## AGE OF THE

Account of the Attempts Final Success of the Wrecking Crew.

WAS VERY BADLY DAMAGED

Gear Suffered Consideras a Result of Coal Oil Leakage.

tain Gibbs, the underwriters as reported yesterday that the Mariechen had left Juneau for in tow of the steamer Sa Esquimalt, but, it is stated by unimalt Marine Railway, com-at this report is probably un-for the last report received at all was that the repairs were ng safisacorily and the two were not expected to start down end of this week. The report of yesterday was that the Sal-l left with the Mariechen on day. An interesting account of rage of the Mariechen is given tter from one of the wrecking board the Salvor.

were several trials made, each ccessful, it being very difficult own to the seat of the damage nt of the cargo, inspection from de being impossible as the ves-ying on her bilge on a flat sur-

Bay has been renamed Dough f flour. etter, dated April 28th, says:

for the good news. It is now m. and we have been working es since 3 a. m. when we comin that hold runs fifty min-e hour. No. 2 we have pumped the orlop deck, and until 7 e were running it right down ot understand why because the y they have done their work is now dark and we are put-as (old sails) over the packhis does not tighten her up we ich her. There is enough water nto the engineroom to keep the and eight-inch pumps busy; the

Success at Last

y morning—We have got her!

np in No. 2 now controls all the

nd she runs forty minutes to

r; McHardie and Cook, divers,

king hotton, and we lope she

ten up more. We are new ger
in, and hope to draw out to an

ge before going to Juneau.

men have been at it since 3

yesterday morning, little Doug
the rest. Our great trouble

sh water; it was awful, as we

stop the different pumps as they

of water. She nearly filled on

re we knew where we were. We

y get water (fresh at high tide,

ly by our boats up a creek, so t

work and those pumps get rid

no time.

Bottom Badly Crushed

bottom under No. 2 is crushed eggshell, two or three good-oles. The damage is of a pecu-ture; her port bilge is driven up plates are cracked and hundreds s spring, so it makes it had to re tight. She will require a pile enting to make her fit to come All hands are dog tired but We started trial at 3 a. m., 6th and had her under control m., April 27th. rday and Sunday—Getting in shape, working at bulkheads,

day—Left Doughtown at 7.30 hank God. Salvor towed amazvell and reached Juneau about n. Tuesday.

au, May 2.—We arrived here 30 p.m. yesterday, having left ay at 7.30 the night before; we f is. One does not realize will big ship the "Merry Can"

whopper. ost the anchor and sixty fathher where possible to tighter She is making enough water she is making chough an eight-inch pump going all it. We hope to get her tight to cement by tomorrow night then have to get the remaining bout three hundred tons, out of o. 2, to do the cementing, and so as to take out the list, which ty-two degrees yet. The stan n lower and orlop deck in No. no sleep, and most of us have ds, but are all happy now, as

diving dresses suffered badly.
oil having practically destroyed
l. The oil leaked in amongst No. 2 hold, and the flour ck a second before it slips out

oied so many of our men ne wreck we could do s y as the "Merry Can" it was decided to come here, ughtown it took twelve hours our tanks, and no facilities for fumber, cement, etc. Customs people are very oblig-have given us permission to do

proceed very comfortably. Of he water was the worst problem, to contend with.

## THE CHRONICLES OF DON Q.

BY K. and HASKELL PRITCHARD.

(COPYRIGHT BY PEARSON PUB. CO. AND CANADA NEWSPAPER SYNDICATE.)

where yet lained and in codes of the control of Law hand and the code of the control of Law hand and the code of t

