

Wednesday, January 31, 1912.

## A WRESTLE WITH NIAGARA.

I was standing about thirty or forty yards in advance of the Clifton, that is, thirty or forty yards nearer to the Horseshoe fall than the Clifton, and the ground must have been about the same height as the opposite fall, but owing to the immense hill down which the rapids rush, it was possible to distinguish any object the size of a boat a considerable distance above the fall, so that, now it was pointed out to me, I saw in the middle of the rapids a huge log of wood, the trunk of a tree which had lodged there some years before, and upon it a black speck. This, after some observations I perceived to move. It was a man. Yes, he and his two companions had, on a previous night, been rowing about some distance above the fall. By some means or other they had ventured too near the rapids, and lost all command of their boat, and had been hurled away to destruction. It was supposed that about a mile above the fall the boat had upset, and with two wretched men still clinging to it, went over the fall about nine or ten o'clock at night, while the third man was driven against this log of wood, and climbed upon it and sat astride of it through the darkness of the night, amid the roar, the turmoil, and the dashing spray of the rapids.

I crossed the river, ascended the rock by the railway, and hurried to the spot, where I found him so near that I could almost distinguish his countenance. He was then lying along the log, grasping it with both arms, and appeared exhausted to the last degree. He was evidently as wet from the spray as though he had been standing under water. By this time people were assembling, and different plans for his rescue were proposed and discussed on all sides; already, indeed, one effort had been made. A small boat had been firmly lashed to a strong cable, and dropped down to him from the bridge, which crossed the rapid between the mainland and Goat Island, about sixty yards above the log.

This boat proceeded a few yards in safety, was upset, spun round like a piece of cork at the end of a thread by the force of the water, which finally snapped the cable in two, and the boat disappeared over the fall.

But now a dispatch had been sent to Buffalo (a distance of little more than twenty miles) by telegraph, desiring that a life-boat should be sent by the first train, 9:30 a. m., and this in time arrived, borne on the shoulders of two men, and a splendid boat she was, large, built entirely of sheet-iron, with air-tight chambers; a boat that could not sink. She was girt round with strong ropes, and two new two-inch cables brought with her. All this arrangement naturally took up much time, and the poor wretch's impatience seemed extreme, so that it was thought advisable to let him know what was going on. This was done by means of a sheet, upon which was written in large letters in Dutch (his native language), "the life-boat is coming." He stood up, looked intently for a minute, and then nodded his head. When the boat was at last launched the excitement was intense. Two cables, each held by many men, were let down from either end of the bridge, so that they might have some command in directing the course of the boat down the river. She seemed literally to dance upon the surface of the water like a cork.

The rapid consists of a number of small falls distributed unevenly over all parts of the river, so that there are thousands of eddies, currents, whirlpools, and whirlpools, which it would be utterly impossible to avoid, and in which lies the danger of transit for any boat between the bridge and the log. The life-boat's course was steady at first; she arrived at the first fall, she tripped up and swung round with a rush, but continued her course safely, only half-filled with water. Again she descended with safety, but at length approaching the rapid she became unmanageable, swinging either way with immense force, spinning completely over, and finally dashing against the log with such violence that I fully expected the whole thing, man and all, to have been dislodged and hurled down the rapid. But, no, it stood firm—the boat had reached its destination. Yet, alas how useless was his position. It lay completely on its side above the log, and with its bow inside directed toward the log, and its stern toward the river. The log played upon by the whole force of the current, which fixed its keel firmly against the log. It seemed immovable. The man himself, clinging to the log, and in vain tried to pull, lift or shake the boat; nor was it moved until both cables being brought to one side of the river by the united force of fifty or sixty men, she was dislodged, and swung down the rapid upside down, finally pitching headlong beneath an eddy, entangling one of her cables on the rocks, and there lying beneath a heavy fall of water, until, in the course of the day, one cable being broken by the effort, and the other to dislodge her, and the other by the sheer force of the current, she went over the falls—the second sacrifice to the poor fellow, who still clung to the log, away between hope and fear. The loss of this boat seemed a great blow to him, and he appeared, as far as we could judge at a distance, at times to give way to the utmost despair. A third boat was now brought—swifter, longer, and flatter-bottomed. Its passage was most fortunate, and she floated down, even alongside of the log, without accident; hope beamed in every countenance, and we felt that the man might be saved. Hope also had revived him. He stood for some time upon the log, making signals to those who directed the boat.

He now eagerly seized her, drew her toward him, jumped into her, and made signs to them to draw him up. This was commenced, but some of the tackle had caught and it was deemed necessary to let it loose for an instant. This was done; the boat floated a few feet down the rapid, swung round the end of the log, entangling the cable beneath it, and there remained immovably fixed. Once more the poor fellow's work began. He drew off one of his boots, and balled the boat; he pushed at the log, climbed upon it, and used every possible exertion to move the boat, but in vain. An hour was spent in these fruitless efforts—an hour of terrible suspense to all who beheld him. He worked well, for he worked for his life. Three months after, this boat retained its position, nor will it move until the rocks grind its cable to shreds, or the waters tear it piecemeal into shreds.

To be continued.

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ANGUS M. CANNON,

SALT LAKE CITY,

General Agent for Utah.

## NOTICE

IS HEREBY GIVEN that I, Daniel H. Wells, Mayor of Salt Lake City, U. T., did on the 31st day of November, 1911, enter in the Land Office of Salt Lake City, U. T., for the several lots and blocks of the certain and inhabited thereof the following described land, to-wit: Lot 1 and 2 of Sec. 10, T. 34 N., R. 10 E., S. 10 E., Sec. 11, T. 34 N., R. 10 E., S. 10 E., Sec. 12, T. 34 N., R. 10 E., S. 10 E., Sec. 13, T. 34 N., R. 10 E., S. 10 E., Sec. 14, T. 34 N., R. 10 E., S. 10 E., Sec. 15, T. 34 N., R. 10 E., S. 10 E., Sec. 16, T. 34 N., R. 10 E., S. 10 E., Sec. 17, T. 34 N., R. 10 E., S. 10 E., Sec. 18, T. 34 N., R. 10 E., S. 10 E., Sec. 19, T. 34 N., R. 10 E., S. 10 E., Sec. 20, T. 34 N., R. 10 E., S. 10 E., Sec. 21, T. 34 N., R. 10 E., S. 10 E., Sec. 22, T. 34 N., R. 10 E., S. 10 E., Sec. 23, T. 34 N., R. 10 E., S. 10 E., Sec. 24, T. 34 N., R. 10 E., S. 10 E., Sec. 25, T. 34 N., R. 10 E., S. 10 E., Sec. 26, T. 34 N., R. 10 E., S. 10 E., Sec. 27, T. 34 N., R. 10 E., S. 10 E., Sec. 28, T. 34 N., R. 10 E., S. 10 E., Sec. 29, T. 34 N., R. 10 E., S. 10 E., Sec. 30, T. 34 N., R. 10 E., S. 10 E., Sec. 31, T. 34 N., R. 10 E., S. 10 E., Sec. 32, T. 34 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