

CAPT. JOHN T. WESCOTT.

John T. Westcott, keeper of Poyner's Hill Station, Poplar Branch, N. C., and Secretary and Treasurer of the Surfmen's Mutual Benefit Association, was born on Roanoke Island, N. C., on the 31st of August, 1854. He had a wide experience in boats in his boyhood days in the inland waters known as Albermarle and Pamlico Sounds, and did some surf-fishing along the coast.



Capt. John T. Westcott, Sec.-Treas. Surfmen's Mutual Benefit Association.

He engaged in the Life-Saving Service as surfman in the Nags Head Station—then known as No. 7—at the age of 22, and served there for five years, leaving for a position as boatswain of the Revenue Cutter, which at that time delivered supplies to the life-saving stations along the coast. After service there for six years, he was appointed keeper of Poyner's Hill Station, where he has remained for the past twenty-one years. During that time Captain Westcott has helped to save about twenty-five lives, nearly all under very difficult and perilous conditions. He has a wife and six children—five daughters and one son.

He has been the Secretary and Treasurer of the Surfmen's Mutual Benefit Association for a number of years, and the members of the organization are indeed fortunate that they have such an able fellow life-saver to fill the important and responsible position.

Captain Westcott is widely known along the Atlantic coast, and his friends will be glad to meet him in Washington next June, when the Surfmen assemble there for their annual meeting and reunion.

CAPT. TIMOTHY PARKER.

Timothy Parker, keeper of the Abescon Station, Atlantic City, N. J., is one of the best known, fearless, and skilled life-savers along the coast. He has been in the service 32 years, and has never been absent from his station on account of disability, and has missed being present at but four casualties during that long period.

If the records had been kept during the first years of the life-saving service, as they are now, Capt. Parker could fill a large book of his thrilling and interesting experiences as a surf-fighter.

He was private life-guard at the great United States Hotel, Atlantic City, 35 years ago, and City life-guard for four seasons.

He first entered the life-saving service Feb. 21, 1879, in the Great Egg Station, and then in the Atlantic City Station, one of the most responsible in the service. He remained at that station until April 19, 1905—sixteen years as surfman and sixteen years as keeper. He was transferred to the present station April, 1905, where his father had served for twelve years. He has been married for 35 years, and his wife lives with him at the station. He has three sons, all of age, but strangely enough, none of them are in the life-saving service.

Captain Parker in his long years as a life-saver, has rescued numbers of persons from wrecked ves-

sels. He has pulled them out of the icy waters, taken them from ice-clad rigging, and sea-swept wrecks of stranded vessels, from the bottom of overturned boats, and from out of the surf, that pounds the sandy shores within the patrol limits of his station. He has an enviable record as a life-saver, who has given the best years of his life to the service, and has faithfully performed his arduous duties. He has spared no pains to maintain a high standard of effi-

ciency and discipline, and has a crew surfmen who stand ever ready to obey commands.



Capt. Timothy Parker and Crew Going to Vessel Stranded on Abescon Bar.

HARNESSING THE WAVES.

Pittsburg Man Invents Motor that He Claims Utilizes Waste Power.

Much interest is being manifested in the demonstration to be made at Atlantic City in a few days of the feasibility of utilizing the force of the sea in the production of power for light, heating and other needs.

Inventors have been trying to harness this enormous energy, but they all made use of plungers, which, by rising and falling with the waves, would impart their power to a wheel, but no practical machine was ever built, and people came to the conclusion that the problem was impossible of solution.

Engineers who have tested the wave motors invented by William Snee of Pittsburg, state that these motors will do the work for which they are intended.

More and better equipped life-saving stations along the coast of the maritime provinces, probably the most dangerous bordering on the Atlantic, is expected to be the outcome of the tour of inspection of this service just completed by Admiral Kingsmill and Samuel Campbell, superintendent of life-saving stations.

Although life-saving stations, properly equipped and manned, are only of recent date on the Canadian coast line, great strides have been made in their development, and there are now 21 stations established, extending from the Bay of Fundy to head of the Gulf of St. Lawrence.

Loss of life has perhaps been greater along this stretch of the Atlantic coast than any other and the forthcoming improvements and extensions of the service will mean much, not only to the native and American fishermen who frequent the neighboring fishing banks, but to the merchant marine at large.

Among the most important improvements recommended by Admiral Kingsmill and Supt. Campbell is the placing of central stations at St. John, N. B., Cape Sable and Halifax, where adequate motor boats would be kept ready to go to the aid of vessels in distress at a moment's notice. Telephonic communication by cable between Sambro Island, at the western entrance to Halifax harbor, and the two stations farther in on the mainland is also proposed.

Sambro light is a prominent "lookout," and news of disabled craft if telephoned from there to the stations would greatly facilitate the work of the crews.

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