

Lightship No. 4

By M. QUAD

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One day thirty years ago it was reported to the Trinity board, which has charge of all lights on the coast of Great Britain, that a shoal had made in the English channel about nine miles due east of the Lizard. At the spot indicated there had been thirty fathoms of water ever since a British ship went to sea, and the board, of course, argued that there had been a mistake. It was a fishing craft, which had reported the shoal and found only fourteen feet of water over it, and a craft was sent out at once to make an official investigation. What had happened was this: It was a bowlder strewn bottom, and two or three old wrecks had drifted together and piled up on each other until a dangerous obstruction had been formed. It was as if a great rock had been heaved up from the bottom, and the board must guard against the danger without delay.

Thirty years ago the diver's dress was not what it is today, nor could men handle explosives under water as they can now. After two or three vain attempts to clear away the wrecks the work was left for a storm to accomplish, and meanwhile lightship No. 4, under Captain Crox, was moved around from Mounts bay and anchored near the spot and notice given to mariners.

That night it was the captain's watch from 8 till midnight. A gale had come up. It had come 10 o'clock when a sudden hail reached the lightship. The captain was aft and his mate forward, but he knew at once that the hail came from seaward. It was not so dark but that one could see a ship 300 feet away, even though she had no lights aboard.

As soon as a port fire was ignited the sea was lit up for hundreds of feet around in a ghastly way, and both men looked for the craft they supposed to be near by. They looked in vain till the signal was nearly finished. Then a ship's yawl, driving right up in the teeth of the gale, hove into sight. She was without a mast or sail or oars, and the only figure in her sat in the stern sheets, and his arms and legs were bound around with ropes.

The man was bareheaded and dressed as a landsman, and as he drove past within twenty feet of the rail they had a look square into his eyes, and the agony on his face made them shudder. They started to throw him a rope, but as the coil swung into the air they remembered that, being bound, he could make no use of it. The yawl and the man went straight to windward and in a couple of minutes were out of sight, and the men found themselves all a-tremble. Captain Crox was full of indignation over the crime of sending a man afloat in that manner and of pity for the victim, when his mate touched him on the arm and shouted in his ear:

"If I was ashore, captain, all the money in England would not bribe me to set foot on this deck again!"

"What's the matter with you?" was called in reply. "It's only a bit of shore villainy that we must report."

"It's nothing that's happened ashore, sir. Did you take notice that the craft was driving right in the teeth of the gale? It wasn't a live man in that boat. She was going to windward with a ghost, and I'd give the bit I have in the bank if I'd not seen it."

It was agreed between them that nothing be said to the other watch when they turned out, and they went on duty without knowing or suspecting that anything out of the way had happened.

While carrying the thing out with pretended indifference, Captain Crox was, as a matter of fact, pretty thoroughly upset over it and on turning in found he could not go to sleep. He had been lying on his bunk and turning the thing over in his mind for an hour or so and the gale was still howling and the lightship bouncing about when he realized from the movement of the watch that they had been hailed. He was out of his bunk and on deck just as one of them lighted a port fire, and you can judge his feelings when he saw the former scene re-enacted. There were the yawl and the man, and the boat slowly forged past them and disappeared to windward.

There was no more sleep for anybody on board No. 4 that night, and next day, when the gale broke and the tender came alongside, all demanded that they be put ashore at once. The captain was as badly rattled as the others. They were gazed and ridiculed, of course, but they stood so firm that the tender brought off another crew, and they were relieved from duty. A new crew was assigned, but the man and the boat appeared to them twice in one night and drove them ashore, as they did the others.

A third crew went out and for two weeks began to prepare to remove the wrecks. Some progress had been made when a three days' gale set in from the north, and there were more wrecks than had been known for ten years before. For two days the lightship hung to her anchors, though having a signal of distress out after the first day, but when the gale abated she had disappeared. She had been swept down the channel and out to sea, and a week later she was passed bottom up more than 300 miles away. The same storm broke up and removed the wrecks, and there was no longer need to keep a light at that spot.

SON OF MIKADO IN DRAWING CONTEST.

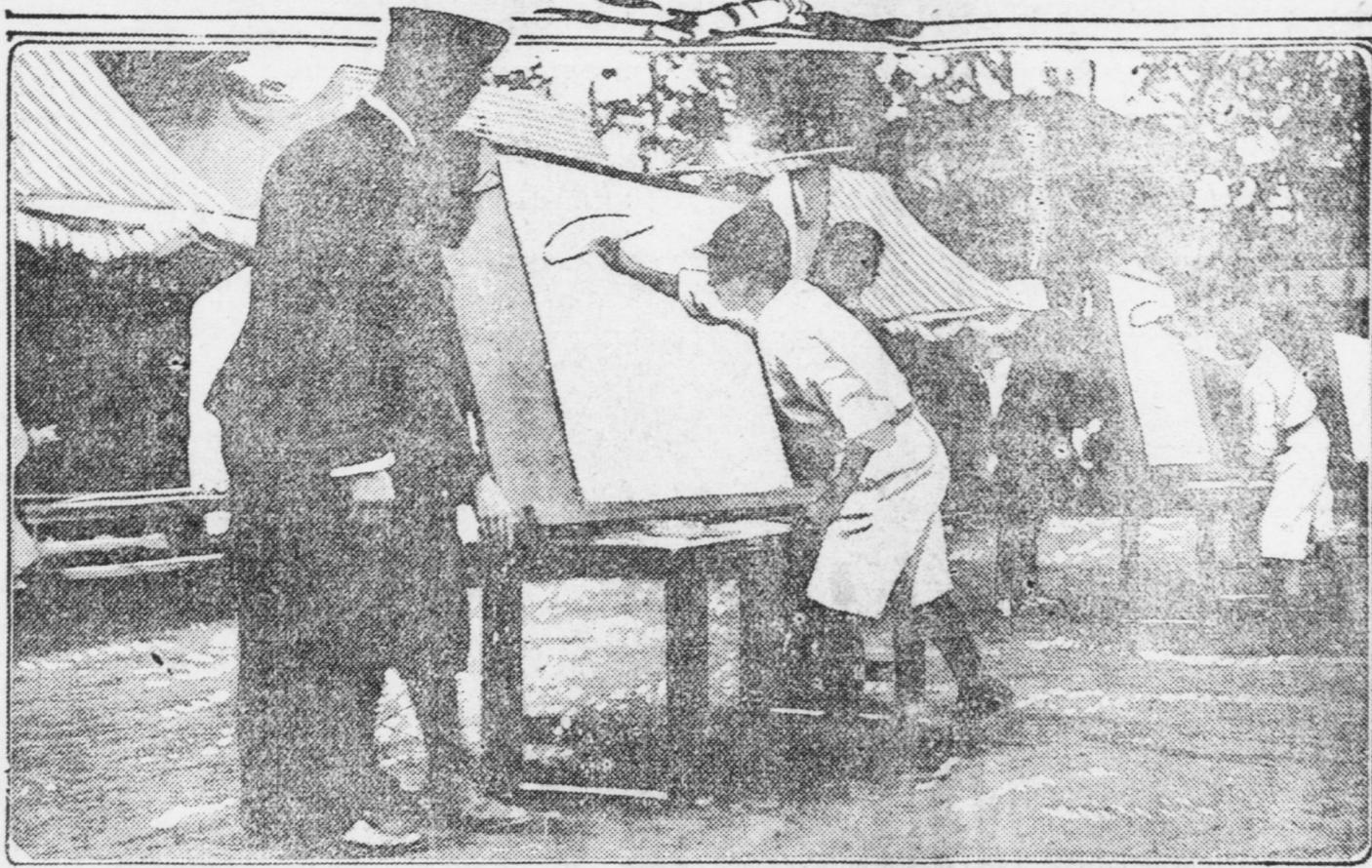


Photo by American Press Association.

At an athletic meeting of the primary class of the Peers' school in Japan the emperor's sons competed—Princes Hirohito and Yasuhito. The latter took part in the rapid drawing competition. He is to the left of the picture.

BRITISH SOLDIERS IN "TEDDY BEAR" COATS.



Photo by American Press Association.

ISOLATED ISLANDS.

Lonely Tristan da Cunha Gets Outside News Once In Two Years.

Though scientific progress has made it possible to do a double journey between England and America in a fortnight, there remain many islands with which it takes years to communicate.

Off the Scottish coast are the groups of islands known as the Hebrides, Orkneys and Shetlands. Of these the most isolated island is St. Kilda, some three miles long and two miles broad. The inhabitants lead lives of great loneliness, for it takes a month to get to the next island, and the sea often makes any communication with St. Kilda impossible for months.

The group of eight Phoenix islands in the Pacific has a total population of only 158, while another little bit of the British empire is Fanning island. This is a landing place for the Pacific submarine cable, and usually there are about 100 people in the place.

The loneliest of all parts of British territory is the island of Tristan da Cunha, in the south Atlantic, which is also the smallest inhabited island in the empire. It is 1,800 miles from land, has a population of seventy-four Scottish Americans, and the inhabitants get news of the outer world usually once every two years.—London Stray Stories.

Oregon's Woman State Senator Likes Job



Photo by American Press Association. MISS KATHRYN CLARKE.

Tried It on the Postman.

A young business woman on her way to the car, at closing time, stopped at the box to mail a letter. Just as she was about to drop the letter in the box the collector arrived and, reaching for it, said, "I'll take it."

The young woman looked at him a moment and handed him the letter, with the remark, "Now, don't forget to put that in the postoffice."

The collector looked at her in disgust and said nothing.

"He never saw the joke," the young woman said after she had told the story of the incident. "I suppose he has no women folk in his family who know that the letters they intrust to the men are carried around in their pockets for days before they are mailed."—Columbus Dispatch.

Ays, There's the Rub.
If we had to turn our own grindstones we wouldn't have so many axes to grind.—Cincinnati Enquirer.

The Drummer.
"I sometimes think," remarked the regular patron, "that the snare drummer should be the best musician in the theater orchestra."
"He usually is," said the drummer.—Chicago Tribune.

Hard to Pronounce.
One of the hard names to pronounce is that of the central Russian government called Nijn Novogrod. The first "i" has the sound of "ee"; the second is short. The "o" in the penultimate syllable is long, as in the English word "go." The "o" in the syllables "nov" and "rod" has the sound of "o" in the English word "rod." "J" has the soft French sound. The accents are on the first and last syllables, "Neezh-ni Nov-god-rod."

REFUGEE CHILDREN OF RUSSIAN PRIESTS.



Photo by American Press Association.

In Galicia many Russian priests were arrested by the Austrians and held as hostages, some being executed. Their children were later sent to Petrograd by the Russians.

CURTAIN FALLS ON 63D CONGRESS

Session Ended at Noon Today; Stir at Finish

NEUTRALITY BILL IS PASSED

President at Last Minute Has Resolution Adopted Which Will Strengthen Him in Enforcing Nation's Obligations to Belligerents—Many Prominent Senators Retired to Private Life Today.

Washington, March 4.—The sixty-third congress came to an end today at noon.

President Wilson caused an unexpected stir before adjournment when he asked for legislation to enable the government to enforce more strictly its duties as a neutral.

The legislation is designed to give the president power to deal with the situation which through German war vessels on the American coast having been prohibited and supplied from American ports by merchant vessels.

The purpose of the resolution, stripped of legal verbiage, was explained by Representative Temple of Pennsylvania, who is recognized as an expert on international law. It is this:

"The warship of a belligerent is not permitted to buy supplies in the ports of a neutral nation except to a limited extent. They sometimes employ merchant ships to make purchases, which are forbidden to war vessels to deliver them outside of the three mile limit. This resolution provides that when an American merchant ship is thus acting as a supply ship to naval vessels of a belligerent the port collector shall refuse clearance and a vessel sailing without clearance shall be punished by heavy penalties."

Prominent Senators Retire.
Today's final adjournment of congress saw the retirement of nine prominent senators from official life.

Keen regret is expressed on all sides over the retirement of Senators Root and Burton. In them the senate has lost two of its ablest debaters and counselors. Both men tired of the game. Burton had planned to be a candidate for re-election, but when opposition developed he quit. Senator Burton is a scholar and student. His special knowledge extended to river and harbor work, monetary legislation and foreign relations.

Senator root in leaving the senate removes from the body the ablest lawyer and most skilled diplomat in congress. This fact is conceded by Democratic as well as Republican senators. Like Mr. Lodge and Mr. Burton, he has been pointed out from time to time as the "ideal" senator, the type of man the framers of the constitution had in mind when they created the senate.

The two richest men in the senate included in the departing nine are Stephenson of Wisconsin and Camden of Kentucky. The story of their wealth may be told in two words, "lumber" and "coal." Stephenson is the oldest senator. He will be eighty-six next June. Camden is the youngest. Neither knows exactly what he is worth for his holdings are in undeveloped natural resources, the value of which is yet to be definitely determined.

With the passing of Bristow the senate will lose a picturesque figure. The most aggressive of the band of Progressives, Bristow had qualities that everybody in politics thought would keep him in the senate for some time.

Senator Crawford came into office as a Progressive. He had behind him as governor of South Dakota a fairly good record. He was impaled on the spear of a reactionary when he came up for re-election.

Two able lawyers leave the senate in the departure of Thornton and White. The former was chief justice of Louisiana. The latter was a very successful attorney in Alabama. White came for a short term to succeed the late Senator Johnson. He will be succeeded by Oscar Underwood.

Senator Perkins of California, who retires voluntarily on account of ill health, has served more than twenty years in the senate continuously. Perkins was popular. No senator was more punctual in his attendance upon the sessions.

No Impeachment For Dayton.

The house judiciary committee voted, 11 to 4, to drop the impeachment proceedings against Federal Judge Dayton of West Virginia, although the majority report held that the judge's conduct in some instances had been "reprehensible." A minority report, drawn by Chairman McGillicuddy of the subcommittee, which investigated the judge, recommending impeachment, was rejected. The action of the judiciary committee ends the Dayton inquiry and no further steps are anticipated.

Two members of the subcommittee filed a report with the judiciary committee criticizing Judge Dayton's official conduct, but asserting that this conduct was not sufficient to sustain impeachment proceedings.

Indicted For Alleged Violation of Neutrality



Photo by American Press Association. KARL BUENZ.

QUEEN UNMINDFUL OF BOMB

Belgian Monarch Reviews Troops Despite German Aviators.

Paris, March 4.—The Germans, warned by spies who still succeed in operating in Flanders, sent five aeroplanes laden with incendiary bombs over La Planne last Friday while Queen Elizabeth of Belgium was passing in review of the Grenadier regiment and the Tenth infantry.

As soon as the Taubes came abreast of the city they began to drop their bombs, apparently aiming for the parade grounds. Some of the bombs fell near the Red Cross hospital, while others dropped close to the royal villa, but none did any damage.

While the presence of the aeroplanes, which were so high as to be almost invisible, created excitement they were not allowed to interfere with the review. Unmindful of the fact that the proceedings were punctuated occasionally by the explosion of a bomb the band struck up a lively march and the seventy-two companies in the two regiments marched past between the queen and the sea. The queen unmindful of this also sat on her horse like a veteran.

RELIEF WORK HANDICAPPED

Germany Will Not Allow Belgium Ships to Stop in England.

The Hague, March 4.—The German government informed Dr. Henry Van Dyke, American minister to The Netherlands, through the German minister, F. von Mueller, that arrangements had been made to grant safe passage through the naval war zone to American relief ships bearing supplies for the people of Belgium, but will not permit them to touch at British ports.

The German order stipulates that relief vessels must be rendered recognizable by the usual marks, which must be plainly visible at night (namely, large painted letters on the ships' sides and a white flag with the same marks in red letters).

Germany's refusal to grant safe conduct for relief ships to and from English ports may have an important bearing on the relief work. The commission's efforts will be hampered if its ships are not permitted to touch at English ports for coal on the homeward voyage.

ARMY CAMP WATER.

How the Supply is Conserved and Used in the German Army.

Suitable drinking water is of vital importance to an army, and this is only one of a multitude of problems that must be studied carefully by those who conduct a successful campaign. The water supply of a camp is a matter of great importance. Only running water is used.

In the German army the upstream water is used for drinking purposes and the downstream water for watering horses and for bathing. Suitable signs notify the men which water is safe to drink and which may be used only for bathing. In shallow or narrow streams basins are dug or small dams built so as to form a reservoir of ample dimensions.

Stepping stones are provided to keep the water clean, as well as board protection to prevent the banks from crumbling. Basins are dug for watering horses; troughs are provided only in case of necessity and are then propped on posts and filled by means of pumps. Pipes may be driven if water lies at a reasonable depth—in other words, not more than twenty feet. Depending upon their size, these pipes will deliver from four to twenty-two gallons of water per minute.

If water lies very near the surface a hole is dug and a cask, the bottom of which has been knocked out, is placed in the hole to form a basin. If the water lies at a greater depth the basin may be formed of box sections driven in one on top of the other.—Scientific American.