

Captain's Graphic Tale Of Shipwreck and The Rescue

Master, Three Officers and Ten Members of Crew Brought Safely to St. John—Their Story a Thrilling One

Showing signs of their long vigil in the bitter cold, on board the stranded steamer Cobeguid on Trinity Ledge, Captain Howson and fourteen members of his company arrived in port last evening at 2:30 o'clock on the C. G. S. Lansdowne. A crowd of people were on hand to welcome the rescued, among them being G. H. Flood, of the marine and fisheries, and D. W. Leitchman, of Wm. Thomson & Co.

Captain Howson, speaking of the disaster, said: "I was on the bridge when the steamer struck and if anyone is to be blamed I am the man." He said that the weather was extremely thick and the heavy snow storm made it almost impossible to see further than the steamer's bow. This condition arose after the steamer had passed Seal Island and it was not possible to turn back to sea. Soundings were taken from time to time and one was being taken when the steamer struck. One reason for the wreck was that the Trinity Ledge light buoy was not alight and was a mile out of position and they did not see it."

The steamer struck, the captain said, at almost low tide, her bottom was pierced and she settled securely on the rocks. As the waters rose it was necessary to draw the fires to prevent an explosion. Calls were immediately sent out for assistance, giving the ship's position as Brier Island. After the power from the dynamo was cut off the operator resorted to emergency set and kept up the calls for help.

As the water filled the lower portion of the ship, the occupants of the vessel were compelled to move to the top deck of the boat, where they found shelter in the captain's cabin and the ladies' boudoir adjoining. Here for nearly forty hours they waited for possible salvation, with only a rude fire in an iron bucket to afford them warmth and nothing but dry biscuits and water for provisions.

The shock of the striking of the ship had dislodged one of the wireless aerials, and the equipment was therefore badly crippled. After the second low water the chef got into the store and procured more food, including coffee beans from which some hot drink was obtained.

When the Westport III and the John L. Cann were in sight, the first boat was cleared and the women were transferred, followed closely by the other three boats, all that were left after the ship grounded. The first boat got away at four o'clock and darkness had fallen before the last one had left the wrecked steamer. All those on board might have gone in the four boats, but it was thought dangerous, and the captain and fourteen men decided to hold out until morning.

The captain said that there was no confusion whatever, everybody acting splendidly.

Captain Howson spoke in glowing terms of the captains of the John L. Cann and Westport and Captain Burns, of the Lansdowne. He also praised the bravery of the men who stood by him,

Dr. Lister, the ship's surgeon; H. H. Gladwin, the fifth engineer; E. T. Gladwin junior operator, E. W. Grinter, the boatswain; Peter Pollock, the boatswain's mate; Haupt, the chef; Ebermond, of the engineering crew; Cav, the storekeeper; Pragnell, bath and boots; Warner, Jr., seaman; Fisher, linen steward; Guthrie, third deck steward, and Vacey, the third waiter.

Captain Burns, of the Lansdowne, told of the movement of his steamer from the time she left here Tuesday morning until she returned last evening. She passed through Petit passage and anchored for the night in Grand Passage at the entrance to St. Mary's Bay. They cruised about Brier Island and finding no trace of the Cobeguid, put into Westport where they learned she was in difficulty on Trinity Ledges. They hastened there on Wednesday afternoon and stood by the steamer all night. At daybreak they took the captain and his company off the wrecked vessel. Captain Dalton, who was aboard the Lansdowne, said that preparations were made for sending off a boat on Wednesday night about ten o'clock, but

it was found that the sea was too rough.

The C. P. R. Liner Lake Michigan, leaving here Wednesday, changed her course toward Trinity Ledge to assist, if necessary, in the work of rescue, but was informed that all hands had been saved and she proceeded on her course.

FOR DELICATE CHILDREN
A Mother's Letter to Mothers

Mrs. E. W. Cooper of Bloomfield, N. J., says: "My child, seven years old, had a bad cold and was weak and quite run down in health. She had been in this condition for about six weeks when I began giving her Vinol. It was a wonderful help to the child, breaking up her cold quickly and building up her strength besides, I have also found Vinol a most excellent tonic for keeping up the children's strength during a siege of whooping cough."

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Chas. R. Wasson, Druggist, St. John.

The tugboat Hugh Cann arrived at Yarmouth last evening with ten baskets and seven bags of water-soaked mail. Two baskets remain, but will be brought off on the next trip. The tug also brought most of the silverware, dining saloon fittings, etc.

Six members of the crew are in the hospital at Yarmouth suffering from frost bites. The worst case is that of a colored fireman who may lose both feet. Sister Baptista, who was landed at Yarmouth, tells a graphic story of the disaster. When she felt the steamer strike she called to Sister Emmanuela, who shared her cabin and started to dress. The stewardess arrived and warned them to take no more time than necessary and then an officer arrived and buckled life-belts around them. They were conducted to the captain's cabin, where the others were assembled. There was no noise or confusion and the Sister spoke very warmly of the courageous conduct of every one on board from captain to the humblest member of the crew.

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