

ADrift WITH BROKEN SHAFT

GRAPHIC ACCOUNT OF THE ACCIDENT TO THE UMBRIA.

Many Ocean Liners Saw the Disabled Vessel But Simply Spoke as They Passed. By a Special Correspondent.

New York, Dec. 31.—The tug of the New York Sun having on board three Sun reporters, met the Umbria off the Scotian lightship at 3:15 o'clock this morning and received from Frank Marshall White, former London correspondent of The Sun, who was one of the Umbria's passengers, the following account of the accident to the ship and her experiences since it occurred:

The Canard steamer Umbria, Capt. Horatio McKay, arrived off Sandy Hook at 3:15 this morning, seven days behind time. A fracture was discovered in a heavy gun and her machinery was stopped south of the banks of Newfoundland at 3:30 o'clock in the afternoon of Friday, the 29th instant. After drifting for 12 hours in a storm she was towed 75 miles by the Hamburg-American line—but the cable between the two steamers was broken in heavy gale on Saturday night and they lost track of each other.

After drifting for three days to the south-east she started again with her own machinery which had been repaired under great difficulties by Chief Engineer Tomlinson, and came on in fine weather at half speed to her destination.

The passengers in the first cabin were a rather heterogeneous lot, with the diversified objects and purposes that animate the usual ship load of travelers crossing the Atlantic. J. Henry Harper, head of the great publishing company in Franklin-square was on his way home after a short business trip to England and France, to spend Christmas with his family. Oliver Bergdorf, the artist, known to the readers of Life, Harper's and other magazines, was returning to New York after two years among the painters of Paris.

Two tenders were required to bring the mails from the wharf at Queenstown to the Umbria, so that she did not get away until 9 o'clock on Sunday afternoon. That night a gale sprang up which increased in violence until Thursday, it being impossible for those passengers who were able to leave the steamer to do so. The rolling of the steamer almost prevented sleep at night. The average sea on average per day is something like 500 miles. On Monday noon she was 405 miles from Queenstown, in the next 24 hours she made 420 miles, but the next day's run was but 280, the day after 402 and the day after 300 again, so that on Friday the day of the ship sailed on Friday that she could not in all probability land her passengers until Christmas morning.

The first intimation the passengers had that there had been an accident was after dinner on Friday, although the engineer had been watching the shaft with twice for 48 hours and the machinery had twice been stopped during the previous night for an inspection of the law in the great steel casing. During dinner Friday the steamer came to a stand still, which caused some speculation among the passengers, though as the weather was rough, it was not at once perceived that the machinery was not in motion. About 7:30 o'clock in the morning as the men in the smoking room were lighting their cigars Capt. McKay addressed the usual evening, saying: "I am very sorry to inform you that I have broken our shaft and shall be unable to proceed to my destination, however, except a towing off from any vessel large enough that comes within hailing distance."

The conditions that confronted the company on the Umbria were not entirely gleeful. The big steamship lay disabled in latitude 44° 48' and longitude 57° 17' about 200 miles from Halifax and 500 miles from New York with a heavy gale blowing. Nevertheless there was no actual danger as almost every passenger on board accepted the situation cheerfully. There was very little commotion when the shaft was found to be out of their situation. They took it as calmly as the men. The principle anxiety to every one indeed was on account of relatives and friends at home.

Chief Steward Gores said there was enough provision on board for last three weeks more without anyone being in the slightest degree starved or even for four or five weeks with the deprivation of a few luxuries. Very few passengers remained up much later than their wonted Friday night. All through the night they were drifting helplessly in mid-ocean in a storm. Oil was pumped upon the water through the draining pipe of the hull and the water gained while the machinery was in motion. Just about daylight those who were asleep were awakened by several reports from the Umbria's gun and the sound of her whistle. In 10 minutes almost everyone was on deck to ascertain what was the matter. A ship was in sight, just on the verge of the horizon, bound eastward. For half an hour, during which the gun was continuously discharged and the whistle blown, it was impossible to detect whether the other vessel had seen or heard the Umbria's signals, as during the entire voyage she had sighted but two other vessels, and the passengers felt it was almost too much to hope that she should be at hand so soon after the breakdown. Soon however it was seen that the newcomer was making toward the drifting ship, and at 8 o'clock she was alongside. It proved to be the Bohemia of the Hamburg-American line, bound from New York to Hamburg. She at once responded to the Umbria's request for a tow, and before noon she was connected to the big steamer by a steel hawser and was steaming slowly westward. The storm grew heavier in the afternoon, and it was all the Bohemia could do to draw her big burden in the teeth of a head wind.

Inch on Monday a steamer was sighted proceeding westward. In answer to the Umbria's signals she came alongside and proved to be the Manhattan bound from New York to New York, the property of James McColin, one of the passengers on the Umbria. The Manhattan had scarcely come to a standstill, however, and considered the big prize money she would obtain by towing the disabled vessel to New York than a much larger steamship here in sight and bore down rapidly toward the drifting vessel. In a few moments she was close enough for the officers on the Umbria to distinguish her as the Galia of their own line on route from Boston to Liverpool. The officers of the Manhattan also recognized the Galia and steamed off homeward disconcerted, done out of her prize money. Everybody on board the Manhattan was jubilant, and the celebration of captain, officers, crew and passengers may be imagined when, in response to the Umbria's signal, "Disabled, stand by," the Galia returned, "Can't stand by, carrying mails." The Umbria signalled back, "We hold you responsible," whereupon the Galia simply dipped her ensign, signifying "Good-bye," and disappeared to the eastward as the Manhattan passed out of sight to the west.

Passengers Become Alarmed. The passengers now were, many of them, generally alarmed. They did not place much faith in Engineer Tomlinson's report that the shaft was broken, and as many believed that Capt. McKay had deliberately sent the Galia away with no intention anything for him to do. They called a meeting in the smoking room to pass a vote of censure on the ship's officers, but the anti-kickers came in and put a quietus on this project by forcing what was called an Amusement Committee, which, Henry Harper as chairman, its object being to have representative obtain information from the captain, and it was not known how long the Umbria would drift before the committee in the saloon for the evening. Capt. McKay expressed himself as entirely ready to cooperate with the committee. He told Mr. Harper he was as much surprised as anyone on board at the conduct of the Galia, but as she was of the Cunard line he would not say anything more about the matter.

After drifting for three days to the south-east the Umbria started again with her own machinery which had been repaired under great difficulties by Chief Engineer Tomlinson, and came in fine weather at half speed to her destination. She arrived off the wharf at Queenstown on Monday at 3:30 a. m., and all were in company with the Britannic of the White Star line and an oil tank steamer. Both her secrets left her at the outer light-ship and went up the bay at a rapid pace compared to the speed of the Umbria, she was steaming nine miles an hour. This slow rate was maintained as a precaution against further damage to the shaft. As the vessel entered the harbor Capt. McKay was congratulated and thanked by many passengers who had waited up all night to see the welcome lights of New York again.

COLD DAD FOR THE COMPANIES. Judge Macdougall Makes Large Increases in Confederation and North American Assessments. Saturday was a cold day for the insurance companies. The companies in question were the Confederation Life and the North American Life. The assessment of the Confederation Life was \$1,000,000 on income, and the company reported to have returned \$1,000,000. The income of the North American was assessed at \$600,000, and this at the request of the assessment committee Maughan was raised to \$800,000 by the court of revision.

Both assessments were then taken to the County Judge, and Saturday Judge Macdougall gave his decision in both cases. The assessment of the Confederation Life was raised to \$1,600,000 and the North American to \$850,000.

BUILDING PERMITS. The Aggregate Issued During the Year—Decreases 50 Per Cent. The building permits issued by the City Commissioner's Department during the year amounted to \$2,882,755. The following shows the permits issued from 1888 to 1892:

Disease Decreasing. Department during the past week were more favorable than for some time past. A break in the continuity, why it would seem that Bay water must be better than that in the lake.

For a Skating Contest. St. Paul, Minn., Dec. 31.—The Norwegian Club of Minneapolis has deposited \$1000 to bring about a match between Joseph J. Doughne and Norving. The latter is expected to arrive from Norway next week and will also race Hagen and Green. McCormick and Hagen most for the five mile race Monday afternoon.

BAY ICE. The Government to Be Asked to Provide a Force for Cutting It. Many were the lemmings, however, and other large consumers of ice that filed in and out of the Medical Health Department Saturday morning.

"German Syrup" We have selected two or three lines from letters freshly received from patients who have given German Syrup to their children in the emergencies of Croup. You will credit these, because they come from good, substantial people, happy in finding what so many families lack—a medicine containing no evil drug, which a mother can administer with confidence to the little ones in their most critical hours, safe and sure that it will carry them through.

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