

## Twelve Days in An Open Boat

Sirring Adventures of a Little  
Party While Seeking  
Assistance.

Chasing Headhunters—British  
Bluejackets Destroy Their  
Village.

Second Officer Reginald Lyon Istone, who volunteered to attempt to obtain assistance for the disabled and unmanageable steamer Darius, when her propeller had gone, had some stirring adventures, according to news received here by the steamer Warrimoo, which arrived to-day from Sydney.

The steamer broke down in September when she was carrying 457 horses from Melbourne to Ceylon for the Indian government, and when it was found that her tail shaft was broken and she was drifting helplessly, Second Officer Istone, with two passengers and five lascars, left the vessel in one of the ship's boats for Pedang, a port on the Sumatra coast, just 600 miles from the position the steamer was then in. For twelve days and nights the little company aboard the small open boat battled with adverse gales, accompanied by almost incessant squalls of rain, interspersed by several calm and intensely hot days. By way of variety during the spell of wind the boat ran 134 miles in 24 hours, which Istone thinks is a record for an open boat at sea.

After having their rudder smashed and various leaks started in the boat, which the crew managed to patch up with soap and a few screws, and enduring a varied assortment of miseries and anxieties, suffering from lack of food and exposure, they finally sighted a steamer bound west on the 30th. She passed very close to the boat, and although the signal was down upside down, and other distress signals were made, no notice was taken whatever.

The men were still 150 miles from Pedang, and were forced to continue their battles with the elements until two days later, when, with the aid of a blue light, they attracted the attention of the Dutch steamer Rael Rael, after being for some time in unpleasant proximity to a monster shark. The rescuing steamer was so small that they were unable to take their boat on board, and the hardy voyagers were forced to abandon their gallant little craft, which had carried them within a hundred miles of Pedang.

While the courageous rescue party underwent the hardships narrated above, those on board the Darius were not in an enviable plight. In addition to the vessel drifting in half a dozen different directions each day, she was rolling and pitching fearfully. This continued until the 23rd of September, seven days prior to the picking up of the boat, when the steamer Gulf of Anoud was sighted and was signalled to stand by. An agreement was entered into by her master to tow the Darius to Colombo, where she arrived on the 30th.

The second officer and his party arrived four days later. Istone was presented with a gold medal in Colombo as a token of his distinguished bravery. In spite of the trying experiences, only 17 horses were lost on the voyage.

Head Hunters Routed.  
Officers of the British man-of-war Mohawk, which reached Sydney from a cruise through the South Seas shortly before the Warrimoo sailed for this port, give an interesting account of the warship's doings in the Solomon Islands. On the arrival at Rendova they found the place utterly deserted. The officers went shooting alligators near the shore, and found the place full of graves, each having a life-sized mummy over it and looking very gruesome. Nowhere were natives to be seen. From Rendova the ship went to Treasury Island, where it was found that head hunting had been extensively carried on by the inhabitants of a large village about five miles from Simbo. The water was too deep to allow of anchoring, so the steamer steamed slowly about the island.

On the morning after their arrival a landing party was landed under Captain Freeman and Lieutenant Roberts to try to capture the head hunters. The sailors marched up through the bush to the village, and as soon as the natives saw them coming they fled precipitously in their war canoes. The party searched the village and discovered several skulls stuck on poles. In a cabin two Dutch traders were found lying bound. These men, who were exhausted through lack of food, were released. A whaling boat used by the head hunters in their expeditions was found, and in it the sailors went across to where the natives had fled.

On the approach of the bluejackets the natives ran into the bush, leaving their large war canoes behind them. It would have been useless to attempt to follow them into the jungle, so the sailors took their war canoes and towed them over to the other side of the island, where they were smashed up and burned. The whaler was also burnt. The canoes, four in number, were each capable of holding forty persons.

The village was then set on fire, and after it had been demolished the party returned on board, after eight hours' hard marching.

While off Queensland coast the war vessel encountered very heavy weather. Tremendous seas were shipped, which flooded the cabins, and the hatches had to be battened down. One of the ship's cutters was stove in and some damage was done to the deck fittings.

Hawaiians Seized.

According to news received from Honolulu by the steamer Warrimoo Mr. Sewell, the United States agent, has received a scorching letter from Senator Cullum, who visited Hawaii with the commission. The Commercial Advertiser says Senator Cullum has become thoroughly angry with the island administration and threatens to suggest at Washington colonial rule instead of a territorial form of government. He has also concluded that Americanism was not

being kept up to its standard as on the mainland by the powers of the islands. Castigation would ensue in short order, the Senator says, unless changes are made here. The permitted immigration of Japanese was one fault dwelt upon and emphasized.

The Hio Tribune says with regard to the letter: "The American people and American congressmen do not seem to be as much impressed with the Americanism of the people here, as our local annexationists took pains that they should be, before annexation. Senator Cullum said that it had been his earnest desire that the islands should have a territorial form of government, with a wide range of local authority, but that he doubted if such would be granted unless a radical change of front took place. The Senator scored sharply the efforts made to crowd in the largest possible number of contract laborers, contrary to the spirit of American institutions before American laws went into effect."

### FOREIGN COAL SHIPMENTS

Following are the foreign coal shipments for the month ending 30th Nov., 1899.

To the month ending 30th Nov. 1899.			
New Vancouver Coal Oil Shipping.			
Date.	Vessel.	Destination.	Tons.
2-8-98	San Mateo, Pt. Los Angeles.	4,223	
3-8-98	Tris, Port Townsend.	57	
4-8-98	Robert Adamson, San Diego.	4,400	
5-8-98	San Mateo, Pt. Los Angeles.	4,223	
10-Ship	Sitmar, Honolulu.	2,501	
11-8-98	New England, Alaska.	33	
16-8-98	Tris, San Francisco.	4,004	
17-8-98	Tris, Port Townsend.	57	
18-8-98	San Mateo, San Francisco.	4,223	
20-8-98	New England, Alaska.	32	
21-Ship	San Clara, Honolulu.	2,221	
22-8-98	Tris, Pt. Los Angeles.	3,224	
23-8-98	Robert Adamson, San Francisco.	4,400	
30-Barf	Pacifics, Honolulu.	2,485	
		36,448	

Wellington Shipping.

Date.	Vessel.	Destination.	Tons.
1-8-99	Williamette, San Francisco.	2,500	
2-8-99	Wellington, San Francisco.	2,500	
3-8-99	Danube, Comox.	150	
4-8-99	Humboldt, San Francisco.	330	
5-8-99	H. Holmby, Comox.	11	
6-8-99	R. Holmby, Port Angeles.	11	
7-8-99	Telus, San Francisco.	3,300	
8-8-99	Telus, Port Simpson.	150	
9-8-99	Bertha, Kodiak.	750	
10-8-99	St. George, Mary Island.	125	
11-8-99	Bristol, San Francisco.	2,500	
12-8-99	Bristol, Victoria.	2,500	
13-8-99	Wellington, Comox.	1,250	
14-8-99	Danube, Comox.	75	
20-8-99	Ship St. Nicholas, Honolulu.	2,000	
23-8-99	Telus, San Francisco.	3,300	
24-8-99	Dirigo, Mary Island.	340	
25-8-99	Bristol, Vancouver.	50	
25-8-99	Bristol, San Francisco.	2,500	

Union Shipping.

Union Shipping.			
Date.	Vessel.	Destination.	Tons.
4—	Ship Glory of the Seas,	'Frisco.	3,400
4—S.S.	Bristol, San Francisco	.....	1,135
11—	Str. Danube, Alaska	.....	300
11—	S.S. Mlowera, Vancouver	.....	1,700
18—	Bark Richard III, Mary Island	.....	1,721
			<hr/> 8,256

Extension Colliery (Oyster Bay).

8—Ship Charmer, Honolulu .....	2,881
22—Bark Robt. Hind, Makakona, H.I.	965
22—Bark Agate, Makakona, H.I. ....	832
F A I	
	4 678

Chemalms Lumber Shipping.

Ship Marion Chilcot, Adelaide.

RECAPITULATION.

Six months ending June 30.	234,008
July.	37,748
August.	39,370
September.	41,723
October.	37,575
November.	36,448

Total for 11 months.

Six months ending June 30.	426,802
July.	96,612
August.	14,064
September.	12,970
October.	21,570
November.	19,940
December.	22,832

Total for 11 months.

Six months ending June 30.	158,338
July.	45,515
August.	6,420
September.	6,857
October.	2,826
November.	5,170
December.	8,256

Total for 11 months.

Six months ending June 30.	75,044
July.	15,044
August.	15,044
September.	15,044
October.	15,044
November.	15,044
December.	15,044

ANOTHER BIG TRUST.

Chicago, Dec. 1.—The News says to-day: "A \$200,000,000 trust is in contemplation. There is every prospect that the American Sugar Refining Company and all the so-called independent sugar refineries will be consolidated. H. O. Harveymeyer, of the sugar combine, has, it is understood, secured options on the Arbuckle Sugar Company, the Doehler concern, and outside plants in Boston and New Orleans. This evening he will, it is said, receive a definite proposition from the Glucose people, when his representatives, who left Chicago last night, arrive in New York. It has been ascertained that representatives of the Harveymeyer company have been in this city in conference with President Matteson, of the Glucose company, for several days. The result of the conference, it is said, was an option on the Glucose interests. An important feature of the plan is that the American Sugar Company will increase its capitalization from \$75,000,000 to \$200,000,000. It has understood \$30,000,000 will be given the glucose people for their plant, and \$200,000,000 to outside refineries."

THE EMPHATIC STATEMENT that the D. & L. Menthall Plaster is doing a great deal to alleviate neuritis and rheumatism is based on the fact that the D. & L. Plaster never fails to soothe and quickly cure. Manufactured by the Davis & Lawrence Co., Ltd.

My friend look here! you know how much the D. & L. Plaster will relieve her, now why not be fair about it and buy her a box?

# The Girl of to-day

will be the woman of to-morrow. She does not know it, perhaps her mother does not fully understand it, but between the "to-day" when she is a girl and the "to-morrow" when she will be a woman, her life's happiness and health are in the balance. If she is to be a full-breasted, strong, healthy woman, she must develop right now. She is at a crisis. She needs more strength, more blood to tide it over.

## Dr. Williams' Pink Pills for Pale People

is the only medicine that will give her the strength and make new, rich blood. Thousands of healthy, happy girls and young women have been made so by the timely use of this medicine—but you must get the genuine. Substitutes will not cure.

### A YOUNG GIRL'S HEALTH.

Mr. F. H. Hibbard, of Sawyerville, Que., says: "My daughter Lena, kept gradually failing in health for nearly two years. She was studying hard at school, and this may have been the origin of the trouble. She lost flesh, was very pale, subject to headaches, and had a poor appetite. We became very much alarmed and doctored for some time, but with little or no benefit. Finally we read the testimonial of a young girl whose symptoms were similar, who was cured by the use of Dr. Williams' Pink Pills. This decided us to give them a trial in my daughter's case, and the result was beyond our most sanguine expectations. Before more than a few boxes were used Lena was rapidly looking better and gained sixteen pounds in weight. She is now as healthy as any girl in Sawyerville, and I am quite willing this statement should be published, that our experience may prove an equal blessing to some other similar sufferer."

There are numerous pink colored imitations against which the public is cautioned.

The genuine are only sold in boxes with wrapper resembling the engraving on the left, but printed in RED ink. If your dealer does not have the genuine, send direct to the Dr. Williams' Medicine Co., Brockville, Ont., and they will be mailed post-paid at 50 cents a box, or six boxes for \$2.50.

## The Gossip of Japan

Interesting Letter From Associated  
Press Correspondent at  
Yokohama.

Improved Conditions Under the  
New Regime—Russian  
Aggression.

Following communication from the Associated Press correspondent was received here yesterday:

Yokohama, Nov. 10.—It is now nearly four months since foreigners began to live under the new regime of Japanese jurisdiction, and so far as appears upon the surface, very few would care to go back to the old order of things. The change from the suspicion and jealousy at first prevailing to a feeling of confidence and even cordiality is most marked. It was specially pronounced at the Emperor's garden party yesterday, where the social atmosphere as between foreigners and natives was of the most agreeable character. The improved state of all intercourse, commercial as well as social, is a matter of general comment.

The Masampo affair continues to loom large upon the horizon. Russia is now said to have its eyes on Koj, an island in the Straits of Korea, admirably situated as a half-way house between Vladivostok and Port Arthur. In the meantime every effort is being made to secure a larger holding at Masampo. Two Russian cruisers are there for moral effect, while a swift torpedo boat is in readiness to carry dispatches between Seoul and the present seat of diplomatic and commercial war between Russia and Japan. Here in the latter country signs are wanting that indicate any weak yielding to the pretensions of Russia as to the control of the Straits of Korea.

Attention is being called to the fact that the great naval programme projected after the China-Japan war is now being finished, only one of the fleet provided for yet remaining to be launched. It is suggested that at the coming meeting of the diet, provision should be made for the construction of at least one battleship or its equivalent each year.

Much interest now centres upon the session of the diet which is to be con-

vened on the 20th inst. Predictions are freely made that the present union between cabinet and the Liberal party will be disrupted and the former be left without organized support. The Liberals themselves have greatly lost caste and influence through their having been mixed up in the notorious scandals connected with the Tokyo street railway and the Yokohama reclamation schemes. Outwardly the matter has been patched up, and seeming harmony prevails, but under the stimulus of open discussion in the diet, there is little doubt that the sore will be opened afresh.

Bark Highland Light, which had been almost given up as lost by her owners and others, arrived in the Roads at 3 o'clock this morning in tow of the tug Lorne, bringing news of two other vessels which have been long overdue and on the verge of being supposed as missing. The Highland Light left San Francisco on October 11th, and made an average run to the entrance of the straits, Cape Flattery being reached on October 27th. When an attempt was made to enter the straits, though, the gales swept her out to sea. Continuous southeast and easterly gales raged and drove the bark to the north and west of Cape Flattery. The seas ran to a tremendous height, and swept about with a fury unparalleled by anything. Capt. Herbert has seen in a seafaring life of 25 years on the coast. At one time the bark was driven away to the northward of Vancouver Island, she was as high as 50 degrees north. In the first gale encounter her rudder started, and a jury rudder was rigged up. For 34 days she was tossed about off the mouth of the straits, most of the time being under bare poles. The seas wrenched and tore her and many a sea washed along her decks. The crew worked like Trojans and were often at work for day and night. Thirteen or fourteen times they set sail to bring the vessel up to the straits, but this was which blew out from a funnel tore her back to the open sea. Yesterday, though, their efforts were crowned with success, and they got into the straits, where the Lorne found them, and brought them in. The Highland Light, which comes to this port to co on the way, was not the only steam-bound vessel. The Colusa, now 43 days from Khabul for Departure Bay, was sighted on November 19th in latitude 48.2 N., longitude 126 W. off the Cape, bearing northeast. One or two sails were noticed to be missing. The bark Ferris S. Thompson, 55 days from San Francisco for Port Discovery, was also reported. She has been seen often by the Highland Light, the last time being yesterday at the entrance to the straits.

Capt. Murk of the Ferris S. Thompson hailed the Highland Light and enquired how many days she was out. On getting the reply he ran up a boom and shouted: "I beat you. I'm out 55." No word was brought of the schooner American Girl or any other overdue craft. At one time, about two weeks ago, Capt. Herbert sighted eleven big square-riggers off the Cape. Many of these have not yet made port. Telegrams from San Francisco to the Times report the arrival there of several of the missing coasters. The Spartan arrived after an awful trip, 32 days from Seattle. Her first officer, Emil Larsen, died during the storm and was buried at sea. Schooner Bella arrived, 24 days from Suvaia. The crew was at the pumps the whole time. There was five feet of water in her hold. Revenue cutter McCulloch has started from San Francisco with a supply of provisions to search for the overdue ships. The majority will use it had enough. The Highland Light was all but out when picked up. The list of missing vessels is growing. The Glory of the Seas is now out 30 days from Comox to San Francisco with coal. The America is 30 days out from the Sound with coal. Other "Crises bound vessels" are: Amethyst and S. Danielson, both 44 days from Tillamook; Challenger, 43 days from Tacoma, and eleven others from 26 to 40 days out. The crew of the overdue Colusa is made up as follows: Joshua Freeman, master; A. W. Hall, mate; W. Wallace, second mate; John Person, carpenter; E. Dixon, steward; B. Alberg, cook, and Robert Hamilton, Chas. Lindsay, P. O'Connell, John Nelson, Bernard Johansen, F. Anderson, F. Norman, J. Wilhelmson, Oscar Larson, John Hansen, Ole Olson, H. S. Bies, Eric Karlson, F. McMahon, John Kelly and T. Longman. Those on the Colusa are: Capt. George H. Ewart and wife, J. Van Dyk, second mate, Thos. Cassidy, carpenter, J. Legall, V. Galinga, A. Nelson, C. E. Hughlin, P. W. Olsen, C. Hansen, A. Anderson and John Olsen.

### LIPTON WILL SEND ANOTHER CHALLENGE.

London, Nov. 30.—Speaking at the annual dinner of the Temple Yacht Club in the Hotel Cecil this evening, Sir Thomas Lipton referred in gracious terms to his recent visit to the United States. "I can see no room for discouragement," said Sir Thomas, "and unless some one challenges, I shall certainly do so myself very soon. All I can say is that we had a fair deal and square race and got far and square dealings."

You hardly realize that it is medicine, what that medicine is. It is medicine, and it is very small; no bad effects; all troubles from torpid liver are relieved by this.

### THE LOWER DECK HAND.

When you're pickt—Your men for a fight,  
When choosin' the corps that'll serve,  
It's only quite proper and right  
To fix upon muscle and nerve.  
An' so, to your heavy Dragons—  
Your Grumpy-deer Guards an' their band—  
To your Sappers with bridg'd pontoons,  
You can buckle the Lower Deck Hand!  
(The Lower Deck Hand)  
Doesn't want any band,  
He's got an' he's sand  
Is The Lower Deck Hand.)

His march is a go-as-you-please;  
He most keeps step with himself!  
For his boots ain't conducive to ease,  
He's mostly kept packed on a shelf!  
Tho' he isn't so span of 'so epic—  
Tho' his marchin' ain't what you'd call grand—  
He gets to the front just as quick,  
Does the elegant Lower Deck Hand!  
(The Lower Deck Hand)  
Wasn't reared in the Strand;  
But he's got to command,  
Is The Lower Deck Hand.)

You may swear by the jolly marines—  
"Per mare, per mare," they fight—  
Not speakin' for them in their teens—  
I don't mind admittin' your right.  
But all that the Jock has got,  
As I'd have all the world understand  
He's learnt—well, he's learnt quite a lot  
From his tooter—the Lower Deck Hand!  
(The Lower Deck Hand)  
Is a mind that's unpaired;  
An' he's yours to command,  
Is The Lower Deck Hand!

He doesn't shape well at Reviews,  
I've known him to spit in the ranks;  
But we've never been asked to excuse  
A fault, when he's guardin' the flanks.  
An' when there's a break in the square,  
Or a place where the line cannot stand,  
I'll tell you the chap to put there—  
"Jack Mullo"—the Lower Deck Hand!  
(The Lower