course of the Rappah en changed and she st urcher, making straight for the half of the ledges at 9.20 glad nev Marconi fterward the soon arctivato the gate news was received from the Marconi station at Partridge Island saying that all hands on the stranded steamer were safe, and the captain and crew of the Rappahannock breathed a sigh of relief. The message to Hanks read as follows:--"Agen bassengers and crew all landed at Yar nouth. Advise other ships." Rappahannock has history for herself in the salvages in which she has salvages in which she has taken the participation in rendering assist to the Cobequid being her fifth expense of this nature. She was one of outstanding figures in the fleet steamers that hastened to the aid the Titanic. On January 16 last y the Rappahannock assisted in too the steamer Uranium off the process Chebucto Head, outside of Halfax bor, after the passengers and crew been removed. The Uranium had arround in a dense for Aerin on ground in a dense fog. Again on 0 the Rappahannock assisted in te of the passengers on the burn Volturno, while on her return to on on the same voyage, she towe back the disabled South Point, the Furness Line, In the Volte South Point incidents the Rappahar nock was under the command of Car tain Harnden, who was relieving tain Hanks.

Director's Story.

Yarmouth, N. S., Jan. 15-In an in-terview this morning Wm. Chas. Ken-ny of Southampton, England, a director of the Royal Mail Steam Packet Com-pany gave out the following official

"At 6.15 on Tuesday morning the Cob-equid ran on Trinity shoals and, bump-ng several times, stuck fast on rock and The weather at the time was sand. The weather at the time was thick driving snow. On the previous day thick snowstorms prevailed and the ship had to stop several times and sound. The position of the ship for the first twelve hours was very critical but, evi-dently breaking her bottom, the ship cettled down are bed of rank and are ettled down on a bed of rock ept at high tide, when she work she remained firm alth the sea was breaking over her

She flooded to the main deck which kept her quiet, the cargo was high out at each high water. She lost her steam at each nigh water, one lost her steam and consequently we were without light, fire or stores and lived on the boat deck until we left the ship. We occupied the captain's cabin, ladies' room and the first-class smoking room, living on bisand cold meat.

iscipline of the Ine discipline of the crew was exca-lent and no cases of panic or insubor-dination took place. The night of the 13th was very nerve racking but morn-ing brought, hopes, the weather clear-ing about 3 p. m. and we sighted the Westport III., a coastal packet and a little later the John L. Cann, which cleddened our hearts laddened our hearts. At 4.30 we got away the first bo

the women and children. Three boats were got away before dark ness set in leaving only the captain and eleven hands on board including the doctor and wireless operator. These were taken off this morning by the Lady Laurier and taken to St. John making, thank God, all hands safe. boats on the starboard side smashed, leaving only five avail

Captain G .M. Hicks, the marine it. added that the well carried out and the



ue was purely miraculous. Report of Wireless Chief.

J. W. Hitchner, chief wireless opera-

"I started calling S. O. S. six minutes after she struck, and it was 6.30 when after she struck, and it was 6.30 when I got communication with Sable Island, and the captain reported to me that we were on Briar Island, but not certain. At 7.10 the dynamo gave away and we changed over on the emergency set. "Communication was had with the Kron Princess Cecilie, saying that we were on rocks off Briar Island. At 8 o'clock I reported to Partridge Island, saying that we were aground off Briar Island. At 8.15 a heavy sea came over the boat deck and into the wireless room, smashing the boats and deck and letting water in it. It also carried the aerials away. I secured one wire after a great away. I secured one wire after a great deal of trouble and connected it up with my set and heard the Kron Princess Ce-clife telling me she could not come to c cliic telling me she could not come to our assistance, owing to shortness of coal, and saying she had informed the steamer Belvidere of our plight. "I was continually calling S. O. S. m-til high tide, when we were unable to stay in the wireless norm. At three o'clock the wireless aertals again were carried away, but replaced with some as-sistance. I again called S. O. S. saying we now thought we were on Trinity rocks or possibly Briar Island. During the high tide the wireless room was flooded and the receiver flooded, making it useless, but the transmitter was work-

nooded and the receiver nooded, making it useless, but the transmitter was work-ing. We stayed in the wireless room until next high tide. At 5 a.m. yester-day we got signals fair. "At low tide yesterday we began again calling for help. The vapor lifted and we could see land. I gave up calling when we saw the receive stermer comwe saw the rescue steamers com

ing." The assistant, E. T. Shipton, render-The assistant, E. T. Shipton, render-ed very valuable assistance and showed exceptional courage under the trying circumstances, this being his first trip at sea. Mr. Hitchner wished it under-stood the operators labored under the very greatest difficulties in their endeav-ors to maintain the service, and all that was humanly possible to be done was done.

D. H. Douglas, chief engineer, exhib-ited a very badly bruised hand. He said he was not on duty at the time she struck, but the second engineer was. However he was quickly in the engine room and noted all that took place there-after. In less than ten minutes after the steamer struck the rocks her en-gine room was full of water and the fires were quenched. And from that time on were quenched. And from that time on there were no fires or lights in the ship. With the first shock the aerials came down, and that accounted for the inter-ruption of the wireless service. Although an attempt was made to replace one of them, they became so iced up that it was found impossible to operate the ser-

was found impossible to operate the set vice. Mr. Douglas said that they had en-countered a heavy gale all Monday night. It was at 6.15 on Tuesday that the Cobequid struck on the Southwestern end of the Trinity Ledges, going on at

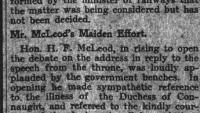
about half tide. All the passengers speak in the high-est praise of Captain Howson, and par-ticularly of the ship's doctor, for their coolness, resoursefulness and considera-tion which were, they say, admirable, doing much to quiet fear. Three captains were on board the ship. ter, Captain Howson, Captain Hicks, the Marine Superintendent, and a third.

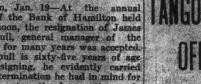
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he added, take their









Mill out the determination he had in mind for the scenary press to retire from are they work of a special in the Financial Times is accepted a lump is succeeded by J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the J. P. Bell, as Hamilton to the second of the second second second of the second second



