

on her beam-ends, and the dreadful consequence may be readily imagined. We cannot attempt to describe it; and shall only add, that it may be found in *Bell's Weekly Messenger* of December 22, 1816.

It is worthy of particular notice that, the two wrecks occurred within three weeks of each other; and it is an extraordinary coincidence that they should happen upon the same spot. Can we doubt that they were produced by similar causes?

After the publication of these lamentable particulars, it was hardly to be expected that similar events were again to occur on this fatal spot; but the melancholy loss of his Majesty's ship *Drake* will long be remembered.

"The *Drake* sailed from Halifax on Thursday morning, the 20th of June, 1822, for St. John's. The weather being uncommonly fine, and the wind favourable, she continued to steer a direct course for Cape Race: on Sunday morning it came on extremely thick, with a fresh breeze from W. S. W.; at noon it cleared up for about a quarter of an hour, just giving time to get a good observation of the latitude, which agreed very well with the latitude by account. At the time we supposed ourselves, by our reckoning, to be 90 miles from Cape Race. At six in the evening, having run about 60 miles since noon, and finding the fog still continued, we hauled out four points, intending to have steered S. E. during the night; about half-past seven o'clock, all hands being on deck, breakers were reported to be a-head; the ship was instantly hauled to the wind; but, not being able to clear the danger on that tack, we endeavoured to stay the vessel; but, from the heavy sea, and, whilst in stay, her stern took the breakers, and she immediately fell, broadside on, the sea beating completely over her; the masts were immediately cut away, with the view of lightening the vessel, as well as affording a bridge to save the crew, but without success in either point; for, in a few moments, she bilged, at which time there did not appear the slightest hope of saving a man. The cutter was launched over the lee-gangway, but immediately sunk. A man attempted with a lead-line to swim on shore, but the current setting strong to the northward, he was nearly drowned in the attempt. The only hope remained in the gig, the jolly-boat having been washed away, which was launched in the fore-castle, with the boatswain and lead-line; a heavy surf washed her upon a rock not communicating with the main, and dashed her to pieces, and the line was carried away; but the boatswain succeeded in scrambling up the rock with a few fathoms of line. The sea at this moment making heavy breaches over the ship, the crew were on the fore-castle, hanging by the ropes, each succeeding wave appearing to bring with it total destruction, when a tremendous sea lifted her quarter over the rock on which she first struck, and close to another comparatively sheltered. The fore-castle, hitherto the most sheltered part of the ship, was now abandoned for the rock; and, all hope of the vessel being gone, it was determined, if possible, to quit her. The people severally stepped from the poop to the rock; in attempting which, a few (among whom was Lieut. Stanley) were washed away, and dashed with tremendous force against the wreck. Capt. Baker, after seeing the whole of the crew on the rock, followed; but it was now found that the rock was insulated, and the rising tide would cover it. The boatswain, observing this, swam with the piece of line in his possession, and, in spite of the surf, succeeded in reaching land; and, coming opposite the rock on which we were, threw the line across: it was found just long enough for one to hold upon the main, and one on the rock at arm's length: by this trifling assistance forty-four out of fifty, landed on the rock, succeeded in gaining the main; and it is probable all would, had not a man and a woman attempted to cross together, which took the line out of the man's hand on the rock, and, in the attempt to get it back, it was washed away. Capt. Baker was repeatedly requested to cross, but every time resolutely refused, and, throughout the whole unfortunate occurrence, to save the lives of the crew appeared to be his principal object, regardless of his own. Every instant the water rose, and the surf increased, when the officers and ship's crew used every endeavour, by tying handkerchiefs together, to make another holdfast; but, proving too short, we were soon reluctantly compelled to abandon them to their fate; and, at day-break, there was not the slightest trace of the unfortunate sufferers. At this time we found the frame of the wreck broken in halves, with the after-part thrown on the top of the bow. On discovering we were on the eastern head of St. John's, we repaired to a house we found there, after having in vain searched for the body of Capt. Baker; and then proceeded, after a little refreshment, to Trepassy. The only reason of so many lives being saved, certainly was from the great order and discipline of the crew. Every man's exertion appeared to be, not for his own life, but for the general good. Had any confusion prevailed, there is little doubt but few

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