

- June 16, brigantine "Stranger," Campbell, of Maitland, N. S., from New York for Pictou, N. S., south side, near the Highlands—All hands saved.
- July 5, steamship "Ephesus," Collings, master, of Liverpool, G. B., from Norfolk, Va., for Liverpool, south side of North West Bar—All hands saved.
- Aug. 16, barque "Ada G. Yorke," Capt. Yorke, of Portland, Me., from New Orleans, for Liverpool, G. B., south side, between East End station and foot of the Lake—All saved.
- Sept. 24, barque "Minnie Campbell," Capt. Lent, of Weymouth, N. S., from Newport, Wales, for Portland, U. S., struck on North East Bar on night of 23rd, and leaked so badly the Captain ran her ashore near the East End station, north side; got her off again next evening and sailed for Halifax, N. S., where she arrived on the following Saturday.
- 1867, Aug. 19, ship "Rhea Sylvia," Roach, master, of Bristol, G. B., from St. Vincent, Cape de Verd Islands, for St. John, N. B.—All hands saved.
- 1868, Jan. 22, schooner "Malta," McDonald, of Annapolis, N. S., from St. Johns, Newfoundland, for Boston, Mass.—Crew saved by a line, drawing them through the surf—All saved.
- June 25, schooner "S. H. Cameron," Capt. MacDonald, of Scutport, Me., from Banquereau Bank, loaded with fish, bound home; cargo re-shipped on board two American schooners—All hands saved.
- 1870, Feb. 24, bark "N. & E. Robbins," Capt. Hilton, of Yarmouth, N. S., from Boston, for Cork, Ireland, loaded with peas. The first mate, Andrew Dunn, and one of the sailors (name unknown) washed off the wreck during the night; rest of crew saved by means of a line; south side, opposite South Side station.
- May 25, brig "Alecto," Finlayson, of Charlotte-town, P. E. Island, from Liverpool, G. B., for Halifax, N. S.; cargo salt and coal—All hands saved; south side North East Bar.
- 1871, Nov. 1, brigantine "Black Duck," Capt. Landry, of and from Quebec, for Bermuda—All hands saved; 3 miles west of principal station, north side.
- 1872, June, schooner "Boys," Gloucester, Mass.—All saved.
- 1873, March, schooner "Stella Maria," (ashore on Island, Feb. 1866.) St. Pierre—All hands saved.
- June, schooner "Laura R. Burnham," Gloucester, Mass.—All saved.
- Sept. 15, steamship "Wyoming," Gulon line, from Liverpool, G. B., for New York, struck on North East Bar, but got off after throwing large part of cargo; sent boat's crew ashore for aid who were left on Island.
- Sept. 25, barque "Humbleton," of Sunderland, G. B., from London to New York, total wreck, south side—All hands saved.
- Nov. 9, schooner "Zephyr," of St. Pierre; supposed some time wrecked; came ashore with four dead bodies in hold and fore-castle.

Celestin Racine is supposed to be one of the four dead bodies found in the hull of this last schooner, as among the papers were found several "Certificats de bonne conduite," the last of which dated:

"*Le Frégate à vapeur le 'Descartes,' commandé par M. Vessier, Capitaine de Frégate,*" shows him to have been "*de gabarier de 1ere classe, et qu'il a montré dans l'exercice de ces fonctions une aptitude supérieure.*"

And among other letters from his wife the last one, addressed care Mons. Gustave Gautier, St. Pierre, is especially touching and reads,

"PARAME. le 30 Juin, 1873.

"MON CHER EPOUX.—Je rend réponse a ta lettre qui ma fait bien plaisir d'apprendre

ton arrivée, et savoir que tu es en bonne santé. Tant qu'à moi, je me porte assez bien, seulement je suis bien tâtigué. Nos enfants se porte bien, ainsi que mon père, ma mère, frères et sœurs. Mon cher epoux, tant au nouveauté du pays, elle ne sont pas curieuse. Le temps est bien dur, il ne fait pas bon vivre: cependant les récoltes sont bien bonne. Les pommiers sont charger. Je te prie de faire une bonne provision, car on boira un bon coup.

"Notre Adèle est bien en colère que tu ne soit pas là pour la faire danser, mail il garderont ta part si tu voit Auguste.

"Je finis de t'écrire; je suis pour la vie ton épouse qui t'aime et qui t'embrasse de tout son cœur.

"MARIE BRIERE, femme Racine.

"Je teferaidire unemesse le 8 Juillet pour toi et pour l'équipage."

Alas! that her prayers should have proved so unavailing, but the poor husband had evidently been praying too, in his last moments, for, with an English Crimean medal of 1854, was found attached a smaller, and probably by him more highly prized, one of the Virgin and some holy saint, probably in his hands to the last.

The unfortunates had evidently been long wrecked, probably in the great gale of August last, for the decks were slimy and the bodies far advanced in decomposition, so much so that they could not be lifted up through the hatches without falling to pieces, and a hole had to be cut through the vessel's side where the stench was fearful; and almost at the risk of life in handling such fearful matter, Mr. McDonald, the indomitable superintendent of the Island, with a brave volunteer, a Dane, named Anderson, lifted the bodies out almost by portions, had them placed in coffins and decently interred to the sublime ritual of the Book of Common Prayer. Thus a hero who had borne that England's medal on his breast sank to his final resting place to the words and prayers of her Church. *Requiescat in pace.*

Their graves were subsequently enclosed and sodded.

Not far distant at different spots are other enclosures and other graves, some with rude head boards and carving; but what eloquence can be more mutely touching than these lines, pencilled respectively under the name of "Peter de Young," a native of Halifax, and "Henry Osborne,"