

LIFE-SAVING.

METHODS OF THE MEN ON COAST AND LAKE STATIONS.

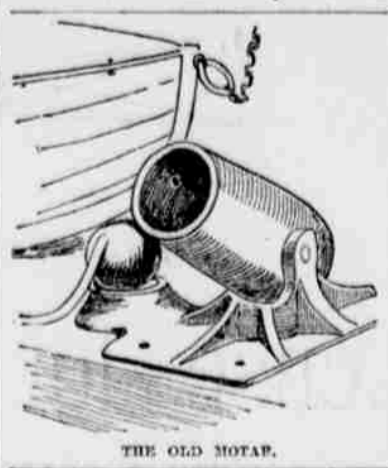
An Interesting Pen and Pencil Sketch of the United States Life-Saving Service as Shown at the World's Fair.

PROBABLY the hardy life-saver in the service of the Government is the least talked about and most interesting man in the Federal service, says the Chicago Record. A new occupation has been found for the fishermen in the winter months where before he had to rely on the profits of the fishing season. The United States is the first Nation in the world to establish and to maintain a life-saving service. It has already had its effect in fostering navigation, and since 1872, when it was founded on its present basis, has proved a grand success. On the English and French coasts stations have been set up at dangerous points for the mariners by voluntary contribution of ship owners. Neither the British nor the French Governments take any interest, pecuniary or otherwise, in this work of charity and protection. The mariners in distress are left entirely at the mercy of salvage companies.

The life-saving service of the United States is under the direct control of the Federal department and is one of the growing organizations of the Government. Within the last decade the increase in the value of the service, according to departmental statistics, has been enormous. The total number of disasters in which the life-savers have had anything to do since the formation of the corps has been 6450, the total value of the vessels wrecked \$71,367,850, the total value of cargoes \$33,342,469, the total amount of property involved \$104,710,319. By the life-saving stations alone of the property involved \$78,821,457 has been saved and only \$25,888,862 lost in wrecks. In all of the 6450 wrecks there were 92,879 lives in danger, of which number only 627 were lost. The

existence, and watches for wrecks on the coast of Massachusetts. On account of this protection the general Government has not found it necessary to establish stations except at places where wrecks are unusually frequent.

Between Sandy Hook and Cape May on the New Jersey coast, where the coastwise trade is congested, there are forty stations. Between Cape Henry and Cape Hatteras is a dangerous spot for mariners, and in the 121 miles of coast there are twenty-five stations which form a complete chain.



THE OLD MOTOR.

At each station there is a crew of seven men and a keeper. Each man of the crew receives a salary of \$85 a month, and the keeper a salary of \$900 a year. The crew is under strict discipline. Daily drills and rigid exercise is exacted. The stations on the Atlantic coast are manned from September 1 to May 1. During the summer months the men fish in the vicinity and may be called together at any time, although not on regular duty. On the great lakes the stations are manned from the opening of navigation in the spring until closed late in the fall. The stations on the Pacific coast are in service all the year.

There is a regular system of promotion for the men. From the keeper down they are numbered. No. 1 is the commander of the crew. From sunrise to sunset the 10,000 miles of sea and lake coast of the United States is patrolled. On foggy days the men

but in case of a wreck the house was broken into by the first man on the scene and the boat was hauled out to the water's edge, ready when the fishermen should come to man it. There were no such inventions as the life lines now in use in the '20s, and the brave fishermen worked against great odds. The first rescue with the implements similar to those the Government life-savers use now was off Sandy Hook on January 11, 1850. The British schooner *Ayrshire*, with 202 souls on board, mostly Irish immigrants, was wrecked about 300 yards off shore late at night. The natives of the fishing settlement were aroused and with their mortar sent the life line to the imperiled boat. In the metallic car 201 of the 202 passengers on the ill-fated schooner were safely brought to shore. This mortar with the ball that carried the line are on exhibition in the life-saving station at the Fair. The rusty iron ball has a long history. It struck the deck and went crashing through the timbers. The vessel sank and was in the course of time buried in the sand. In 1875, during a heavy storm, the wreck was uncovered and washed on the shore. Between the old timbers was found the iron ball firmly imbedded. The life car which brought the people ashore is also on exhibition. The one man who was drowned attempted to ride on the roof of the car, but was washed away in the great waves.

The appropriation made by Congress for an exhibit of the life-saving service at the Fair called for all kinds of boats and equipments used in the service. There are two large self-bailing and self-righting mahogany life-boats and several old-fashioned vessels. The self-bailing boats are the ones chosen by the service. The average boat weighs 1200 pounds, is twenty-six feet long and the beam measures seven feet. The self-righting and self-bailing boat is too heavy to be hauled on the beach and is mainly used on the lakes. A track and a sloping platform is needed to launch it successfully. The life-saving car carries all the equipments of the station and can be readily hauled by the men.

The life-saving station at the Fair will be maintained even after the term of the Exposition. The station has been found to be better adapted to the service than the old one and the post will be removed. The crew which now mans the World's Fair station belong in Ludington, Mich., and will return at the close of the Fair. This crew, the best drilled on the lakes, is commanded by Captain John Tufts. The members of the crew are Surman J. F. Pratto, M. W. Grinnell, J. Nelson, F. Carlson, B. Carlson, O. Wilkinson, and J. Mitchell. They are detailed on regular life-saving duty while here. Drills are given every Monday, Wednesday and Friday afternoon at 2.30 o'clock. On Saturday an exhibition of life-boat capsizing and righting is given.

The exhibition on Monday, Wednesday and Friday consists in the full work of saving shipwrecked sailors. The surfboat is maneuvered on the beach, a line is fired over the wreck, the whip and hawser are sent out and then breeches buoy. In this the men, one at a time, come ashore. At the end of the hawser printed instructions are given in English and French. The life-saving station and the exhibits at the Fair are under the supervision of Lieutenant Charles H. McClellan of the revenue-marine service, assistant inspector of the life-saving service. He is the author of several books relating to scientific life-saving, and is the inventor of most of the apparatus used in the service. He represented the service at the Cincinnati Exposition in 1887, the New Orleans Exposition in 1884, and 1885 and the London Exhibition of 1883.

Biggest of All Searchlights.
A searchlight of 375,000,000 candle-power, set up at the World's Fair, is the biggest and most powerful electric searchlight in the world. It dwarfs into insignificance by comparison the 100,000 candle-power searchlight on Mount Washington, hitherto the greatest in existence. With the exception of the reflecting lens mirror, which was made in Paris, this great light is entirely of American manufacture. The height of the light is ten feet six inches, and the weight 6900 pounds. It is so perfectly balanced that a child could move it in any direction. The reflecting lens mirror is sixty inches in diameter, three and one-quarter inches thick at the edges, and one-sixteenth of an inch thick at the center. It weighs about 800 pounds. The maximum current at which the lamp operates is 200 amperes. This gives a

ratio of lives lost to the lives endangered and of the property destroyed to the property involved in wrecks has been wonderfully lessened in the last twenty years. Every year Congress appropriates \$1,000,000 to the life-saving service and every year new stations are built and equipped. The only Nation on the globe that supports even one life-saving station aside from the United States is the Turkish Empire. The Sultan has established a station on the Bosphorus to protect the Oriental mariners from their dangerous reefs. The sea and lake coasts of the United States, exclusive of the coasts of Alaska, have an extent of 10,000 miles, protected and patrolled by the Government's life-savers. Upon these coasts there are 262 life-saving stations, of which 199 are on the Atlantic coast, forty-nine on the great lakes, thirteen on the Pacific coast and one on the falls of the Ohio at Louisville. The stations are all placed at points of navigation.

The uniform is simple, consisting of a blue blouse, a cap with the letters U. S. L. S. S. embroidered on it, and coarse flannel trousers. The badge of the service is a life buoy on which a boat hook and an oar are crossed. The men picked for the service are mostly fishermen from the locality where they are to do duty. They are men who know every inch of the ground they are to cover and know every bump in the bottom of sea within a mile from land. There used to be great loss of life in the service, but the danger gradually diminishes as new inventions are made. No patrolman on his lonely watches on the beach can shrink duty. When the stations are placed so far apart that patrolmen do not meet, each surferman carries a clock with a dial that can be marked only by means of a key, which also registers the time of marking. This key is secured to a post at the end of his boat and he is required to reach it to bring back the dial properly marked.

Ida Lewis was made famous by her daring feats of bravery at the Lime Rock light in Newport harbor long before any life-saving station was in the vicinity. Equal feats have been accomplished by the surfmen, but as it was in the line of their duty their deeds have been lost in the every-day humdrum. The forerunner of the service were the sheds which were built by the fishermen on the Atlantic shore, where they kept a boat, mortar and life-line. The door was always locked,

KEYSTONE STATE CULLINGS.

STRIKES IN PENNSYLVANIA IN 1892.

ONLY THREE OUT OF TWENTY-SEVEN WON BY THE WORKMEN.

HARRISBURG—Prof. Albert S. Bolles, chief of the bureau of industrial statistics, has completed his annual report. Among other matters contained in this report is an account of all the strikes that happened during the year 1892. Not including the strikes of the employees of the Carnegie steel company at Homestead, there were only 26 strikes during the year, a much smaller number than usual. Of these, 1 was by the employees of railway company, 13 by the employees in iron and steel industries, 2 in cigar manufacturing, 4 in textile manufacturing, 1 in a brewery, 1 in a cooperage works, 2 in tile works and a lock-out by coal operators. Eleven of these strikes occurred in Philadelphia and 5 in Pittsburgh. The whole number of persons engaged in the strikes was 4,108 and the number involved 7,414. Only three strikes succeeded, four partly so, while the others failed. The total loss incurred by the employees was \$373,246, and the employers' loss, so far as ascertained, was \$50,985.

The summary of strike statistics is followed by a lengthy account of the strike at Homestead. The loss to the striking employees in this contest was about \$1,213,000. The expense to the State for transportation and maintaining the troops was \$440,356.31.

THE PENALTY OF PRIZE FIGHTING.
NEW CASTLE.—The other day before Judge Hazen, George Welsh and Jefferson Moore for prize fighting at Wampum on August 14, were sentenced to pay a fine of \$10 and costs and given two months in the Allegheny workhouse.

Two men sold a preparation for rheumatism at Bugetstown a month ago. Many cures were reported, but two weeks ago one of the women who had taken the medicine died, and shortly afterward two others also sicken, their illness resulting in death. The rheumatic medicine is now blamed for these results. The victims were Manda Canine, aged 41 years, Mrs. Alex. Russell, aged 44, and Ella Springer.

Mrs. MAYNE and her children were patterned around a stove in their farm house near Pond Hill, when the place was struck by lightning, which tore up the floor, wrecked the stove and hurled the people about the room. A son of Mrs. Mayne, who was under treatment for a severe attack of asthma, found himself completely cured by the shock.

JOHN KNETZ, while playing on the beach house of Mrs. Mary Welling, at Adelphi, excited the woman's rage and she knocked him to the ground with a broom. His arm was broken in the fall. The angry woman with her teeth pulled a piece of the splintered bone from his arm.

SAFE CRACKERS AT ERIE engaged and tied Dick Whiting, a watchman, of the safe which they blew open. When the charges were fired the whole front of the safe was blown out, and Whiting, although stunned by the shock escaped mutilation. The burglars got only \$15.

LINCOLN NEILL and John Miller, of Scott, dae, mistook each other for burglars, and struggled fiercely till a flash from Neill's revolver discovered their identity. The real burglars, who had entered Neill & Bryan's store, escaped.

The smallest baby that ever lived in Montgomery county was born to Mrs. Davis Washel at Battle Hollow. The mate of humanity weighs but a few ounces over a pound, but it seems strong and healthy.

WHILE getting off a McKeesport electric car the rings of Mrs. Santel Finley caught in the netting of the car gate, and before she could release herself her finger was pulled off.

Mrs. JAMES CRUM, of New Castle, caught a burglar in her house. The plucky woman grabbed him by the coat tails, threw him down and gave him a severe beating.

WASHINGTON and Jefferson college the other day began a second century on the present site, the oldest building, now occupied, having been built in 1793.

A NEWFOUNDLAND dog at Homestead perhaps fatally bit Robert Coyne, Tuesday. Cox Schick has been held for court for setting the dog on the boy.

WHILE hunting Monday, John Cooper, aged 32 years, of New Madrid, fell over a log. His gun was discharged and the heavy load blew off his head.

The 600 striking miners at the Madison and Arona mines, near Greensburg, will accept the 10 per cent reduction and go to work in a few days.

ALBERT RUDE, of South Bethlehem, is dead from a singular complaint. He fell asleep at different times and was with difficulty aroused.

A. W. BISHOP, of Conneville, took for \$50 a \$10 bill which had been raised to \$50 by pasting bear stamp figures over the real bill figures.

JOHN RUSMAN, aged 60, a coke wheeler, fell from the track at the Morgan works, near Scottsdale and broke his neck. He died instantly.

JOE SMITH went to New Brighton with a load of fruit. The horses took the wagon back without the driver, and foul play is feared.

JOSEPH LANDERS, a bridge builder, was instantly killed by falling from the Pittsburgh & Lake Erie railroad bridge at Rochester.

STATE LOTANISH GOTHROCK says there are 12,000,000 feet of merchantable timber in the Boudinot tract in Center county.

At a meeting of Wighton's Troy miners near Phillipsburg, the strike against accepting monthly pay was declared off.

In opening a new street in New Castle a large meteoric stone was found seven feet below the surface of the earth.

ALL the oil has been pumped out of the big tank at Z. diker, but Harry Lane's body was not found.

E. H. CAER, a merchant of Millsburg and county auditor was thrown out of his buggy and killed.

Conditional.
Judge B. F. Dennison was once arguing a case before Judge Roger S. Greene, and in the course of his remarks kept constantly referring to "Browne on Statute of Frauds," always making two syllables of the word Browne, and pronouncing it as if it were Brown-ee.

Judge Greene digested around in his chair, stood the mispronunciation as long as he could, and then blurted out:

"Judge, why do you say 'Brown-ee'? You wouldn't call me 'Green-ee,' would you?"
Judge Dennison slowly replied, in a rather dry tone of voice:
"That depends on how your Honor decides this case."—*German town Telegraph.*

SOLDIERS' COLUMN.

WISE'S FORKS.

What a Comrade of the 85th N. Y. Saw at That Fight.



A COMRADE writing for the Toledo "Blade" says that he would like to have some of the boys who were engaged in the battle of Wise's Forks, N. C., write something about that engagement. Accordingly, I will undertake to write a short story about what I saw.

I enlisted in the Fall of 1864 in the 85th N. Y., for the town of Portville, N. Y., and was assigned to Co. A of that regiment, which had been detailed from Plymouth just before the battle of that place, to garrison Roanoke Island, N. C. Our regiment remained there, and with several detachments during the Winter, except when we were raiding about the country on various expeditions, until the 3d of March, 1865, when we received orders to go to New Bern, N. C., and from thence to Wise's Forks.

We were under the command of Gen. Schofield, and arrived at that point on the 8th. Coon's and Cox's Divisions were ordered across the country to Kingston. The lack of weapons delayed their movement till March 6, when they started under Couch, while Schofield went by sea to Moorhead City, and thence by rail to New Bern, whence he reached on the 8th at Wise's Forks, near Southwest Creek, on his way to Goldsboro'.

Cox had sent up two regiments under Col. Upham, 15th Conn., to seize and hold the crossing of the creek, but Hoke, who had been reinforced by Cheatham's Corps from the Tennessee, had that morning flanked and surprised Upham there, striking him suddenly in the rear and capturing 700 men.

Elated by this move Hoke advanced on Schofield, attempting to bore in between Carter's and Palmer's Divisions, after the Virginia fashion, but he was checked by the arrival of Rogers's Division, and desisted without serious fighting or loss.

By Gen. Schofield's order Cox held his position until Couch arrived. Hoke skirmished sharply the next day and struck heavily at Cox's left and center the day after (March 10), resulting in heavy loss to the enemy, viz: Schofield reported our loss only 300 and the enemy at 1,500. Hoke retreated across the Neuse and used the bridge.

Schofield was reinforced, but the lack of pont-ons delayed him till the 14th, when he again advanced on the 20 and entered Goldsboro', with but little resistance, on the next day, just before the arrival of Sherman and his whole army.

This is just a brief outline of the history of the engagement of Wise's Forks as I saw it. I well remember that just as our small rig or detachment had arrived Gen. Palmer asked if we would go down just outside of the fort and assist in recapturing a piece of artillery from the enemy. Most of us fell in, and marched down into a piece of woods towards the enemy's fort. The rebels immediately commenced firing on us, and after being broken up somewhat we again fell into line and made a temporary halt; throwing up some legs, poles, brush, etc., for a defense, we were ordered to fall down, which order was quickly obeyed, and after we had given the enemy a few shots were ordered to run for our lives, and I suppose that it was an interesting sight when like a flock of sheep, we ran through that open field, pell-mell, helter-skelter, while the rebels were after us full chase, until we were in the fort, while the bullets were flying around us thick and fast.—G. T. DENNIS, in "National Tribune."

CHANCELLORSVILLE.

What the 63rd Pa. Did on the Night Jackson was Killed.

In a communication to the "National Tribune" of Washington, D. C., a comrade writes as follows regarding the engagement at Chancellorsville:

My regiment was in the advance of Gen. Sickles's movement to the south, preceded by Berdan's Sharpshooters. We halted on the embankment of a railroad cut, where the 23d Ga. had surrendered their old Enfield guns. While in this position we could look out our rear and see the battle raging in fury along the Plank road. The position we then occupied had been occupied previously by a rebel battery, and, according to the map, was about the place where the word "Lee" occurs on Map No. 3. We lay down our arms here and were instructed not to return the fire if we were fired upon.

We were undisturbed, and as it began to get dark one of Gen. Sickles's Aids came riding up. I heard him tell Col. Kirkwood to get his men up as quietly and quickly as possible, and perhaps we might get out yet.

Well we got into the woods after a little while, and then came out into the small field, crossing the railroad bridge we had built that morning. We marched across the field and entered the woods at the point where "Vista" is on map No. 3.

On a narrow road toward the Plank road we passed some guns and caissons and dead horses. We followed the road until we came to a column of infantry lying in line across the road facing us. We fled right into the woods, and the head of our regiment passed their left flank and halted, and with our colors about opposite their flank we lay down. Two men were ordered from each company to go to the front as pickets. James Whaling, from

my company, was one of them, and he soon returned and told the Captain there was no use standing picket out there, as the woods was full of men. Serg't Grosport went back to the rear, and when he returned he said it was only five or six rods to the Plank road on our right.

While in this position there were some shots fired over us, and one of them wounded a man in Co. B. Some of our men fired, and without orders the whole regiment began firing. We fired at a right-oblique over the men who lay in our front. Our firing was not returned and we ceased firing. At the same time a horseman came out the road in rear of the men in our front and said, "Cease firing; you are firing on our own men" and he turned and rode back.

Soon after the same officer, or another, rode up to the same place and called for the commander of that battalion. No one answered. He had the men open files, and we rode up the road to the left of our right and made the same inquiry. Someone answered him, and he rode back to our front and made the inquiry again.

Col. Kirkwood arose and walked out to the road. The officer said he was going to send his men through the woods as skirmishers, and for our Colonel to support him.

Soon the word was whispered along the line to move by the left flank, keep quiet and keep off the road. We passed along the left side of the road for about 200 yards, and then came back into the road and marched back to the field. The guns and caissons had been changed from the road by this time.

When in the field we formed in rear of a line of men belonging to our division, a small man being about two rods in our rear near the place where the 29th Pa. is shown on map 3, but not facing the direction of the army.

As soon as it was daylight Sunday morning the enemy came charging across the field on us. We checked them in front, but they passed our right flank in the woods and enveloped us to retire across the run. We reformed in the field and formed our lines along the log breastwork which extended several rods out in the field. The enemy passed our right flank, and we were compelled to fall back and cross the Plank road in the direction of the White House. Capt. Ryan was in command, our Colonel and Adjutant being killed and our Major captured.

SAUEL DURHAM.

LI HUNG CHANG.
Li Hung Chang, viceroy of China, says a writer in Frank Leslie's Weekly, does not live in Peking, but has his palace in Tien-Tsin (ninety miles from the capital), where he is surrounded by his armies, and has his fleet near at hand.

It is well known that the members of the Summi Yamen, (Grand Council of the Empire), who sat in Peking, have the most profound hatred for the viceroy, and have tried several times to get rid of him by means which would recall those used in the Middle Ages. But Li Hung Chang is too well guarded in Tien-Tsin. Every attempt has been a failure, and after several of them the heathens in office came to the conclusion that the only thing to be done was to get the viceroy to come to Peking.

They demonstrated to the Emperor and his mother that Li Hung Chang's ambition might lead him to overthrow the actual dynasty and make himself a monarch, and that it was quite necessary to have him live in Peking, where the Summi Yamen would watch him.

The Emperor saw the imaginary danger and ordered the viceroy to make his headquarters in Peking. He did not even answer.

Two orders were sent, the last being so imperative that he answered at once:

"I am coming. Arrange quarters for the fifteen thousand soldiers I take with me."

One can easily imagine the alarm of the Emperor and the members of the Summi Yamen when they heard of those fifteen thousand soldiers, and they answered promptly:

"Stay where you are by all means, and keep your soldiers away."
Li Hung Chang may be considered the most liberal and most progressive man in the Chinese Empire.

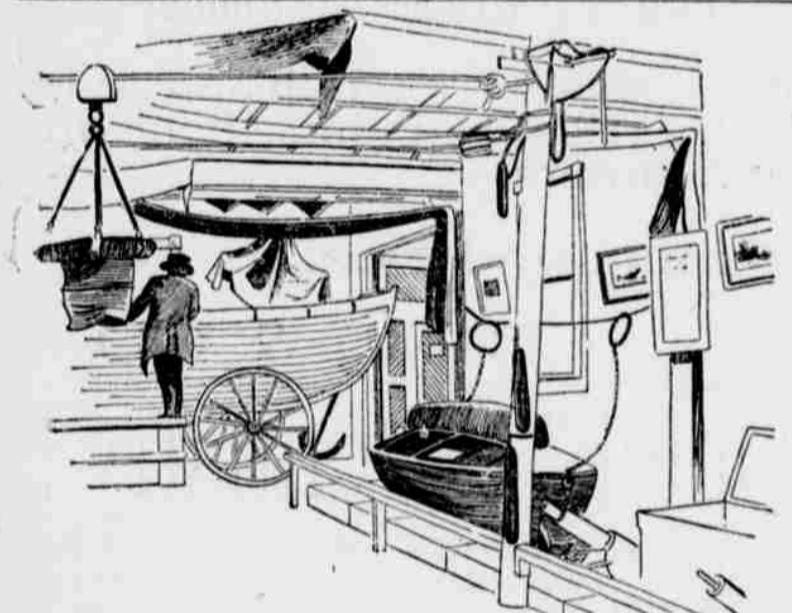
DO ANTS TALK?

This query is made by a writer, and he then goes on to say: "I one day saw a drove of the small black ants moving, perhaps to better quarters. The distance was some one hundred and fifty yards. Almost all which came from the old home carried some of the household goods. Some had eggs, some had what might have answered for their bacon or meat, some had one thing and some another. I sat and watched them closely for over an hour. I noticed that every time two met in the way they would hold their heads close together as if greeting one another; and no matter how often the meeting took place this same thing occurred as though a short chat was necessary."

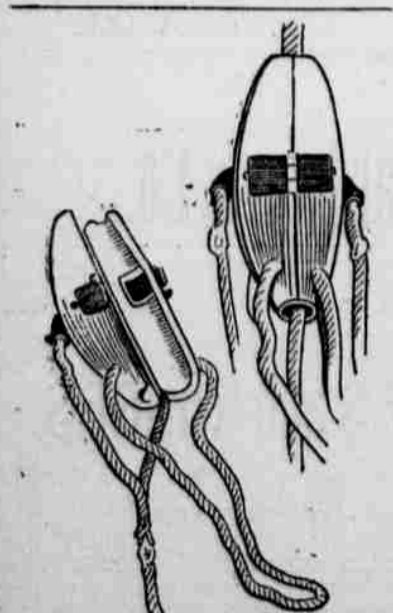
"To prove more about it, I killed one who was on his way. Others being eye witnesses to the murder went with speed, and with every ant they met this talking took place as before. But instead of a pleasant greeting, it was sad news they had to communicate. I knew it was sad news, for every ant that these parties met hastily turned back and fled on another course, as much as to say:

"For the king's sake and for your safety do not go there, for I have seen a monster, just behind that is able to destroy us all at one blow. I saw him kill one of our family. I do not know how many more are killed."

So the news spread, and it was true. How was the news communicated, if not by speech.



VIEW IN THE LIFE-SAVING STATION, WORLD'S FAIR.



LINE-CUTTING TACKLE.

From the eastern extremity of the coast of Maine to Race Point on Cape Cod, a distance of 415 miles, there are sixteen stations. In the Revolutionary days the Massachusetts Humane Society was formed, and life-saving was as then. This organization is still in



THE BIG SEARCHLIGHT.