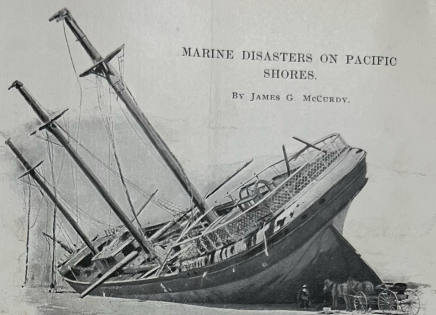


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MARINE DISASTERS ON PACIFIC SHORES.

BY JAMES G. MCCURDY.



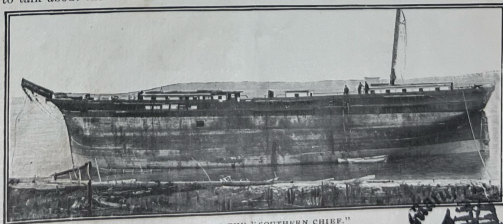
THE "GLENMORAG" AS SHE LIES TO-DAY.

FOR every vessel that wears out in service and finds a well-earned haven in the "boneyard," a hundred fall victims to the vicissitudes of the sea, often in their strength and beauty.

What has been done of recent years in the saving of wrecked vessels will almost bear comparison with progress made in the saving of human life. The results now accomplished by the salvage companies, with their skilled divers, centrifugal pumps, pontoons, coffer-dams, and powerful machinery, are really wonderful, and many a ship pronounced in press reports a total loss, is raised, renovated and running again, almost before the public has ceased to talk about the disaster.

When a vessel is wrecked, insurance companies send a representative to the scene of the disaster and a survey of the damage is made. If it is thought the ship cannot be saved, she is sold by the insurance companies to the highest bidder for their benefit, and the insurance paid to the owner. If, however, as is often the case, the vessel can be saved, and it is worth while doing so, measures are taken toward that end, and the vessel, once again in first-class condition, is restored to her owners.

In recent years the writer has been much interested in the trim and stately vessels that have come to grief upon the Pacific coast. Whenever possible, his



WRECK OF THE "SOUTHERN CHIEF."

