

bankers, which would enable her to run long distances without re-coaling. Rigged for three months, the vessel was ready for a spread of canvas, her 1,200 horse power engines would easily enable her to attain a speed of 15 knots an hour. Under these conditions of speed and tonnage the *Molly's Hope*, which was a good sailor and easily handled, answered all the requirements of a passage through confined seas, filled with islands, islets and reefs.

It need hardly be said that Mrs. Allaire did not remain inactive while these preparations were making. She co-operated with Captain Willis in working out every detail, using her fortune with a free hand, not being willing to neglect on the least matter which might contribute to the success of the expedition.

By July 27 the *Molly's Hope* was ready to start to sea. Mrs. Allaire went on board in the morning in order to exact a last promise from Captain Willis to do everything in his power to discover traces of the lost ship. She had no doubt in her own mind that she would find the *Molly's Hope* and John, they would bring his crew back with them. In a tone of such profound conviction did she repeat these words that the crew broke out in a cheer and the captain's board was infected with her deep faith, as were the friends and relatives who had come to see the *Molly's Hope* sail.

Turning to Mrs. Allaire and Andrew Hollister who stood by her side, Captain Willis cried out:

"In your presence, madame, and in yours, Mr. Hollister, in the name of my officers and crew I make you a solemn promise, I am discouraged by any danger or any fatigue in my search for Captain John and the men of the *Dreadnaught*. This vessel which you, madam, have fitted out for me, shall take care that she does not fail."

"With the aid of God and of the devotion of those who put their faith in Him!" exclaimed Mrs. Allaire.

"Huzrah! huzrah! for John and Andrew Allaire!"

These cheers were taken up and repeated by the crew of the *Molly's Hope* and the *Dreadnaught*. The lines were now cast off and the *Molly's Hope*, under the pressure of the first revolutions of her screw, moved off from her moorings and headed for the north-west, the sea being calm and the sky clear.

CHAPTER XI.

FIRST ATTEMPT TO FIND CAPTAIN JOHN.

After a run of 2,200 miles the *Molly's Hope* was 1,500 feet above the Mount Kea, toward the most southerly of the Sandwich Islands. In addition to five large islands in three small ones, this group contains a number of islets upon which there was no need of searching for traces of the *Dreadnaught*. It is quite evident that this shipwreck would have been known long ago if it had taken place on any one of the numerous reefs of this archipelago, not even a canoe could make a landing on them, and only inhabited by countless numbers of sea fowls. The Sandwich Islands are in reality quite densely populated, Hawaii alone having 100,000 inhabitants, and had the *Dreadnaught* been wrecked on these coasts the news of the disaster would surely have been sent to Washington by the commercial agencies resident on the islands.

Anyhow, four years before this, when Captain Willis had been wrecked on the *Molly's Hope*, the ship made to the westward of the Sandwich group. *Molly's Hope* now continued her course to the southwest across this undersea reef, and it was not until she was within the several months of the warm season.

Six days later the first steamer had crossed that imaginary line running north and south, which separates the Sandwich Islands from the Polynesian waters, and beyond them the Micronesian seas. The *Molly's Hope* was only a few miles from the coast of the Sandwich Islands, but it was only the trunks of fir trees, palms and bamboos used by the natives in building their huts, and had no doubt been caught in the ocean currents. Willis had no doubt that the *Dreadnaught* had been wrecked on the eastern atollons and that was an English brig, the crew of which had been taken on board.

Once outside of the Marshall archipelago, the *Molly's Hope* turned her head toward the Caroline Islands. On the 22nd of August she touched at Olla, the largest of the small group, visited by Korbenne and the Russians in 1817. This group is spread out over an space of 30 miles east and west by 15 miles north and south. The islands are small, and the reefs are perilous. Although the *Molly's Hope* might have taken on a supply of fresh water in a few hours from this island, yet she prolonged her stay for five days.

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would never come to the ear of the Governor. Captain Willis did not hesitate to make a search for the *Molly's Hope* in the tamarind, bamboo, mangrove, ebony, mahogany and ironwood in order to reach the interior villages, in the hope of finding some bit or shred of proof that the *Molly's Hope* had been wrecked on these reefs, or that one or more of her crew had fallen into the hands of these islanders.

The exploration of the Philippine Archipelago for two months and a half, after which Willis made a search through the Basilian group to the south of Zamboanga, and then sailed for the Sooloo Archipelago, which he reached February 18, 1889.

This is a fertile belt of pirates and the jungles of the many islands lying between Mindanao and Borneo are alive with savages. It is a region of great interest, and it was here that the *Molly's Hope* was wrecked. The *Molly's Hope* was wrecked on the southern side of the island of Mindanao, and the *Molly's Hope* was wrecked on the southern side of the island of Mindanao, and the *Molly's Hope* was wrecked on the southern side of the island of Mindanao.

In spite of the fact that the *Celebes Sea* is shut in like a lake, it is visited by terrible wind storms, and in the night of February 29 a gale of great impetuosity overtook the *Molly's Hope*, rolling up a violent sea and emptying hundreds of tons of water upon her deck and flooding her hold, but her compartments resisted the waves and she did not sink.

Having taken on the necessary supplies of provision and coal, the *Molly's Hope* on January 8 was headed for home. Thus ended the year, and the *Molly's Hope* was not until January 23 that the steamer was sighted at the signal station of San Diego.

How Malaysian campaign had lasted 19 months, and in spite of the prodigious efforts of Captain Willis, seconded by the admirable devotion of his officers and crew, the mystery of the *Dreadnaught* remained as dark and deep as ever.

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After leaving Flores Island Captain Willis continued to skirt along the chain of islands through the Flores and Banda Seas on the south, but no tidings of Captain John and his companions, nor trace of the beautiful clipper ship rewarded their efforts. It was not until January 23 that the *Molly's Hope* was sighted at the signal station of San Diego.

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SOOTHING WORDS FOR A SAD SPIRIT.

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EXPLAINING HISTORY.

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"Very true," answered Willis, "but there's no chance of their being able to give us any news. Not so sailing birds. With irregular and shifting winds a sailing vessel is more or less at their mercy. But so long as our engines are in working order we have nothing to fear. Still, we can't be too careful."

For two months, from March 13 to May 15, Captain Willis busied himself making a close search of the water from reaching the *Molly's Hope*. The fantastic outlines of Celebes had led some geographers to compare it to a huge tarantula, but the very fact of this and twisted coast line makes it favorable to a search for the *Molly's Hope*.

Whenever the ship's boats were occupied in searching the coasts and inlets, Captain Willis lay, as near the coast as possible, with steam up, ready at a moment's notice to start. Having once started, he did not retrace the strait, all danger was at an end for the southern part of the *Celebes* is an end of Dutch rule, Macassar being the capital city of the island. On the 27th of May the *Molly's Hope* came to anchor on May 17.

If Captain Willis had this far discovered the *Molly's Hope*, he would have been wrecked on the eastern atollons and that was an English brig, the crew of which had been taken on board.

On the 27th of August Captain Willis was able to convince himself that no ship had been lost on these reefs during the four years just past. They noticed some drift wood on the shore of the Malagare Islands, but it was only the trunks of fir trees, palms and bamboos used by the natives in building their huts, and had no doubt been caught in the ocean currents. Willis had no doubt that the *Dreadnaught* had been wrecked on the eastern atollons and that was an English brig, the crew of which had been taken on board.

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