









Capital of Atlantic County

Special Inducements to Manufacturers

Hourly Electric Train Service

## THE TOWN OF NATURAL OPPORTUNITIES

The Place To Spend  
Your Summer Vacation

## MAY'S LANDING, N. J.

Sites for Bungalows  
For Lease or Sale

Founded at the head of tide-water on the banks of the Great Egg Harbor River, May's Landing has enjoyed from the first the reputation of being the most beautiful, most healthful place of residence in this section of New Jersey. Its magnificent oak trees have become famous, and beautiful Lake Lenape is scarcely less well-known. Inducements to manufacturers are exceptionally good. For the truck farmer and poultry raiser it is an ideal location, and the mecca of those seeking Summer homes at a reasonable cost.

Splendid boulevards for automobiles lead to May's Landing from every point, including the direct road from Philadelphia by way of Downstown and the Egg Harbor City boulevard, leading from the White Horse Pike. The Great Egg Harbor River boasts of an active Yacht Club open for membership. This picturesque waterway affords good boating, bathing and fishing, and is a popular highway with yachtsmen to Atlantic City, Ocean City and other seashore resorts.

Municipal conveniences include cold, sparkling water, 99 percent pure from an artesian well, supplied through a new public water works system, first-class fire protection with consequent low insurance rates, low rates of taxation, electric lighting, prosperous churches, good public schools, etc. If you never visited May's Landing, it is time to do so. If you are looking for a Summer place of residence, this is the ideal place for you. "The Town of Natural Opportunities" is Your Opportunity.

Twenty minutes from Atlantic City, the  
Greatest Seashore Resort in the World.  
Only one hour from Philadelphia.

For Further Information Apply to

May's Landing Board of Trade.

## By Wireless

A Story Illustrating a  
Theory

By EDWARD KENTON

A great deal has been spoken or written about the power of the imagination. Certain stories are said to be great imaginary works or wonders of originality. Then we hear it stated that truth is stranger than fiction. Certainly it is, for the imagination is simply the weaving together of certain truths. In other words, imagination is not a thing of itself, but a blending of things.

This is as clear as a stack of black cats seen through an impenetrable fog. Isn't it? Well, listen to the story I have to tell and possibly you shall see the cats through the fog. A little light may at the outset be cast on my proposition by the statement that a quarter of a century ago there could have been no such story. No brain could have imagined it. And yet in the beginning of this twentieth century, after man had existed on the earth many thousands of years, I have passed through experiences which if they could have been conceived of in the nineteenth century would have been considered highly imaginative.

But to my story. I was wireless operator on the Tartar, an ocean liner. We had left a strike of seamen in port and were provided with not more than half a crew. The consequence was that before we were long out they had been worked to a condition that many of them, yielding to a natural requirement, were sinking to sleep at their posts.

The night was fine, the stars blinked overhead, but a thin mist had settled on the surface of the water. I was in my wireless office waiting for another half hour to pass before shutting it up and turning in. Suddenly I felt a shock. Like a flash of the electric current I handled came a realization of what had happened. The watch in the crew's nest had gone to sleep and we had collided with either an iceberg or a ship. I sprang to the door of my cabin hole, threw it open and saw a great black bulk drifting slowly away from us. I had been right in my diagnosis. The watch had gone to sleep, the signals of an approaching vessel had not been seen, and we had collided.

What became of the ship we struck we did not know at the time. She had passed away from us in a sinking condition and went to the bottom. Upon examination of our own vessel an immense hole was found to have been made in the side, and there was danger of the bulkhead separating the compartment from the next giving way.

How I sat for three hours at my instrument repeating the letters C Q D (come quick danger) and giving our latitude and longitude, how ships sped toward us, how they came too late, has been told in other similar cases, and I will not dwell upon them. One thing I will mention, and only one. Among those who during those anxious hours from time to time crowded around my booth, quivering by anxious looks if I came out, I was struck by the appearance of a girl who seemed under far better control than the others. She asked me how long I would stick to my instrument, and I replied, "Till it can no longer be worked." An interest in me and the responsibility resting upon me seemed to overcome a sense of her own personal danger.

When the ship had gone down, floating in the water I seized an impro-

vised raft that had lost its occupant. I saw by the light of early dawn the face of this girl turned toward me with an appeal for help. My support was barely enough for one, but I could not resist that appeal. I extended a hand and pulled her aboard.

From the raft we were taken into a boat in which were only three other persons alive, and they died during the long period in which we were exposed. I lived, and the girl barely lived. Then came a wind that blew in westward, and at last we were overtaken in breakers. How in my weakened condition I managed to drag my companion beyond the waves I do not know.

On looking about me, what was my astonishment to see not far away a wireless station, its uprights extending far up toward the clouds. Not knowing where we were, I could not tell what station it was. No one was near with whom to leave the girl that I might bring success. Indeed, I did not know whether I was on an island or the mainland or whether the place was inhabited.

Nevertheless there was but one thing for me to do, leave her and go for help. Arrived at the station I was surprised not to see any one. Glancing up at one of the posts I saw that it had been shattered, doubtless by lightning. Entering the operating hut, there lay the dead body of a man. I surmised that he had been killed by the fact that he had struck the post.

There were supplies on hand, and, taking what I needed to revive my companion, I returned to her and after getting her into condition to warrant a removal, I carried her to the station. She could not walk from weakness and the pain she suffered from a fracture of one of her arms that she had received while exposed on the water. Upon reaching the station I had her upon the bed that had been used by the operator, and then for the first time I was enabled to look about me.

The station was a new one and, though not furnished, was in working order. I made a tour of observation to the westward and discovered that it was located on an island when the tide was high and a peninsula when it was low.

I landed up the wireless station on Cape Cod and learned that I was on the Canadian shore at a latitude far north. I reported the killing of the operator either by lightning or otherwise and was directed to assume charge of the station, since it would be impossible to send any one to me for some time, the station being in a wilderness and very inaccessible.

After communicating with the management I returned to my charge and received from her an account of herself. She was an orphan and had been on her way to America to take a position. Her name was Harriet Mainwaring. While I was getting these facts I was examining her arm which had been crushed, and I did not like the look of it. Since there was no surgeon at hand I made a call on the wireless instrument and received a reply from a ship some 300 miles at sea. I asked the operator if there was a surgeon aboard, and at his reply that there was I begged him to call the doctor to the wireless office.

Upon being notified that the doctor was present I described the appearance of Miss Mainwaring's arm, and, after answering several questions asked by the doctor, I was informed that it was evident gangrene was setting in and if the arm was not amputated the patient would probably die.

The situation was distressing, either amputation or death and to surgeon to amputate. After some further electrical talk the surgeon asked me what I had, and I replied that there was a chest containing carpenter's tools of all sorts at the station, whereupon he gave me the process of cutting off a person's arm. After familiarizing me with this he told me to bring the patient as near the wireless instrument as possible and prepare to perform the necessary operation under his direction.

I shall not describe the amputation, which occasioned the most dreadful strain I ever endured. I felt a temporary relief when I had secured the end of the severed artery, but feared to

## Theo. V. Townsend,

### Satisfaction Plumbing & Heating,

952 Asbury Avenue,  
OCEAN CITY, N. J.

We Positively Guarantee  
Satisfaction on All Work.

## LEGAL.

ATLANTIC COUNTY ORPHANS' COURT.  
In the matter of the  
Estate of Michael D.  
Marta, deceased.

By virtue of an order of the Orphans' Court of the County of Atlantic, made on the nineteenth day of April, nineteen hundred and eleven, the subscriber, the Administratrix of Michael D. Marta, deceased, will, on the

FIFTEENTH DAY OF FEBRUARY, NINETEEN HUNDRED AND THIRTEEN,

at ten o'clock in the forenoon, sell at public vendue, at Fred Leonard's Hotel, on the Railroad Boulevard, Landisville, Atlantic County, New Jersey.

All the interest of the said Michael D. Marta, and of which he died seized in all those certain tracts of land, and premises situate in the Township of Buena Vista, in the County of Atlantic and State of New Jersey, described as follows:

No. 1. Beginning in the Southwesterly line of the right of way of the West Jersey and Seaboard Railroad, near and to the south of the intersection of said line of right of way and the center of Summer Road, thence, 1. South sixty-six degrees and forty-two minutes East along said right of way, eighty-eight and five-tenths rods; thence, 2. South twenty-six degrees and eight minutes West eight and nine-tenths rods; thence, 3. South sixty-three degrees and forty-two minutes East four rods; thence, 4. North twenty-six degrees and eight minutes East one and five-tenths rods; thence, 5. South forty-three degrees and forty-two minutes East six and eight-tenths rods; thence, 6. South eight degrees West seventy and eight-tenths rods; thence, 7. South forty-nine degrees and ten minutes West thirty-six and eight-tenths rods; thence, 8. North eight degrees East one hundred and seven-tenths rods; thence, 9. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 10. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 11. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 12. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 13. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 14. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 15. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 16. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 17. North thirty-three degrees and thirty-eight minutes East one hundred and thirty-eight rods; thence, 18. 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