

board. My things were not packed and ready in her. My things were the last that went out. I did not write to Mr. Jordan about running on the Cays on the outward passage, not thinking it was required. I wrote to him on the ship's arrival at Havana. I did not think that running on the Cay concerned the owner, as she had received no injury to the best of my opinion.

I telegraphed once or twice. I wrote to Mr. Jordan. Telegram produced : the following is a copy :—

"To James D. Jordan, St. John, N.B.

"Barracouta on passage, Havana to Saqua leaking. Ran ashore. Shall strip and abandon her.

Cardenas, 7th June."

ADAMS.

The following is a copy of the reply I received.

"To Capt. Adams,

"Care British Consul, Cardenas. Telegraph cost getting off and to repair.

JORDAN."

The following is a copy of second telegram I sent to Mr. Jordan :

"To James D. Jordan, St. John, N.B.

"Survey recommends to strip and sell. Repairs would far exceed value. Have acted thereon. Auction takes place to-morrow.

ADAMS."

The letters from witness to Mr. Jordan, dated Havana June 1st, 1874 and 23rd June, 1874, put in evidence and proved by witness.

I did not tell any one on board the vessel that if I was sure Mr. Jordan had insured the \$1,500, that I had in the vessel, I would have left her on the Silver Cay Ledge.

I did not tell the second mate to draw some water and throw it on the decks to make believe that I had been pumping her. After we went ashore some fishermen's boats came along side.

I did not speak to any one about setting fire to the vessel.

I did not speak to any one about choking the pumps, so I could not get her off.

I left the vessel about 12 or 14 hours to go to Cardenas.

I got two surveyors Captain Mayne and Captain McDonald on board before I commenced to strip her. They were there one and a-half or two hours. She had about 6 feet 6 to 6 feet 7 inches of water in her then.

It was 9 days from the time she ran ashore till she was sold.

She was sheathed with spruce boards. I did not take any means to inquire at Havana how much damage was done to sheathing when she was on Silver Cay. I could have sent a diver down but did not think it was required. The outfit of the vessel and the vessel sold for about \$3,333 Cuban currency. The hull brought \$532. The whole sale netted \$602.23 Cuban currency, or about \$300 in gold. I had no interest in the vessel. Mr. Jordan was the principal owner. I was to have an interest in her. I paid \$300 or \$400 on her. There was nothing insured on my account. I don't know how much insurance was on the vessel. I was to have one-eighth of the vessel. I was to pay \$1,000 or \$1,500 for it. I am not sure which I was to pay \$1,000 and some extra expenses. I did all in my power to back the sails to get her off. I began to strip her on Monday. She went ashore the previous Saturday. I gave orders to run her ashore about 2:30 p.m. on 6th June, when I found I could do nothing with her.

Question.—If you ran her ashore on purpose what did you mean by saying you tried to back her off with the sails.

Answer.—I tried to slew her around broadside on. I did not try to get her off. I had the survey held on Monday. I took no means to get her off between Saturday and Monday. I was not there, I was ashore. I did not advertise for any tenders in Cardenas to get her off. I telegraphed the cost of getting her off and of repairs. I don't know where either the mates or crew are. I had passed Matanzas, and was between these and Cadenas, when I ran her ashore. It was about 40 miles to the eastward of Matanzas Harbor.

Question.—You say the winds were principally from the Eastward, and strong. Then, if so, how is it you could get 40 miles to the Eastward of Matanzas, and could not get into Matanzas?

Answer.—Because the current carried me there; the wind came from the Southward and carried me off.