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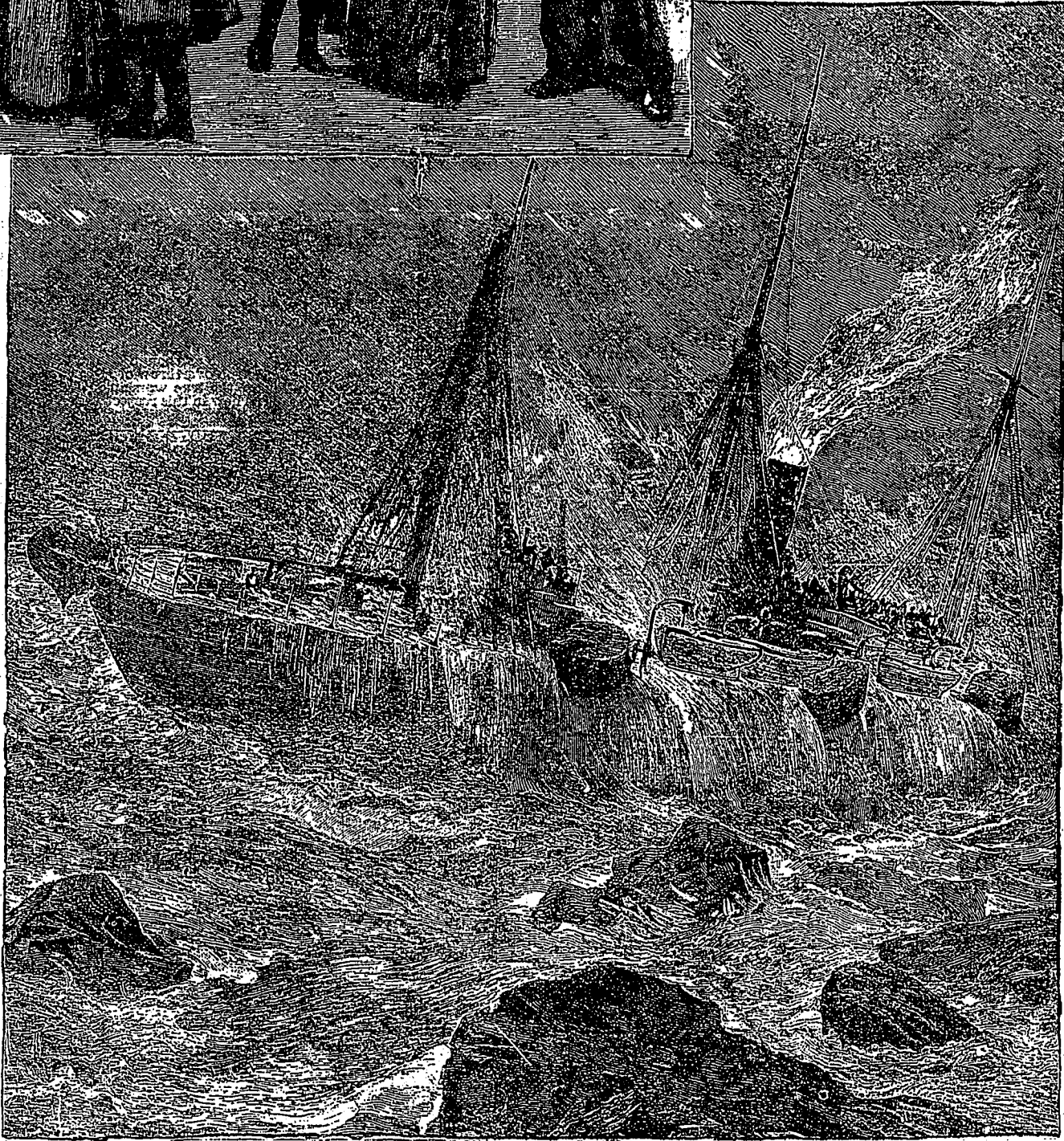
W. Dixon, Chief Engineer John J. Robins, Asst.-Engineer William P. Edwards, Assistant Engineer Frederick V. Head, Torpedo Gunner Frank Holsgrove, and Boatswain John Dwyer.

Camarinas, near which little town or village the "Serpent" went on the rocks, is situated at the mouth of the river of the same name, almost within the shadow of Cape Tosto. It is about twenty miles north of Cape Finisterre and between fifty and sixty miles from Corunna, which is the nearest important town on the coast. The gale was still at its height, with rain squalls and thick weather, when the "Serpent" struck. The first shock was not severe, but then she gave some terrific rolls and seemed to slide off the rock, while her stern struck some other point, which went right through her. She then canted on her side, and went down in deep water in about twenty minutes from first striking. The strictest discipline prevailed during this trying time. Commander Ross ordered the boats to be lowered but they were stove in, and it was not until he told every man to do the best for himself that the crew began to jump overboard. The survivors are

ENQUIRING FOR NEWS OF THE "SERPENT."

## LOSS OF THE "SERPENT."

One of the greatest disasters which has ever occurred to the British navy happened on the night of Monday, the 10th of November last, when H.M.S. "Serpent" struck a reef on the north-west coast of Spain and went down with all on board except three men who were washed ashore. One hundred and three gallant lives were lost, including all the officers of the ship. The three men saved were seamen. The "Serpent" was bound for a West African port, and had left Devonport on the Saturday previous to the accident. The "Serpent" was a twin screw cruiser of the third class. She was built at Devonport dockyard, and was completed in 1888. Her complement was 176 officers and men; the displacement, 1,770 tons; and the total indicated horse-power, 4,500; extreme draught, 14 feet 6 in.; length, 225 feet; beam, 36 feet. She was engaged by Messrs. Harland & Wolff, at Belfast, and her total cost was £121,000. As to her armor-plate, the official description is an unprotected steel hull, and her armament consisted of six 6-inch 5-ton breech-loading rifled guns, eight 3-pounder quick-firing guns, two machine guns, and one light gun. Her speed was 17 knots. Her coal endurance is given as follows—475 tons storage. With that quantity she could have steamed 7,000 miles. The "Serpent" took part in the naval manœuvres of 1889 under Admiral Sir George Tryon, K.C.B., and was considered quite seaworthy. She was commanded by Commander Harry L. Ross. The other officers were Lieutenant Guy A. J. Greville, Navigating Lieutenant Peter N. Richards, Lieutenant Torquil Macleod, Staff Surgeon W. M. Rae, Paymaster James



THE LOSS OF H. M. S. "SERPENT" OFF CAPE VILLANO—SCENE IMMEDIATELY AFTER THE VESSEL STRUCK.