

## Some Notable Disasters On Newfoundland Coast.

(H. F. SHORTIS)

The year 1881 is a memorable one in the history of our mercantile marine. It is impossible to give the names of the many vessels that were lost on the Atlantic during the Fall and Winter of that year. I think it was in that year that the brigantine "Charles" was wrecked. Capt. William Hutchings, was lost with all hands. He is surmised to have been after she left Harbor Grace, with a load of codfish, bound to market. Anyhow, the captain of a brigantine, which arrived the next morning after the great gale, told me that he was firm in the belief that the ship was not clear of the Bay. He saw a vessel, and about twenty minutes afterwards there was no sign of her. It was a terrific storm, which suddenly chopped off to the North East, and the captain told me never in his experience had he such a narrow escape. I was telegraph operator at Harbor Grace at the time, and the "Charles" (Hutchings) and the mate William Smart, were both wrecked. I was among the most competent experienced master mariners. At present, I can only think of one of the crew—Michael Aylward.

On the 31st December of the same year (1881) the Cura, topsail schooner, owned by W. B. Grievae, St. John's, sailed for Portugal, with a cargo of sugar, and has never been heard of. Capt. Richard Lynch, was in charge; John Delahunty, aged 37, St. John's, mate; William Mountain, aged 34, St. John's, boatswain; James Walters, aged 22, West Indies, cook and steward; Michael Tobin, aged 23, St. John's, Patrick Rafter, aged 23, St. John's, Richard Tobin, 41, St. John's, John Strathie, 25, A.B., St. John's. The Cura was a Scotch built vessel, and was as strong as oak could make her.

The topsail schooner, Bianca, with high fore-yard, the same as the Cura, sailed for Portugal on the same day, at the same year, and was never heard of after. Capt. Fringle was in charge. Robert Roberts, 37, St. John's, mate; Benjamin Cox, 34, St. John's, boatswain; Harry Holsten, 23, Westerland, cook and steward; Michael Doyle, A.B., 32, St. John's; James Burke, A.B., 32, St. John's; James Chast, A.B., 27, St. John's; James Cooper, A.B., 22, St. John's.

On the 1st February, 1881, the Hope, Capt. W. T. Southey, sailed for the West Indies, and the following comprised the crew: Edward Adams, mate; P. E. I.; Joseph Fitzpatrick, cook and steward; John Hunt, A.B.

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IT SPANS THE WORLD

as well as our old countrymen abroad, but remember the terrible disaster of the steamship Anglo-Saxon, which is one of the worst in the history of our country. She was at a place called Clam Cove, near Cape Race, on April 27th, 1883. On that memorable occasion 307 souls were lost, and 137 rescued, and I may here state that there is in St. John's to-day a well-known lady, who was one of the rescued. She was then a little girl, and is most probably the only survivor in Newfoundland to-day, in fact, there are very few of the 137 survivors alive in any part of the world. But while repeated reference has been made to one of the greatest marine disasters in history, very few are acquainted with certain details, and we have in our midst to-day a gentleman who was one of the last to see the Anglo-Saxon afloat and under steam.

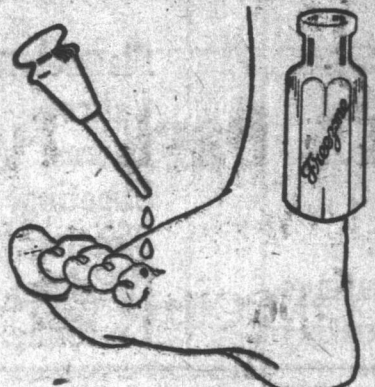
In that year and date, the brigantine "Charles," Capt. Henry Snow, of Quidi Vidi, owned by the enterprising firm of Messrs. Job Bros. & Co., St. John's, was returning from the seal-fishery, having been driven by continuous gales to the Banks, and when between Cape Race and Cape Ballard the steamship Anglo-Saxon of the Allan Line, passed within hailing distance of her. There was a thick fog at the time, with a strong breeze from South to South East. The Anglo-Saxon was steering North West by West. That would be between 3 and 4 o'clock in the morning. The Anglo-Saxon was barque-rigged, and was somewhat similar to the S.S. Caspian to the same line, a ship well-known in St. John's, especially amongst our buyers, who made many passages on her. I venture to say our old friend Mr. William Frew made several passages on the old Caspian. When the

"Charles" was off Petty Harbor she spoke the brigantine "Dash," Capt. Boag, of St. John's, owned by Messrs. Clift, Wood & Co., who informed Capt. Snow that the Anglo-Saxon was ashore near Cape Race, also that many of the passengers were lost. The "Charles" arrived in St. John's the same day she spoke Capt. Boag, and then received full particulars of the disaster. As I said before, Capt. Snow and the crew of the "Charles" were the last to see the ill-fated Anglo-Saxon afloat and under steam. The fog was very dense at the time, and the men on board the "Charles" heard the fog-signals of the Anglo-Saxon, sounded their fog-horn and shouted with all their might to let them know on board the "Charles" that they were near. They were quite near each other at the time, then they parted, each steering a particular course. Even with all the knowledge possessed by the Newfoundland captain of the "Charles," the vessel had a narrow escape from going ashore at Great Island, near Cape Broyle, the same night. Such is the authentic account of the last time the Anglo-Saxon was seen previous to the terrible disaster, and this is the first time that it has appeared in print.

For many years we had a clock that was saved from the Anglo-Saxon in the Anglo-American Telegraph Office in Harbor Grace, but it was condemned after I left the office, and I suppose has long ago been consigned to the scrap heap. And a fine massive clock it was, and kept time like a chronometer. The case was of very heavy metal.

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## Still Greater Oil Showing at the Palmer Well

After last Wednesday's Western Star had gone to press we were advised by telegraph that a second encouraging oil show was secured at the Palmer well, General Oilfields operations, Parson's Pond, on Monday of last week, at a depth of eleven hundred and sixty feet. The oil is lighter and a finer quality than the first show of a week ago. The gas pressure continues to be heavy and indications altogether exceed in importance anything hitherto encountered at Parson's Pond. Mr. Henry expects a well of commercial value before a depth of fifteen hundred feet has been reached. Results at this well are creating much interest in this part of the coast—Western Star.

## Sachem in Port

S.S. Sachem, Capt. Purneau, arrived at 4.30 p.m. yesterday from Halifax, bringing the following passengers:—Mrs. A. E. Erickson, Mrs. A. Mews, H. C. Opl, E. J. Golden, Miss M. Crocker, Mrs. B. Combs, Mrs. W. Dwyer, Miss B. Gillingham, Mrs. F. Jardine, J. A. and Mrs. Leashy, Miss B. Mahoney, Mrs. J. T. Martin, Miss L. Southcott, Miss A. Taylor, F. J. Wade, Mrs. Yetman.

## SALES AT DAYLIGHT.

The Sachem will not likely get away for Liverpool before to-morrow daylight with the following taking passage by her:—W. and Mrs. Lambert, Mrs. A. C. Holmes and child, Mrs. E. A. Caswell, A. and Mrs. Howard, Miss E. Howard, Miss F. Bailey, Mrs. B. Weight, Mrs. Smith, Mrs. (Dr.) Pritchard and 2 children, H. A. Ross, L. B. Montresor, Miss S. Oldham, Miss M. G. Ryan, Miss H. Stewart, H. Andrews, Mrs. C. F. Garland, Mrs. W. D. Edwards and infant, and Miss Hubert.

## A Specialist's Advice.

In matters of investment you should always seek the advice of one whose knowledge and experience qualify him to advise you. Your income from savings properly invested should be as large as is consistent with safety. I specialize in safe investments yielding from 7 per cent to 10 per cent. If you have funds invested at lower yield, it will pay you to consult me. RICHARD C. POWER, Investment Specialist, Bishop Building, St. John's—central

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