truth. He must realize that a social problem can be solved only by society, and that there must be put before mankind in all thoroughness, the facts. Now in the investigation of all human problems—and in this great one, perhaps pre-eminently—most of the needful facts are feelings, emotions, prejudices. Hence, all honest expressions of genuine emotion—be that emotion ever so distorted—must be regarded as existent facts to be reckoned with in solving the problem. The reader must possess the tolerance of the scientific spirit.

The *English Review* apparently succeeded, as umpire, in persuading three persons to make each an honest attempt to express his real feelings and his own accepted opinions about sex. Their sincerity will make them worth a reading by those who believe in publicity, however painful, as a necessary instrument of even this most reticent of reforms.

"A Mother's" observations and deductions are startling. Many men and women will wonder that any woman can see the matter so—materialistically; and every woman among her readers will crave to know whether this mother of five sons has any daughter. "A Father," who speaks next, is of much the same opinions as "A Mother" in his view of man's helplessness before his instincts. They both are blind to any psychological evidence that nature's plan seems to be: the deeper the emotion the greater the potential will-control.

The third writer, Mrs. Walter M. Gallichan—