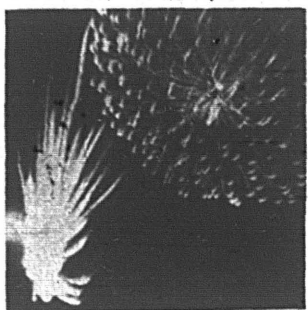


FIREWORKS! 250 Pounds Of Noise And Color

A large number saw the aerial fireworks display in Woods Hole Wednesday night, but not too many among the crowd knew just what they were watching. Edmund J. Godin, vice-president of Interstate Fireworks Manufacturing and Display company of Springfield, was glad to tell about the fairly esoteric art, except in one or two instances where trade secrets are involved.

In brief the display consisted of something between 400 and 500 packaged explosions, an aggregate of 200 to 250 pounds of explosive, paper, twine and string; all for a display lasting about half an hour. The operator and his assistant trucked the fireworks to Woods Hole from the plant in Bridgewater, and Dan W. Clark took them over to Nonamesset, where they set up



their battery of half a dozen steel tubes of different diameters, from which the fireworks were launched.

In charge was Dino Dinota of Everett. He is not on the fireworks company's regular payroll. Most fireworks operators, Mr. Godin explains, do it as an

avocation. They have "powder in their veins," and like nothing better than to go out on the Fourth of July and shoot off several hundreds of pounds of explosive. These parttime operators are necessary to the fireworks companies, because the Fourth brings a peak demand calling for more operators than the companies could keep the year around.

Public Taste
Before Mr. Dinota could arrive in Woods Hole with his truckload of noisy toys, someone had to decide what sort of display Woods Hole wanted for its \$1,000. It seems there are markets for almost any type of fireworks, depending on public taste and the aim of the party who is footing the bill. Interstate, for example, has a package display it sells simply as a

crowd gatherer and has sold it to people who wanted to fill a hall and then pass the hat in a fund raising campaign.

For Woods Hole, Mr. Godin elected an all-aerial show. "You have a large body of water, and a tremendous number of people who might see the display," he explained. "The idea was to cover the largest possible area with a limited amount of money." For Woods Hole emphasis was on vivid colors, noise and large, spreading displays.

The noise, by the way, is not just incidental: It is planned. Some audiences like more bangs, some less. The occasional whistles that sounded sometimes disturbingly like descending shrapnel were also planned.

Most of the canisters fired at Nonamesset Wednesday night were "specials" to the trade, shells that disintegrated in the air, spreading their components all at once. Other type is the "break", a canister comprising layers which peel off, one after another.

Like Mortars
On Nonamesset Mr. Dinota supervised the setting up of his steel tubes, not unlike a mortar battery; each tube plugged at one end and planted firmly in sand. The tubes are 30 inches long and from three to six inches in diameter. Their special steel happily contains any premature detonation; the operators don't have to worry lest a firing tube suddenly fragment.

Each bomb shell fired from these tubes contains three explosive elements; the lifting charge that propels it out of the tube and into the air; the timer, which controls the height, and the bursting charge, which spreads the display upon the air.

Propelling the firework into the air and getting it to burst at the right height are only half

Continued on Page 2

National Academy Honors Dr. Bronk At Farewell Party

Dr. Julius Stratton, vice-president of the National Academy of Sciences, and Mrs. Stratton entertained Saturday evening about a hundred guests at the Whitney estate in Woods Hole, honoring Dr. Detlev W. Bronk, retiring as head of the National Academy, and Mrs. Bronk. Honored guests also were the new president, Dr. Frederick Seltz, and Mrs. Seltz.

Saturday marked the end of three terms, 12 years in all, during which Dr. Bronk served in this office, the first man to retain the presidency for so many years. In addition to scientists who attended from the Woods Hole institutions, many were present from New York and Washington, D. C. Among this group, one of the best-known was Jerome Weisner, scientific advisor to the President and to NATO.

Dr. Bronk, who owns a summer home at Penzance Point, has vacationed in Woods Hole since 1927. He is trustee of the Woods Hole Oceanographic Institution and formerly of the Marine Biological Laboratory, former head of Johns Hopkins university and president of the Rockefeller Institute for Medical Research. His honors and service to science make him one of the most distinguished men in this country.

New Days For Summer Garbage Collections

New schedule of summer garbage collection goes into effect Monday. It has been worked out by selectmen and contractor Albert W. Lawrence, and coordinates the back yard garbage collection with the regular street line collection of rubbish.

On Mondays and Thursdays garbage will be collected in Precinct One and West and North Falmouth. Tuesdays and Fridays the collection will be Falmouth village as far as Gifford and King streets and Precinct Four. Wednesday and Fridays Precinct Three, Pinecrest Beach and Hatchville will be covered.

While a garbage can will be picked up and emptied from behind residences, householders may if they prefer put wrapped garbage in with the rubbish for the regular weekly trash pickup.

Ferreira Asks Enforcement Of Closing Law

Edward J. Ferreira, owner-proprietor of East Falmouth Public Market, told The Enterprise he has complained to state police that some food stores here are staying open for business Sundays and holidays in defiance of the law.

"I am very determined," Mr. Ferreira said, "to close them down."

The new law governing commerce on Sundays and holidays allows the small, neighborhood groceries, referred to during legislative discussion as "ma and pa" stores, to remain open. The store must employ no more than two persons, including the owner.

Dr. Smith Visits

Guests at the Sippewissett home of Mrs. Edward H. Smith are her son, Dr. Porter H. Smith, with his wife and their daughter, Terri Lee. Next Thursday the visitors will return to Milwaukee, Wis.

Clearing Obstructions From Street Corners

DPW Approves Planning Board Bylaw Revision

Planning board submitted a draft copy to DPW commissioners last night of the proposed amendment to the town bylaws in regard to fences, hedges,

Horribles Parade At Silver Beach

At Silver Beach, too, the holiday was celebrated with events that have become traditional, water sports, field sports and a parade of horrors. The parade was well advertised with posters made by the Misses Dorothy O'Keefe, Mary Finnegan, Dianne Johnson, Naomi Richmond and Thomison Kellermann.

Karl Weiss in a jeep preceded the costumed marchers from Silver Beach hotel to the tennis courts, where John Finnegan took over as master of ceremonies.

Following were winners of the costume prizes:

Prettiest: 1. Lenore Doherty and Rhoda Doucette; 2. Angela Polson; 3. Carol Finigan.
Homeliest: 1. Jimmy Chiros; 2. Roland Stewart; 3. William Palanza and Fred Sarro.

Funniest: 1. Mrs. Varjian, William Duggan, William Duggan Jr., Gary Osterel; 2. Nancy and Judy Duggan; 3. Joyce Richards.

Most Original: 1. Timmy and Tommy Murray; 2. Mary Clarke and Lynn Pandiani; 3. Mary Jo Meehan, Margaret Mary Meehan, Suzanne Meehan, Ellen Silva, Bobby Silva, Jeannie Silva, Priscilla Powers, Bobby Powers.

Sails For Europe

Deborah Jane Levy, daughter of Dr. and Mrs. William Leonard Levy of Maravista and Fall River, sailed June 27 with 12 other Girl Scouts from a Fall River senior troop to spend eight weeks in Europe. They will visit the Scandinavian countries, Belgium, Holland and Germany, as well as having a week in Paris and a visit at the Girl Scout chalet in Switzerland.

The girls worked for three years to earn the money for the trip, said Mrs. Levy. Other members of the Levy family are now vacationing at their home in Maravista.

Ironworkers' Strike Slows School, Hospital

Strike of the ironworkers, a minor problem at the Falmouth hospital construction job since it began a week ago, will soon have more serious effect. "It's going to have a profound effect, starting Monday morning," said Vincent Carlson, construction superintendent here for the Wexler Construction company. "Up to now, no. We've been able to work on other phases of the job. We can still, to some extent, but we have the last part of the roof to go. As of Monday it's definitely going to hurt us." Pouring of the slab at the intermediate school project of the C. A. Batson company, which requires ironworkers to handle the reinforcing steel, is being held up.

Low Water Pressure
Mrs. Francis Shea of Montauk street, Maravista, attended the meeting to request the board to take action on the low water pressure on her street. She told the board that a one and one half to two-inch pipe serves 11 families.

"There's such a dribble of water, that I can't have normal water fixtures such as a washing machine or lawn hose," Mrs. Shea said. "I really think it is a health problem, and if you people

Continued on Page 2

CWO Newton P. Caddell Will Command Tender

Chief Boatswain Newton P. Caddell of Russell road, now assigned to the Hornbeam, next month takes over command of the buoy tender White Sage at Woods Hole Coast Guard base. He will replace Chief Boatswain George E. Rongner, who goes

next to Coast Guard Group, New Orleans, where he will be assigned as engineering officer.

Mr. Rongner has been captain of the 133-foot, 500 ton White Sage since January of 1960, after two and a half years as executive officer of the Woods Hole base. Mr. Caddell came to Woods Hole last July from Charleston, S.C., and has been first lieutenant and aids to navigation officer aboard the Hornbeam.

Actual change of command will take place in early August. Mr. Caddell joined the Coast Guard in 1937 in his native Charleston, and his career has taken him to the Mississippi river, Great Lakes, the Pacific and Atlantic coasts. He was aboard an 83-foot rescue boat for the Normandy invasion in 1944, and his group of 60 boats was credited with saving 900 lives. For the invasion his vessel was based near Falmouth, England.

As chief boatswain mate he served on buoy tenders Larkspur at Mobile, Ala., the old Acacia at Puerto Rico and the Aurora at Savannah, Ga. He went to the West Coast for commissioning of the Cook Inlet as a weather ship and worked out of Portland, Me., on her and aboard the tender Acushnet under Comdr. John M. Joseph.

There he became chief boatswain, and went next to the Coast Guard yard at Baltimore to serve on the 125-foot Cuyahoga, the field testing and development vessel. He became warrant officer in 1954, and went

Continued on Page 5

Miss Hazel Day, David R. Wald Are Betrothed

Mr. and Mrs. C. Godfrey Day of Woods Hole announce the engagement of their daughter, Miss Hazel Sanborn Day, to David Reynolds Wald of Belmont and Woods Hole.

Miss Day is a graduate of Lawrence High school, class of 1961. She also attended the University of Grenoble, France.

Mr. Wald was graduated from the Cambridge school and attended Harvard university. During the past year, Mr. Wald has been working at the Woods Hole Oceanographic Institution. Both plan to go to California to complete their college studies.

Miss Day's mother is the former Miss Margaret Sanborn of New York and Martha's Vineyard. Mr. Day, a graduate of Yale university and Columbia, has been with the Oceanographic for some years.

Mr. Wald's mother is the former Miss Frances Kingsley. Dr. Wald is professor of biology at Harvard and has for many years been associated with the Marine Biological Laboratory in Woods Hole.

Morin Aids Rescue Of Boy Caught In Powerful Current

Alexander Morin of Jones road, now at Nantucket on a job moving 25 houses, was one of two men who rescued a 10-year-old boy last week in Nantucket. The boy was battling a powerful current sweeping him offshore from a newly-formed beach bank where a storm breached Broad Creek Crossing last fall.

Charles R. MacDonald, free lance writer, editor and father of five children, and his son, Piers, 10, were surf fishing in knee-deep water when the ground gave way and he found himself in water up to his neck. When the boy tried to reach his father, he, too, was caught in the current. Mr. Morin and J. G. Parks of Cleveland, Ohio, found a child's raft and swam out with it to Piers, who was treading water. Mr. MacDonald turned on his back and waited for the current to slacken which eventually it did and he was able to make his way to shore. His son had been drifting straight out into the bay.

Mrs. Morin is with Mr. Morin in Nantucket this summer. They have purchased a beach cottage there.

Lloyd Nightingale Here For A Visit

Mr. and Mrs. Lloyd T. Nightingale of Fort Lauderdale, Fla., and Mrs. Nightingale's three daughters, Leslie, 13, Gayle, 8, and Wendy, 7, are visiting his mother, Mrs. Flora Nightingale of Raymond street, Falmouth Heights.

They made the trip by car, combining business and pleasure. Mr. Nightingale, who transferred a sign painting business from Falmouth to Florida a little more than 10 years ago, reports he has now developed an interesting specialty, the construction of three dimensional crests and coats of arms. These he builds up from a flat surface with plywood and styrofoam. There is surprising demand for such things, and he has a fat book of color photographs of his work to prove it. Some orders come from individuals with an urge to imitate family-proud nobility, but most of his work is done for hotels, restaurants and such.

And most of the orders come from out of state, which gave Mr. Nightingale the chance to combine visits with customers and a visit to Falmouth. The family has been staying at Capewind motel on Maravista avenue and will start back Sunday, making a wide detour into Michigan before returning to Fort Lauderdale.

Home From Hospital

James McInnis of Quissett, returning home last week from four weeks at the Rhode Island hospital, is making a good recovery from an operation undergone after two weeks of observation at the hospital.

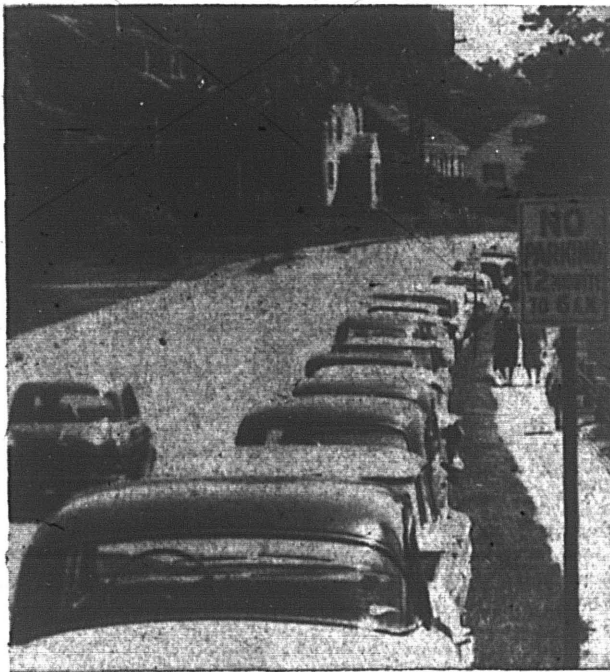
Condition Improves

Mrs. Richard T. Austin of Silver Beach, at New England Deaconess hospital, is reported improving.

Parking Ban Coming To Heights; 23 Cars Towed From Woods Hole

Complete ban on automobile parking in the streets of Falmouth Heights, from Grand Avenue North through to Grand Avenue South, will go into effect as soon as the signs are erected. Selectmen were notified yesterday afternoon that the state

DPW commissioners, having visited the Heights, had approved the parking ban. It had been proposed by Falmouth police and selectmen, after conferences with state district traffic engineers, as the most effective ways of keeping the narrow



Time Ran Out At Midnight

Automobiles of island-bound tourists parked along the state highway above Little Harbor on the holiday. At 3 A.M. police summoned wreckers. Twenty-three were towed to Falmouth garages where returning owners could claim them after paying towing charge and storage.

Cops Were Everywhere And Holiday Was Quiet

Blue police uniforms and black police cruisers were conspicuous throughout Falmouth over the Fourth of July holiday. Between intensive policing and the much reduced number of visitors brought here by the midweek holiday, it was a fairly quiet time.

Every winter meeting which bailed the lawlessness of last summer's big weekends had asked for stricter control. Chief Ferreira made sure that the men were on duty to provide it.

All the regular policemen were on duty 16 to 18 hours a day from Sunday through 8 A.M. Thursday. The summer officers worked 14 hours a day or more. Chief Ferreira was pleased that when many of the special officers on private duty were through at midnight or 1 A.M., they came to headquarters to see if more hands were needed.

A number of these were added to Sgt. Arthur W. Robichaud's late night patrols, and they proved useful.

When a fray broke out at Davis Straits at 2 A.M. Wednesday, and the participants started swinging tire irons and automobile jacks, the three cruisers which responded carried a dozen policemen.

Sgt. Robichaud, whose responsibility for several summers has been the night shift from 1 A.M. on, is a stout supporter of the added manpower.

"I used to be," he said, "that two of us in a cruiser would go out when we got a call about

a fight or a noisy party. We would always break it up in time, but it wasn't easy. We'd grab one fellow and stick him in the cruiser, and he'd duck out while we were after the others."

"But when we show up with a dozen men, there isn't any argument at all."

Chief Ferreira credits the good sense and conscientious work of the foot patrolmen and cruiser crews with the good order of the holiday.

"They Really Worked"

"If it can be classified, credit goes to the officers," he said.

Continued on Page 2

Log Of Busy Hours

Even a reasonably quiet summer holiday brings a multitude of calls to the police switchboard, where such times find two men on desk duty to answer complaints, dispatch cruisers by radio, book the arrested and record everything in the station log.

Here are some extracts from the log for the period from midnight to 4 A.M. Wednesday, the Fourth of July.

Coming on duty at 12 were Sgt. Arthur W. Robichaud, and Patrolmen James Lino, Robert P. Palloca, Albert W. Lawrence, James Souza Jr., Robert J. Murray, Ahmed Mustafa and Richard Gasperoni.

12:07 A.M. Fight reported in parking lot behind Community Center building. Cars 12 and 16 dispatched.

12:12 A.M. "10-4 from cruisers", meant all quiet.

12:15 A.M. Call for cruiser to Heights. Car 10 dispatched.

12:35 A.M. Patrolman Michael M. Romiza called for a cruiser at Woods Hole. Car 18 dispatched.

12:50 A.M. Cruiser returns with drunks. Arrested.

12:56 A.M. Lawrence, Costa, Higgins in with drunk. Arrested.

1:20 A.M. Jeglinski reports accident at VFW corner.

1:24 A.M. Car 12 wants two wreckers. Hazelton and Betts on way.

1:30 A.M. Call for cruiser at Buyway, officer having trouble. Car 12 dispatched.

1:52 A.M. Four arrests from affray at Davis Straits.

2:07 A.M. Men reported around house on Agassiz road. Car dispatched.

2:08 A.M. Noisy party. Car dispatched.

2:30 A.M. Accident at Teaticket.

2:31 A.M. Dr. Wessling in station. Checked fellows hurt in affray.

2:32 A.M. Shenker wants cruiser at Heights. Car 16.

2:32 A.M. Diner asks for cruiser. Fellows might make trouble.

3:02 A.M. Released pair picked up earlier drunk.

3:47 A.M. Noisy kids on beach at Pinecrest Beach.

3:59 A.M. Noisy party, Waquoit.



Chief Warrant Officers Caddell And Rongner

Around The Town

John W. Giabbal will be graduated tomorrow among members of the 44th training troop at Massachusetts State Police academy. Graduation ceremonies will be at Commonwealth armory in Boston. Mr. Giabbal is the son of Mr. and Mrs. John G. Giabbal of 8 Russell road.

Miss Marilyn Volk left Sunday for a two-month tour of the British Isles and Europe. First leg of the journey was a jet flight to Shannon airport. Miss Volk, a teacher in Norwood, is the daughter of Mr. and Mrs. Walter L. Volk of Harmony street, Maravista, and Dedham.

Dr. and Mrs. Paul M. Fye will entertain at the Whitney estate tomorrow from 5 to 7

P.M. with a reception for those associated with the Woods Hole Oceanographic Institution in the annual summer get-together. Invited are employees, summer fellows, students, visiting investigators and their spouses. About 300 to 400 are expected to attend.

Norman Springer of Sydney, Australia, arrived Sunday night to be the guest for a week of Mrs. Harold M. Baptiste of West Falmouth. Mr. Springer and Mrs. Baptiste's other guest, Mrs. Helen Brewer of Johannesburg, South Africa, are friends she met during her around the world cruise last winter.

John E. Overy of North Falmouth entered Barnstable County hospital Wednesday for observation and treatment.

Return To Swan Island

Mr. and Mrs. Prince S. Crowell have traveled far and done much research in their pursuit of the history of a Falmouth institution, the Pacific Guano company that once occupied Penzance Point. Mr. Crowell's father was the company's chemist. Last year they journeyed up the Ashley river in South Carolina, where phosphate was dried and ground for shipment to Woods Hole. In March they made their most romantic and adventurous exploration, a journey to tiny Swan Island in the Caribbean. It was their first visit but, in a sense, a return to Swan Island, which Mrs. Crowell here describes.

By Ethel M. Crowell

Tucked away in the Western Caribbean, about one hundred miles from Honduras, are two small coral Swan Islands, named probably for a 17th century pirate. You may not find them on the map; if you are fortunate, you may see two small dots marked either "U.S." or "U.S. and Honduras."

According to the New York Times, Honduras has entered its claims in the United Nations by its ambassador who says that Swan is and always will belong to Honduras.

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In 1960, a group of seven Honduran civilians anchored off the harbor of Swan. People from Swan went out in their boat to interview them. The Hondurians insisted on coming ashore with their guns. After much parleying they consented to land without guns; except one, who stayed in his boat with his gun. They raised the Honduran flag and, with fresh cement they brought with them, they made a slab on the dock and put their names and the date on it. They took census of all permanent native persons, and after receiving good food and drinks, they returned to Honduras. A similar group came the following year. The New York Times reported that an expedition by 60 Honduran students was abandoned after their plane was wrecked by a hurricane. It seems that at present Swan belongs to the United States.

Mr. Crowell had set his heart on going to Swan to continue

the guano investigation. As a young boy in Woods Hole, watching the great ships in the harbor, he was always hearing so much about Swan. I went along with a mixture of uncertainty, uneasiness, but also anticipation. Mr. Sumner Smith of Arlington, Massachusetts, the present owner, encouraged us by writing to his caretaker, Capt. Donald E. Glidden, to make plans for us. As mail goes but once a week, and as we were en route by slow stages to Florida, communications were slow. I reached the point where my chief concern was not that perils might await us, but that we would not be able to get there. However, the captain had given us into the care of Mr. Roger Butts, an executive of Vanguard Service Corporation, which manages the commercial station, Radio Americas, on the island.

Hurricane Watcher

In Spanish it serves the Caribbean and surrounding countries with advertising, music, news, etc. There is no stronger transmitter in the United States.

Also, there has been on the island for 25 years (since 1937) a U.S. Weather Bureau Station and FAA supporting personnel. It reports twice daily to Miami and is a major hurricane watcher.

The caretaker, who has spent much of his life there, calls it "Paradise," and so we found it. Greater Swan is two miles long by one half mile in width and proved to be a place of peacefulness and beauty; a new experience for us every day, and such kind and friendly people; about 15 technicians of U.S. Weather Bureau Station and Radio Americas, about 20 Caymans. (British subjects from the island of Grand Cayman) and five or six Hondurians.

Before I tell of our experience I must try to condense some high spots of Swan's colorful history. I owe much of the following to Capt. Glidden's life story, which he has written. His grandfather, father, uncles and a brother also served as caretakers there. I quote, "Now we will hear Grandfather's story of what he knew about Swan Island. He told us this story more than once while he was plaiting straw hats or fish pots. He was also a sailor on a small schooner that used to sail from Grand Cayman to Honduras with freight and passengers. They would always come by this small island. Well, Grandfather said there was no one on the islands. They would go in and drop anchor and go ashore, and at night time walk the beach and turn turtles. He said he made several of these trips and always found it desolate. But here is the surprise — one day when they stopped, they saw two men (white men) appear on the beach. They beckoned to them by way of hand, and they hastened to get to them. They were sailors on a two-masted American trading schooner. The white men said that their ship was headed for the United States of America, from Central America, and they sighted this island. Their Captain through curiosity stopped, went ashore, found it uninhabited, took a look over, and found something on the eastern end that he thought was phosphate. He took samples of it to

the United States and reported it to the guano companies that were operating in the West Indies digging phosphate. They visited the island and found phosphate that analysed 90 percent good. This was the starting point of the phosphate industry on Swan Island. They (the two men) were in rags, hungry and thirsty. They said that their captain, after finding the island desolate, fixed them up and left them to take care of the island until he returned."

On August 18, 1858, the United States Congress passed an act which allowed Americans to claim unoccupied islands in the name of the United States for the purpose of removing guano. Two other phosphate companies worked at Swan, before the Woods Hole company owned it from the late 1860s to the late 1880s.

According to the captain and others it was the discovery of phosphate in Florida that ruined the Swan market.

There followed a period of various owners and enterprises; turtles, fishing and even a suggested sanatorium.

At times business was good, but more often there were difficulties in getting laborers, strikes, slow payrolls, fights, intrigues, etc. The story of the owner, Alonzo Adams, is probably the liveliest. From Captain Glidden's story, "Captain Adams, master of a transport, spent a lot of time having his ship anchored at Swan Island and only occasionally would make a trip to get laborers, or go to the United States for supplies. Therefore, he had plenty of time to view the island thoroughly and he thought a good future could be made out of the island. Finally, Adams could stand it no longer; he left my uncle in charge, caught a ship, and went to the United States for advice from a lawyer, who advised him to go back to the island, take every living thing off of it, and row out three miles and then return; and "he must be the first man to step off the boat on the island, and the island would be his. He did that, and the Cayman boys that were there with him said, 'He went out three miles, and then returned and stepped out of the boat and then said, 'From tonight, Swan Island is owned by Alonzo Adams.' Only then the boys had trouble in getting their money,

because he had no capital. He had to sell some shares to some people in Boston, and they are holding Swan until today."

Mr. Sumner Smith told us that Mr. Adams gave shares to Dr. A. Brooks of Boston for an operation performed on a member of his family.

Speck tho it is on the ocean, many others, each with his own story, have found it.

A book, written in 1911, "A Naturalist on Desert Islands," by Mr. Percy R. Lowe, a member of the British Ornithologists Union, has great interest for me. His feeling for the island then is not different from mine now — I quote, "Swan Island looked like a long spinney standing half submerged in a vast flooded plain." Only once before had any naturalist visited them. This was in 1886 when Mr. Charles Townsend, an American ornithologist, paid a visit to the islands. One felt constantly to thank God that man had not swooped down to 'improve' them beyond all recognition and that there was one last unknown retreat upon the ocean where Hera still guarded her golden apples. If so, it did not detract from our own

interest that our "Zenolda" was the first yacht that ever invaded her sanctuary." Mr. Lowe found Alonzo Adams "Laird" of the island with his wife, two sons, two Negro servants enjoying a sort of "Robinson Crusoe" life.

Mr. George Nelson, from the Museum of Comparative Zoology at Harvard, made many trips, collecting and photographing birds, snakes and small mammals. Many private yachts, including Governor Pinchot's of Pennsylvania, visited it. Once, a British naval cruiser calling there was surprised that it belonged to the United States.

Of course no small island is complete without a treasure story. The captain is sure some earlier hunters found one working by themselves in the night and leaving hurriedly the next day. Later he was with some searchers who found a wooden platform several feet down and beneath it an empty hole just

the size of a chest. During World War II, a United Fruit Company transport sought refuge after being attacked and pursued in the Yucatan Passage by an enemy submarine. A most unwelcome visitor, the 1955 hurricane, destroyed most of the coconut palms and leveled the tall steel towers of the Weather Bureau, twisting them into a tangled mass.

At last arrangements were made for us to be among the few recent visitors to Swan. We flew from Miami in a DC-3, 24 passenger plane with two pilots, the mail, medical supplies, weekly food, several wares for the

store, etc. We learned later that we presented some problem. About one half hour before we were to land, the island found out that no preparation in the line of ramp or ladder had been made to get two aged passengers from the high door of the plane. After much scurrying around and various suggestions, a solution was found. They drove a tractor with a scoop up to the door, raised the scoop, led us onto it, backed away a bit and



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lowered us. Every available man, woman, and child was down to greet us. I was a curiosity indeed, the only female citizen of the United States on the island.

Mr. Butts gave up his home for us, a Quonset hut, five rooms and a bath with hot and cold water. On one side we heard the diesel generators and the distillery which made our delicious fresh drinking water from the ocean. On the other side, some fifty or more cattle roamed the island. Houses and air strip were fenced. At the mess we had excellent food. From the island came beef, veal, milk, limes, papaya, extra good honey, yams and coconuts. Fresh pastry was made on the spot. Our cook learned his skill from an older brother, but also had "Fannie Farmer."

Four-Foot Barracuda

The island had one unimproved road and woods roads, more unimproved, which we travelled many times in jeep or truck. The radio station and weather bureau were carefully explained to us, but not comprehended. We were taken swimming in the loveliest water I ever saw. We hunted shells and coral while the men went skin diving on the reef. We had one trip around the two islands in a sixteen foot plastic boat in such high waves. Mr. Crowell helped pull in four and one quarter good size rock

fish and a four foot barracuda. The one quarter rock fish was head and shoulders only, probably attacked by a barracuda on the way up. My especial joy on that trip was the birds; at least one hundred frigate birds, one hundred brown boobies, and twelve red-footed boobies, at times so low over the boat we could almost touch them. Palm warblers and smooth billed anis were around our house all the time and I had an excellent view of a vittellina warbler, Nelson's, (denolroica vittellina nelsoni) named for Mr. George Nelson and found only on Swan, I believe. On the runway we enjoyed daily a flock of twenty little blue herons in all stages of color, a few white ibis and one cattle egret. It seemed like home to hear and see one catbird, also one tree swallow.

One of the Technicians led us to a young white booby in its nest. We had to pick our way several hundred yards over jagged sharp coral with great cracks to be crossed. Tho I wore a hole through my canvas shoe and had one small cut, the close-up view was a treat and the picture of it given to me by the technician a fine reminder. The jungle and lack of time prevented us from hunting birds more often.

The only anxious moment I had at the island during our visit was in a flat bottomed boat, four by six feet, built with a plexiglass viewing space in the bottom. We sat in small seats in each corner, three men and one woman, with a gay opened umbrella in the center. In one place, out over the reef, the coral was so near the surface that the small motor had to be abandoned in favor of an oar. Until a deeper channel was soon found, the offshore breeze was taking us out. Unless we were lucky, Africa might be the next stop. We enjoyed the four foot long iguanas lying on tree branches and the small lizards of various kinds skittering here and there. The isolation was broken four times by the arrival of banana boats. One came from Tampa and one "The Cacique."

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the more or less regular boat from Grand Cayman to Honduras, came three times. Their arrivals drew most everyone down to the dock. A few passengers embarked; oil was pumped; mail; various cargos, food, lumber, etc., were unloaded by the captain and his helpers. A fleet of shrimp boats on their way to Columbia anchored a few days while making repairs.

For our real purpose, the guano investigation, we found much of importance, but many baffling circumstances. I quote from a publication of the Company in 1876, "A commission of the U. S. Government in their official report state that the quantity of guano contained on the islands to be about three millions of tons." After we examined the deposits, it seems an exaggerated estimate. This is borne out by letters to Capt. Prince Sears Crowell in 1880 from a company director implying that Swan had not been a profitable enterprise. Also, on the books of the company in 1887, Swan's value is given as \$139,498; in 1888 as \$489,789.

The guano, deposited untold years ago, is now a soft brown phosphate rock covered by grass, underbrush or trees — no odor. In most places it is five or six feet deep on the coral foundation. The largest area, shown us by the Captain, was three feet deep and 200 by 250 feet, with perpendicular sides. With his machete, he broke off samples for us. Also we sat in a pile that had been dug in the 1880's ready to ship to the dock on the narrow gauge railroad. There was a grinder, 12-14 feet long and three or four feet in diameter, reduced the rock to a powder to be packed into bags. This and other machines are rusting in the open. The dock and warehouse are still in use. A small part of the railroad near the docks is being used by the captain to haul cargo from ships by his horse in a cart on the rails.

Ten cisterns show the former locations of each of the workers' houses. Cisterns were necessary as all wells were brackish.

When we reluctantly left for home, the pilot flew low over and around the islands as a farewell treat. We realized with grateful appreciation that no stone had been left unturned to make our unusual adventure a reality.

Our research is by no means over. There are unwieldy dusty tomes in court houses; account books, letters, etc., in our cousins' attic (and other places) to peruse; and hints, rumors and clues to pursue.



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