

to telegraph to Lake Village. Orders came to us to stay with her and they would be up with a gang of men in the morning. Now just think what a nice time we had that night. We could not have any fire at all, of course we had our lunch and warm clothes.

"In the morning they came up with the shifter, with Smith Dockham and Pat Lougee and a lot of men with long poles with billets of wood on the ends, and ditch pumps to remove the water, after the carpenters had patched the holes. Her bottom was made of pine and the ice had cut large gashes into her bows just below the water line.

"After these were patched up we began pumping. After an hour of pumping we found that we had not lowered the water. We looked around and found two port holes opened under the guards astern. They were closed and we went ahead pumping. As soon as the water got below the gates we got up steam, started the pump and siphoned the rest of the water out and we were again afloat.

"With four men on each forward side breaking ice with long handled mauls, and with the engine turning the wheels just fast enough to keep her nose up to the ice, we proceeded to The Weirs and onto the ways. Captain Wadleigh furnished two yoke of oxen and with falls and snatchboards she was pulled out and left until spring, when carpenters from the shops came up and patched and caulked her.

"The steamship 'Mincola' towed her to the wharf at Lake Village. Ferguson thought that she might fill and sink before morning, so he set posts under the guards on the bottom. Lo and behold! She did fill and she did sink. In the morning she was on the bottom, a total wreck, with the posts sticking up through the guards. The boiler and engine wheels and shaft-~~ing~~ was removed and then towed and beached in the sands near Black Brook, where she served as a comfortable home for several years to those who enjoyed the water front. No rent, no taxes, just a wonderful life."<sup>1</sup>

So passed the "James Bell." From this description one can picture the remarkable sight that met the eye in the morning when the boat was found with props that were to be her safe-guard sticking up through guard rails and decks.

<sup>1</sup> The Manchester (N. H.) "Union", December 31, 1930.