

wrecked.) But I'm more interested in the lives of the men who lived at Wood End.

True, they had a comfortable house built only two years earlier, enjoying the comforts of steam heat and kerosene lamps. (The house disappeared in 1959 when, after automating the two lighthouses out there, the Coast Guard disposed of the buildings. Cul Goveia and Billy MacFarlane bid \$15 to demolish the Long Point barracks and boathouse and sold the lumber; contractor James Silva was low bidder for Wood End Station and put the torch to it.) In 1898, Jot Small and Albert Mabbett, still bachelors at 26, probably called Wood End their home.

Frank Wager, Frank Silva and John Lewis, all in their 30's, had wives and families in town, as did Capt. Fisher, then 60. They had no transportation except shank's mare until 1901, when Capt. George W. Bickers came from Race Point to take over for retiring Capt. Fisher and brought his horse Jim to the station.

They probably timed their trips to and from town by the tides. J.W. Dalton wrote in his "Life Savers of Cape Cod" (Boston, 1902) that the distance to the station over the sand dunes and along the beach was about three and a half miles. "Across the head of the harbor, a way that is accessible when the tide has ebbed, the distance is much shorter."

The route to Long Point Lighthouse is about a mile longer. A paved road, says Capt. Scherer, would cost a million dollars and infuriate conservationists. One alternative is to service a new Coast Guard station by boat and let the men's wives await their husbands at MacMillan Wharf.

The history of the Portland Gale proved to me, however, that Long Point is not the best answer. For one thing, can you imagine the buffeting the 44-footer would inflict on personnel crossing the harbor in such a northeaster? For another, high tides during northeasters are often several feet above normal. During much of the Portland Gale, Long Point was an island.



CREW OF WOOD END LIFE SAVING STATION - 1898

#1: W. C. Sparrow #2: Frank Silver #3: Jonathan Small
#4: Frank C. Wager #5: Albert G. Mabbett #6: Albert Burch

In the chair: Captain Isaac Green Fisher