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**DARING RESCUES
IN GIANT WAVES**

Thirty-three Persons Saved In
Midocean Storm.

LAMP FLASHES CALL HELP.

Volunteers From Steamship Philadelphia Take Crew From Sinking Ship In Raging Sea—Rescuing Boats Carefully Mice Being Smashed Despite Oil Poured Upon the Water.

By splendid seamanship and under the most adverse conditions, the steamship Philadelphia rescued Captain Segebarth and the crew of thirty-two men of the American Petroleum company's tank steamer Chester on Friday, Feb. 5, in midatlantic. Their vessel was left sinking.

On Thursday morning at 1:30, ship's time, Captain Mills, on the bridge of the Philadelphia, telephoned to Jones the wireless operator, to establish communication with a vessel off to port.

Jones threw in his wireless and gave several calls, but received no answer. The captain then telephoned to Jones to come to the bridge. There he saw that the vessel, which was almost hidden in the dark, was signaling with lamps, using the Morse code.

Signal lamps were brought to the bridge and Jones soon established communication. The Philadelphia asked, "What is the matter?" and the answer came back in flashes: "We are wrecked! We are sinking, and our boats are useless."

"Do you want to be taken off?" the Philadelphia asked, and the answer came back quickly. "Yes, yes, we are sinking."

Captain Mills, with the sea running high and a storm about to break, refused to order boats to the rescue. He decided to call for volunteers.

Every Man Volunteer.

The officers and crew of the Philadelphia were all on deck, and the captain asked who wanted to go. All the officers and every man came forward.

With great difficulty, owing to the rolling of the ship, the port emergency lifeboat was swung over with Chief Officer Candy and six sailors. For a time the waves threatened to smash the boat against the side of the Philadelphia, but the vessel worked forward, and the boat got clear and disappeared in the mist astern.

Two hours later Chief Officer Candy hailed the Philadelphia and by darning work got under the lee of the vessel and was hoisted aboard with twenty-two of the crew of the sinking Chester and his boat half full of water.

He told Captain Mills that there were others, including Captain Segebarth and officers, on the wrecked ship, and preparations were made to send another boat. The men of the first boat wanted to go back, but they were too nearly exhausted, and another boat, with First Officer Lyons and seven men, was lowered.

Just as the boat touched the water a wave broke against the side of the Philadelphia and half filled it. It seemed foolhardy to go on, but before the boat could be recalled it had been lost in the gloom.

The Philadelphia steamed as near to the Chester as possible, and for a time it was thought that the first officer and his men were lost. It was just before the dawn, and nothing could be seen but the Morse flashes of the lamp on the sinking tanker.

Preparations were being made to send another boat, but as it grew light the lifeboat was seen alongside the Chester.

Jump For Life Into Sea.

One by one the remaining men were seen to go overboard from the Chester, and as the lifeboat rose on the waves its crew could be seen dragging them out of the water.

Four hours after starting First Officer Lyons returned with the captain, officers and engineers of the doomed tanker, and they were swung on board without mishap.

All the officers and crew, thirty-three in number, were saved. Captain Segebarth reported that they had encountered very heavy weather and that two days before the bridge and chart room had been swept overboard and the boats smashed. The vessel's steering gear was carried away, and for forty-eight hours she had been helpless. The Philadelphia was the first vessel sighted, and the Chester, carrying no wireless, was unable to call for help. Captain Segebarth said he had almost given up hope of rescue, as his vessel was on the northern route, which is used by few ships at this time of year. The Philadelphia was on that route in the hopes of avoiding the weather that was reported on the southern route.

Before quitting his ship Captain Segebarth set the wreck afloat. She carried 1,850,000 gallons of oil. While standing by the Philadelphia poured oil on the waves.

No Course in Cigarettes.

No educational institution of any kind which is supported in whole or in part by public money shall employ a teacher who smokes cigarettes, nor shall any institution grant a diploma or certificate of education to any one who smokes cigarettes. Such are the provisions of a bill introduced in the Wisconsin assembly by Representative McGowan.

**COL. GOETHALS
CANAL CLEARED**

Declares That He'll Attack
Slides In Culebra Cut With
New Methods.

**TO HAVE BIG
UP BY JUNE**

Has Powerful Dredges and
Fluid Which Turns Loose
Earth to Rock.

COLONEL GEORGE W. GOETHALS, before sailing from New York for Panama, promised to have the Panama canal cleaned up by June. In an exclusive interview obtained for the New York Sun he made light of the slides along the nine mile Culebra cut and said that there is little cause for apprehension respecting future mishaps.

While in Washington he made arrangements with the standard commission for tests of a solidifying fluid, newly discovered, which is designed to turn soft earth into rock. It is planned, if the tests prove favorable, to inject this fluid into the threatening banks along the Culebra cut and thus to turn them from so much soft earth into solid walls.

The slides, if they continue, Colonel Goethals says, must be dealt with as they occur. New and more powerful dredges than have heretofore been used have been ordered and will soon be digging up the sides of Gold hill which slipped into the Culebra cut and reduced its depth from forty to thirty feet.

Colonel Goethals, sitting in an office looking out on the snowclad Battery park, looked maybe a trifle older than in the heyday of his fine supremacy in the making of the canal.

At his courteous invitation I had called to talk to him or, rather, to hear him talk about the bothersome "slides," says the writer. Since my visit to the canal two years ago the matter of the "slides" had been in my mind as an ever threatening danger to its navigation when the waters should be let in and the canal open to traffic. At that time the great Cucuracha slide near the Pacific side of the nine mile Culebra cut was filling the whole canal excavation for half a mile with coarse red earth intermingled with rocks and trees that had come down from the hill above.

Gold hill is a mountain on the other side nearly opposite. It had been accounted safe by the geologist. It had been drilled for "faults," and none were found, yet it was there that the latest and very big slide developed last fall. The cause would seem to have lain in the action of the water on the soil.

It was a question before the water was let in what its effect would be on the sides of the excavation. The balance of engineering opinion was that it would have a sustaining effect—that it would have the effect of a push against the walls. While not knowing enough to gainsay that, I considered that the dissolving effect of the water on the walls and the bottom was the factor most to be reckoned with.

Colonel Goethals did not deny that possibility, but looked on it only as a remote possibility. He is no alarmist, but he can see where complete safety is attainable. My proposition that it along the whole Culebra the cutting down of the banks, giving them a much wider flare than they have now, was feasible and ultimately should be done, even at a cost of some millions of dollars, elicited the response:

"Yes, but the practical difficulty at present would be where to begin."

Colonel Goethals' Task.

It was admitted that along the line of the Panama railroad there were cuts whose walls were almost perpendicular and which had not crumbled appreciably in the fifty years since its construction. In the same way it was reasonable to conclude that the banks of the canal would stand unless an earthquake or other violence disturbed their equilibrium or where they proved perilous to water, as at Gold hill. "There's the rub."

Colonel Goethals talked freely and easily, rarely needing the urge of a question, and said in effect:

"The old Cucuracha slide, enormous as it was, has been taken care of by removing earth and pressure from the hill above and dredging the channel there 100 feet wider, forming a sort of bay which will take up any further landslide, should it occur, without endangering the canal prism itself."

"On the opposite side stands Gold hill, and it was there that I discovered the fault or crack in the earth last October—a longitudinal crack in the side of the hill about 2,000 feet long. It was not slow in developing. The crack widened, and the earth on the canal side of it began sliding into the cut. The whole surface of the sliding earth began sinking and the canal prism filled up rapidly. On account of the softness of the surface of this moving, sinking mass it was impracticable to establish a steam shovel on it or lay a track that would sustain a locomotive and a train of cars. There was nothing to do but dredge it as it came down."

No Sign of Movement.

"The mass of Gold hill back of the fault showed, and has since shown, no movement or tendency to move, so that as things look now it would be impolitic to attempt any treatment of that part of the hill."

"At the point of fracture of the mass it stood 250 feet above the water, and the character of the earth movement may best be understood by saying that



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