

THE SEA ROBBERS.

Plight of the Ship Radjah at Lord North Island.

"Beamed five days within hall of a fleet of sea robbers and without so much as a weapon except one pistol on board was the plight of the full rigged ship Radjah, on which I was first mate some years back," said Henry Wallorf, now first officer of the German steamship Lichtenfels, as he watched the bamboo being discharged from his vessel.

It was high noon on New Year's Day, thirteen years ago, when the Radjah was in south latitude five degrees east longitude 138. We were then due east of the Philippines and slightly north by west of the Caroline group.

"I talked to the crew, twenty in all, most of whom were for going below and barricading themselves. I told them that we hadn't any weapons except my pistol aboard ship and that every man might have to fight it out. I told them that if any one balked at fighting the sea robbers I would shoot him on the spot.



SIGHTING THE SEA ROBBERS.

Then I ordered the men to gather the largest lumps of coal they could get out of the hold and to place a good supply of the lumps all along the rail and at the bow and the stern of the Radjah. I intended that we would repel boarders with the coal if that was the only thing we could do, and I determined that we would fight the black pirates off to the last ditch.

"Through the glasses we counted at least twenty dark skinned bandits in each boat, and I knew we were in for it if they ever got to us. Luckily we were to windward of the crew of cutthroats and we were hoping that we could maintain the distance between them and ourselves when suddenly the breeze died out and we were becalmed.

"For five mortal days and nights we stayed there, not moving an inch. The sea robbers, fortunately, did not know of our plight, since they could not see us so they did not paddle our way, in which case they would have had us completely at their mercy.

With the captain in a state of collapse and the crew on the verge of a crazy, senseless mutiny, I had a hard time maintaining discipline on board the Radjah. The vigil ended on the night of the fifth day, when a breeze sprung up and by morning we had put many miles between us and Lord North Island.

"I left the Radjah on our return to Europe and got married. Two months after I left her in the fall of the same year, the ship turned turtle during a gale two days out from Cardiff on an another voyage to Hong Kong and all but two of her crew, two sailors, were lost.

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WHALES AS RAMS.

Two Resolute and Effective Attacks Upon Vessels.

While cruising in the South Seas the whaler Essex on November 20, 1820, was furiously attacked by a cow sperm whale supposed to have been the mother of a calf which had just been harpooned. The whale had not been wounded herself and her attack was very determined. At her first rush she passed under the Essex and carried away a great length of her false keel; then coming to the surface a considerable distance away she appeared to take bearings and deliberately charged the vessel again, ramming her with such violence that she stove in the bows, while the ship rolled so heavily that the captain thought she must be dismantled. The case is memorable because the crew had to abandon the vessel, and one boat was never heard of again.

A more singular instance of a whale attacking a vessel occurred in 1826, the singularity lies in the fact that in the case of the Handa Isle the attack was entirely unprovoked. This vessel, a brigantine of 260 tons, was on her way to Sydney with a cargo of timber. On August 24, about noon, a couple of sperm whales rose very close to the vessel, and while the crew watched them "sporting" across her bows the pair suddenly stowed around and came straight for her. One thought better of it and dived below the Handa Isle, the other struck her fair and square on the beam, crushing in her timbers. Having rammed the ship in this resolute fashion it sheered off, terribly damaged about the head, and presently sank tail first.

Fortunately there were some packages of rawhides on board and the crew were able to keep the vessel afloat with the pumps until a rough and ready collision mat had been fashioned out of these and drawn over the leak.

Blondes Take the Best Pictures.

"Blonde women have their photographs taken just about twice as often in the long run as brunettes," remarked a photographer in the Cleveland Plain Dealer. The reason is easy; blondes take better pictures than brunettes. The lighting effects are far better when the subject is a blonde.

A blonde girl may get a photograph that will flatter her, where one of a brunette taken under the same conditions will not even do her justice.

Marriage Age Increased.

It is generally admitted that the marriage age of woman had advanced considerably of recent years. Many a bride has long left girlhood behind her before she exchanged her vows at the altar, and there seem to be few young men nowadays who care to assume the responsibilities of married life until they are in the financial position usually associated with middle age.—Woman's Life.

Spanish Superstitions.

You must not count the stars lest you come to have as many wrinkles in the face as stars in the firmament.

If one rocks an empty cradle the next babe that lies in will die before it learns to talk.

Just as often as you mention the devil in life just as often will he appear to you at the hour of death.

Do not slam the door nor shut a window roughly, nor kick a stone out of your path, for in the door, in the window and in the stone may be a suffering soul doing penance.

NAMES FOR FABRICS.

Their Origin Usually Connected With Place of Their Birth.

In connection with the insistently clinging character of velvet it may be noted that the stuff takes its name from the Italian "veluto," shaggy, offering in this respect a parallel with "satlin," which comes from the Latin "seta," a bristle. As a general rule it is pretty safe to guess that the name of a dress material comes from some place. Besides such obvious cases as "astrakan," "cashmere," and "tweed," there are "fustian" (the humble analogue of velvet), from Fustatt, (Cairo); "Muslin" from Mosul in Mesopotamia; "damask" from Damascus, and "cambric" from Cambria, while "millinery" itself, is from Milan. The case of silk is a curious one. It is "sericum," the stuff obtained from the Seres or Chinese; but these people seem to have been named in ancient Greek after the Chinese word for silkworm.—London Chronicle.

Tea Gowns in Rich Effects.

One can make very smart house-gowns without too great an expenditure of money, and copy the most exclusive models at that, if time and patience are given to the task, for, alas, they require much handwork. Two lovely models are shown, the uppermost being in chiffon which can be replaced by silk mull. A delicate shade of cream, blue lavender or pink would be pretty. The skirt is formed of alternating panels of German Valenciennes insertion and mull, the mull being bordered with a narrow band of embroidery. At the bottom there is a ruffle made after the same idea, but with a heading of plain tuck mull. The de-



TEA GOWNS IN RICH EFFECTS.

sign is empire, the corsage being formed of tuck mull trimmed with folds of the same material inset with bands of embroidery. At the bottom there is a ruffle made from the same idea, but with a heading of plain tuck mull. The design is Empire, the corsage being formed of tuck mull trimmed with folds of the same material inset with bands of embroidery while the sleeves are formed entirely of Val ruffles.

The second model is a semi-fitting princess, wrinkleless, yet allowing the utmost freedom of movement. It is boned to keep its shape since the model does not follow the lines of the figure snugly. The trimmings are of Valenciennes insertion and edging, while the dainty coat is of white mull appliqued with pink figures cut out of cretonne and stitched upon the mull with button-hole embroidery. The coat is bordered with lace. The loose sleeves like the shoulders are trimmed with bands of heavy, though not expensive cream colored lace. They hang loosely over the arm to the elbows where they are finished with frills of Valenciennes.

To Make Wall Paper Stick.

Paper on newly plastered walls is not apt to stick, even if the walls are considered to be dry. To obviate this difficulty wash down the walls with the following preparation: Half a pound of glue dissolved in a gallon of boiling water, to which add enough paste to make the mixture of the consistency of cream. The paste is made after this receipt: To two quarts of flour add enough warm water to make a thin paste. Add boiling water till the flour cooks and thickens.

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Columbia & Montour El. Ry. TIME TABLE IN EFFECT June 1 1904, and until further notice. Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows: A. M. 5:10, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40. P. M. 12:20, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00 (9:40) 10:20 (11:00). Leaving depart from Berwick one hour from time as given above, commencing at 6:00 a. m. Leave Bloom for Catawissa A. M. 6:15, 7:00, 7:40, 8:20, 9:00, 10:00, 11:00, 12:00. P. M. 1:00, 1:40, 2:20, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:20, (11:00). Cars returning depart from Catawissa 20 minutes from time as given above. First car leaves Market Square for Berwick on Sundays at 7:00 a. m. First car from Berwick for Bloom Sundays leaves at 8:00 a. m. First car leaves Catawissa Sundays at 7:30 a. m. *From Power House. *Saturday night only. †P. R. K. Connection. WM. TERWILLIGER, Superintendent.

Bloomsburg & Sullivan Railroad.

Taking Effect Feb'y 1st, 1905, 12:05 a. m.

NORTHWARD. 21 A. M. P. M. P. M. A. M. Bloomsburg D. L. & W. 8:00 2:37 4:55 6:00 Bloomsburg P. & R. 9:02 2:39 4:17 5:20 Paper Mill 9:14 2:52 4:29 5:30 Light Street 9:26 3:04 4:43 5:42 Orangeville 9:38 3:16 4:53 5:52 Forks 9:50 3:28 5:05 6:05 Zaner 10:02 3:40 5:17 6:16 Stillwater 10:14 3:52 5:29 6:30 Benton 10:26 4:04 5:41 6:40 Edsons 10:38 4:16 5:53 6:52 Cole Creek 10:50 4:28 6:05 7:05 Laubachs 11:02 4:40 6:17 7:20 Grass Mere Park 11:14 4:52 6:29 7:30 Central 11:26 5:04 6:41 7:41 Jamison City 11:38 5:16 6:53 7:45 SOUTHWARD. 22 A. M. P. M. P. M. A. M. Jamison City 5:50 10:48 4:25 7:00 11:30 Central 5:53 10:51 4:28 7:03 11:45 Grass Mere Park 6:01 11:00 4:47 7:12 11:55 Laubachs 6:03 11:02 4:49 7:13 11:58 Cole Creek 6:15 11:14 4:59 7:23 12:05 Edsons 6:27 11:26 5:09 7:33 12:15 Benton 6:39 11:38 5:21 7:45 12:25 Stillwater 6:51 11:50 5:31 7:55 12:35 Zaner 7:03 12:02 5:43 8:05 12:45 Forks 7:15 12:14 5:55 8:15 1:00 Paper Mill 7:27 12:26 6:07 8:25 1:10 Orangeville 7:39 12:38 6:19 8:35 1:20 Light Street 7:51 12:50 6:31 8:45 1:30 Bloomsburg P. & R. 8:03 1:00 6:43 8:55 1:40 Bloomsburg D. L. & W. 8:15 1:12 6:55 9:05 1:50 Trains No. 21 and 22 mixed, second class. † Daily except Sunday. ‡ Daily † Sunday only. † Flag stop. W. C. SNYDER, Supt.

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