

1722

place their faith in the surf-boats which they use, and they are ever ready to face any sea in which a boat will live.

When a distressed vessel is reached, the orders of the keeper, the captain of the crew of life savers, who always steers and commands, must be implicitly obeyed.

There must be no headlong rushing or crowding, and the captain of the ship must remain on board to preserve order until every other person has left. Women, children, and helpless persons are taken into the boat first. Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he throws it overboard.

It often happens, however, that some of the crew, and even captains of wrecked vessels, attempt to get their baggage into the surf-boats. At a wreck which Captain Cole and his crew went to in the night a few years ago the captain of the craft insisted that the life savers should wait until he could get his baggage ready to take ashore. Captain Cole, in a voice that could be heard above the roar and din of the storm, commanded the bow oarsmen, who was holding the painter that kept the surf-boat alongside the wreck, to cut the painter. The captain of the stranded craft no sooner heard this command than he jumped into the boat, leaving his effects behind, and was safely taken ashore.

Persons rescued from shipwreck are taken to the nearest life-saving station, the weak, sick, and the disabled are treated with remedies from the medicine chest, supplied under the direction of the Surgeon-General of the Marine Hospital Service. Those who have escaped from shipwreck and are wet, hungry, and cold are provided with dry clothing, warmed, fed, lodged, and cared for until they are able to leave.

RESTORING THE APPARENTLY DROWNED TO LIFE.

The method adopted for restoring the apparently drowned is formulated into rules which each member of the crew commits to memory. In drill he is required to repeat these and afterwards illustrate them by manipulations upon one of his comrades. The medicine chest is also opened, and he is examined as to the use of its contents.

The dry clothing is taken from the supply constantly kept on hand at the different stations by the Women's National Relief Association, an organization established to afford relief to sufferers from disasters of every kind. The libraries at the stations are from the donations of the Seamen's Friend Society and sundry benevolent persons. The food is prepared by the keepers or the station mess, who are reimbursed by the recipients if they have the means, or by the government.

The life-saving service is attached to the treasury department. The sea and lake coasts of the United States have an extent of more than ten thousand miles, and are divided into thirteen life-saving districts, each under the immediate supervision of a district superintendent. The chief officer of the service is the general superintendent, who has general charge of it and of all administrative matters connected with it. An inspector from the Revenue Marine Service visits each station monthly during the "active season," which is ten months, from August 1 to June 1, and examines and practices the crews in their duties. On his first visit, after the opening of the stations each year, if any are found not up to the standard, they are promptly dropped from the service. The district superintendents are promoted from the corps of keepers, and must be residents of the respective



SURFMAN GAGE, ORLEANS STATION,
Dressed for cold night, with time clock, beach lantern, and
coston signal.

districts for which they are chosen, and are rigidly examined as to their professional familiarity with the line of coast embraced within the district and the use of life-boats and all other life-saving apparatus.

The keeper of each station has direct control of all its affairs, and as his position is one of the most important of the service, the selection is made with the greatest care.

The indispensable qualifications are that he shall be a man of good character and habits, not less than twenty-one and not over forty-five



A RESCUED SHIPWRECKED CREW.

years of age, with sufficient education to be able to transact the business connected with the station, be able bodied, physically sound, and a master of boatcraft and surfing.

No difficulty is found in filling vacancies that occur among the keepers, as they must be promoted from the ranks of the surfmen, and the merits of all the surfmen, having been ascertained by inspection, drill, and active service, are on record. The keepers are required to reside at their stations all the year round, and are entrusted with the care, custody, and government of the station and property. They are captains of their crews, exercise absolute control in matters of discipline, lead the men, and share their perils on all occasions of rescue, always taking the steering oar when the boats are used, and directing all operations with the other apparatus.

The keeper and six men constitute the regular crew at each of the stations on Cape Cod, except at the Monomoy Station, where the regular crew is seven men. An additional man called "the winter man" is added to all stations on December 1 of each year, so that during the most rigorous part of the season one man, at least, may be left ashore to assist in launching and beaching of the surf-boat, and to have charge of the station and perform the extra work that winter weather necessitates.

The life-saving crews are selected from able-bodied and experienced surfmen after the rigid examination required by the department.

The surfmen, in addition