

PROPOSES 'JOLLY SHIP' TO SLAKE CITY'S THIRST

Promoter Offers Stock in Floating Cabaret Enterprise Just Out- side Three-Mile Line.

A rather expensive looking little booklet, with an illustrated cover of a nymph sitting in a pale green cocktail glass and puffing a cigarette with gold smoke, came to the office of The Times through the mails last night. It announced the organization of the Jolly Ship Company, Inc., the main purpose of which appears to be to assuage the thirst of New York in a perfectly legal manner.

The Jolly Ship, according to a letter signed by Francis Sproule, "fiscal agent," is to be a sort of floating cafe and cabaret, which will lie outside the three mile limit or the twelve mile limit, as the case may be, and dispense wines, whiskies, mixed drinks, music, dancing, French cuisine, etc., to customers from ashore. It is to float off New York City during the summer, and off Palm Beach and Miami in the winter.

According to the announcement, the Jolly Ship will be 285 feet long, with a bar at each end of the lower deck. There will be "a famous French chef, thirty pretty French maids for wine service, a full quota of colored waiters and music by one of New York's famous jazz bands," to quote Mr. Sproule. The company will run its own passenger boat between New York and the Jolly Ship every four hours, day and night, he says, and keep undesirable drinkers away. "Peace and joy shall reign."

Mr. Sproule explains that he is willing to let "a limited number" of shares go to the public—at par, \$100 a share—but the stock must be taken in sixty days. The company is announced as incorporated "under the laws and flag of Cuba," and it is asserted that half of the first year's profits will be used to build "a mammoth floating palace of 50,000 tons—costing \$5,000,000."

Assistant Prohibition Commissioner Jones in Washington said last night that several similar projects had been heard of, but never put into effect. Mr. Jones said that there was no law to prevent such a floating cafe, providing it did not transport illegal beverages ashore or violate any treaty with Cuba.

BRINGS IN 20 FROM WRECK.

Wife of Skipper Among Those Res- cued by the Henry R. Mallory.

The steamship Henry R. Mallory arrived yesterday from Galveston with sixty-two passengers, and the nineteen men and one woman who were rescued from the Danish freighter Normannia at midnight on Wednesday off Frying Pan Shoals during a gale. The woman was Anna Blom, wife of Christian Blom, master of the freighter, who stuck by his ship with six members of the crew until yesterday afternoon, when the freighter went down and he was taken off with his men by the tanker Charles Harwood.

Captain H. W. Barstow of the Henry R. Mallory said he was ten miles north-east of the Normannia's position when he got her S O S at 7:30 on Wednesday night and replied that he would be alongside in less than an hour. Arriving at the position Captain Barstow said he could see nothing of the distressed freighter and was circling around when the lookout man sighted a light being flashed on the starboard bow. The operator on the Mallory asked the Normannia to send up two rockets, which was done. Captain Barstow said he had his searchlight rigged to play on the stern of the freighter so that he could manoeuvre as close as safety for his own ship would permit, which was about a quarter of a mile.

About 8:30 a yawl put off from the disabled ship with Iwulhman Hansen, the second mate, and three seamen, who pulled alongside the Henry R. Mallory and said their ship was bound from Jamaica for Charleston with mahogany and that the hold and engine room were full of water. Hansen asked for a tow, but Captain Barstow told him he would take off the crew. The men were taken aboard and radio messages exchanged. Captain Barstow then sent his third officer, W. P. Dukin, in charge of a lifeboat to bring off the remainder of the crew from the sinking freighter, which was accomplished after nearly four hours' hard work.

Mrs. Blom tried to remain on the Normannia with her husband, she said, but he insisted that she leave, and said that if she did not go he would drop her over the side into the boat.

The Normannia developed a leak on Wednesday through the strain on some of the plates. By 3 o'clock in the afternoon there was six feet of water in the hold, and the fires in the boiler room were out. Then the Captain sent out his first S O S.

Mrs. Blom saved her two dogs and managed to find time to get some tobacco and cigarettes for the men and some clothing for herself before she left the Normannia. She had a radio message from her husband early yesterday stating that he was safe with his six men on the tanker Charles Harwood.