stream, sliding straight to the bank before it could change its direction. I had thought I would have the advantage in a straight course, but I was wrong. As we got well upon the mile stretch, I grew conscious that I was being gained upon. I looked back for an instant, and saw a dark form a hundred yards behind me, but as it was in dark shadow I could not distinguish what it was; from its size, however, I thought it might be a small lion.

"On, on again we sped till we came again to the crooked windings. Here, I had learned, lay my advantage; for though I lost time in rounding the turns, my pursuer lost more, because he was obliged to start anew from the edge every time.

"At last, to make a long story short, I saw a light in the village of C——. Welcome sight! Never had a lighted window seemed so warm and cheering. I had in the last five minutes or so gained quite a respectable distance on my pursuer, and was looking with anxious eyes for the landing-place, when, as luck would have it, I tripped over a snag in the ice, and went flat upon my face. In that moment I despaired; the next, as I was in the act of rising, I felt the creature pounce upon me. Imagine, if you can my sensations."

"Well," cried we all in a single breath, "what came next? Where does Nick come in?"

"Just at this point," returned Jamie bending over, and patting the animal's head, "don't you suppose I know when Nick jumps on my back?"

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**The Life-Saving Service.**

At a meeting of the Society of Arts, Jan. 24, an interesting and instructive address on the above subject was given by Capt. D. A. Lyle, '84, of which the following is a brief synopsis:

In reviewing the history of the work, the speaker stated that the first organized attempt at saving life imperilled by wreckage was inaugurated by the Massachusetts Humane Society — which still does a useful work — in 1782.

Not till 1848, however, was the true inception of the United States service. The first year, but $10,000 was appropriated, and this was expended upon the New Jersey coast. In spite of occasional reverses, inadequate appropriations, etc., the service has steadily advanced in extent and efficiency since that date. In 1878, after several years of struggle and neglect, two great wrecks, involving large loss of life and property, resulted in a considerable extension of the service, and its establishment on the present basis.

Its present status (Report of June 30, 1882) may be summarized as follows:—Whole number of stations, 189; on the main Atlantic coast, 139 (including 15 in Massachusetts); on the Gulf coast, 5; on the Lakes, 38; on the Pacific, 7. The personnel comprises a general, an assistant general, superintendent, both civilians; various inspectors — of the United States Revenue Marine; twelve district superintendents, civilian experts, and one keeper and six surfmen for each station. The officers are now able to secure the best surfmen for the work, in spite of its arduous and dangerous character.

The efficiency of the service may be judged from the following statistics for the year ending June 30, 1882:—Disasters 345, property involved $4,766,000.00, property saved $7,106,000.00, persons involved 2,398, lost 12, total expense $594,889.74.

After giving thus the history of the organization, Capt. Lyle spoke of its present methods, illustrating by photographs and models. Although we cannot give details, yet a brief outline may be interesting. During the more in- cllement months, dangerous extents of coast are constantly patrolled to insure speedy discovery of wrecks. In case life is imperilled, the first step is to establish a connection with the wreck by means of a line. This is effected by firing over the vessel a peculiar, oblong projectile, to which is attached the end of a long, light line, from a small mortar, the Lyle gun. By means of this the sailors on board draw out a cable which they secure as high as possible to the mast. They are then brought ashore one at a time by the breeches-buoy, or if large numbers are on board by the life-car, either of these trav-