

Floyd Gibbons'

ADVENTURERS' CLUB

HEADLINES FROM THE LIVES OF PEOPLE LIKE YOURSELF!



"Storm on the North Sea"

HELLO EVERYBODY:

Put on your oil skins, boys and girls, and come aboard. We're off to sea in bad weather with Henry S. Cowden of Chicago, with the lee shore of adventure off to starboard, and a heavy gale blowing us right smack into it.

In the Spring of 1896, Hank Cowden was second mate on the four-masted bark Stanley of Liverpool, homeward bound from Calcutta, India, with a cargo of jute and cotton for Hamburg, Germany. It was the twenty-sixth of March, and the Stanley had passed through the English channel and the Straits of Dover and was ploughing along through the North Sea.

It was the morning watch, and Hank was at the wheel. A heavy mist hung over the sea, and the captain was standing at Hank's side gazing anxiously to starboard. To Hank, he said: "We must be near land, mister, even though we can't see it in this fog. Keep a good lookout and see that the lead is used every ten minutes. If any squalls make up in the north, call me at once. I'm going down to breakfast."

The captain was gone, and Hank was alone at the wheel. A squall did come up—but it came up so suddenly that Hank didn't even have time to warn the captain. It caught the ship under full sail. It tore the royals and topgallants to ribbons and blew the Stanley off its course. With the change in the wind, the fog began to lift. The captain came on deck and ordered Hank aloft to look for land.

Starboard Breakers Terrible Ship.

Hank got as far as the fore cross trees. There he could see over the fog, and he didn't have to go any farther. To the starboard were breakers, and the ship was almost into them!

Hank knew then and there that the ship was doomed. A strong wind was blowing them straight into those breakers and there was no sea room to make a getaway.

By this time the wind had risen to a gale and coils of halliards and braces were being washed through the ports or over the side. At nine o'clock the ship ran aground with a shock that sounded like the report of a big gun. It threw the men flat on the deck and seas began



Hank caught a rope and was hauled aboard.

breaking over the ship, carrying away two boats, the fore and galley, and everything movable on deck.

Water began pouring into the hold. In an hour, the fore topmast carried away and fell aft. The Stanley was rapidly breaking to pieces.

"We carried a crew of thirty-three," says Hank, "and the captain's wife and two-year-old son were aboard. We had two remaining boats, but there was no use trying to launch them then. No boat could live in that sea. We were grounded off Texel island, and we were all hoping that the lighthouse, located there, would sight us and send help. But personally, I did not think the ship would hold together long."

All day long the seas battered the ship. The water in the hold was making the cotton and jute bales swell and the decks were bulging. Toward night they tried to launch a boat. Hank and three other seamen were in it when the seas began washing over it.

Hank caught a rope and was hauled aboard when the boat capsized. The other three men were drowned.

All this time, the gale was increasing in fury. Now the chart house was gone and the seas were pouring into the cabin. The last remaining lifeboat was smashed. The crew took to the rigging, and the captain's wife climbed to the cross trees like a sailor while the captain brought the baby, wrapped in a shawl.

Distress Rockets Save Endangered Men.

The fog had lifted, and they could see the lighthouse on Texel island, but there was no sign of help in sight. "With darkness coming on," says Hank, "I was sure our number was up. Night fell, and still we were marooned in the rigging. But at midnight, the wind abated considerably. The first mate, Mr. Steeves, and I, went down into the place where the cabins used to be and brought out a watertight case of distress rockets."

Those rockets saved the day. They set off three in rapid succession, and a few moments later they saw a great blue flare go up in the vicinity of the lighthouse—a signal that their rockets had been seen. But could help reach them? They didn't know.

Morning came. Still the sea was empty and there was no relief in sight. But at eight o'clock they sighted a sail and in half an hour a lifeboat from Texel island was hauling them. A line was thrown aboard, and 16 people including the captain's wife and baby, were taken aboard.

Last Man to Jump Off the Boat

Sixteen was all the boat would hold. In about an hour a ship's boat from the steamer Hercules of Amsterdam, arrived and took off the rest of the crew, including Hank.

Hank was the last man to jump off the ill-fated Stanley. The boat carried them through rough seas to the Hercules, and the Hercules landed them in Nieu Diep, Holland.

There Hank learned that the Stanley had not been the only unlucky ship in that night's storm. Five hundred fishermen had lost their lives in it.

Hank has quit the sea now and settled down ashore, but I wonder if once in a while he doesn't wish he were back on a rolling deck again, in spite of such things as gales and ships aground in the North Sea. How about it, Hank?

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CONGRESS GOES TO WORK

Faced with more than its usual quota of world and domestic problems, congress opens a session which will continue far into the summer months. Picture Parade gives you a glimpse of the work at hand.



Picture Parade



DEFENSE—To guard against what he considers a threat from aggressor nations, President Roosevelt favors throwing a defensive ring around the entire Western hemisphere. The war department wants a greatly enlarged air force. Also planned is industrial mobilization.

LABOR—Charging that the national labor relations act as now constituted is unfair to employers, congressmen will seek revisions. Two proposed amendments would (1) require employers to ask for labor board elections and (2) permit review by the courts of findings of the labor board.



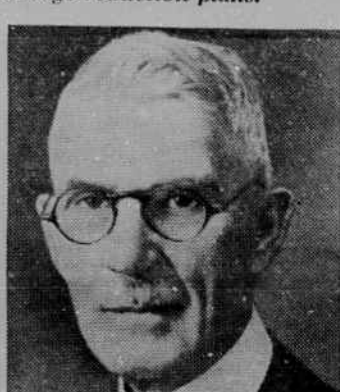
TAXES—Secretary of the Treasury Henry Morgenthau's budget requests will possibly be smaller for the fiscal year starting next June. Seriously considered as a new revenue source is reduction of income tax exemptions for single persons from \$1,000 to \$500, and for married persons from \$2,500 to \$1,000.



AGRICULTURE—Secretary of Agriculture Henry A. Wallace may ask congress to approve his "two-price" plan for domestic subsidies, whereby surplus American agricultural products would be sold at a lower-than-standard price to needy families. A general farm revolt is expected over acreage reduction plans.



IMMIGRATION—Because Germany is persecuting Jews, some congressmen will ask a partial lifting of American immigration restrictions. This plan is opposed by Senator Borah, among others, on the theory that an influx of new population would only add to America's unemployment problem.



PENSIONS—Although the November elections saw defeat of many unorthodox pension proposals, many congressmen were elected with the backing of such groups as that formed by Dr. Francis E. Townsend, above. The original Townsend proposal calls for \$200-a-month pensions, but a modified version is expected.



CHAIN STORES—Texas' Congressman Wright Patman will introduce his bill to tax chain stores out of existence. But the bill is confronted with mounting public opposition from such groups as the American Federation of Labor, National Association of Real Estate boards, farm and consumer groups, who believe it would cut the farmer's market 30 per cent, raise living costs, increase unemployment.



RELIEF—Originated by Democrats but claiming Republican support, a measure will probably be introduced to return administration of relief to states, where bi-partisan boards will be in charge. Enlarged defense appropriations, together with the predicted upswing in business, may preclude a repetition of the large relief appropriations which congress has made every year since the New Deal began.

THE CHEERFUL CHERUB

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WNU Service.

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HOUSEHOLD

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ELECTRIC RAZOR

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A Three Days' Cough Is Your Danger Signal

No matter how many medicines you have tried for your common cough, chest cold, or bronchial irritation, you may get relief now with Creomulsion. Serious trouble may be brewing and you cannot afford to take a chance with any remedy less potent than Creomulsion, which goes right to the seat of the trouble and aids nature to soothe and heal the inflamed mucous membranes and to loosen and expel germ-laden phlegm. Even if other remedies have failed, don't be discouraged, try Creomulsion. Your druggist is authorized to refund your money if you are not thoroughly satisfied with the benefits obtained. Creomulsion is one word, ask for it plainly, see that the name on the bottle is Creomulsion, and you'll get the genuine product and the relief you want. (Adv.)

Unwelcome Advice

Advice is seldom welcome; and those who want it the most always like it the least.—Chesterfield.

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