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A STORMY VOYAGE.

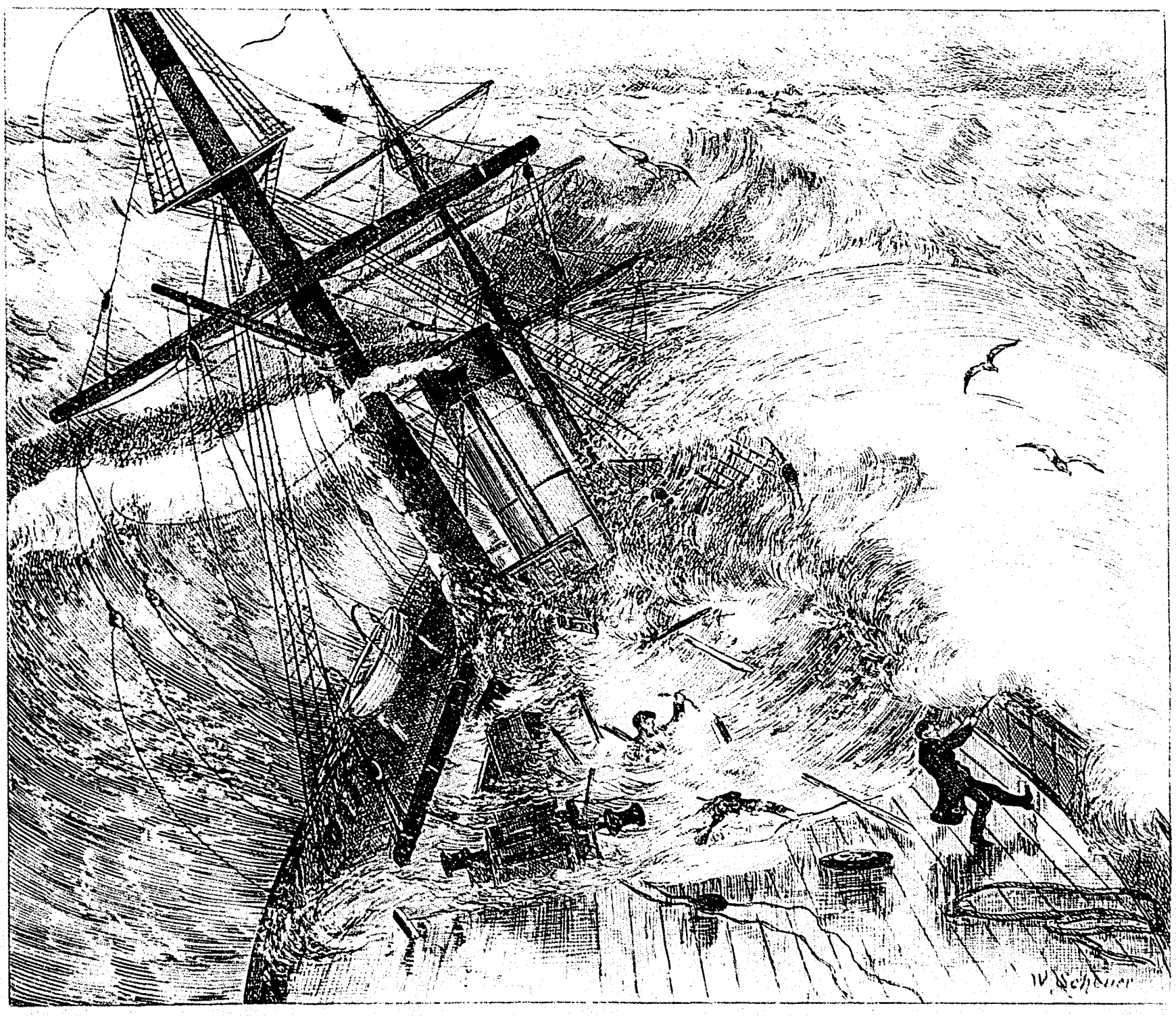
On our front page will be found a sketch of the steamer "Circassian" battling with a tempestuous sea. In connection with this voyage of the gallant vessel, we translate the following account of a passenger, published in the *Journal de Quebec*.
 "On the 2nd of March, we left Liverpool with contrary winds which presaged the tempests which were to follow. On the third day out, a tremendous wave struck the steering apparatus and broke it to pieces. The steering was conducted by means of a pulley attached to a capstan, but the result was not very successful. Still the vessel continued thus for the next twenty-four hours, going about two knots an hour. The

barometer was slowly sinking: the waves became more and more furious; a cold wind, accompanied by rain and hail, rendered working on deck very difficult, and the outlook was very gloomy indeed. One dark, bleak morning, when every body was in the cabins, an enormous sea, with the irresistible force of a crumbling mountain, broke over the deck, tearing away the funnels, washing off the boats, and interfering with the engines. It was an explosion which resounded over the whole vessel. Men in affright rushed from their cabins, women swooned, and a deluge pouring through the hatches gave rise to the fear that the ship was sinking. The steamer had necessarily to stop in the midst of the tempest, being driven and twisted in every direction. The main mast broke its chain and threatened

to burst open the deck in its fall. Death would then be inevitable. Every one prepared for the worse. A young lady made her last toilet, preparatory to her final departure. A passenger secured all his papers, massed provisions in a large paletot, and donned his life preserver. Others fell on their knees and said their prayers. The crisis lasted forty-eight hours. At length on the tenth day, the tempest seemed to have spent its rage, and the vessel resumed her course. Eighteen days after her departure from Liverpool, she reached Portland, after having had three boats dashed to pieces, eight sailors wounded, and her funnel and masts broken. Under Providence, it was felt that safety was due to the heroic conduct of the Captain and officers of the "Circassian."

A SIGNAL SERVICE INDEED.

Nothing has better shown the great value of the national Signal Service than its efficient work during the recent gale on the New England coast. Though several vessels were wrecked or stranded, it was not the fault of the vigilant watchers along the bay. Storm signals were hoisted at Thatcher's Island and all the stations in ample time for vessels to gain a harbor, or at least a safe offing. When the signal of danger was shown at Thatcher's Island there were forty-three vessels in sight, but all had disappeared in a short time and were beyond the reach of serious damage by the gale. It may, indeed, be reasonably assumed that the amount of property saved by this one signal more than covered the cost of the signal service for a whole year.



THE STEAMSHIP "CIRCIASSIAN" IN A STORM ON HER LAST HOMEWARD TRIP.
 From a Sketch by the Rev. E. F. WILSON, of Sault St. Marie, Ont., one of the passengers.