NOMAD THE BOAT

Name of the Kohala Derelict Learned at Last.

LONG AGO POSTED AS MISSING

Thirteen People Lost—Schooner Drifted From North—Was Bound Home From Shanghai.

(From Wednesday's Daily.)

The derelict discovered off the Kohala coast of Hawaii has been found to be the four-masted schooner Nomad. This news was brought to the city yesterday by the Mauna Loa.

The Nomad's death list is not known, but it is quite certain that Capt. McAllep, his three sons and one daughter and a crew of eight men met with a watery grave. Only one body has been recovered, and that was washed ashore nearly two weeks ago.

Just previous to the departure of the Mauna Loa from Kailua yesterday morning Purser M. M. Tuft got into telephonic communication with the authorities at Hilo. He was informed that an investigation of the wreck had revealed the name of the schooner to be the Nomad. He was also told that an American flag had been recovered and that a donkey engine was still fastened to the wreck. This latter news, however, was brought to the city by the Kinau Saturday night.

An investigation of the shipping records shows that the American schooner Nomad, McAllep master, has been reported missing for the last ten months.

The schooner left Shanghai, China, about fifteen months ago for Puget Sound. She was without a cargo, carrying rock as ballast.

There were on board of the schooner when she left the Chinese waters, Capt. McAllep, his daughter and three sons and eight men in the crew. None of the Nomad's human freight has ever turned up, excepting the headless and footless body of a man, which was washed ashore on the Kohala Coast.

The Nomad was a spick and span schooner, just off the dry dock, when Capt. McAllep took command of her in San Francisco a little less than two years ago. She was of American build and was owned by Hall Brothers, ship builders of Port Blakeley. The Nomad carried four masts and was in the same class as the Alice Cooke and Aloha, which call at this port.

Upon taking command of his ship Capt. McAllep sailed for the Puget Sound, where he took on a cargo of lumber and sailed for Shanghai, reaching that port in safety about eighteen months ago. After discharging his cargo, Capt. McAllep took on rock ballast and set sail for Puget Sound. This was the last ever heard or seen of the captain or his ship.

Capt. McAllep was formerly in command of the schooner Corona, running along the California coast. When he was given command of the new ship Nomad, he invited his family to accompany him on her maiden trip. The daughter and three sons consented to go but Mrs. McAllep remained in San Francisco. She is the only surviving member of the family.

Just when, where and how the Nomad met her fate will probably never be known. Capt. Campbell of the Inter Island Steamship Company, believes that the Nomad was wrecked off the northern American coast nine or ten months ago. About that time a wrecked schooner was seen in that locality, bottom side up, which was said to be about the dimensions of the Nomad.

It is Capt. Campbell's opinion that the wreck has been drifting toward Hawaii since its first discovery, and that it was finally held fast by the rocks off the Kohala coast. Capt. Campbell spoke of the drifting of a buoy from the Puget Sound waters to Kauai several years ago. This buoy was brought to Honolulu and is now in use.

"After reading Mr. Charles J. Falk's interview in this morning's Advertiser," said Capt. Campbell, "in which he stated that the wreck was some other schooner than the Emma Claudina, for the reason that a donkey engine was fastened to the ruins, I became satisfied that the mystery would be cleared up by finding that the ruins were those of the schooner Nomad. Consequently I was not surprised when the Mauna Loa brought the news this afternoon." Capt. Campbell had lodged his conjecture before the news arrived.

The Nomad has never been in this port. Capt. McAllep has never been in Hawaii. He is known to several of the skippers now in port. They all speak in highest terms of the missing captain, and state that he was a good seaman with many years of experience.

Mrs. McAllep is now in San Francisco. One skipper said yesterday that she has never given up hope of her family returning to her, although she has feared the worst. The news of the Nomad's discovery off the Kohala coast will be extremely painful to her.

The body that was washed ashore, is believed to have been pinioned in one of the berths on the vessel. The head and feet have been exposed evidently and have been eaten off by sharks.

The sad fate of the Nomad and her passengers clears up to some degree one more of the many mysteries of the sea.

Customs Detail.

Port Surveyor Stratemeyer has announced the following detail of Custom officials for the month of February:

District Inspector J. W. Short, assisting the port surveyor; District Inspectors W. F. Drake and R. M. Macauley in charge of the night shift; Discharging Inspectors W. H. Drummond, G. W. Kinney, A. W. Neely, E. A. Jacobsen, W. F. Burns, M. J. Scanlan and E. E. Miller; Guard John Brown in charge of the boats.

First watch from 7 a. m. to 3 p. m.: J. Makaeha, G. W. C. Jones, Jr., G. Kaonea, C. Kanuha, J. K. Namoelan, Moses Kauwe.

Second watch, from 3 p. m. to 12 midnight: A. E. Mitchell, A. Nunes, J. Kekahio, A. Moseman, W. Needham.

Third watch, from 12 midnight to 7 a. m.: S. Hanohano, J. Kanui, J. Vivochaves, B. Kaunohe, J. W. Mahelona, J. Kaloamakai.

Had a Big Time.

The celebration of Founder's Day at Lunalilo home yesterday was a great success. A large number of visitors called in the morning. W. O. Smith, Chairman of the Board of Trustees governing the home, was among the callers.

A grand luau was spread at noon under the supervision of Mrs. Forbes. The government band gave a concert for the inmates lasting from 1 until 3 o'clock.

ONE MORE PAIR

Heavy and Fast Locomotives for Local Railway.

Two Big Baldwins Coming—Business Calls for Additional Equipment—Road Bed.

"Two more passenger engines coming, and they will be the largest and best yet," said B. F. Dillingham yesterday when querried concerning affairs of the Oahu railway. "The new locomotives," continued Mr. Dillingham, weigh 60,000 pounds each. They are Baldwin ten-wheelers and are of the highest class the noted builders make. In some respects they are the same as our new engines in use—the Reciprocity and the Annexation, but have improvements and more of them. One has been shipped around the Horn. The other one is on the way to San Francisco overland. One of them will be here in about six weeks. We need them. The public needs them. We cater to their patronage. This means more service and better and speedier service. And speaking of speed, I don't want to scare the good people, but when it comes to sailing over heavy steel on a well ballasted road, the little O. R. & L. takes no back seat from anything on the mainland. Within a very few days we have shown a rate of sixty miles an hour with a train and when we get the full equipment there will be faster trains regularly. One thing we are looking after just now is improvement of the road bed and in time we will show something good as the New York Central or the Pennsylvania limited. We must have it for the fast trains. A good many of the curves have been materially reduced or taken out entirely and this reform will go right ahead. The bridges and culverts are watched to avoid accidents or washouts. The O. R. & L. is doing the best it can, feels encouraged by the traffic, public approval and the outlook and will do its share all the time."

It is just since the railway has reached Kahuku that people generally about town have awakened to the fact that a wave of expansion struck the concern a couple of years ago and is still with it. The company has been doing a whole lot of things in the line of improvement without shouting to any extent. It is getting its share of the results of prosperity, but has worked hard for it. The road was for years and years considered a kind of an experiment. Now it is a solid affair, like an old bank or a successful sugar plantation. It has its big repair shops, its car building shops and about everything that a big railway on the mainland has. A new plant recently installed is a foundry.

Y. P. S. C. E. Anniversary.

One of the most important movements in the world today for the betterment of humanity is the Christian Endeavor movement, which was organized on February 2, 1881, by Rev. F. E. Clark, at Portland, Maine. The movement has extended all over the world and among the Islands of the sea. Since its inception nearly 55,000 societies have been organized among the various churches of all denominations except the Methodist, which has in its stead the Epworth League, a society very similar. The membership of the C. E. Societies number over three millions of young people. Their efforts in behalf of Christian citizenship in the United States have been very successful in many of the cities. Anniversary day will be celebrated next Sunday in the Central Union Society at 6:30. Endeavor news from all parts of the world will be read.

HOW TO PREVENT PNEUMONIA.

In a recent letter from Washington, D. C., to an old friend, Major G. A. Studer, for twenty years United States Consul at Singapore, Says: "While at Des Moines I became acquainted with a liniment known as Chamberlain's Pain Balm, which I found excellent against rheumatism as well as against soreness of the throat and chest (giving me much easier breathing.) I had a touch of pneumonia early this week, and two applications freely applied to the throat and chest relieved me of it at once. I would not be without it for anything." For sale by Benson, Smith & Co., Ltd., wholesale agents for H. I., all druggists and dealers.

NOT ON MARKET

New Matter in the Famous Waialua Stock Controversy.

AN AMENDMENT IS PERMITTED

Alteration Subject to Argument. A Dower Suit—Trespass Case. Estate Affairs.

In the case of John H. Soper and E. S. Valentine vs. B. F. Dillingham and Waialua Agricultural Company, Ltd., the plaintiffs have asked for consent of the Court to amend their bill by inserting after the first paragraph on the third page thereof, the following, viz:

"That said stock is not offered on the market or listed on the Stock Exchange, is not easily or readily to be obtained, and that its value is not easily ascertainable, owing to the undeveloped condition of the corporate property and to other causes of a public nature."

Judge Perry has ruled that the amendment may be made and filed, subject to argument upon the effect thereof.

The defendants waived service and acknowledged receipt of copy of the amendment by their attorney, F. M. Hatch. A. S. Hartwell and Thurston & Carter for plaintiffs.

A bill to admeasure dower has been filed by Kaulmakoole Lazarus vs. Alexander Lazarus. The suit is one between mother and son. The petitioner prays that her dower may be admeasured and set out in land situated on Lunalilo and Kinau streets, or if it cannot be so admeasured without great injury to defendant that the dower be ascertained in money. W. A. Henshall, attorney for plaintiff.

Plaintiffs in the trespass case of Cecil Brown et al. vs. J. P. Mendonca, have filed exceptions to that part of Judge Stanley's decision allowing Mendonca use of water coming from the well on the leased property near Gay's house. Exceptions allowed.

In the bill for injunction of James A. King, Minister of the Interior, vs. The Oahu Railway & Land Company, a motion has been made by defendant for leave to file maps which were misplaced and could not be found at the time of the trial.

A statement of assets and liabilities has been filed by S. Decker, bankrupt.

W. Pfotenhauer, administrator of the estate of Kong Leong, deceased, has petitioned the Court that his final account be examined, approved and that he be discharged.

W. W. Hall, ancillary administrator of the estate of Simon Magnin, has filed his accounts, which have been examined and approved by Judge Stanley.

In the matter of the sale of real estate of A. Rosa, deceased, J. F. Colburn, executor of the will, petitions the Court that the sales be confirmed.

An answer has been filed in the ejectment suit of Opule Kaulahea et al. vs. J. M. Kauhimahu et al.

In re suit of A. G. Correa vs. Isaac D. Iaea, a writ authorizing the sale of property was returned yesterday from the Marshal's office, partially satisfied.

Another Victim Cured.

What a Honolulu Lady Has to Say of Doan's Backache and Kidney Pills.

Many people are skeptical about taking so-called patent medicines, but a few testimonials as given below ought to convince the most skeptical that all remedies are not without merit.

Home testimonials certainly must be accepted as being first class and positive proof of the curative features of a remedy. Watch this space for a series of testimonials of people well and favorably known.

Mrs. Grace Dodd, 524 Young street, says: "I was troubled with enlargement of the liver; suffered severe pains in my right side and lame back for two years. After consulting a local physician and taking medicines of all kinds and failing to get relief I purchased a box of Doan's Kidney Pills and soon was relieved of the severe pains, could enjoy a good sleep and am satisfied the Pills cured me."

Doan's Kidney and Backache Pills can be obtained at the Hollister Drug Co., Ltd., Fort Street, at 50c a box.

Wedding Engagement.

The engagement of Mrs. Ida W. Sturgeon to Senator Henry Waterhouse is announced. Mrs. Sturgeon is a member of the faculty of Kamehameha school for girls. Senator Waterhouse is one of Hawaii's foremost and most enterprising citizens.

REAR ADMIRAL GEORGE DEWEY.

On Christmas day, December 25, 1898, George Dewey, the hero of Manila, was elevated to the senior rear admiralty of the American navy, Rear Admiral Bunce retiring. Rear Admiral Dewey is at present in command of the American naval forces in Asiatic waters, with headquarters at Manila.

FOUND OUT THE FRAUD.

PHILADELPHIA, Pa., Jan. 18.—The Press has just concluded an investigation of the dismantled workshop of John W. Keely, the motor man. The investigators were assisted by Professor Herring, a consulting electrical engineer of wide experience; Professor Arthur W. Goodspeed, assistant professor of physics of the University of Pennsylvania; Professor Leighter Witmer, professor of experimental psychology at the University of Pennsylvania, and Dr. M. S. Miller. In addition to these gentlemen Clarence B. Moore, son of Mrs. Bloomfield Moore, and Mr. Coleman Sellers, Jr., took part in the examination of the flooring on Tuesday afternoon, when the most important find of all was made.

Every bit of flooring was ripped up and every nook and cranny explored under the flooring and under the walls. The results show that communication between the upper and lower rooms of the famous laboratory was easy, and was apparently one of the conditions under which the experiments were carried on. In a nutshell, the discovery of tubing under the floor of the main exhibition room and the brick partition wall between the exhibition rooms, in connection with the possible use of the great steel sphere as a reservoir for compressed air, or compressed gases, has convinced all the investigators that this was not only the possible but probable agency that moved the Keely motor.

The tubing is of the kind calculated to stand high pressure, and the amount of it found and the position of the few pieces in place is held by the investigators to go a long way toward solving the secrets of the famous laboratory.

Coleman Sellers said today: "After seeing the tubing in place under the floor of the Keely laboratory, I am inclined to the opinion that the inventor employed compressed air in his experiments. The size of the bore of the tubes indicates that they were intended to carry high pressure. It is impossible to see the tubes under the floor and believe in the inventors' sincerity. He could have had no honest object in creating them."

Conductor Brown Injured.

Conductor E. C. Brown, of the Oahu railroad, met with a painful accident yesterday morning at Waianae. He was engaged in making up a train. He raised his foot to kick a coupling pin in place, and was caught by the bumpers, smashing the member quite badly. Brown was brought to the city on the evening train.

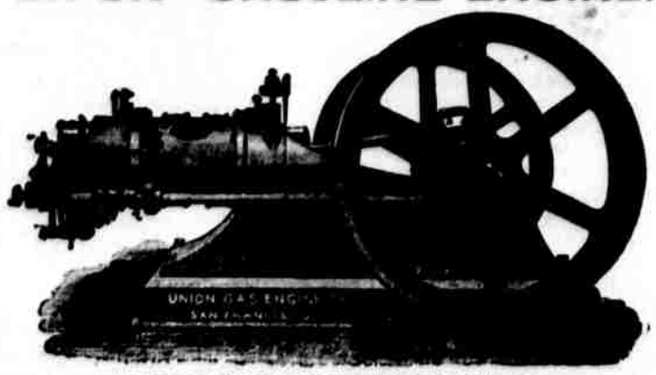
Manager Cassidy states that in a few days he will have the new express system switchboard set up in the Waikiki station.

"Jack" Gibson Shot.

John Gibson, the horseman of "Irish Lassie" fame, was shot in the forehead Monday afternoon.

Mr. Gibson was riding out to Waikiki in a tramcar. Beside him was a friend. Just beyond Thomas Square Gibson suddenly exclaimed that he was shot. Blood trickled from his forehead just above the eye. A bullet from what must have been a 22-calibre parlor rifle had struck Gibson making a painful flesh wound. Out at the Engineer's camp the bullet was extracted and the wound dressed.

"UNION" GASOLINE ENGINE.



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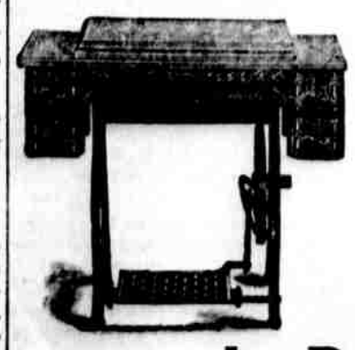

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