

POOR DOCUMENT M C 2 0 3 5

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, OCTOBER 7, 1922

LINERS AVERT CRASH BY 200 FEET IN GALE

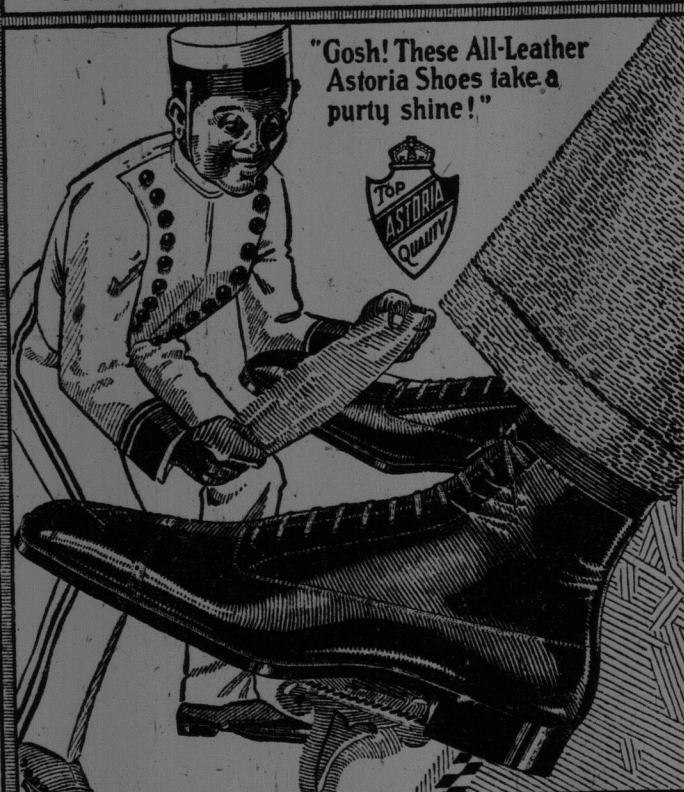
Gothland and Menominee
Helpless in 50-Foot Waves
and 100-Mile Wind—Oil
Poured to Still Seas.

New York, Oct. 7.—How two 10,000-ton Atlantic liners met in mid-ocean during the hurricane which damaged the Aquitania and escaped by barely 20 feet a collision, which would have drowned 700 men, women and children, was related by Captain H. Bastin, master of the Red Star liner Gothland, arriving from Antwerp with 402 third-class passengers, of whom only four were American citizens. The ship was fifty-six hours late, but the passengers did not mind that. They were glad to reach New York in safety and said they owed their lives to the skill of the captain and his officers and crew. During the hurricane, which lasted for forty-two hours while the Gothland drifted with the sea, like a sailing ship, the waves forty-five to fifty feet high rolled over the bow and stern like a half tide rock. Eleven lifeboats were damaged more or less seriously, the jollyboat was smashed, the cover torn off the bobby hatch, winches, ventilators, handrails, tarpaulins and all kinds of gear on deck from the fore-deck head to the poop were torn away by the fierce seas which thundered over the ship continuously while the passengers were battered down below.

Cat Washed Overboard; Hurled Back.
Only one living was washed overboard during the hurricane, according to the captain and his officers, and that was a cat. The ship's pet tortoiseshell cat, she went over the starboard side with one huge corner and was hurled back again a few seconds later right on to the promenade deck. Sweetie had no strength to move, but she was seen by a young sailor, who risked his life to grab the cat and carry her under his oilskin coat to safety. Since that day Sweetie has never left Purser Astill's cabin. She takes no more chances of going overboard. Four days ago the Gothland passed to the northward of a big iceberg.

Captain Rene H. Bastin, thirty-one years old and the youngest master in the Red Star line, who holds American, English and Belgian certificates, said that the Gothland left Antwerp

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on Sept. 21 for New York, and on Sunday, Sept. 24, in latitude 50 north and longitude 20 west, she ran into a gale from the southeast, which increased to hurricane force, and at midnight the wind was blowing from eighty-five to 100 miles an hour.

The Gothland plunged down into the fifty-foot waves, the captain said, and at times would roll to an angle of forty-two degrees, while the water rushed over the ship, fore and aft, with terrific violence, sweeping all before it.

The racing of the engines when the ship pitched was so strenuous that he thought something would carry away down below every minute.

Saw Steamer Bearing Down.

"I was on the bridge all night," Captain Bastin continued, "and at 7.30 o'clock Monday morning we just managed to make out the Atlantic Transport liner Menominee less than a mile away bearing right down on us. She was three points on the starboard bow and bound for the English channel. We had been unable to distinguish the steamship before because of the immense waves and the blinding spray that was driven over the bows by the hurricane and blotted out the horizon. Both vessels were pitching and rolling terribly. Down in the trough of the sea, following one minute, and the next perched on the crest of a huge wave. While one was down the other was up. It was the most anxious time I had ever passed during my career at sea, which included the Channel and North Sea in the war. I stopped my engines and then let her fall off and went astern with the starboard engine."

"The ship gave such terrific lurches in the trough of the sea that I sung out to the carpenter, who was standing by the bridge, that it was time to start the oil on the waves. After using three barrels, the sea became less angry and did not pound the decks so much. One wave annihilated over the bridge, carrying away the windows and the door of the wheelhouse, and then rolled right along the deck aft, where it ended by stoving in the door of the steering house.

"In the meantime the Menominee

was drifting on towards us with the sea and crossed the bows of the Gothland within less than 200 feet. When I saw her away on the port side of us I began to breathe freely again. The strain had been intense for all hands on deck as both ships were powerless against the violence of the hurricane and the high seas. The wireless apparatus, flagstaff and the log and line were completely carried away. Nothing movable was left on deck by the seas, which even tore away the iron cleat and fastenings for the anchor chains.

Chart Looks Like Sailing's Ship's
"Under ordinary conditions the Gothland can steam 16½ knots. From noon Monday to noon Tuesday she drifted eighty-five miles, the captain said. The chart of the Gothland showed how the captain had tacked with her like a sailing ship and made a half circle to make certain positions on his course to New York. The passengers were so grateful to Captain Bastin and his crew that they gave him a testimonial and made a collection for the sailors. After the storm the ten seamen who formed the deck crew of the Gothland worked switch and watch with the carpenter, painting and cleaning the ship and casting away the broken gear from the decks. The crew were cheered up yesterday by getting the baseball returns from the Polo Grounds by wireless telephone just as the last man was out.

The Gothland was built in 1898 as the Gothie for the White Star New Zealand service from London via the Cape of Good Hope and returning around Cape Horn and was used as a royal yacht by King George when he was Prince of Wales on his visit to Australia and New Zealand.

Captain Bastin received a good training, keeping a cool head in time of danger when he was an officer on the Ostend-Dover express channel steamers, which have to make their time in all kinds of weather through a sea that is full of shipping at all hours. He also was supported by a crew of real sailors. The crew were cheered up yesterday by getting the baseball returns from the Polo Grounds by wireless telephone just as the last man was out.

CHARLOTTE CIRCUIT COURT ADJOURNS

St. Andrews, Oct. 6.—The case of the King vs. George Young, charged with a serious offence, which has been before the October term of the Charlotte County Circuit Court, at which Judge O. S. Crockett is presiding, was concluded this afternoon. The jury, after being out one hour and a half, brought in a verdict of guilty, and the accused was remanded for sentence. N. Marks Mills represented the crown and J. J. H. Doon was counsel for accused.

Court adjourned until Tuesday morning, when the case of the King vs. Alexander Davis, charged with wilful damage to personal property to saw logs and saws, will be before the court.

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FOUND GUILTY OF STRIKING OFFICER

Fredericton, Oct. 6.—His Honor Judge Slipp of the York county court gave judgment this afternoon in the case of the King vs. A. E. Hanson, charged with assaulting an officer of the law while engaged in the discharge of his duties. The defendant was found guilty. The sentence was two years' imprisonment. The defendant was permitted to put up security of \$500 on his own name and \$250 for each of two bondsmen, J. M. Scott and Daniel Elliott, the condition being that at any time within two years he may be summoned to court for imposition of sentence.

The defendant was present in court with J. B. Dickson, his counsel. H. F. Penney, clerk of the court, appeared for the crown.

FOR WORLD HEALTH LEAGUE.

Dr. Claude Hill, at Luncheon, Describes Ideal.

New York, Oct. 7.—Speaking at a luncheon in his honor under the auspices of the National Health Council at the Hotel Pennsylvania, Sir Claude Hill, Director General of the League of Red Cross Societies, told a group of American health experts the international co-operation with regard to health problems was the ideal the league hoped to attain. He spoke of the rapid growth of the work, founded by the late H. P. Davidson as Red Cross Commissioner, and of the extension of American health methods in Europe.

CHAUFFEUR IN WILL GIVES \$4,700 TO EMPLOYER'S WIFE

New York, Oct. 7.—John Agar, who was employed in the family of J. Nelson Borland, broker, at 116 East Thirty-seventh street, as chauffeur, left his estate of about \$5,000 to Mrs. Borland, with the exception of \$500, which he gave to the Home for the Blind in Jersey City. Mr. Agar left no relatives so far as can be found, because he was taken, after the death of his parents, to St. Joseph's Home, in Jersey City, thirty-one years ago. He was cared for in the asylum until he was able to go to work, and left the \$300 to the Home for the Blind in consideration of such care. His bequest to Mrs. Borland was his appreciation of her kindness to him.

POLAND USING THE DOLLAR.

George Briggs Buchanan Finds Mark Practically Abandoned.

New York, Oct. 7.—The most amazing thing I saw in a three months' visit in Europe was the fact that Poland has practically abandoned her own mark currency and the American dollar is the currency now generally in use," said George Briggs Buchanan, member of the New York Stock Exchange, who has just returned from abroad. "The money has gradually seeped into the country from the United States, having been sent abroad by Poles to their relatives there."

Mr. Buchanan said that the German, Swiss and Polish people appear to be working extraordinarily hard, but that industry is lagging in France because of the apparent inability of the population to settle back into normal industrial lines.

AMERICAN MISSIONARIES HONORED IN BURMA

Rangoon, Sept. 11.—(Associated Press by Mail).—Two American missionaries in Burma have been honored by the Indian government for important and useful services in the advancement of public interests. They are Dr. C. Gilmore of the faculty of Judson College, Rangoon, and Dr. O. Hanson, a missionary to the Kachins. To each was given the Kaiser-i-Hind gold medal.

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