

THE CEDAR GROVE WRECK.

Lost off Canino on Wednesday Night's Gale.

CANNO, N. B., Nov. 30th.—The New Brunswick Steamship Company's steamer "Cedar Grove" on the voyage from London, B. G. to St. John, N. B., via Halifax, struck on the ledge off Cape Canino at three o'clock this morning, sinking in a few minutes in ten fathoms of water. Three boats were launched shortly after the vessel struck. Two, containing thirteen persons, reached the shore safely. The third boat has not been heard from, and the others did not see it after they left the wreck. It is feared the missing boat must have been upset or smashed to pieces in the breakers, which were very heavy. The two boats which got to land had a hard time, having to keep constantly at work to avoid the rocks.

Among the missing are Captain Jacob Fritz, of St. John, and his wife; Chief Officer John B. Griffin, of Montreal; and Miss Fairall, of St. John, N. B., a lady passenger. There was much confusion just before the vessel struck, as it is not known whether the persons named are in the "boat" or perished on board. The following is a list of the saved:—

Mr. Stephen McAvity, passenger, belonging to St. John; J. Pierson, second officer; P. B. Reid, chief engineer; Liverpool, England; Griffin, the doctor; engine man; E. Patton, steward; S. Decker, fireman; D. Kearney, fireman; E. B. Wilson, able seaman; H. Clements, able seaman; H. Piper, able seaman; W. Bartlett, able seaman; Scott White, able seaman; John Walsh, boy.

The ship struck on Walker's reef, back of Cape Canino Island, a mile west of Cranberry Island, on White Point, as before reported. The breakers were seen and the engines reversed some minutes before she struck. She remained afloat water some three hours after striking, and then sank slowly. As she now lies on the tidal flat she is visible at low water. A number of small vessels and boats have been loitering about the cargo wreck, picking up portions of the cargo ever since the news of the disaster reached here. The survivors are being cared for and hopes are entertained that the missing "boat" will be heard from on the morning. Three wrecking schooners left at night for the scene of the wreck to have a look.

Second Officer Pearson's Story. CANNO, Nov. 30th.—The setting second officer, Pearson, says the night was thick and foggy. I was on duty about this before the steamer sank. I noticed a white line on the starboard beam and called the captain, who immediately came on deck. I told him I thought the white line was a iceberg. He replied that it was probably a boat. The vessel answered this helm and was going to port. Then she stopped and reversed the engines, but the vessel kept reversing and was back and forth. We let go anchors, but they would not touch bottom. I observed the vessel settling forward, and ran for the boat which had previously been made ready for leaving. Our boat was ready to start, but was unable to accomplish this, the boat being too heavy to start. I saw two of their boats and hailed the nearest, which apparently was well manned. I asked the captain and chief officers were there. They understood they were, and requested them to pull the boat up. They might be people on board. The boat went ahead in the direction of the ship, but did not get close enough to reach the vessel, but drifted a considerable distance from her. I saw another boat, and made for it, the chief engineer and boat having jumped on in the meantime. I found the boat in a lagoon, and pulled her up. After a long haul, we landed on Cape Canino, picked her up, and went on to the light-house. Did not see our chief officer after the rescue. Saw Miss Fairall, but she had left the ship. All were strong, but the officer-in-charge reached the steamer and took off all the people remaining on her.

THE LAST REEK OF THE CAPTAIN AND HIS CREW. CANNO, Dec. 1.—The statement of the survivors of the Cedar Grove does not furnish any additional information in reference to Captain Fritz, Chief Engineer Reid and Miss Fairall, who were on board. He then left to go below, and upon returning on deck he saw nothing of him. The second officer saw him at the anchors when the vessel set off, and he made for a boat which had broken in half and had only two men in it. He saw the boat, but did not see the captain. He was stunned for a moment and when he recovered himself he found the boat had drifted some distance from the vessel. The boat being half full of water, and the men having no means of propulsion, they were unable to get to the shore. They managed to get to the shore by constant bailing until daylight, and then they saw land which they reached after a hard struggle. Fireman Dicker was standing in the first life-boat at the vessel side reaching to grab Miss Fairall, who was being helped down the ladder. He saw her, but she was unable to get to the boat. He also knocked Fritz over the board, and sent the boat adrift. He also saw the boat which was the last seen of the captain and his crew. The boat was seen to be in the water, and it was thought that the captain and his crew were still on board. The boat was seen to be in the water, and it was thought that the captain and his crew were still on board.

CONGRESSMAN HAZLETON'S STATEMENT. CANNO, Dec. 1.—The statement of the survivors of the Cedar Grove does not furnish any additional information in reference to Captain Fritz, Chief Engineer Reid and Miss Fairall, who were on board. He then left to go below, and upon returning on deck he saw nothing of him. The second officer saw him at the anchors when the vessel set off, and he made for a boat which had broken in half and had only two men in it. He saw the boat, but did not see the captain. He was stunned for a moment and when he recovered himself he found the boat had drifted some distance from the vessel. The boat being half full of water, and the men having no means of propulsion, they were unable to get to the shore. They managed to get to the shore by constant bailing until daylight, and then they saw land which they reached after a hard struggle. Fireman Dicker was standing in the first life-boat at the vessel side reaching to grab Miss Fairall, who was being helped down the ladder. He saw her, but she was unable to get to the boat. He also knocked Fritz over the board, and sent the boat adrift. He also saw the boat which was the last seen of the captain and his crew. The boat was seen to be in the water, and it was thought that the captain and his crew were still on board. The boat was seen to be in the water, and it was thought that the captain and his crew were still on board.

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Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

Temperance at Middleton.

Mr. Enyon.—The Temperance workers of this County find some encouragement in believing that the County press is on their side in this matter. You will be pleased to record enterprise and progress in this matter. On Sunday evening, 26th inst., there was a large and interesting gong templeance meeting in the Fine Grove Baptist Meeting-house, at the meeting was opened with singing, reading the scripture and prayer, after which the pastor introduced Mr. Enyon, of Yarmouth, Grand Worthy Patriarch of the Grand Division of Nova Scotia, who spoke briefly; yet his interesting address in the temperance cause assuring the congregation that his interest was no mere sentimental one, as he pointed out earlier days from the evils of intemperance under a drunken master.

Mr. Enyon was followed by T. M. Lewis, Esq., also from Yarmouth, who held the congregation with deep interest for more than an hour, while he assured them that in temperance work the God of Hosts was on their side. He mentioned with thrilling words a number of cases of the sad effects of intemperance, which came under his personal notice, as he lay on his death-bed in the Massachusetts General Hospital, in Boston, where he was made which he believed would be lasting.

On Monday evening another meeting was held in the Methodist Church. The Rev. Mr. Rodgers was called to the chair. The meeting opened with music and prayer. Stirling addresses were made by Joseph Barrill, Esq., Rev. R. D. Porter, T. M. Lewis, Esq., and James Elder, Esq. Mr. Lewis being the principal speaker, he forth in an eloquent and stirring address, he pointed out the three C's of intemperance—the curse, consequence and cure. These addresses were listened to with appropriate music, rendered by the choir of the Methodist and Baptist churches together. At the close of the services the Grand Worthy Patriarch made an appeal in behalf of organization, and requested all who were present to form a Division of the Sons of Temperance to manifest this desire by signing immediately the petition, and encouraging uprising. The names were taken, and after a hearty vote of thanks was presented to Messrs. Barrill and Lewis, the congregation was dismissed and those who had given their names remained, and "Milton" number 100 was duly organized with thirty-four members, under the following staff of officers:—

W. P. Isaac Young, W. A. Roy, R. D. Porter, R. S. Albert, Albert A. R. S., Mrs. Geo. North, P. S., George North, Treas., J. Young, Secy., J. H. Robbins, Com. Wm. North, A. Com., Beattie Porter, I. S. Willit Gates, O. S., David Young.

It is hoped that this Division has in the elements of permanence. It is in the midst of a community where there is a general feeling of dissatisfaction, as having an important work in installing into the midst of the numerous young persons of the county, the principles of sobriety and virtue. The visit of Messrs. Barrill and Lewis to this and other parts of the County must be beneficial, and it is opportune at this time when an effort is being made to break the terrible evil of intemperance.

BAKESMAN, MANITOBA, Nov. 24th, '82. (To the Editor of the Monitor.)

Dear Sir,—As I was requested by a number of my friends when leaving Nova Scotia, to write a letter to you, and to give you an account of the progress of the cause, and also some facts in reference to the great task of country, I will now give you a brief account of the same. As I shall have to give a description of the trip from memory, and as I have not time to do so, I will only say that I was unable to give as full an account as I could have done last night, but I will now give you a brief account of the same. As I shall have to give a description of the trip from memory, and as I have not time to do so, I will only say that I was unable to give as full an account as I could have done last night, but I will now give you a brief account of the same.

After making quite a stay in Boston we again made a start on Monday, 27th, at 3 p. m., taking the Hoosac Tunnel route, via N. Y. Central & Hudson route, and on Tuesday, 28th, where we had to lay over four hours, the vessel reaching to New York, where we were to lay over four hours, and on Wednesday, 29th, we started again and arrived at Buffalo at 4 p. m. The vessel was obliged to lay up until midnight, when we got away via the Canada Southern Road for Detroit, arriving at Detroit on next day (Wednesday); immediately changed cars from the C. N. S. to the Michigan Central, which was the best road we were on during the whole trip. After a very rapid trip, we reached Chicago at 10 p. m., and my friend left me to stop there for a few days and I to go on to Winnipeg, where I was to stop for a week.

On the 30th of November, I went to the Chicago, Milwaukee & St. Paul depot, where I found the train all ready to start. After a short delay we left about 9:30 p. m., and after a sleepless night and passing through the finest scenery by day we arrived at St. Paul at 3 p. m., on Thursday, 30th. After a stop of a couple of hours, again got away on the St. Paul, Minneapolis & Manitoba road, which I think the best way to describe would be to "just imagine yourself being on a freight train on the W. & A. R.", and you will know as near as anything I know of, about noon on the 21st, the first sign of snow became visible, and the climate became somewhat colder. After a very tedious journey all night and day we arrived at Winnipeg about 2:30 p. m., on Saturday, April 14th, when the first thing to do was to get indoors, as a "blizzard" was in full blast then and it was not until daylight that we only sheltered.

The weather was very bad, and we were waiting room at the station, which was full of people of all nations, some sleeping on the floor, some on the seats, and some on the benches. The weather was very bad, and we were waiting room at the station, which was full of people of all nations, some sleeping on the floor, some on the seats, and some on the benches. The weather was very bad, and we were waiting room at the station, which was full of people of all nations, some sleeping on the floor, some on the seats, and some on the benches.

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