The Daily Journal.

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DAILY JOURNAL.

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4 Squares	4 00	6 00	7 50	9 00	10 50	12 00	15 00	18 00	24 00	28 00	32 00	45 00	65 00
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Quarter Column	8 00	12 00	15 00	18 00	21 00	24 00	28 00	32 00	40 00	50 00	60 00	80 00	125 00
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THE DAILY JOURNAL

WILMINGTON, N. C.

THURSDAY, JANUARY 19, 1871.

From the Alta California, Jan. 8.

A SORROWFUL TALE.

Particulars of the Loss of the United States Ship-of-War Saginaw on Ocean Island—How and When the Vessel Struck—The Crew Paralyzed with Fear—Names of the Wrecked Officers—The Story as Told by the Sole Survivor, &c., &c.

A passenger from Honolulu by the Moses Taylor, which arrived last evening, gives the following account of the loss of the United States ship-of-war Saginaw:

News reached Honolulu on the 24th of December, of the total loss on the 29th of October last, of the United States ship-of-war Saginaw, on that desolate sand bank called Ocean Island, situated 1,200 miles W. N. W. from Honolulu, and about midway between San Francisco and Yokohama. The intelligence was conveyed to the Hawaiian Islands on board the captain's gig, which had been detached from the scene of the wreck, and on board of which was Lieutenant Talbot, Peter Francis, John Andrews, James Muir and William Halford, all of whom nobly volunteered to attempt to reach Honolulu. After a lengthy voyage of over thirty days, during which much rough weather and many severe hardships were encountered, the boat struck on a reef opposite Halinikai Bay, on the Island of Kauai, in the Hawaiian group, on the 19th of December last. The heartrending scene that then occurred cannot be better described than in the simple statement of

WILLIAM HALFORD, SOLE SURVIVOR

of the boat's crew, as made before H. A. Pierce, Esq., United States Minister, resident at Honolulu: "Sailed from Midway Island at 5 p. m., October 28; vessel met good weather, but cloudy and dark; speed two and a half to three knots an hour; fires banked; topsail and jib set running with fair wind; captain came on deck at 12 a. m.; I was sitting down aft when the vessel struck; officer of deck, Mr. Gast (who relieved Coles), had just informed captain of breakers ahead; captain ordered topsails to be lowered; just at that moment vessel struck; topsails were ordered to be furled; crew paralyzed with fear and the orders were not obeyed; surf then breaking over vessel, and hove her higher up; all hands put to work to get boats and save provisions and other things (worked all day carrying things to the shore); at break of day saw a sand island about one and a half or two miles off; remained there two days; then [illegible] four [illegible] three weeks; all hands employed getting up tents, saving provisions and stores, making fresh water with apparatus and distilling over and preparing captain's gig to go to Honolulu; the launch was lost at time vessel struck; the former was raised about ten inches midships, tapering fore and aft, and a wooden deck was placed over it, with movable hatches; volunteers were called for to go in the gig to Honolulu; Lieutenant Talbot, Peter Francis, Jr., Master, belonging to Manila, and John Andrews, seaman, of Boston; James Muir, seaman, of Glasgow, Scotland; and William Halford (myself), seaman of captain's gig, volunteered to go in the boat to Honolulu.

There was put into the boat 10 breakers of water; 5 days' rations of bread, in a tin case, sealed; 10 do. in a black canvas bag, which was mostly spoiled on the passage; about 2 dozen small tins preserved meats; 5 tins (5 lbs. each) dessicated potatoes, to which we attribute being saved from starvation; 2 tins cooked beans, could not be used, causing dysentery; 3 tins boiled wheat, do.; ham, 8 or 10 lbs.; 6 tins preserved oysters; 10 lbs. dried beef; 1 bottle of the lime beam and peas; 4 or 5 lbs. butter; 1 gallon molasses in keg, leaked out; 12 lbs. white sugar, also lost by wet; 4 lbs. tea; 4 or 5 lbs. coffee, both spoiled. The boat was furnished with a small tin cooking apparatus, by boiling with oil and wick.

FRIGHTFUL SUFFERING.

Five days out lost all light, fire, and the means of making either—no dry tinder to spend, not had flint and steel. About five or six days before making Kauai we succeeded in getting a light with the glass, by burning gun cotton in the glass. Suffered much from wet, cold, and want of food.—When we left Ocean Island, November 18, at noon, we run to the north to latitude 32 degrees; there took the westerly winds and run east to longitude of Kauai, as Mr. Talbot supposed, but it proved ultimately we were not near that longitude by over a degree. We then stood south. Had heavy weather while running eastward; hove to with sea anchor twice—last time lost it.—Made another drag with three oars, which were also lost. Then made another drag with two oars, with square sail by crossing them. That lasted for three turns of bad weather; the last time it broke adrift and all was lost of it. Mr. Talbot was ill for seven or eight days with diarrhœa; got better, but still suffered from fatigue and hardship. He was somewhat cheerful the whole passage. Muir and Andrews were sick two or three weeks. Francis was always well. The deck was leaky. The boat was furnished with chronometer, barometer, compasses, sextant, opera-glass, charts, Bowditch, almanac, barometer.—Did not make land so soon by a week as we expected. The first land we saw was Kauhuelaua Rock, near Nihau Island, on Friday morning, 16th December. We stood north by east (Mihau Island in sight, but to windward) all day Friday; during that night and Saturday we stood N. E. by N.; on Saturday night headed E., third S. S. E.

LAND IS SEEN.

Sunday morning, wind allowed us to head S. E. Saw Kauai, a great distance off. Saturday night. Sunday night we were off Hanalei Bay; then hove to, head to N. W., wind having hauled that night to Westward. We lay to thus until 11 p. m.—my watch on deck, called Mr. Talbot; told him night was clear. I could see the entrance to Hanalei harbor. He ordered boat to be kept away, and steered for entrance—got near it, when it clouded up and became dark; hove to again to the N. W. At 1 a. m. called my relief; Andrews and Francis came on deck, also Mr. Talbot. After I went below boat was again kept away for a short time, when she again hove to, it being dark. At a little past 2 a. m. on Monday, December 19, she was kept away for the third time. I remained below until I felt the boat was getting into shoal water. I woke Muir and told him it was time we went on deck. He did not go, but I did. Just as I got in cockpit a sea broke aboard, abaft. Mr. Talbot ordered to bring boat by wind. I hauled aft main sheet. Francis was at helm, and brought vessel up to wind.

A DISASTROUS TERMINATION.

Just then another breaker broke on board and capsized the boat. Andrews and Francis were washed away, and were never seen afterwards. Muir was still below, and did not get clear until the boat was righted, when he gave symptoms of insanity. Before the boat was righted by the sea Mr. Talbot was clinging to the bilge of the boat. I called to him to go to the stern of the boat, and there get up on the bottom. While attempting to do so he was washed off, when he sank. He was heavily clothed and much exhausted. He made no cry. I succeeded in getting on to the bottom, when I stripped myself of clothing. Then a sea came and righted the boat. It was then that Muir put his head up the cockpit, when I assisted him in getting on deck. Soon after another breaker came and upset her again, she going over twice; last time came upright and head on the breakers. We then found her to be inside of the large breakers.—We then drifted towards the shore, at a place called Kalihi Kai, about five miles from Hanalei. I landed with the water breast high, and took with me a tin box on board, with its cover broken, containing navigation books, charts, &c.; also Captain Sicard's instructions to Lieutenant Talbot, and other papers, among which was Muir's and Andrews' discharge papers, they having shipped November 15 for one month—they belonged to the contractors, as their employes, previous to that time—also, my and Francis' transfer papers, and accounts destined for Mare Island Navy-yard. The above-named box with everything not lashed fell into the water when we were first upset. I landed at about 3 a. m., and saw no one until about daybreak, when seeing some huts I went to them and got assistance to get the boat into beach. I had previously, by making five trips to the boat, succeeded in bringing ashore the long tin case aforementioned, chronometer, opera glass, barometer, one ship's compass, boat's binnacle and compass, and also assisted Muir to the shore. He was still insane, and said but little, incoherently. He groaned a good deal. I was much exhausted, and laid myself down till sunrise, when I looked for Muir, and found him gone from the place I left him. Soon after I found him surrounded by several natives, but he was dead, and very black in the face. During the day I got some food and clothing from the natives—one called Peter—and after resting myself Peter and I went on horse back over to Hanalei to Sheriff Wilcox and to Mr. Burt. Then we returned with the sheriff and coroner to Kalihi Kai, where an inquest was held over the bodies of Lieutenant Talbot and Mr. Muir, the former having drifted ashore just before I left Kalihi Kai for Hanalei. Mr. Talbot's forehead was bruised and quite black, apparently from having struck the boat or wrecked stuff.

A FUNERAL SERVICE.

After the inquest was completed the two bodies were taken to Hanalei, put into coffins, and buried the following day in one grave, at a place where a seaman belonging to the United States steamer Lackawanna was buried in 1867. Funeral services were performed by Mr. Kenny, by reading the Episcopal burial service, and two Misses Johnson (daughters of an American missionary), singing.

Before I left Hanalei for Honolulu it was reported by a half white who had been left to watch the shore at Kalihi Kai, that Andrews's body, had also come ashore, and was taken care of. Captain Dudoit, of the schooner Wainona, offered to bring me direct to Honolulu, leaving his return freight at Waimea for another trip. I accepted the same through Mr. Bent, and we sailed for Honolulu on the evening of Tuesday, December, 20, and arrived at Honolulu at 11 a. m., December 24, bringing with me the effects saved as aforementioned. Went on landing immediately to the United States Consul's office, where I saw him and the Minister Resident, and told my story to them.

THE NAMES OF THE WRECKED OFFICERS.

The following are the names of the wrecked officers: Captain Montgomery Sicard; Lieutenant Talbot, Ensigns Cogswell, Gast, and Parsons; Paymaster Reid, Dr. Family, Engineers Hall, Dunlap, Main, Burns, and Godfrey; Boatswain, Master's Mate and Bryan, Carpenter, Bridgeman, Engineer to the contractors. The crew of the Saginaw numbered sixty-four men, and there were also on board fifteen men who had been in the employ of the contractors for the work at Midway Island.

The Saginaw, as your readers know, was engaged in assisting the contractors for the proposed harbor at Midway Island; at which it was hoped the China steamers would be able to make a coaling station. It is understood that Captain Sicard and his officers agree in the opinion that it is utterly impracticable to make an available harbor at the island mentioned.

RELIEF IS SENT.

Immediately upon Halford's arrival at Honolulu action was taken by our Minister, H. A. Pierce, Esq., and by American residents generally, to send relief to the unfortunate men at Ocean Island. Within eight hours after the deplorable news became known a fast sailing packet was under way with food, medicine, and all other comforts on board that the utmost forethought could suggest. That being accomplished, it was then thought undesirable that the lives of so many should remain dependent upon the uncertain progress of a sailing vessel, accordingly the Hawaiian government tendered the use of their steamer, the Kilauea. This was at once thankfully received, and with all possible despatch she, too, was under way with the necessary comforts on board. Too much credit cannot be given to His Excellency F. Hutchison, Minister of the Interior of Hawaii, for the prompt action he took in this matter. It may be safely hoped and believed that by this time the unfortunate men have been rescued, and that they are now on their way to Honolulu. As the Moses Taylor was leaving the United States ship-of-war Nyack entered Honolulu from Callao. Upon learning the sad news her commander at once determined to remain until the arrival of the Kilauea, in order to bring on his unfortunate comrades to San Francisco. The Nyack arrived in a disabled condition, and would require several days for repairs before being fit to put to sea, or she also would have proceeded to Ocean Island. The Kilauea left on the 26th of December, and would reach the wreck about the 2d of January. All being well she would arrive at Honolulu on her return voyage about the 10th or 11th of January. Captain Sicard having heard that the remains of a wreck had been seen on Ocean Island, determined that it was his duty to ascertain the truth prior to finally leaving the station. He was thus engaged in an act of humanity when he met with the disaster which has cost him so much hardship, if not his life.

Legal Witticisms.

In the Albany Law Journal we find these little chirpings:

"The remarks of an exchange, 'that many of our successful lawyers commenced life as preachers,' is gracefully corrected by one of the legal gentlemen referred to, who begs leave to state that he began life as an infant."

"A country justice of the peace, on having his attention called to the fact, as he was about to enter judgment in a certain case, that he had not jurisdiction on account of the amount involved being over two hundred dollars, promptly responded: 'The Court has thought of that, and discovered a remedy. The Court will enter judgment for the full amount, and then issue two executions, each for a half.'

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"Some years since, while a judge, who now occupies a very high judicial position in the State, was holding circuit court in one of the western counties, a case of trivial character was called on. His honor, somewhat 'riled,' remarked that such suits, instead of taking up the time of the court, would be more properly disposed of by submitting the same to a jury of old women. The plaintiff's attorney quietly replied, that, without taking exception to the opinion of the honorable court, he thought his cause could not have been before a more appropriate tribunal."

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GEORGE MYERS,
11 AND 13 FRONT STREET,

HAVE JUST RECEIVED A FRESH LOT OF Raisins, whole, halves and quarters; Citron, preserved Orange Peel, English and American Pickles; every variety of Fruits, Butter, Table Butter, Green Peas, Lima Beans, Pickled Oysters, Mess and No. 1 Mackerel, Fresh Salmon in Kits, Pickled Salmon, choice English Cream Cheese.

5,000 *LA NINFA'S*

Havana Segars.

Oil and Stearine the cheapest Stock of Groceries in the State at the lowest cash prices.

GEO. MYERS.

Wilmington, N. C., Dec. 1, 1870.

Cash advances made on Consignments of Produce.

RAILROADS.

Wilmington, Charlotte & R. R. R. Co.,
OFFICE CHIEF ENG. AND GEN'L SUPT.,
WILMINGTON, N. C., Oct. 28, 1870.

CHANGE OF SCHEDULE.

ON AND AFTER NOVEMBER 6th the Passenger Train will run the following schedule:

Leave Wilmington at 7 o'clock a. m. and arrive at the head of the Road at 4 o'clock p. m.

Leave the head of the Road at 6 a. m. and arrive at Wilmington at 3 p. m. daily (Sundays excepted).

Two regular Freight Trains per week will leave Wilmington at 7:00 a. m. Tuesdays and Fridays and arrive at Wilmington on Mondays and Thursdays at 5:15 p. m.

Through Tickets to Charlotte.

S. L. FREMONT,
Chief Engineer and Superintendent.

oct 29

WILMINGTON & WELDON RAILROAD CO.,
OFFICE CH'F ENG. AND GEN'L SUPT.,
WILMINGTON, N. C., Apr. 4, 1870.

CHANGE OF SCHEDULE.

ON AND AFTER MONDAY, the 5th instant, trains on this road will leave Wilmington at 6:00 a. m. and 9:30 p. m.; and arrive at Weldon at 6:30 a. m. and 3:00 p. m. Leave Weldon 10:00 a. m. and 7:30 p. m.; arrive at Wilmington 4:00 a. m. and 5:45 p. m. The day trains will not run on Sundays. Morning train North will leave Union Depot at 6:15 o'clock. Night train North will leave Union Depot at 9:50 o'clock. The 6 a. m. Passenger Train makes connection at Goldsboro' for Raleigh.

An accommodation and freight train will leave Wilmington 10:30 a. m. daily (Sundays excepted).

Returning, leave Goldsboro' at 6:00 a. m. and arrive at Wilmington at 2 p. m.

The day trains leaving Wilmington 6:15 a. m. and Weldon 10:00 a. m. connect closely with Tarboro' Branch train. Night passenger train leaving Wilmington and Weldon on Mondays, Wednesdays and Fridays, also connect closely with the Tarboro' Branch train, and with Stagecoaches to Washington, N. C.

S. L. FREMONT,
Eng. & Supt.

may 8

Wilmington, Char. and Rich. R'y Co.,
OFFICE CHIEF ENGINEER AND GEN'L SUPT.,
WILMINGTON, N. C., Nov. 29th, 1870.

NOTICE.

THROUGH TICKETS TO CHARLOTTE, via Rail and Stage, over this Railway, before sale at the Ticket office at $10 each.

S. L. FREMONT,
Engineer and Superintendent.

nov 30 Star and Post copy.

GENERAL SUPERINTENDENT'S OFFICE,
COLUMBIA & AUGUSTA R. R. CO.,
WILMINGTON, N. C., May 19, 1870.

ON AND AFTER SUNDAY, the 15th inst., Passengers for the W. & W. R. R. will take the Train at the W. & W. R. R. Depot and the following schedule will be run:

DAY EXPRESS TRAIN (Daily.)

Leave Wilmington (W & W R R Depot)	3:30 P. M.
Arrive at Florence	11:03 A. M.
Arrive at Kingsville	3:00 P. M.
Leave Kingsville	12:03 A. M.
Arrive at Florence	8:15 P. M.
Arrive at Wilmington	5:00 P. M.

NIGHT EXPRESS TRAIN (Daily.)

Leave Wilmington (W & W R R. Depot)	9:50 P. M.
Arrive at Florence	6:45 A. M.
Arrive at Kingsville	10:15 A. M.
Leave Kingsville	8:45 P. M.
Arrive at Florence	11:30 P. M.
Arrive at Wilmington	6:15 A. M.

JNO. C. WINDER, Gen'l Sup't.

may 19, 1870

North Carolina Railroad Company,
SECRETARY'S OFFICE,
COMPANY SHOPS, N. C., Dec. 16, 1870.

THE BOARD OF DIRECTORS OF THE North Carolina Railroad Company have this day declared an annual dividend of six per cent on the capital stock of said Company, for the fiscal year ending May 31, 1871. Three per cent payable on first day of March, 1871; three per cent. payable on first day of July, 1871.

The transfer books will be closed from first day of February to first day of March, 1871, on first payment, and from first day of June to first day of July, 1871, on second payment.

CHARLES M. CRUMP,
Secretary Pro. Tem.

jan 3

FOR RENT.

ONE HUNDRED ACRES OF FINE GROUND-PEA LAND, twelve miles from Wilmington and adjoining the N. N. Nixon farm. A comfortable dwelling and all necessary outhouses on the premises.

Apply to the subscriber at the store of Messrs. McIntire & French, corner Market and Second streets, Wilmington, N. C.

A. A. MCKELLAR.

jan 17

OUR HAMS

ARE said to be the BEST. Try them at our prices.

CHAS. D. MYERS & CO'S.
7 North Front St.

jan 16

LOW-PRICE

TOBACCOS

AT

D. PIGOTT, TOBACCONIST,

jan 14

TO THE SHIPPING PUBLIC.

NOTICE IS HEREBY GIVEN THAT ON OR about the 10th of January, 1871, the Pioneer Steamboat Company will place on the Pee Dee River a first-class Passenger and Freight Steamer, which will make regular trips above and below the Railroad Bridge, running in connection with the trains on the Wilmington, Columbia and Augusta Railroad.

☞ The attention of turpentine men along this river is especially called to this line, as inducements will be offered heretofore unknown.

dec 29

DAVIDSON COLLEGE, N. C.

THE SECOND TERM OF THE PRESENT Collegiate year will begin January 16, 1871. Annual Collegiate expenses, from $160 to $200. For catalogues, address

The REV. G. W. McPHAIL, D.D., LL.D.,
Davidson College, N.C.

dec 29

DAVID PIGOTT,

TOBACCONIST,

WILMINGTON, N. C.

jan 1

"YOU CAN GET IT NOW,"
BUCK EYE PEARL HOMINY!

OWING TO THE INCREASING DEMAND for the Pearl Hominy, I have purchased another Mill, and now have in constant operation, two of the mightiest

BUCK EYE PEARL HOMINY MILLS

in the country, and am prepared to fill all orders promptly. Also, I have just received a fresh supply of Oat-Meal, Flour and Buckwheat, which I offer at the lowest cash prices.

Our regular customers and others can be supplied with the choicest Stock of Groceries in the State at the lowest cash prices, at

GEO. MYERS'.

Market Square.

Call and examine the choicest Stock of Groceries in the State at the lowest cash prices, at

GEO. MYERS'.

Wilmington, N. C., Dec. 1, 1870.

Cash advances made on Consignments of Produce.

RED OATS AND RED RUST PROOF OATS.

A LARGE LOT OF THE ABOVE OATS, just received and for sale by

A. A. MCKELLAR.

jan 13