

A BOY'S QUICK EYE.

DETECTED PERIL ON BOARD THE LAKE SCHOONER ARIADNE.

Alarms Spread by Swift Feet Brought Up the Surfboat Crew and Saved Three Perishing Sailors—True Tales From the Life Savers' Logbooks.

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HIPWRECKED mariners, even when their vessel strikes on the shoals far off from dry land and beyond the ken of the outposts and patrols of the life saving corps, still have many chances for rescue by the heroic and indefatigable surfmen, ever alert for the call to duty. The extensive ocean and impossible to patrol every stretch of beach or plant a crew of life savers within reach of all exposed points. In order to remedy this defect in the system, the telephone is used to connect stations with each other and with the settlements along shore. Signal flags are also provided at places where they may be seen from a long distance, and since a stranded vessel usually enjoys several hours' lease of life, sometimes a day or more, it is hardly possible for a ship to get into desperate straits without an alarm of some sort making its way through the air or along shore, arousing coast and river boatmen, farmers or villagers, and so spreading to the nearest life saving station in time to bring help.

A striking instance of the play of chance in connection with Uncle Sam's well devised resources was afforded in the case of the Canadian schooner Ariadne, which stranded during a blinding snowstorm in Mexico bay, on the northern coast of New York, Dec. 2, 1876. The vessel was engaged in the grain trade, and at the time of the disaster had on board a cargo of Oswego, N. Y. The season for lake navigation was over, but the masters of the Ariadne needed the profits of one more trip to tide over the long winter of idleness, and although buffeted back by high winds on several attempts to get to sea they persisted and finally got under way on Dec. 1 and reached the middle of the lake with a moderate breeze and fair weather prevailing. Suddenly a snowstorm set in, and the wind increased to a gale, stirring up a powerful sea. But the schooner outran the gale, and at 6 o'clock sighted Oswego lights, about two miles distant. The lake, however, was too rough for harbor tugs to venture out and bring in the tow, which, of course, could not work up unaided to the harbor entrance. Her masters made the attempt on bare chance and got near enough to sight the breakwater to see danger signals sent up from the Oswego life saving station. Unfortunately the strain of the wind and seas sprung some of the seams of the schooner and tore open her sails so that she became unmanageable, and with dangerous land all about the Oswego coast there was no alternative but to make for Henderson's bay, over 30 miles distant where there was prospect of a good ice and shelter from the gale; but the vessel was unequal to the voyage. She wallowed badly, and her creaking timbers and rising water in the hold showed that she must speedily go to pieces or sink, and her captain decided to turn her head to land and beach her in Mexico bay. In changing her course the main boom snapped and split the mainmast so as to render it useless. The pieces of the broken boom also fell across the pumps, rendering them useless, and to make bad worse the schooner shortly struck upon a reef over half a mile from shore and over five miles from a life saving station.

It was 9 o'clock in the morning, Dec. 2, when the Ariadne struck. It was still snowing, and the thermometer stood at 18 above zero. The sea broke over the decks with such power as to drive all hands below, where they remained until the water arose over the cabin floor. Then the crew rushed for the main rigging, but the captain, in spite of the remonstrances of his men, climbed to the top of the cabin, from which he was almost instantly swept away by a wave which carried the cabin top overboard. The unfortunate man clung to a plank for some moments and then disappeared forever. In the course of another hour the schooner worked over the reef and drifted shoreward until she reached another bar, 200 rods from land. About that time the mainmast broke loose at the

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view, a summer resort on Wood's pond. A telephone carried the news to a postoffice on the way toward Big Sandy life saving station, where a messenger was dispatched to Captain W. A. Jenkins, a lake navigator, who got the news at 11 o'clock. Hoisting a flag at the masthead of his schooner, which was ice locked near his house, he set out across the marshes to alarm the station, some miles away. The outlook at the station saw the messenger coming and aroused Keeper Fish, who started in an iceboat and met Jenkins just as the latter struck rotten ice upon the marshes and could proceed no farther. Jenkins told his story briefly, and the two hastened to get out the lifeboat, which was tracked along shore in order to save a pull of two miles to the windward in the stormy lake and the danger of swamping her in meeting the bends in the coast. It was rough, laborious work, and the boat, with its weight of three men, who guided it, was often cast ashore. Finally the party was met by a farmer with a team in readiness to haul the boat to the scene of the wreck. Even then the difficulties of travel were not overcome. The boat again and again filled with water and needed to be constantly pushed against the surf to keep her afloat. Fortunately she was of the self bailing type, and no time was lost in freeing her of water, but the spray which the wind dashed over the struggling party froze as it fell and even showered the horses and the men following on shore to keep the boat in her course. The thermometer dropped to 16 degrees, and soon the clothing of the surfmen, the harness

and tow rope as well as the oars and poles became stiff with an icy coating. The wagon to which the rope was attached also became weighted and clogged with ice, so that the driver, having his hands busy in managing the team, couldn't keep his place on board without help.

It was 3 o'clock when the team pulled up opposite the wreck. Before attempting rescue it was necessary for the surfmen to beat their clothing and the oars, thwarts and rowlocks of the lifeboat with heavy sticks in order to crack and loosen their thick scales of ice. Meanwhile signals had been given to cheer the survivors on the wreck, three of whom could be seen clinging to the hillock of ice out in the surf, for such the frozen covered bow of the schooner appeared to be.

The trip of the boat to the wreck was the fortunate event of the rescue, for although the sunken schooner was surrounded with wreckage held to her by lines and pounding up and down in the heaving surf, the gallant life craft bore through it and brought up alongside the forlorn wreck without a serious collision.

Three men at the point of perishing and too far gone to display any interest in what was taking place crouched in the lee of the bulwark, with a dead shipmate half buried in ice at their feet. The deck was covered with ice, and at a motion from Keeper Fish the poor fellows loosed their holds and slid across to the rail above the lifeboat, where strong arms received them. One of them appeared to be crazed, and on finding himself safe asked after his captain. Taking a hint, the surfman examined the wreck further and discovered, in a coffin of ice, the body of the mate, who had perished of cold early in the day, or soon after the schoolboys sighted the forlorn vessel and started on their seemingly hopeless quest for aid.

GEORGE L. KILMER.

The Lord Protector's Team.

In 1654 the Count of Oldenburg sent Cromwell a present of six horses, and the protector's anxiety to make trial of their quality led to his well known adventure in Hyde park. On Friday, Sept. 29, he went, with Secretary Thurloe and some of his gentlemen, to take the air in the park, ordered the six horses to be harnessed to his coach, put Thurloe inside it and undertook to drive himself.

"His highness," says a letter from the Dutch ambassadors, "drove pretty handsomely for some time, but at last, provoking those horses too much with the whip, they grew unruly and ran so fast that the postillion could not hold them in, whereby his highness was flung out of the coach box upon the pole, upon which he lay with his body, and afterward fell upon the ground. His foot getting hold in the tackling, he was carried away a good while in that posture, during which a pistol went off in his pocket, but at last he got his foot clear, and so came to the coach, the coach passing away without hurting him. He was presently brought home and let blood, and after some rest taken is now well again. The secretary, being hurt on his ankle with leaping out of the coach, hath been forced to keep his chamber hitherto and been unfit for any business, so that we have not been able to further or expedite any business this week."—Macmillan's Magazine.

Fright and Disease.

"Speaking of people frightening themselves into a belief that they are sick," said a young doctor the other day, "I saw in charge of a man who was frightened into getting well. One day a call came for the ambulance, and when the wagon returned it brought a man who was supposed to be dying of an attack of heart failure. We laid him carefully on the operating table, and after a minute's diagnosis the surgeon in charge concluded that it was only hysteria. There was nothing we could do for the man, and he seemed to be unconscious, but the surgeon turned to one of the assistants, and asking for a knife said he would cut down to the heart and see what the trouble was. The effect was like magic. The patient gave one leap from the table and started for the door. We stopped him and asked what was the matter. 'Nothing,' said he. 'Let me out of here, quick.' We let him out, and he never came back again."—Washington Post.

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Ladies' Column.

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Jas. W. Bergstrom,

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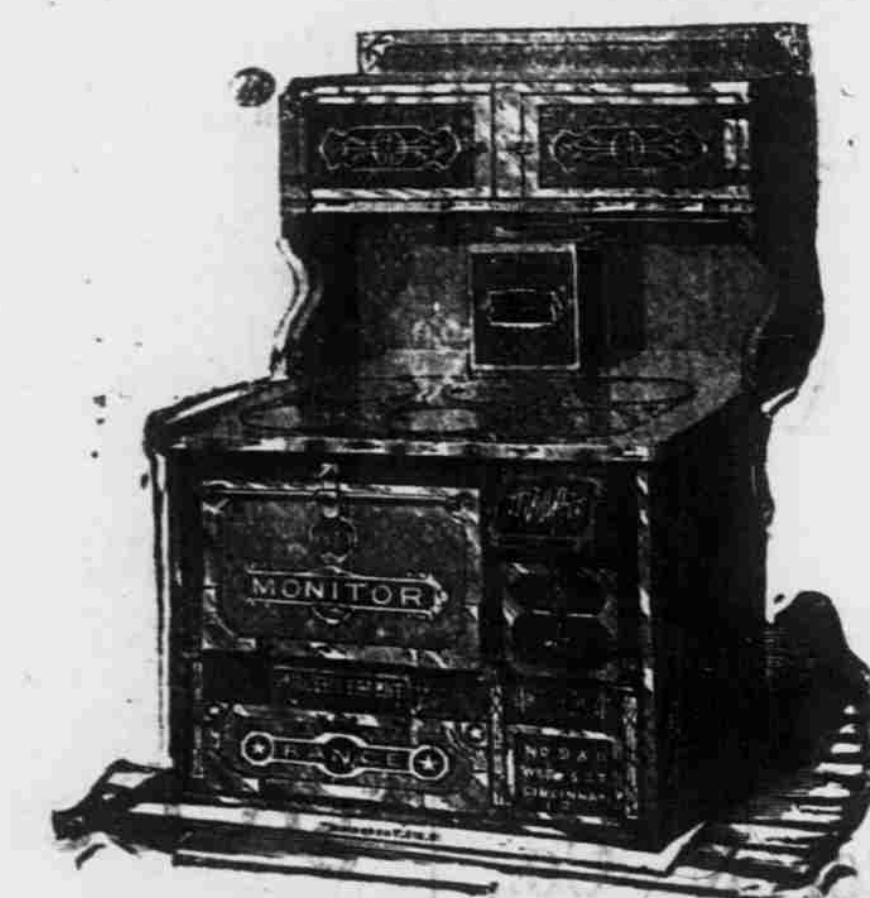
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A MEETING OF THE CHINESE

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night, January 2, 1895, the following

officers were re-elected:

Foreman.....Chang Kim

First Assistant.....M. O. Amara

Second Assistant.....H. Sing Fook

Treasurer.....Lam Sing

Secretary.....Lan Chong

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