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TRAPPED IN A PILOT-HOUSE. Capt. Langren's Adventure in San Francisco Bay.

Partly to his own coolness and presence of mind, partly to sheer good luck, Captain Langren of the tug Sea Prince owes his being alive to-day. His tugboat had towed the steamer Graystone Castle out into San Francisco Bay, and having cast off the tow-line, was proceeding as pilot for the larger craft, when a collision between the two occurred. Captain Langren tells his thrilling experience in the Wide World Magazine:

I was standing at the wheel of the pilot-house of the tug, when suddenly I saw the big vessel almost upon us. I spun the wheel over, but in less time than I can speak the words, the bow of the huge steamer had crashed into the starboard quarter of the Sea Prince.

The blow stove in the side of the little tug. As she heeled over and sank, the steamer's bow slid on her side until it was about midships. I realized that to jump from the pilot-house would mean death, for though I'm a good swimmer, I knew that I could not swim fast enough to escape the suction of the sinking craft.

So I determined to remain in the pilot-house. I believed that the boat would come to the surface, and that I should then have a chance to save myself. The ceiling was a little higher than my head. I stood with my back against the door, and braced myself in that position by pressing my hands

against the window-ledge just a few feet away, across the narrow room. Soon the force of the water broke in the narrow window of the pilot-house, which began to fill. I was submerged nearly to the chin. The water had hardly closed over the deck-house when the Sea Prince began to capsize. First she turned over on her port side, then completely upside down, and finally righted herself. My sensation as I was rolled over in the house cannot be imagined. I was turned upside down with the rolling craft, and for an instant stood on my head with my legs straight up toward the overturned floor. A moment later I was thrown back on my feet. What a dreadful feeling it was!

Now I heard terrific grating noises, and realized that the Sea Prince had rolled right under the large steamer, and was grinding against its bottom. Over and over we rolled. One moment I was standing erect in the water-filled house, and the next I was on my head. Each time the tug righted I caught a breath of air before I went over again.

The Sea Prince came for a moment to the surface on the opposite side of the steamer, opposite the bridge, and as she rose I pulled open the door of the house and jumped out. By this time I was nearly exhausted. I tried to get away, but I could not swim fast enough, and was drawn under the water by the suction of the sinking tug. Battling desperately, I rose again, and succeeded in grasping a life-belt. A moment later I was picked up and taken aboard the steamer.

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TWICE ESCAPED SHIPWRECK THE ASTOR FORTUNE TRACES TO THE SEA.

Early Struggles of Great Grand-Father of Late Col. John Jacob Astor.

It is recalled—that John Jacob Astor, the great grandfather of Col. John Jacob Astor, who went down with the Titanic, twice escaped shipwreck; and that the fortunes of the great house were really laid on board the vessel in which the German lad sailed to America. In September, 1783, Astor, who was destined to become the richest man in the New World, was working in London for his brother George, the proprietor of a flute factory. He had toiled in the factory for two years, and at the end of that time was the possessor of fifteen guineas and two suits of clothes. When the news came that Benjamin Franklin and his associates in Paris had at last signed the treaty which completed the independence of the United States, young Astor determined to seek his fortunes in the new land. He took a steamer passage for Baltimore and paid five of his guineas for the accommodation, which entitled him to sailor's fare. He took with him seven flutes, and when he stepped aboard had £5 of capital remaining.

LOCKED IN THE ICE.



MISS AGNES DEANS CAMERON
Well-known Canadian authoress, lecturer, and explorer, who died suddenly in Victoria recently.

That early sailing took two months in fair weather, and the vessel in which Astor was a passenger encountered very rough winds, so that it was the middle of January

son's attack upon the Bank of the United States. At this time Astor was worth \$40,000,000 and was the richest man in the United States. He reached the boat shortly before she left Havre, and induced the captain to give up his stateroom for his use. No sooner had the vessel cleared the port, however, than Astor, who had been so eager to embark, wanted to be set ashore. Head winds kept the vessel in the channel for several days, and the millionaire became convinced that he would die on shipboard. So he asked the captain to put him ashore on the English coast. At first, frugal soul that he was, he did not offer any inducement except the very obvious one that the captain would be rid of a passenger who was becoming a nuisance. Finally he said he would give \$1,000 if the captain would send him ashore.

TOLD OF THE FUR BUSINESS.

One of his companions was an elderly German who was returning to America after a visit to his native land. He and his young countryman became quite friendly, and it was from this chance acquaintance that Astor learned about the money to be made in the fur business. The elder man had been a penniless immigrant himself, but had made a fortune out of furs, and did not hesitate to give young Astor many pointers that later on were invaluable to him. They remained on the ship until the ice broke up in March, and it is to be assumed that the owners of the vessel lost money on the contract of lodging Astor. On his arrival on shore he went to New York, and took employment with a furrier at \$2 per week, and the practical knowledge he acquired there, coupled with the information about the buying and selling of furs which he had picked up from his fellow-passenger as they whiled away the long winter nights on the icebound boat, were the foundation of the great fortune that he built up in the course of the next forty years.

A SEASICK MILLIONAIRE.

His second notable adventure with the sea was half a century later. He had been to Austria and had spent three years with his daughter, who had married Count Rumpf, and was on his way home in consequence of the panic that had been caused by President Jack-

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long about it that by the time he reappeared on deck the vessel was many miles on her way, and the deal was declared off. This was the last time John Jacob Astor went to sea, though he lived for 14 years after.

TO BE PRECISE.
New Cook—When I serve dinner should I say “Dinner is ready” or “Dinner is served?”
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