

## An Institution of Beauty and Utility.

ASTORIA takes infinite pride in the beautiful hospital that occupies one of the most commanding of the downtown sites in this city, and which stands like a beacon of hope and promise to the afflicted, the hurt, and those to whom ministrations, gentle, considerate, and healing, is the chiefest thing in life. St. Mary's Hospital, for nearly three decades has contributed the blessings of care and comfort and renewed health to over 15,000 people who have sought its shelter and its curriculum of physical healing; and will, it is hoped, help and cure other tens of thousands before its limitations have been approached.

This splendid institution was founded here in 1880, on the third day of August, by the Sisters of Charity of Providence, an order founded in Montreal, in 1843, by Bishop Bourget, and where the mother-house still flourishes. The original buildings being upon, practically, the same site now crowned by the great edifice that marks the devoted work and progress of the gentle women in whose capable hands its destiny lies. It then had a capacity for 25 patients; and in 1892 an addition was made that nearly doubled its capacity, and incorporated a surgery and a chapel. Thus equipped, it went on its friendly and sustaining way until 1905, when the present magnificent hospice was planned, and perfected two years later, at a cost of \$65,000.

St. Mary's, as it now stands, has the most modern equipment that money and a gracious ambition could buy; it has accommodations for



ST. MARY'S HOSPITAL.

100 patients, and under stress could take care of the second hundred. It is filled with great airy rooms, wards and corridors, substantially and handsomely finished, and is conducted upon as perfect system as can be devised for such an establishment. Including Sister Superior Tanereda, there is a staff of nine Sisters in charge of the building and its work, supplemented, of course, by the trained nurses and the internes, inseparable from such an agency. All appointments are perfect and the house is always in the very pink of exquisite cleanliness from its towers to its foundation stones and what is more, it never lacks an appreciative clientele. The physicians of the city commend it and use it, gladly and with deep appreciation of its extraordinary excellence of service and general convenience. This feeling is reciprocated fully by the good Sisters who realize the value of this professional estimate and strive in all ways to retain it. They are, also, deeply sensible of the spirit of generosity that has characterized the people of Astoria in their great task of launching this noble house of refuge and count it among the treasured assets of the work that has resulted.

The hospital was taken over by the Sisters on the 6th of April, 1907, and 23 days later it was solemnly dedicated to the glory of God and the good of humanity, in the presence of a distinguished company, by His Grace, Archbishop Alexander Christy, of the Roman Catholic archdiocese of Oregon City.

## With the Trained and Ready Life-Savers.

THERE is nothing in all the wide scope of the national services that warrants, and engages, a deeper and more universal public interest than the Life-Saving Department of the Government, to which this, and all other nations owe a vast debt of gratitude, even though the men engaged are paid for the work they do; and every station on the thousands of miles of American coast is always a ready and compensating centre for the expression of that interest. The very name and style that has been given the department would naturally ensure that definite public concern and charm that has made the system famous everywhere, let alone the hardy, hearty and splendid results achieved by the gallant crews throughout the land; but name, and game, and fame, are fixed attributes of the men, and standard policies of the craft, wheresoever there is a surf-boat and men to handle it.

Astoria is fortunate in having within easy touch two fine stations of this service, fully equipped and splendidly manned, and operated to the very limit of cause, and experience, and with unflinching gallantry and success. The two shores of the Columbia, close to its mergence with the mighty Pacific, have, each, a ready crew of nine stalwart young men, to answer the hail of marine distress from whatsoever point of compass it may come; one nestling on the southerly bank, on the water-line of the town of Hammond, six miles to the westward of this city, and known as the Point Adams live-saving station; the other, on the north shore of the river, beneath the beetling front of Fort Canby, is the Cape Disappointment station; and both are attractively arranged and equipped and make comfortable, roomy quarters for the men engaged in the perilous duties of the profession.

The Point Adams station is commanded by Captain O. S. Wickland, an able and conscientious officer who takes infinite pride in the trust confided to him and strives always and jealousy for the best results that can be wrought by himself and his eight stalwart companions, whose names and positions in the fine crafts they handle, are as follows:

No. 1, Robert Farley; No. 2, Charles Pearson; No. 3, Herman Johnson; No. 4, G. F. Peterson; No. 5, Bernard Anderson; No. 6, William Potter; No. 7, Carl Petterson; No. 8, Robert Nagle.

The routine of the station, when the men are not otherwise engaged, is as follows, and is observed with rigid fidelity, in order to keep the crew at the very top notch of perfection in every phase of the important work assigned them by the Government:

MONDAY—Overhaul all gear that is used for life-saving purposes;

TUESDAY—Drill with the life-boats;

WEDNESDAY—Drill with the international code of signals;

THURSDAY—Drill with beach apparatus;

FRIDAY—Practice resuscitation;

SATURDAY—General house-cleaning, and fire drill.

This system has been carefully lived up to ever since the station was established in 1889 and manned in the following July by a keeper and eight surfmen, and is never permitted to languish for a day.

The equipment of the station is among the best on the Pacific Coast and consists of the following modern and indispensable factors:

One 34-foot English life-boat, built at Port Huron, Michigan, at a cost of \$3000;

One Dobbins life-boat, built at San Francisco, at a cost of \$1000;

Two Beebe-McClellan self-bailing surf-boats, built at Greenport, N. J., at a cost of \$300 each.

One Monomoy surf-boat, built at San Francisco, at a cost of \$250, and

Two sets of beach-apparatus, consisting of Lyle guns, projectiles. During the 18 years it has been established and manned, this station has sent its crew to the assistance of 147 vessels of all sizes and flags, upon which there were, all told, 904 persons, only seven of whom were lost, and these, fishermen in the Columbia river, who perished before the swift and eager life-savers could get to them.

Among the notable wrecks in which the Point Adams crew has figured in its term of service, was that of the Italian bark *Cavour*, which went ashore on Peacock Spit, at the mouth of the Columbia, on the night of December 8, 1903, when her crew of 16 was taken off in the midst of a tremendous gale, the vessel breaking to pieces within an hour of their rescue. The life-boat was towed to the scene of the disaster by the fine bar tug *Tatoosh*, Captain Charles Bailey, commanding; a service frequently rendered by these vessels, and most profoundly appreciated by the men charged with work of rescue. In this big list may also be mentioned the clever piece of work performed by this crew on the 10th of December, 1904, when a terrific sou'wester swept away a great stretch of the Government jetty, one mile from the shore, with the railway tracks that serve that enterprise, leaving six jetty-men marooned on the out-board end of the jetty, and helpless of rescue from any other agency on shore save these trained and hardy men. Again the services of a bar-tug (*Wallula*, commanded by Captain William Reed), was given, the steamer towing the surf-boat to a point near the imperilled men, who, jumping into the raging sea, were promptly picked up by the life-savers, and quickly taken to the beach, where safety and comfort were quickly found. The latest wreck in which this crew took conspicuous part, was that of the British ship *Peter Iredale*, which went ashore on Clatsop Beach three miles below the jetty on the morning of October 26, 1906, about dawn. She was sighted by the surfman patrolling the beach near Fort Stevens, and the surf-boat was taken overland on a wagon to a point near the wreck (which was, by that time, dismasted), and her men and officers, 27 in number, were safely landed on the sands without a single loss of life. In this case the crew was nobly assisted by the soldiers from Fort Stevens.



LIFE BOAT AT POINT ADAMS.

These men are frequently in receipt of gracious and grateful letters from men who have had to rely solely on the intrepidity and skill of the crew from Point Adams for the life that was left them. And in passing, it may be said that the whole country is in hearty sympathy with the recent movement to advance the compensation of these brave and resolute life-savers, and its success will be hailed with general satisfaction and not alone by the beneficiaries.

It is conceded that the rule of action hereabout in this particular service is that the crews of Point Adams and Cape Disappointment act together insofar as they may, and this line of procedure always maintains when it is possible. The two are on the most equitable footing of equipment and numbers, as well as of genuine comradry and work together with abundant good will and assured skill. One rarely hears of the one without the other and it is in the rarest instances that their operations are separate, and then only when the scene and object are practically at their own doors, otherwise they are inseparable, and form as fine an element of manly and courageous service as can be found anywhere on the continent. They are individually and collectively popular in the City of Astoria and in all the country round about, and are, invariably, one of the most indispensable features of the great Regatta, for which this city and port are famous.

The oldest of the two famous life-saving stations on the Columbia, the one at Cape Disappointment, trim and snug under the southerly front of big North Head and its beacon, was placed there by the Government on December 8, 1877, with Captain Stephen Davis as its keeper, and for 30 years it has been responding to the calls of those in troubled waters, almost invariably with the happiest issue. The plant is cozily housed and kept in the same prideful condition of cleanliness and perfect order of appointment for which the service is renowned.

Captain Davis was an old naval man, and being of quite an advanced age, was succeeded in 1880, by Captain Alfred T. Harris, the well known and popular steamboat man, who served at the post for seven more years, when he, in turn was followed by Captain John W. Walker, who, however, only served for half a year, when Captain Davis was sent back to the station and kept it for the following six years, retiring then upon his own request for relief.

The present able master of the station, Captain Charles D. Stuart, who served under Captain Davis from 1886, was then put in charge, and for 14 years has kept faithful watch and ward over the destinies of the service and those of the people whom mischance has cast across his path.

When the station was established, Colonel Taylor, of Astoria, was inspector of the life-saving service on the Pacific Coast, and it was largely through his instrumentality that the Cape Disappointment station was founded; Major T. J. Blankeny, being his district superintendent.

The Cape Disappointment crew has many a fine record to its



LIFE BOAT AT CAPE DISAPPOINTMENT.

credit for work well done and hundreds of lives saved among the fishers and mariners of the nearby harbor and coast, and has always done its share in the arduous task set for it by the play of the winds and tides and fierce storms that hold almost unbroken sway along these coasts in winter. Notable among these was the wreck of the steamship *Great Republic* on the 19th of April, 1879 (when only a call crew was at the service of the keeper, and before a regular crew was domiciled there). There were 970 people on board and the last soul of them was saved in the ship's boats under the clever assistance of the life-savers, only the 14 in the last boat to leave the ship being sacrificed to the ever-voracious sea. Other adventurous work in which this crew served with success to all concerned, were those of the British bark *Dilharree*; the British ships *Fernglen* and *Edith Lorne*, in the early '80s; and the ships *Strathblane*, *Point Loma*, and *Frank W. Howe*, of later years. On two occasions, the crew of the lightship No. 50, which lies at anchor in the offing of the Columbia, were saved from death by the men of this station, by the use of the breeches-buoy; and scores on scores of times they have gone to the relief of the over-venturesome fishermen that have needed quick and skilful aid when the bar seas overwhelmed them.

It is not possible, in the scope of an article of this kind to unfold the strong detail of the lives of these men; to tell of the bold, individual work they do, and describe the numberless perils they face constantly and courageously for a stipend the Government should be ashamed to offer for such duty to such men. The scale of compensation fixed in this service is the only small thing about it, and it is the hope of all men that the present agitation for its advance will be altogether successful. One rarely hears anything of this kind from the men themselves; all brave men are patient, and true in one thing as well as another. But the world at large knows this thing to be incongruous and undeserved.

The drills at the station on the northshore are identical with those set forth in this account for the Point Adams post, and the force is also the same as to numbers, the men serving under Captain Stuart being:

No. 1, Laurence Elleson; No. 2, O. P. Britt; No. 3, Henry C. Averill; No. 4, William Brumbach; No. 5, Walter H. Fry; No. 6, Edward Erickson; No. 7, Harry Anderson; No. 8, Steve Oman.

The equipment at Cape Disappointment is as follows:

Two large surf-boats.

One Beebe-McClellan self-bailing surf-boat.

One open Monomoy surf-boat.

One 12 h. p. gasoline motor life-boat.

Two Lyle guns, for line-throwing, with all incidental gear.

One complete outfit for beach operations, including breeches-buoy.

Captain Stuart, commanding at this place, has served steadily in this great department, with only one vacation of six months, since 1886, and during that time has commanded at the Fort Point Life-Saving station in San Francisco harbor, as well as at this port. He is one of the veterans of the service and is thoroughly esteemed by all who know him, in Government circles and out of them.

These two stations of the thirteenth district of the United States Life-Saving Service, are considered as among the best models in it, for all the potential qualities required by the Government, and the people hereabout are entirely willing to subscribe to this estimate and to count it one of the strongest claims this community has upon the consideration of the outlying world.



SADDLE MOUNTAIN.