

OUR BOLD SAILORS

Navigators on the Great Lakes Take Great Risks.

The loss of the steamer Idaho on Lake Erie in last Saturday's gale, said a former forwarder of grain and freight cargoes on the lakes, "is but another example of the recklessness that characterizes lake skippers and sailors, and of the risks they will take to make all that is possible out of a season's transportation. They will start from port with vessels that are hardly seaworthy even in fair weather, in the face of most threatening weather, and the weather is almost constantly threatening on Lake Erie at this time of year. The annual loss of life and property, although it is much less than formerly, because there are fewer unseaworthy hulks afloat, is proportionately larger than it is on the Atlantic ocean. The reports that follow every severe storm on the lakes are burned with disaster.

No ocean sailor who ever lived would dare to take the risk that the average lake skipper will, and that not only without a word of protest, but with avidity. It looks sometimes as if lake sailors rather courted risk and danger. It is a fact, too, that there are more unseaworthy craft braving the treacherous waters of the lakes during the most dangerous seasons of the year—October and November—than at any other time. There is a reason for this, though, for grain shipments are livelier as the season draws to a close. Cargoes are consequently more plentiful and freights higher. Every vessel that will float can command a cargo. I have seen schooners that were hardly fit to be towed on a canal leave port in November loaded almost to the guards with freight, and yet the skippers would have to refuse many applications from sailors anxious to sail on the shabby hulks. There is not a more reckless class of men on the face of the earth than these fresh-water sailors, although they have the terrible fact constantly before them that hundreds of their fellows are lost annually on the lakes, nine-tenths of them going down with the rotten craft they begged the privilege of sailing on. This fact is made the more startling because it is well known that the dangers of lake navigation—especially navigation on Lake Erie—are so great that even the staunchest vessels are frequently unable to weather them. I would rather cross the Atlantic a dozen times at this season than to make one trip from the St. Lawrence river to Chicago.

Storms sweep over the lakes without any warning. The November gales on Lake Erie are indescribably frightful. The skippers depend largely on landmarks for guides in navigation. The blinding rain or sleet that nearly always accompanies these storms obliterates these marks for days sometimes, and as the sea room is limited, vessels caught in these gales are in constant danger of going to pieces, either on the rocky shores or on some of the islands that stud so thickly these inland seas, or being suddenly swamped, as the Idaho was. Lake Ontario's shores are especially menacing to lake craft during storms, but fortunately this lake is not so liable to be swept by storms as some of the others. If a vessel heaves to in a storm it is almost certain to be cast ashore, or if it runs down the lake toward the St. Lawrence river it is endangered by the many islands that abound there. Many skippers annually wreck their craft in the always risky effort to make Oswego harbor in a storm. The entrance to the harbor is very narrow, and the vessel that is steered for it and does not make it is almost certain to go to pieces on the rocks under Fort Ontario.

The sailing season is comparatively short on the lakes, for it is usually late in the spring before the ice embargo is removed and early in the winter when it is again placed on navigation. The skipper's desire is to take advantage of every hour of his time, and he takes no precaution that will cause him an extra moment's delay in port. Of course, all vessels that sail on the lakes are subject to the control of government inspectors, and none may sail without a permit. But the pay of these officials is small. They are human, and lake skippers are the most willing people on land or sea. At any rate, there is a host of unseaworthy hulks engaged in the commerce of the lakes. There are not so many of them though, as dared the dangers of the trip before government inspection began.

Reckless skippers would find their occupation gone if there were no reckless sailors eager to share their risks, and reckless lake sailors are the rule rather than the exception. This is all the more singular because ordinarily these sailors are the quietest and most modest of men. A curious thing about them is that many of them are farmers, or rather farm owners. The individual land holding in the vicinity of the lake ports of some of these dare-devil sailors is considerable. The moment navigation closes they return to their farms, remain there until it reopens in the spring, and then hasten back to the lakes to "empt death on any old craft where they can get the best wages, leaving their wives and children to look after the farm."

Rather Ancient Mules. We heard of two remarkable mules for a long time owned by Greenleaf, near Sandy Flat. These mules had crossed the line that built the Columbia & Greenville Railroad. When they were young their color was black, later they turned brown and from that to almost snow white. Charles McNeill owned them for several years and traded them to a man in North Carolina ten years ago. The mules were then 43 and 46 years of age respectively, fat, snow white, and very sprightly. It is believed by some who know them that if they have had proper treatment since they left the Palmetto State, they are doing good service. Kentucky papers will please copy.—Greenville (S. C.) News.

Old Enough. Peck's Kin Pan is the oldest newspaper in the world, having been published continuously for nearly a thousand years. It began as a monthly, became a weekly in 1861, and since the beginning of the century has been a daily. It now publishes three editions a day, and in order to prevent cheating by the vendors, prints them on paper of different colors, the first being yellow, the second white, and the last grey.—The Argonaut.

Christ-Like Work.

Bishop Coleman Commends the Charitable Labors of Masons.

Bishop Leighton Coleman, of Delaware, preached Sunday afternoon at the religious services held in the Masonic Home, Broad and Ontario streets, Phila., under the auspices of Union Lodge, No. 121, F. and A. M. In opening his sermon he thanked them for the honor conferred upon him in asking him to address the meeting. No work more Christ-like than that exemplified in such a home had come under his view. He also counted it a privilege to share with them the enjoyment and benefit of the afternoon's services. He chose for his text, "I pray not that thou shouldst take them out of the world, but that thou shouldst keep them from the evil." St. John 15: xvii.

Christ, he said, was about to leave His disciples when He used these words. It was a time when His affections would be drawn out toward them. He did not want to take them where they would be protected from all injuries. They were to become martyrs and heroes. If He had taken them with Him would there have been epistles? he asked. We would not then have had these examples of patience, self-denial, heroism and loyalty. Many persons would have become disheartened at the idea of following the example of Christ on account of the difference in His nature from theirs. Such is not the case in following the examples of the disciples. "We should not complain of the evils, pain and conflicts we meet. The manly and womanly thing to do is to face the evil and by God's grace overcome it. Our spiritual friends are just as real as our spiritual foes. We must, however, be armed from head to foot for the contest in the whole armor of God. The evil is continually, searching for a weak spot in the armor."

If You Wish to be Well.

You must fortify your system against the attacks of disease. Your blood must be kept pure, your stomach and digestive organs in order, your appetite good. Hood's Sarsaparilla is the medicine to build you up, purify and enrich your blood and give you strength. It creates an appetite and gives digestive power.

Hood's Pills are the favorite family cathartic, easy to take, easy to operate.

The immediate effect of the passage of the "Loud Bill" would be to decrease the circulation of country papers about 75 per cent. By the provisions of that bill papers cannot be sent as second-class matter except to subscribers who have paid for the paper. The very numerous delinquent subscriber would therefore have to be cut off. It might be a good thing in the end to have all business brought down to a cash basis, but the effect would be to disorganize things in a sad manner. Just for fear the bill will pass, hadn't you better pay your subscription a year in advance and be on the right side?

PILES CURED IN 3 TO 6 NIGHTS.—One application gives relief, Dr. Agnew's Ointment is a boon for Itching Piles, or Blind, Bleeding Piles, it relieves quickly permanently. In skin eruptions it stands without a rival. Thousands of testimonials if you want evidence. 35 cents.—7. Sold by C. A. Kleim.

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Status of the Public Debt.

The monthly statement of the public debt, issued last week, shows that at the close of business Monday the debt, less cash in the treasury, amounted to \$1,011,701,338, an increase for the month of \$12,589,771. This increase is accounted for by the decrease in the amount of cash on hand. The debt is recapitulated as follows: Interest-bearing debt, \$847,365,810; debt on which interest has ceased since maturity, \$1,328,540; debt bearing no interest, \$386,878,774; total, \$1,232,573,124. The amount, however, does not include \$581,213,933 in certificates and treasury notes outstanding, which are offset by an equal amount of cash in the treasury.

The treasury cash is classified as follows: Gold, \$200,731,551; silver, \$510,676,160; paper, \$100,452,090; bonds, deposits in national banks, disbursing officer's balances, &c., \$41,338,199; \$853,198,008, against which there are demand liabilities outstanding amounting to \$629,326,222, leaving a net cash balance, including the gold reserve, of \$223,871,786.

When bilious or costive, eat a Castor, candy cathartic, cure guaranteed. 10c, 25c. 4-1-19.

ANNUAL STATEMENT

BLOOM POOR DISTRICT,

For the year ending January 3, 1898.

Table with columns for Charges, Claims Credit, Recapitulation Receipts, and Salaries and Fees.

Table with columns for Products of Farm for 1897, including wheat, rye, oats, corn, etc.

Table with columns for Value of Real and Personal Property, including balance on Bloom dup. 1895, etc.

Table with columns for Occupants of Almshouse, including number of paupers at last report, admitted during the year, etc.

Table with columns for Outside Relief, including names of individuals and amounts received.

Table with columns for Sundry Expenses, including auditing for 1897, orders of relief, Bloom Poor Dist. vs. Mt. Pleasant Poor District, etc.

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PROFESSIONAL CARDS.

N. U. FUNK, ATTORNEY-AT-LAW, Mrs. Ent's Building, Court House Alley, BLOOMSBURG, PA.

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C. W. MILLER, ATTORNEY-AT-LAW, Wirt's Building, 2nd floor, BLOOMSBURG, PA.

JOHN G. FREEZE, JOHN G. HARMAN, FREEZE & HARMAN, ATTORNEYS AND COUNSELLORS AT LAW, BLOOMSBURG, PA.

GEO. E. ELWELL, ATTORNEY-AT-LAW, Columbian Building, 2nd floor, BLOOMSBURG, PA.

WM. H. MAGILL, ATTORNEY-AT-LAW, BLOOMSBURG, PA. Office in Peacock's building, Market Square.

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RALPH R. JOHN, ATTORNEY AT LAW, Hartman Building, Market Square, Bloomsburg, Pa.

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