

Mysteries of the Deep.

Missing Ships and Derelicts.

(H. F. SHROTT.)

Amazing stories have appeared in the American press of late, depicting the mysterious disappearance of ships on the American coast, but only one in particular that merits more than passing notice. My reason for referring to this is because the ship in question is somewhat similar to one which occurred in Newfoundland thirty-seven years ago.

The American mystery is described in a very vivid manner, but is based on no supposition. It is stated that the five-masted schooner "The Resolute" was discovered floating ashore, with all sails set, and the crew of thirty men, including the captain, were found dead on the beach. The ship was found in a very peculiar position, and the crew was found in a very peculiar position. The ship was found in a very peculiar position, and the crew was found in a very peculiar position.

The smallest trace was discovered of any of her crew, who were all missing. The vessel had apparently been abandoned, and from that day to this not a word has reached the owners to dispel the mystery surrounding the fate of those men. The nearest approach to solution was a supposition that they may have been attacked and massacred, and their bodies thrown into the sea. But it was an altogether vague and fugitive kind of theory, and no way relieved the tragic incident of its sombreness.

THE RAISIN SHIP.

In Newfoundland we have had many instances of vessels being abandoned at sea, and in most cases, the crews were saved. For instance there was the schooner "Caroline Brown," bound to the United States from Greece with a load of raisins in bulk. This schooner was picked up by Captain John Kennedy of Carbonear, who was proceeding to the Gulf of St. Lawrence in his schooner and brought to St. John's. Never in the history of Newfoundland was "fishy" stuff so plentiful. The ubiquitous "small boy" had his pockets continually filled with the fruit, and the industrious and thrifty housewife kept her good men well supplied with raisins, figgy pudding, etc. for months afterwards. The vessel was sold here in St. John's, and purchased by the great firm of John Munn & Co., and as much of the cargo of raisins still remained in the ship, our friends in Conception Bay had a plentiful supply of figgy duff and cake, for many a day afterwards. It is needless to say that it was fully appreciated by our friends over the Bay, as they always had a penchant for such delicacies, possessing as they do—a sweet tooth for such. They were sold for a few cents a pound, but large quantities found their way into the possession of the "small boy" at a much lower price.

THE MYSTERY OF THE 'RESOLVENS.'

But the most mysterious of all marine disasters was that of the brig "Resolvens," Captain James. The particulars have been given by the Harbor Grace Standard some time ago. On the 14th of July, 1884, the brig "Resolvens," Captain James, arrived in Harbor Grace from Cadiz, with a cargo of salt for Messrs. John Munn & Co., and under charter to proceed to Labrador to load codfish for the Mediterranean. She was a soft wood vessel, built in Nova Scotia, brig-rigged, 148 tons, and had six men of a crew. She was owned by a firm in Port Macdonald, Carnarvon, and hailed from Aberystwyth. She lay in Harbor Grace until the 27th day of August, when she left for Snug Harbor, Labrador, to load with fish, and took as passengers, Mr. Douglas Taylor, super-cargo and Mr. Colford, cooper both of Carbonear; and Mr. Edward J. Keefe of Harbor Grace, cooper, who were sent down to trim herring, in which fish the firm at that time did considerable trade. Two days after (29th August) it was learned in Harbor Grace that she had been picked up by H.M.S. Mallard and towed into Catalina. Afterwards full particulars were had—that the vessel had been picked up derelict in the mouth of Trinity Bay, with no sign of any of the crew or passengers; the sails were set, a fire was alight in the galley, and no wreckage or disorder was to be seen, except that the yard-arms were broken, and some of the running tackle was dangling from the yards. The boat was, however, gone, and the ship's general condition showed that the crew had left her hurriedly to escape some impending danger. The steamer Lady Glover was dispatched from Harbor Grace to tow the vessel from Catalina to St. John's. Subsequently she was sold by auction under orders of the Admiralty or underwriters and was purchased by Messrs. John Munn & Co. That firm had her four years, the late Capt. Fred Cole being in charge of her for that time.

THE FATE OF THE CREW.

What happened to the crew? The story of the disappearance of the men has been written up and published in an English magazine, the writer placing the happening in the same class as that of the Marie Celeste. To the average Newfoundlanders there is but

little mystery and less doubt about the way in which the men came to their death. Among the particulars given by the Commander of the Mallard was that a large iceberg was in the vicinity of where the Resolvens was picked up; that fact, coupled with the broken yard-arms and the missing boat, supplied a very probable solution—that during the night or early morning of the 28th or 29th, the vessel came in contact with the iceberg, the alarm was given, and the inexperienced master decided to abandon the ship. The boat was launched, and all hurriedly left the vessel, and that in the wash about the ship, which doubtless was increased considerably by the motion of the berg and the vessel, the boat was swamped and the crew drowned. The boat may have drifted away from the locality, and being filled with water, could not be noticed by the man-o-war. Though the vessel may have swung against the berg for some time, she suffered little damage but that to the yard-arms, and eventually she drifted clear and became a derelict. Every fisherman knows that a boat will lie by the side of a vessel for hours and receive no damage, the lapping of the water acting as a buffer between the boat and the vessel's side. Had the master of the Resolvens been a Newfoundlanders he would not have left his vessel so quickly, but would have watched until she drifted clear of the berg, or till the danger had increased.

A MARINE GRAVEYARD.

The Resolvens, Capt. Cole, was lost at Newport, Nova Scotia, on the 27th July, 1888. She had been sent there for a lumber cargo, and after leaving for Harbor Grace, great schooner, becoming a total wreck. The W. Oulton, the late Capt. Wm. Fitzgerald, with a similar cargo to replace that of the Resolvens, was lost at Golden Bay in September, 1889, and the brig Anastasia (formerly Hennebury's), Captain Bransfield, similarly laden, came to grief near the same place, July 1890. Part of the last named vessel's cargo was brought to Harbor Grace by the S.S. Iceland, the same summer, but the bulk of the lumber was lost. In saving the timber the Iceland damaged fishing traps in Golden Bay so much, that the owners had to pay heavy damages. Altogether the Resolvens's history carried with it more or less disaster, and the whole story is one that would give those, who believe in the theory, reason to hold that she was "hoodooed."

Sometimes I hold another theory with regard to the Resolvens, viz., that when the boat was launched and the crew on board, a portion of the great iceberg floated and swamped the boat. The foundering was no doubt hastened by the impact of the ship with the berg. I remember we went making a trip in the S.S. Luzzie about forty-five years ago, from Carbonear to Portugal Cove. The Luzzie was under command of that veteran sealer, Capt. Christopher Pike, uncle of the famous seal-killer and Arctic navigator, Capt. Richard Pike. I noticed we were well out of our course to the Cove, and being a sort of favorite with the good captain, I made a remark to that effect, and laughingly he replied, "Oh, you'll know the reason very soon." There was a very large iceberg to the eastward of us, and we had only proceeded a few miles when there was a roar like thunder, the water went foaming all round, and huge pieces of ice were scattered, rolling, and bobbing up and down in the water in all directions. "Now," said Capt. Pike, "do you know the reason?" But I have not ascertained to this day how he thought that the berg was going to founder and topple over. Truly the old Newfoundland sealing masters knew their business, and this accounts for so few accidents and the comparatively small loss of life during the days of our great sealing fleet. They were heroes, and nothing escaped their notice in the prosecution of our great industries.

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Appropriate Hymns.

The Sheffield clergyman who opened a marriage service with the hymn: "Deluded souls who dream of Heaven, And seek to find it here below," was beaten in his choice by the bride-to-be, who when asked to choose a hymn, suggested "Off in danger, off in woe!" Another girl, although determined to take her chance, chose the hymn:—

"I know not what awaits me,
God kindly veil my eyes."

Schoolboys furnish several examples of appropriate hymns, but possibly they had a knowing finger in their selection. Never was a last line sung with more enthusiasm than at the service held after a certain class-leet had been read out, in which a boy named Jordan had, after many futile attempts, managed to appear. Every eye was turned to that youth when the lines were reached:—

"Sorrow vanquished, labour ended,
Jordan's passed!"

Then there was the occasion when a touring team of cricketers played a certain famous school. The tourists called themselves the Heathens, and they were humbled out for an ignominious score by two schoolboy bowlers named Wood and Stone. The captain of the school, at prayers that night, selected the hymn "Gloria Greenland's" and every boy put All he knew into the significant lines:—

"The Heathens, in their blindness,
Bowed down to Wood and Stone!"

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The little disappointments then
By selfish eyes were magnified.
We could not put our whims aside,
Lost joys might never come again,
And many bitter days and nights
Were spent in battling for our rights.

Then we were quick to take offense,
One careless word upon our ears
Brought hatred and a flood of tears;
Young people have no better sense—
And we were young and did not know
Enough to let the trifles go.

But Time has taught us many things.
Where once we quarreled, now we smile,
We've learned that anger's not worth while
And found the peace which patience brings;
Now, sharing all its joys and woes,
We take life as it comes and goes.

To make grape cocktails, halve and seed 2 cupsful of California grapes. Mix with 1 cupful of diced oranges, 1 teaspoonful of lemon juice and 1 tablespoonful of powdered sugar. Chill and serve with cracked ice.



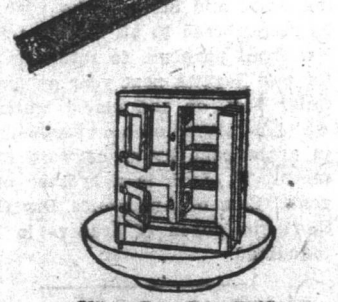
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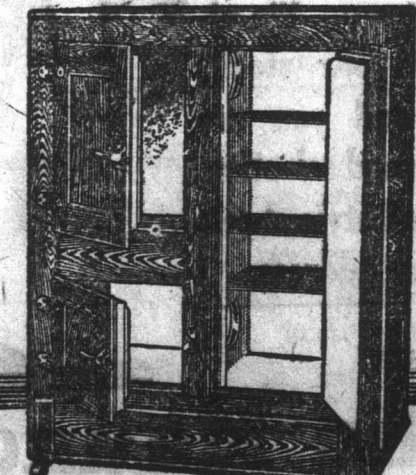
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Berry pies will not bubble over if you don't stretch the crust. The bottom crust should lie loosely in the pan, and the top crust should have a fold in it to allow for shrinkage.

When making devilled ham sandwiches, add a beaten egg to the ham, mix well and cook in a double boiler until the egg is firm. The ham goes farther and the flavour is improved.

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