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A WORK OF HUMANITY

The National Movement for Government Inspection of Crews of Passenger Steamships.



MR. LINCOLN C. CUMMINGS of Brookline, Mass., the President and head of the National movement for Government Inspection of Crews of Passenger Steamships, has just issued a Blue Book, giving the synopsis of work undertaken and accomplished for better safeguarding lives at sea. As a cottager, Mr. Cummings has spent the entire winter at Pinehurst with his family, and not alone will his report be read with interest by OUTLOOK readers, but in every home in the land as well.

MR. CUMMING'S REPORT.

The following address to the various Boards of Trade, Chambers of Commerce, Congressional and Senatorial delegations, and prominent men, who have formally endorsed and assisted in the work, has just been issued:

GENTLEMEN:

Enclosed I have the honor to inform you, that the efforts made to secure competent licensed officers and crew for steamships—licensed by the Federal Government to carry passengers—have within one year from the inception of the movement, been accomplished.

The following correspondence will be self-explanatory:

January 4th, 1908, Hon. Oscar L. Straus, Secretary of Department of Commerce and Labor at Washington, advised:

"Relative to introduction of a bill at request of Mr. Lincoln Clifford Cummings, to insure competent crews for steamships engaged in passenger traffic, we quite agree that some legislation is necessary to correct present unsatisfactory conditions in this respect. The Bill, H. R. 10458, introduced by Mr. Goulden, December 19, 1907, will, if enacted into law, prove all that is necessary to insure competent and sufficient crews, and I would be pleased to have you lend support to this bill."

In reply to my enquiry of January 10, in relation thereto, the Department of Commerce and Labor replied under date of January 13, 1908, as follows:

"With reference to your efforts to secure legislation providing a sufficient number of licensed officers and crew for passenger steamships, and asking the opinion of the Secretary as to whether or not the different individuals and organizations interested therein, ought to be satisfied with the provisions of the bill introduced by Mr. Goulden December 19th, 1907, you are informed that the opinion of the Department is, that they should.

(Signed) **GEORGE UHLER,**
Supervising Inspector General
Steamboat Inspection Service.

In view of the opinions above cited, it was determined to lend our efforts to the support of this bill.

We have just received the following from the Hon. John W. Weeks, M. C., from Massachusetts, who has had our special work in hand in Congress, dated Washington, H. R., April 2, 1908, viz:

"DEAR MR. CUMMINGS:

"I am glad to be able to report to you that the bill introduced by Mr. Goulden has passed the Senate and has been signed by the Speaker. I enclose herewith a copy of the bill as it passed the Senate, viz:

(Signed) **JOHN W. WEEKS.**

60th Congress, 1st Session. Calendar No. 369
H. R. 225.

IN THE SENATE OF THE UNITED STATES,

March 17, 1908.

Read twice and placed on the calendar.

AN ACT

To amend Section forty-four hundred and sixty-three of the Revised Statutes, relating to the complement of crews of vessels, and for the better protection of life.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,

That Section forty-four hundred and sixty-three of the Revised Statutes of the United States be amended so as to read:

"SEC. 463. Any vessel of the United States subject to the provisions of this title or to the laws of the United States shall not be navigated unless she shall have in her service and on board such complement of licensed officers and crew as may, in the judgment of the local inspectors who inspect the vessel, be necessary for her safe navigation. The local inspectors shall make in the certificate of inspection of the vessel an entry of such complement of officers and crew, which may be changed from time to time by indorsement on such certificate by local inspectors by reason of change of conditions or employment. Such entry or indorsement shall be subject to a right of appeal, under regulations to be made by the Secretary of Commerce and Labor, to the supervising inspector and from him to the supervising inspector-general, who shall have the power to revise, set aside, or affirm the determination of the local inspectors.

"If any such vessel is deprived of the services of any member of the crew without the consent, fault or collusion of the master, owner, or any person interested in the vessel, the vessel may proceed on her voyage, if in the judgment of her master she is sufficiently manned for such voyage.

"If the master shall fail to explain in writing such deficiency in the crew to the local inspectors within twelve hours of the time of the arrival of the vessel at her destination, he shall be liable to a penalty of fifty dollars. If the vessel shall have been insufficiently manned in the judgment of the local inspectors, the master shall be liable to a penalty of one hundred dollars, or in the case of an insufficient number of licensed officers to a penalty of five hundred dollars."

"SEC. 2. That this Act shall take effect on July 1st, nineteen hundred and eight.

Passed in the House of Representatives March 16th, 1908.

ATTEST: **A. McDOWELL,** Clerk.

Hoping that this concrete result will prove satisfactory to you, and thanking you for your powerful cooperation, I have the honor to remain

Yours faithfully,

Lincoln C. Cummings, President.
National Movement for Government
Inspection Crews of Passenger Steamships.

After the loss of the steamers, the General Slocum and the Larchmont, and the development confirmed by legal inquiries, that the crews were incompetent and untrained, thus contributing largely to the great loss of life sustained, Mr. Cummings at once began, and at his own expense, a crusade, with headquarters in Tremont Building, Boston, which has met with most remarkable and spontaneous support and endorsement from all over the United States.

On February 26, 1907, an article over

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