STATION IS NEEDED.

Wood End's Wants Will Again be Presented.

Act of Congress Failed to Provide the Necessary Appropriation.

Keeper Lowe is the Only Dependence o Ships that Are Stranded.

PROVINCETOWN, Nov 28—The need of a life-saving station at Wood End, Provincetown, will probably be explained to the officials at Washington shortly, and an earnest effort made to induce the authorities to place and maintain a crew and life-saving material there.

An act of congress of May 4, 1882, authorized the establishment of a station at the point named, but no appropriation was provided.

While fatalities occur only at long intervals at Wood End strandings are of frequent occurrence, and that loss of life has been small is due mainly to the unceasing vigilance of one, who, while having no call to act as coast guard, has during the more than a score of years of service for Uncle Sam been instrumental in the saving of many lives. This person is Thomas Lowe, keeper of the light at Wood End.

The lighthouse is a mile or two westerly from the Long point light, on the narrow, curving finger of sand that protects the harbor from southerly and westerly gales.

Around by land to the town is more than a mile, over a sand beach so uneven and narrow as to be unfitted for travel by vehicle, while the water route across the harbor is about the same length.

The nearest lifesaving station is at Race point, six or seven miles away. In case of shipwreck on Wood End bar during a stormy night the sole aid available to the wrecked mariner is the solitary light keeper, who with his wife comprise the only human beings on all Long point arm, if we except the keeper and wife at Long point light, far to the eastward.

So isolated is the spot that ships might be smashed to fragments and 100 men be drowned before help could be summoned from the town.

The following list of vessels stranded on the bar tells best whether a lifesaving station is needed on Wood End:

On Thanksgiving night, 1871, the schooner William H. Atwood, Gross, Wellfleet, from Virginia for Boston with cargo of oysters, crew of seven men, struck on Wood End bar during a terrible storm and every man perished in the icy breakers.

Schooner Granada, 10 men, was crowded ashore by ice, Feb 12, 1875.

The schooner Wyoming of Gloucester for Boston, 14 men, also schooner Little Kate of Boston, from fishing grounds, eight men, went ashore on the same day. All the sailors were assisted by light keeper.

On March 21, 1876, schooner Rowena Arabella of Provincetown, from fishing ground, 12 men, ran ashore during a southeast gale. The crew were aided, fed and housed by the keeper, at his own expense.

During a southeast gale on Dec 3, 1876, the brig Whittaker of Machias, Me, coal laden, for Boston, struck and became a total loss. The crew was saved and entertained by keeper Lowe.

Jan 2, 1877, schooner Wm. F. Green, from Baltimore for Boston, with coal, went ashore during a northeast snowstorm. The keeper assisted, sheltered and fed the crew at the lighthouse.

On March 24, 1878, schooner William Thomas, from Port Johnson for Newburyport, coal laden, four men, ran on the bar. The crew was taken care of by the light keeper.

Schooner Ellis P. Rogers, lumber laden, five men, ran on at 12.30 p m, Nov 27, 1878, during a fresh southeaster. Crew assisted to land by keeper, schooner floated later by wreckers.

On Dec 21, 1878, schooner J. M. Morales, from Hoboken for Boston, with coal, six men, ran ashore. Crew assisted to land by keeper. Vessel and cargo were sold at auction.

A brig, name unknown, struck at the same time, but got off without assistance.

Schooner Orange Grove of Prince Edward Island, for New York, with potatoes, five men, went ashore on the evening of Nov 26, 1883. Assisted by light keeper. Vessel floated subsequently by wreckers.

On March 9, 1882, during a southeast gale and snowstorm, a tug towing a mud-digger and four scows tried to enter Provincetown harbor. The towline parted, and the fleet being close to the bar, with weather bad and darkness prevailing, the tug could not recover her tow, and was obliged to leave it to the mercy of the wind and waves.

At 8.30 p m the digger and four scows went ashore and sank.

The surf being frightful, and the night very dark, the work of rescuing the men was impossible by the keeper alone.

He hurried through the storm to the distant town, obtained assistance, and ere the dawn all hands were saved.

In recognition of the heroic labor performed in saving these men, the Massachusetts humane society presented to him a silver medal, inscribed: "Reward of merit, courage and perseverance. To Thomas Lowe, for unwearied exertion in saving life near Provincetown, March 10, 1882."

Schooner George Nevenger, from Clarks Cove for Portland, with guano, went ashore at 6.30 a m, Jan 9, 1886, during a severe southeast gale and snow. The crew, six in number, were saved with great difficulty by means of a rope, the captain being so exhausted that he was unable to help himself. The crew was saved by the help of the keeper.

Brig Matilda Buck, from Marafoune for Boston, ran on during a northwest gale, Jan 9, 1890. The crew was saved by means of an improvised breeches buoy directed by light keeper Lowe.

British schooner Annie Gale, from Cumberland, N S, with lumber, for Salem, struck on the bar Sept 17, 1895. She was successfully floated later by revenue steamer Dexter.

Other names and dates could be given, but these tell the story full well. But for the presence of keeper Lowe at the isolated spot many of the crews would have perished.