

EIGHT WEEKS IN OPEN BOAT

A Tale of Horror, Hardship
And Tragedy at Sea.

SHIP WAS ABANDONED

A Thousand Miles from Shore—Picked
Up by British Ship—Two Boats
Left Wreck, One Vanished and
Two of Six Men in the Other
Died.

A tale of horror and hardship and tragedy at sea was told by William Kuhlmann, a seaman, who is one of six survivors of the crew of the American ship Tillie E. Starbuck, which was abandoned more than 1,000 miles off the Pacific coast of South America.

Kuhlmann and his companions were rescued by a British ship after drifting about on the ocean for eight weeks in an open boat. Two of the six men who had lived so long in the little craft, died after succor had come to them, and Kuhlmann himself spent many weeks in a hospital at Valparaiso.

No word has ever been received from another boat which put off from the Starbuck when she was abandoned, and it is believed that its occupants died from starvation, thirst, and exposure, after weeks of vain waiting.

The Tillie E. Starbuck sailed from New York bound for Honolulu. Down the Atlantic coast all the way to the



WILLIAM KUHLMANN.

Horn she had only pleasant winds, and even in the turbulent stretch of ocean south of the apex of the South American continent she encountered no serious trouble.

It was when the ship struck out into the Pacific and was well on her way across the thousands of miles of sea which separated her from her destination that the Starbuck ran into the storm which ended her career and brought intense suffering to all and death to many of the crew.

The vessel's masts were twisted out by the gale and she was left to wallow, water-logged and helpless in the tumbling sea. For sixteen days the men stuck to the doomed craft, but at last, when it seemed that every plunge would be her last, they were left no choice but to take to the little boats and trust to being picked up by some passing vessel. A full thousand miles separated them from the nearest shore, that of South America.

As the last man left the doomed bulk the torch was applied to her that she might not continue to float aimlessly about, a menace to other ships.

For a time thereafter the occupants of the two boats kept each other in sight, but eventually they became separated and then it was a case of each for himself.

Day and night, week after week, the occupants of Kuhlmann's boat maintained a constant watch for the sail or wreath of smoke which might mean life to them. At last after eight weeks of the most terrible mental and physical suffering the British ship Cambuskenethi hove in sight.

The signal of distress which had been set at the first warning was answered and a few minutes later the half famished shipwrecked sailors were safe on board the big vessel.

There they were cared for as tenderly and carefully as the facilities at hand would permit. But so serious was the condition of all of the men that it was necessary to transfer them to the hospital as soon as the ship reached Valparaiso. Two of the sufferers, however, were found to be beyond human help and sank steadily until death came.

Appetites of Woodsmen.

Here are some figures from a lumber camp up in Greenwood which give an idea as to the appetites of husky woodsmen. There are thirty-five men in this crew and the cook reports that he makes each day 300 large biscuits, 150 doughnuts, thirty-six pies, takes six quarts of dry beans, with potatoes, vegetables etc., in proportion. A large beef creature is eaten every five days. There is something to be explained in that item of thirty-six pies daily for thirty-five men. Probably the boss gets the extra one.—Kennebec Journal.

Unfortunately True.

The greatest difficulty that confronts a writer of a naughty novel is that admirers will expect something even worse next time.—Washington Star.

THE TOWER OF BABEL

A Prison Filled With Every Possible
Contrivance for Torture.

Horrible details of the cruelties perpetrated in Portuguese prisons have come to hand. The worst of the prisons is what may be called the Portuguese Bastille. It is situated two or three miles from Lisbon and bears the name of "The Tower of Silence." Human ingenuity aided by cruel thoughts, fitted this fortress with every possible contrivance for the torture of those incarcerated within its walls.

The prisoners are not allowed a bed. Instead each is furnished with a coffin-like contrivance, and he never leaves the place except in the coffin. The "prison uniform" is a long shirt of linen in summer; of coarse grey wool in winter. No other article of clothing is furnished. And in this shirt the prisoner is buried.

There is no clang of swords or keys as in other prisons. The guards carry only stilettoes and revolvers and their boots have felt soles. The silence of the grave is forced on all prisoners as well as on the keepers while on duty.

The regulations permit of only a few monosyllables in the official intercourse between gofers and prisoners. It is affirmed that the records of the place show that no prisoner ever endured the life of torture more than 10 years. The majority die after two or three years incarceration.

The prisoners are not allowed to work nor to have books or paper or writing material of any kind. They are condemned to spend their days in idleness, their nights in the coffin. Indeed, the edge of the coffin is the only opportunity for sitting down in the cell. The prisoners have no names, only numbers, and even the numbers of their cells are unknown to them. No one knows his neighbors face or form, even the faces of guards and gofers are a mystery to the miserable prisoners—for all wear black masks when on duty. Likewise the prisoners when out for their midday walk in the court yards with cannon and rifle pointing at them from every quarter—the prisoners in their tattered robes—wear black masks like the soldiers who are ordered to kill anyone offering the slightest resistance or whispering a word.

If Diamonds Become Cheap.

"They are making a great fuss in Europe about manufactured diamonds," said Professor William Hotchkiss, of London, England, who is in this country, "but they seem to forget that when they manufacture a diamond—that is, a real diamond, with all the brilliancy and lustre and strength of a mined diamond—they immediately kill the goose which lays the golden egg."

"When servant girls can wear diamond dog collars they will wear them alone. Their mistresses will drop diamonds then."

"It would pay the real diamond mine owners to buy up any formula for diamond making, no matter what the cost."

"A far more valuable thing to mankind would be a manufactured rubber. If we could make a rubber as good as the product of Africa we would benefit the whole world, and the man who invents a process will become immensely wealthy."

Thieves Ate Snake Eggs.

Robbers enjoyed a feast of fried snake eggs in the barn of Henry Burken recently. The night previous thieves emptied his feed boxes, and desiring to punish the suspected intruders, Burken spread an invitation broadcast that if they would return he would not only provide food for their stock, but include a supper for themselves.

In sawing down an old tree one day Burken found nine snake eggs and packed them away in cotton, intending to present them to the Philadelphia Zoological Garden. Before retiring he partly filled the feed box, and frying the snake eggs, he made them into sandwiches which he wrapped into a napkin and placed on top of the feed. In the morning the feed box was empty and crusts of bread on the floor showed that the lunch had been eaten.—Rising Sun (Md.) Despatch.

Spring Cleaning of the Idols.

The festival of the Hindu Sri-nachami Puja has been recently brought to a close by the customary general immersion of images in the Ganges. From an early hour in the afternoon of the day the images of the goddesses were carried out from Bengal houses and some carried in procession along the main roads in the northern portion of the town to the river, where in accordance with the ceremonies they were immersed. Each idol is carried in two boats tied together, which separate in mid-stream, plunging it into the water.—Calcutta Statesman.

Thumb Nail as Index.

The nail phalanx of the thumb is the index of a person's will power. The other phalanx shows the amount and quality of his judgment, reason, logic. To be properly balanced both phalanxes should be of equal length. If the will phalanx is a trifle shorter than the other the equisense is still maintained. But if either phalanx is considerably longer than the other one's nature is made up of conflicting elements. There is either too much will with too little judgment to curb it, or too little determination to give effect to the dictates of reason.

NEW OCEAN GREYHOUNDS

Quarter Mile Long with
Trolley Lines on Deck.

MOVING SIDEWALKS

Sanctum to Be Abandoned, Cable
Communication Maintained and
All the Luxuries of Life Ashore to
Be Mere Details of Routine on the
Ocean.

The quarter-mile-long ocean greyhound is to be the ship of the coming generation, says Lewis Nixon, the American shipbuilder. It will have trolley cars to take passengers to their staterooms. There will be moving sidewalks across the ship. A special valet company and opera troupe will be carried and a stock ticker will record the market quotations of both London and New York. The daily newspaper at sea is already here. The White Star line is preparing to lay the keel for a new 1,000 foot liner, and the quarter-mile greyhound is only a step further along the path of twentieth century expansion.

The larger the vessel the less proportionate power is required to drive her at any given speed. So we gain in economy of speed production, and in economy of freight carrying by building the larger vessel.

A few years ago we could not build larger vessels on account of the man-driven rivet. As set of structural limitations are concerned there is nothing to prevent our making and propelling a ship of 1,000 feet, 600 feet, 800 feet, 1,000 feet, 1,200 feet, 1,400 feet, 1,600 feet, 1,800 feet, 2,000 feet, 2,200 feet, 2,400 feet, 2,600 feet, 2,800 feet, 3,000 feet, 3,200 feet, 3,400 feet, 3,600 feet, 3,800 feet, 4,000 feet, 4,200 feet, 4,400 feet, 4,600 feet, 4,800 feet, 5,000 feet, 5,200 feet, 5,400 feet, 5,600 feet, 5,800 feet, 6,000 feet, 6,200 feet, 6,400 feet, 6,600 feet, 6,800 feet, 7,000 feet, 7,200 feet, 7,400 feet, 7,600 feet, 7,800 feet, 8,000 feet, 8,200 feet, 8,400 feet, 8,600 feet, 8,800 feet, 9,000 feet, 9,200 feet, 9,400 feet, 9,600 feet, 9,800 feet, 10,000 feet, 10,200 feet, 10,400 feet, 10,600 feet, 10,800 feet, 11,000 feet, 11,200 feet, 11,400 feet, 11,600 feet, 11,800 feet, 12,000 feet, 12,200 feet, 12,400 feet, 12,600 feet, 12,800 feet, 13,000 feet, 13,200 feet, 13,400 feet, 13,600 feet, 13,800 feet, 14,000 feet, 14,200 feet, 14,400 feet, 14,600 feet, 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