

A VESSEL HEAVING TO.

A Nautical Operation Praught with Great Danger.

The Perils of a Storm on the Ocean—Laying Aloft in a Howling Gale—How a Ship Weathered a Gale—Cutting Away the Mast.

The operations of "heaving to" performed by nearly every sailing vessel caught on the coast during the recent storm, is never resorted to by merchant vessels until it becomes absolutely necessary. The moment a vessel is "heaved to," says the New York Times, she becomes practically stationary, the object being merely to keep her "head to the sea."

Under such conditions were vessels overtaken by the terrible northeaster. Wind and sea aided each other in making navigation perilous, the seas threatening at every moment to roll over on the decks of the fleeing vessels. Some craft, perhaps better able to stand the seas, held on, steering on a supposed true course for port. In laying off this course the base had been struck from a supposed true position of the ship. Instead of sighting the entrance the look-out is heard calling: "Breakers ahead!"

The vessel is on a lee shore, the gale is blowing her right on, and unless she can be made to lie to in the wind, lead off and clear the coast, she will beach. Up comes every body with a rash, half-dressed, half-lazed, but fully alive to the danger. The moment the seaman reach the deck the cutting wind makes wide awake all hands.

"Hand down the helm! Let fly the head-sheets, lee head and main, and weather cross-jack brace! Spanker sheet!" As fast as the orders fly from the bridge the men jump to the ratlines. Round comes the great sheet and up into the wind. The head sails flap with tremendous force, threatening to fly out of the leech ropes with every roll. Now the spanker is being hauled a-weather. She feels it, and, as the stern flies off, her head comes right up into the mass of seething waters.

"Round in the lee head and main and weather cross-jack brace!" Already the fore-reef are at their places, and up comes the weather yard arms into the wind. The vessel is now broadside to the sea. It is a question of life and death whether she will stop. If she but continues to come up all well. A drag has been got over from forward. To it is bent a hawser leading through a quarter block. The drag is well away from the ship. On to the hawser jump the crew. Away they go with a crash. The drag hawser is run right to the bows, and at the same time the bow comes up rapidly. Not a moment too soon. In a great sea the next instant lifts the ship high into the air. Had it caught her "broadside to" it would have plunged tons of green sea upon the decks. But the great craft's bow has met it. She rose as the wave advanced and plunged heavily forward as it rushed under her.

Now is the time to catch her. Sharp up the yards from the head and main. The head sheets are hauled well aft, the helm carefully tended, the spanker eased up slightly, the ship lies to the canvas, small as the amount on her, for she reaches forward, staggers for a moment, then slowly works her way off through sea after sea. As soon as she is far enough out to sea the vessel is brought up into the wind, off comes the foretopmast staysail, foresail, foretopmast and spanker. A close-reefed main, topsail and main spencer alone hold her up, and all attempt to fall off is counteracted by the position of the rudder.

Should the wind still continue to increase in violence the topsail will be goose-winged. This latter sail is kept on as long as possible because of its being above the waves. Under a main spencer alone the ship has but little opportunity to feel the wind, the waves serving as a bulwark. Should, however, a goose-winged topsail and main spencer prove too much, tarpaulins placed in the lee mizen rigging may hold her up.

If she still continues to heel over the crew will cut away the foremast by cutting the weather limbs. If this will not right her away will go the mizen and main, and then trust to riding out to sea anchor. This alone can save the vessel. Let her once fall off, get into the trough of the sea, and the consequences will be expressed in the one word of the seaman, "Foundered."

WHAT

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SAVED BY A MATCH.

Experience of Two Prospectors in the Mountains of Colorado. The most trivial circumstances sometimes changes the entire current of a man's life and often the lives of those are saved by the merest chance. Two gentlemen of this city, says the Louisville (Ind.) Herald-Democrat, know how true this is, as one of them was saved from a horrible death by a match. The circumstance, as related by themselves, happened in the following manner: One whole of their attention to prospecting, and started with pack animals for a section of country in Garfield County, that was at the time creating considerable comment among mining men. They left the city at the end of the summer, well equipped with all the necessities required by prospectors. The season of action was reached without incident worthy of any special mention, except, perhaps, the loss of one of their pack animals, which was drowned in the Grand river while halting. They had the usual experience of small prospectors, and also the usual amount of trouble with their pack animals. After the first week they returned to all the petty annoyances and took them by a measure of half a measure. After spending some time in the mountains, they found nothing to sell them, and, like a great many new prospectors, they proved to be a failure, and the mineral that was reported to be in large quantities has, as yet, never been discovered. The two prospectors on learning of the new fields went in a westerly direction, and thoughtfully looked the country over. Several good prospects were struck and the work done on them. It was known the middle of October, and they concluded that it was time to return home. The pack was packed, and they started across the country for home. The route that they laid out took them over the flat-tops, and was the nearest road to Leadville. The third day on their way that a storm was blowing, and not wishing to be caught on the flat-tops they rushed their animals through, but right same before they reached a valley, and they were obliged to camp on the high ground. Every thing was made snug for the night, and everything being ready for the morning, they were about to start for home, when they were arrested by the fact that the pack animals were not to be seen. They had not long to wait before they were informed that the pack animals had been carried away by the wind. They had not long to wait before they were informed that the pack animals had been carried away by the wind.

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SCOTT'S EMULSION OF PURE COD LIVER OIL With Hypophosphites. PALATABLE AS MILK. Ask for Scott's Emulsion, and let no one plausibly or insidiously induce you to accept a substitute. Sold by all Druggists. SCOTT & BOWNE, Chemists, N.Y.

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Petition For Liquor License

Petition For Liquor License. To the Hon. THE COUNTY COURT of the State of Oregon: G rant county: We the undersigned your petitioners most respectfully represent that we are each and all residents and legal voters of John Day precinct in said county and State, and we ask that a license be granted to Fred Perkins to sell and dispose of spirituous, vinous and malt liquors in said John Day precinct in less quantities than one gallon, for a period of six months from the 9th day of January, A D 1891.

Dated this 1st day of Dec., 1890. F. M. Eby, Al Mosier, A. W. Shaw, Frank Perry, J. E. Masterson, Peter Donnelly, W. J. Jones, W. H. Curry, A. Knight, C. B. Cobb, Frank Hampton, H. Haskins, E. Mosier, C. H. Timms, S. P. Morgan, M. J. Moura, W. P. Duncan, F. Foster, Wm. Keller, E. O. Comegys, John C. Silvers, W. G. Fry, Andrew Anderson, Louis Lund, Gustaf Almegren, A. Gordon, C. Koehler, Chas. Helmdach, Frances Wallace, J. G. Duncan, J. E. Duncan, C. E. Duncan, A. C. Young, Joe J. Enas, C. H. Thompson, Jo. Alveno, B. S. Viegas, Joseph Viegas, A. J. Merritt, T. G. Duncan, Brad Herburger, Joseph George, D. M. George, O. W. Buge, Geo. Haggy, James Wallace, T. H. Oard.

Notice is hereby given that on Friday the 9th day of January A D 1891 the undersigned will apply to the Hon. county court of the State of Oregon for Grant county, for the issuance of the license above mentioned. FRED PERKINS, Applicant.

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J. L. B. VIAL & SON WATCHMAKERS and JEWELERS. BAKER CITY, OREGON. Dealers in WATCHES, CLOCKS, JEWELRY, SILVERWARE, VIOLINS and GUITARS. Money to Loan on Collaterals. Opposite Union Meat Market, Main Street.

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W. BARBER, M. D. Physician & Surgeon. CANYON CITY, Oregon. Office on Main Street in Rooms formerly occupied by Dr. Howard.

S. ORR, M. D. Canyon City, Ogn.

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G. J. HAZELTINE Photographer

G. J. HAZELTINE Photographer. CANYON CITY, OREGON. PARRISH & COZAD. ATTORNEYS AT LAW. CANYON CITY, OREGON.

S. S. DENNING. Attorney-at-Law

S. S. DENNING. Attorney-at-Law. LONG CREEK, OREGON. J. OLLIVER, Proprietor of the John Day Milk Ranch. Fresh milk delivered daily to my customers in John Day and Canyon cities. Give me your orders.

N. H. BOLEY, DENTIST

N. H. BOLEY, DENTIST. Stock Inspector for Grant Co., Or., May 7th, 1890.

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