

MONTHS ON A DESERT ISLAND

A Story Carrying the Salty Ozone of a Lonesome Region.

HOW THE TROUBLE BEGAN

What Happened to the United States Ship Saginaw, Driven on the Breakers of Ocean Island.

Many years ago the Pacific Mail Steamship company awakened the Hawaiian Islands to a new life commercially.

Then the Hawaiian king bethought himself of a scheme to swell his coffers; he proposed to levy a heavy import duty upon that necessary coal.

On Friday afternoon, October 28, 1900, the little Saginaw—of less than 500 tons—started back upon its long voyage to San Francisco.

Mistaken Reckoning. Believing that Ocean Island would not be sighted before daylight, Captain Seward turned in at night after ordering that he be called at 2 a. m.

Almost immediately afterward, the deck officer reported breakers in sight. Running forward, Captain Seward at once realized the peril and lost no time in ordering all sails to be furled and the engines to be backed at full speed.

Within ten minutes the surf swept the ship on the rocks so that a hole was made in its bilge and at once its holds flooded. Inside of an hour after striking the forward hold of the craft broke nearly off.

The nearest port, Honolulu, lay fully 1,500 miles away, and the season of storms was approaching. From the ship's sails and awning tents were made and raised for the shelter of all hands.

Effect of Short Rations. It was not long, however, before the men felt severely the reduction in their food and the character of it.

TRIFLES PROVOKE BIG WARS. The Beard of the Prophet, a Smashed Teapot, a Petty Debt and a Salary Cut.

The history of warfare contains numerous examples of conflicts that have originated through trifling causes. For instance, Turkey suffered greatly in war with Venice.

A Venturesome Voyage. On November 12—two Friday at that—Lieutenant J. C. Talbot with a volunteer crew of four set sail in the little gig upon a venturesome voyage.

The boat was furnished with a small tin cooking apparatus for boiling with oil and wick. Five days out we lost all light and fire and the means of making either.

glass suffered much from wet, cold and want of food.

"When we left Ocean Island we ran to the north to latitude 22 degrees, there took the westerly wind, and ran east to the longitude of Kauai, as Mr. Talbot supposed, but it proved in the end that we were a whole degree out in the reckoning because of the impossibility of taking observations properly with our sextant in our bobbing boat.

"Had heavy weather while running eastward. Hove to with sea anchor twice. Last time we lost it. Made another drag with three oars, which were also lost; then made another drag with two oars and the square sail, and hauled for three hours of bad weather.

"Mr. Talbot was ill seven or eight days because of the food; got better, but still suffered from fatigue and hardenings. Muir and Andrews were sick two or three weeks. Francis was always well. The deck was leaky. Did not make land by a week as soon as we expected.

"The first land we saw was Kauhaua Hook, near Nihaunui Island, on Friday morning, December 18. It was not until Sunday night that Hanaele Bay was abreast, and we didn't make the entrance to Hanaele harbor until 2 in the morning of Monday. I remained below till I felt the boat getting into shoal water and the beginning of the surf.

"Just as I got in the cockpit a sea broke aboard abaft. Mr. Talbot ordered the boat to be brought to the wind. I hauled aft the main sheet. Francis was at the helm. Just then another breaker broke on board and capsized the boat. Andrews and Francis were washed away and never seen afterward.

"Mr. Talbot had been clinging to the bilge of the boat, and while attempting to get up on its bottom was washed off and sank. He was heavily clothed and much exhausted. When the boat righted Muir put his head out of the cockpit and I helped him onto the deck. Soon after another breaker came and upset it again and over it went twice.

Only One Survivor. "The last time it came up right and headed straight into the breakers. We got through and drifted toward the shore at a place above five miles from Hanaele. I landed with the water breast high and took with me a can of dispatches and letters. Muir died after I had helped him ashore. During the day I got some food and clothing from the natives, and after resting myself went with one of them on horseback over to Hanaele."

From Hanaele a schooner was dispatched to Honolulu, four days away, and the Hawaiian government generously started a steamer off for Ocean Island with the least possible delay. How narrow was the margin between death and survival aboard the little gig can be gathered from the fact that when all of the provisions had been exhausted a large stick pushed upon the boat was caught by the man at the helm, Halford. He stripped it of feathers, cut it in five pieces, and the famished men ate the raw flesh. Again, a day and a half later a few flying fish landed on deck, and Halford pouched upon five of them, which were eaten without any to-do. At day-break land was seen.

But all this while what was happening in the fifth time of the ship's capture? Being lost upon Ocean Island? Captain Seward knew they would all starve unless succor came or they got away, and here is where his courage and resourcefulness were conspicuously in evidence.

As soon as Lieutenant Talbot had sailed away one of the remaining boats was overhauled and repaired and made ready for a similar voyage to Midway Island. It being the intention to dispatch the party about January 10, it was not long before the food problem became a source of anxiety. Seals and birds were killed, but after a month of this the seals were nearly exterminated and it was found necessary to cut the allowance down to only one seal and twenty birds per diem for the whole crew.

At first the ration in breadstuffs was reduced to one-eighth, and this dwindled to one-sixteenth a fortnight before the island was abandoned. The officers and crew felt the scanty allowance of bread, and were much weakened for a long time until they grew accustomed to the meat diet, and eventually improved in health and strength. At first no fresh water could be had upon the island, and a distiller was rigged up out of a boiler and the Saginaw's condensers, the latter removed from the wreck at a good deal of risk. Eventually fresh water was found while digging a hole in which to plant a large signal staff.

On January 3 a steamer was discovered on the northern horizon and just before sunset it came near enough to the island to be recognized as the Hawaiian government steamer Kilauea. It had been dispatched immediately after Coxswain Halford reached Honolulu with his news. The joy of the Saginaw's stranded crew can easily be imagined.—New York Sun.

Clam Diggers on the Job. How the Shell Fish is Gathered, Packed for Market and Cooked at Home.

Three hundred gallons of opened clams a day are shipped from one old New England town, besides many bushels in the shell that go by freight.

The clam diggers have a colony of shanties, clam diggers' row, along the shell-piled beach, where they keep their tools, buckets and diggers and stink and wash their catch after the tide.

Some of them waded out ankle deep in the channel and dug up large spoons and when the water cleared the shining clam bed thick about, seeming enormous seen through the shallow water, but as deceptive when gathered as the "mammoth" olives we buy when taken from the bottle.

of a terrible war. Nine hundred years ago a party of soldiers of Modena stole a bucket, apparently as a practical joke, from a public well in Bologna and refused to restore it. Fights thereupon took place between the soldiers of the rival states and started a war which devastated a large part of Europe.

Algeria came into the possession of France, through a disagreement over a petty debt. The Bey of Algeria demanded immediate payment, through the French consul, who asked for time to pay, and in reply was beaten and thrown into prison.

A couple of days later a conflict was begun that continued for twenty years, during which time more than 500,000 lives were sacrificed. Such a calamity was surely unnecessary for so paltry a cause, and the same remark is equally applicable to other wars.

In 1870 the Transvaal was declared a crown colony and the salaries of officials, both Dutch and British, were cut down. Among the number so treated was a certain Paul Kruger, whose salary was reduced to £250 a year. The loss of the money annoyed the Dutchman, who raised the standard of revolt.

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SUPPOSE THINGS HAPPEN SO

Possibilities of Naval Trouble Sensed a Year in Advance.

The secretary of the navy said he was glad to see me; but he was plainly unhappy.

"Not worrying about the convention, Mr. Secretary," I said, for we were then in the fall of 1913.

"I had heard nothing about the matter. 'It is all very queer,' said the secretary. 'It began about a year ago, shortly after I issued my order prohibiting the use of intoxicating beverages on board ship. I did not take the step on my own initiative. I consulted the surgeon general. I put three questions to him. I said: 'Doctor, did it ever strike you that liquor is a curse?'

"I thanked him and issued my order. 'I haven't worked well!' I said. 'It works well during routine hours,' said the secretary. 'But on legal holidays and when the ships near port the health of the men goes all to pieces. It's most extraordinary. Last Christmas eve on board the Minnesota half the commissioned force was taken violently ill, and the doctor had to prescribe claret. It's the same way with birthdays. When a man has a birthday on board ship he takes sick. If he is very popular, three-quarters of the mess is laid with sympathetic pains. If he isn't very popular, perhaps only one-quarter. Only I am told that the spirit of friendship among officers of the fleet is much stronger than it used to be.'

"That is a very gratifying circumstance," I said. He looked thoughtful. "It would be, under ordinary circumstances. But it's pretty hard to have a holiday spoiled like that. It's worse in foreign ports. Last February, when the Arizona put into Hamburg, and the Kaiser's grand admiral came on board with his staff, no less than twenty-nine men on board were stricken down with a mysterious ailment which the ship's doctor found would yield only to sparkling Burgundy. He prescribed two dozen bottles. The only man who wasn't seriously ill was the chief ordnance officer, and he complained of a slight headache and took beer."

"It doesn't last," I said. "No," he said, "but it recurs with such startling frequency. What can the men in the other navies think about our men? It's become notorious. When our ships touch a foreign port and the senior naval officer of the place comes on board the first thing he asks in conversation is the yardman's health, and when he hears even one is ill his face lights up. It must be malice."

"I am inclined to think it's sympathy," I said.—New York Post.

BLUFFS IN THE MIMIC WORLD. Character of Hot Air Current on the Bluffs of New York.

Onward the blithesome bluffer wends his wordy way. Conversation is the thing—and plenty of it. The only way to get a grip on the goods that count is to go your own press agent. This is the way they size up the situation along the Great White Way of New York City.

Each man pays \$1 a year for the use of this particular well because the water increases the bulk of the clams more than that of any other.

And so you who go clamming in the market place know not the delectable flavor native to the succulent clam.

But most of us who have spent vacations by the sea have taken the old clam basket and the rusty hoe with its short handle, worn smooth by sand blistered hands and have knocked on the stones along the beach or far out on the flats have laboriously dug the squinting, succulent clam—and had a bachecha for every clam.

But—those clams! When fresh from their sandy bed and washed in the incoming tide their shells are as smooth and soft to the touch as velvet when the water of the sea is on them.

Now build a fire of driftwood on a round bed of cobbles set in the dry beach sand and when the stones are red-hot throw over them some dripping rockweed from the sea and with your hands quickly make a nest in the steaming weed, pile in your clams and cover them deeply with more of the wet sea grass.

Then loaf around a while. After a while poke away the faded, steaming grass from the wide open shells and jerk one out with your thumb and

finger. If you can hold it strip off the skin and with your face upturned to heaven drop the steaming, succulent thing into your wide open mouth with your smoky fingers and you will have a memory evermore.—New York Sun.

HEROIC ACT OF ENGINEER. Holds Frightened Child Down Between Rails While Train Passes Over Both.

As brave a deed as ever was recorded was that performed by Richard W. Rawlins, engineer of a fast freight on the Pennsylvania railroad, when he saved the life of a child.

Rawlins' train was pulling slowly through Farmington when he saw the little Brownson girl playing upon the other track, while an express train from the opposite direction came tearing down the road. There was not an instant to lose and no calculation as to what was to be done.

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The Great June Clearance Sale. Will Make Monday a Big Day Here. Choice of Any Woman's or Misses' Cloth or Silk Suit in the Store for \$10. Sold originally up to \$49.50. Women's and Misses' High Type Spring Coats Greatly Reduced. Women's Summer Gowns in Crepes and Fine Nainsook. Women's Muslinwear at June Clearance Prices. Women's Lawn and Nainsook Pinafore Slips.

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