

LOSS OF THE "FIDELITY."

AS far as the life saving service of the United States is concerned, the Pacific coast fares illy in comparison with the Atlantic. On the latter there are long stretches of beach where the patrols of one station meet those from another, while on our rock-bound and dangerous coast the stations average nearly one hundred miles apart. To be sure five new stations were established this summer, giving us a total of twelve, but only a few of these are fully equipped with crews, the others containing only apparatus to be used in times of emergency by brave, but unskillful, volunteers. The record of service of these fully equipped stations is a bright one, and shows what could be accomplished with greater facilities.

On the coast, from San Francisco to Puget sound, there are but a few harbors of any kind and none that may be entered in security in rough weather. Especially is this the case with those not sheltered by a projecting headland on the north. In this respect the Columbia river is especially favored, the promontory of Cape Hancock jutting far out beyond the bar and thus partially protecting it from the northwest storms and heavy seas.

Two cases of loss of life occurred within a week, one at the entrance to Humboldt bay and one at the mouth of the Umpqua. Early on the morning of the sixteenth of November the schooner *Fidelity*, in tow of the tug *Printer*, crossed the Humboldt bar, having just returned from a voyage to Santa Barbara. The sea was running high outside, and only a short time before a huge wave had washed a man overboard from the tug *Ranger*, and nearly carried away the pilot house. Just as the schooner reached the inner edge of the bar she was struck by a heavy sea, which caught her under the port quarter and capsized her instantly. So quickly was it done that not a soul on board had an opportunity to escape and not one of them was seen afterward by the men on the tug. The *Printer* clung to the capsized vessel for half an hour, making strenuous efforts to tow her into the harbor, but as they both drifted steadily toward the breakers she was compelled to cut loose. The schooner drifted upon the beach and was completely broken up. The crew, consisting of Capt. Christopherson and seven seamen, probably drifted out to sea, as it was high tide at the time of the accident. For several days the beach was patrolled by searchers for the bodies of the drowned seamen, but none came ashore. The same day, at Point Stewart, an open roadstead not far distant, the *Grace Richardson*, while taking on a cargo at a lumber chute, was blown ashore and wrecked, the crew all being rescued.

Tuesday night, the 21st, another vessel was lost,

this time at the mouth of the Umpqua. The tug *Fearless*, of Coos bay, Captain James Hill in command, ran on the north spit at the entrance to that river and became a total wreck, all on board, from ten to fifteen souls, being lost. She was on her return trip from Astoria, where she had to go to take a lot of Chinamen, lately discharged from the canneries on Coos bay. At three p. m. Tuesday, she was seen off Upper Ten Mile, steaming slowly down the coast just outside the breakers, which were running very high, and at six o'clock her whistle was heard off the mouth of the Umpqua. At a quarter before seven she gave three sharp whistles, which was the last seen or heard of her until the next morning, when her pilot house with the end stove in, a small boat, the stern, one side of her hull and numerous small pieces were discovered coming up the river with the tide. The steamer *June* at once steamed down to the mouth of the river and put a searching party ashore, and the beach was patrolled for miles to the south, but no bodies were discovered. Other parties who came down the coast from the north reported that they had seen no bodies in that direction. The general impression of seafaring men is that she had sprung a leak, and that the captain was attempting to get into the river in order to save the lives of those on board, and either miscalculated his position or was blown out of his course by the heavy wind prevailing at the time. The number lost is said to be from ten to fifteen souls. The *Fearless* was not generally considered seaworthy. She was built on Coos bay about seventeen years ago and was owned by Simpson & Co.

On Vashon island, in Puget sound, the manufacture of pressed brick has been commenced. The brick are subjected to a pressure of 50,000 pounds before burning. The present capacity of 40,000 bricks per day will soon be doubled, and the manufacture of terra cotta and common pottery will be added. The kilns are so near the water that brick are carried direct from them to the scows on which they are transported to market.

At McMinnville, Oregon, mains are in the ground for a water works plant and the wires are up for an electric light service, both of which will be in operation by December 1. The electric light plant will run 500 sixteen-candle incandescent lights. There is a good prospect for having a motor line soon to extend through the city additions and possibly to Dayton and some others of the neighboring towns.

The Rocky Fork coal mines, Montana, are putting out 500 tons per day, which will soon be doubled. It is all used by the N. P. R. R.