

Crew of the Evelyn Were Starving.

Three Sailors Not Rescued by Steamer Arriving at Halifax, Were Famished When Found by the Monmouth. In Same Ship Thirty-Four Years.

Halifax, December 26.—A thrilling story of the sea of great privation and of quiet heroism has just reached Halifax from Bristol relative to the arrival at Avonmouth of the C. P. R. liner Monmouth from Montreal. The Monmouth had on board Captain Roberts, Mate Jones and Seaman Schafer, of the sunken brig Evelyn—the trio who could not be saved by the steamer Invergyre, which brought to Halifax the three others of the Evelyn's crew.

The wreck of the sailing craft and the rescue of her crew were first known by a brief message received at Brown Head by Marconi. When the Monmouth arrived at Avonmouth, a Halifax Herald representative, through the courtesy of Captain Roberts, R.N.R., the liner's commander, was enabled to obtain full details of the disaster that overtook the sailing vessel, and the all-time rescue of that part of her crew referred to in the wireless message.

"On the bridge deck," writes the pressman, "I was introduced by Captain Roberts to Captain Roberts, of the Evelyn. A typical master mariner, he gave me the impression from his appearance and his manner that he had had many years' experience of long sea voyages; and the impression was more than confirmed when he mentioned that for 34 years he had sailed in the Evelyn. She was practically the last of the old brigs, and there was a touch of sadness in the skipper's tone. His story was to the effect that he left Beaverton, Newfoundland, on November 4th:

"We had very bad weather from the start, and on the 7th a big sea struck my ship and filled her up, right to the cabin floor. The wind was terrific and everything, after that sea, went before it.

The First Three Rescued Amid Fury of the Gale.

"The sails were torn away and the yards were wrenched down. There was a big swell running from the northwest, but I tried with my crew to make the best of matters, and we

believed we should be able to keep her afloat. However, the weather became worse, and the sea was so tremendous that we broke on us made our position increasingly difficult and serious. So bad did it become that we flew signals of distress and kept a sharp lookout for a passing steamer. My cargo consisted of 260 barrels of oil and a quantity of guano. The barrels broke loose and floated, and, with the continual rolling these smashed the bulkheads and the rush of water from the hold worked havoc on the ship. When the Invergyre came in answer to our signals of distress three of my men jumped overboard and were taken aboard that steamer, which then proceeded to Halifax.

"I did not feel that I could leave my ship then without a further struggle to save her, but after the steamer had gone we had a most awful time. The mate and I had to stick to the pumps and work for all we were worth. The cargo commenced floating into the cabin and the smashing of the barrels as the rolling of the ship in the swell sent them from one side to the other; and the water which persistently rushed from the hold, spoiled what drinking water we had with us. As a result, we were without water or anything to drink for over three days. Our boats had gone overboard, the foremast was swept away, and the remaining members of the crew had to live, or exist—aff. We had enough bread and butter, but we commenced to suffer terribly from thirst. And all the time the vessel was drifting, being quite out of control, although we tried to get a sail or two repeatedly.

We saw one steamer some miles off and tried to attract her attention, but she evidently could not see us, and we began to wonder if we should see another. Then, on the 30th, in the afternoon, we saw the smoke of another vessel. I put up the 'N.I.' signal, and to our great joy saw the steamer alter her course, and come towards us. She asked us what was the matter. I replied that we had no boats, and asked that they should send us a lifeboat."

The Starving Shipwrecks at Last Taken Off.

At this part of the story the old captain spoke with a partly suppressed vehemence and enthusiasm, and

his eyes shone with admiration and appreciation. "The answer came," he said, "as quickly as I am telling you. A boat was put out and pulled to us, and after a big tussle with the swell came close enough for us to be taken off. The first thing I noticed in that boat, as did my two men, was a bottle of water. It was what we wanted more than anything else in the world."

"Well, there is little more to tell of that part of our experiences. We were taken aboard the Monmouth and brought here, and since we came aboard we have been treated magnificently. The splendid behaviour of Captain O'Reilly and his officers and crew will never be forgotten, and we shall never be able to repay him for all he has done for our comfort."

Captain Roberts told me that altho he has sailed in the Evelyn for 34 years, he would have completed his 35th year next February, and was, previous to that, for nine years in the sailing ship Constance, and he had never until this year known what it was to have an accident of any kind.—Evening Mail.

Published by Authority.

Under the provisions of Chapter 133 of the Consolidated Statutes of Newfoundland (Second Series), entitled, "Of the Solemnization of Marriage," His Excellency the Governor has been pleased to issue a License to Celebrate Marriage in the New Melbourne section of the Methodist Circuit of St. John's Harbour, to Mr. Clement Gaukrodger.

His Excellency the Governor has been pleased to appoint Charles O. Neil Conroy, Esquire, to be a King's Counsel.

His Excellency the Governor in Council has been pleased to appoint Mr. John Stead, to be a member of the Church of England Board of Education for the District of Salvage, in place of Mr. Kenneth Brown, retired; Mr. Wm. Richards (of John), to be a member of the Board of Education for the District of Port de Grave, in place of Mr. John Boone (of Edward), resigned.

Department of the Colonial Secretary, Dec. 30, 1913.

The Grand Priory of the Order of The Hospital of St. John of Jerusalem in England.

Chancery of the Order, St. John's Gate, Clerkenwell, London, E.C., 1st Dec. 1913.

The King has been graciously pleased to sanction the following promotions in and appointments to the Order of the Hospital of St. John of Jerusalem in England: As Knight of Grace—Cluny Macpherson, Esquire, M.D., C.M.

Any Letter Any Moment.

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Rod and Gun.

"Old Chief Nassau of Admiralty Island" decorates the cover of the January issue of Rod and Gun in Canada, published by W. J. Taylor, Ltd., Woodstock, Ont. The leading article, "An Expedition into the Arctic Regions," is descriptive of a trip to Baffin's Bay by a hardy company of adventurers led by "Lucky" Scott of Toronto, and is illustrated by some striking photographs taken on the trip. Of particular interest are the replies to Mr. Hamilton Fisher's article in the November number on "Bull Moose and their Horns." Mr. R. J. Fraser's well-written article on "The American Indian Language," H. Mortimer Batten's "Prints from Canadian Trails," an amusing story entitled "The Burning Moose," etc., etc. The number is an exceptionally good one, and the regular departments being replete with interesting information. Under the Tray appears an account of the Grand International Tournament held at St. Thomas, Dec. 1st to 5th.

Legislature Meets in a Fortnight.

A Proclamation appears in last night's Gazette, calling the Legislature together on Wednesday, the 14th of January, next, for the despatch of business.

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Xmas 1913

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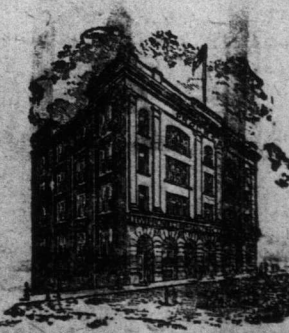
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A H

Dr. Br

The Poet Laureate

In Xmas

London, Dec. 24. Late, Robert Bridges, poet laureate, and successor, has assumed the office of "Versificator Regius" and himself the sovereign not only at the time of his coronation but has sent a poem to the King and the Queen on this morning at his bedside. The Times says:

"To the period of our lives who we have seen, as 1240, Mr. Bridges reverted with much for the form in the past. It is not a court minstrel of the century would have Germanic rhythm, and a teratation and central best known to us as Vision of Piers Plowman."

"Mr. Bridges, the of the earliest foundation, and has a continuity both of the he office."

"The poem," writes "Christmas Eve, 'lonely Voluntatis' for 'frosty Christmas' were shining, 'dared I forth alone' is the hill, and from many a water'd valley. Distinct music reaches bells a-ringing. The constellated soiling on earth's line the dark vault, was sprinkled with

Then sped my thought first Christmas. When the shepherd their flocks are to Heard music in the willows' and on Whether it were stars singing.

Now blessed be the to England so far. That stands up in prayer our souls. Blessed be their form their country folk Who are ringing for bells a-ringing. With arms lifted to clasp ropes that race to the dark above, romping din.

But to me, heard afar, music. Angels sang, comfort fort of Christ When he spoke tender rowful flock. The old words come of time. Mellow'd and trans on the hill. Hark'ning into the eternal silence.

New Year Resolu

THE VIEWS OF C

Mr. Will Crooks, M. I should not like to moral resolutions. The he, is a question which one of us in a different were asked to jump which would benefit large. I would say: The House of Lords is legislative assembly." Prebendary Carlisle, Church Army: "I do not think a he could be made than a day of this New Year out some act of kindness or sister standing in it he no more than a pathy spoken to one in encouragement to a re the helping of a blind crossing, the comfort sorrowful child, let us by day, to look back done for others."

"Mr. William Whiteley 'If I cannot speak we not to speak about him. 'Not to lead a lazy life all my energy as far as will allow.

'Not to keep late hours can avoid it. To practice punctu times.

To be orderly and sys doings.

To keep as regular ho ble.

To listen as well as to

To cultivate a cheeri

To show great respect and infirm.

To believe much that i

Not to believe all that

Not to condemn any hearing their version of

To write plainly so t read easily.