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Diamond Specialist

CAPTAIN AND CREW OF BINGAMON TELL OF THRILLING EXPERIENCE AND NARROW ESCAPE FROM DEATH.

(continued from page one)

charts showed that on all sides it went off to greater depths. At the same time, had the vessel gone on three or four hundred yards further with the natural drift, nothing could have saved her from being wrecked on the rocks and it would have been doubtful if the crew could have got safely to shore, so furious was the sea beating on the rocky island shore.

"If daylight had come fifteen minutes later we would undoubtedly have been on the rocks," said the same member of the crew who gave this thrilling account of the near-disaster to the Daily News.

Riding at anchor, the only feet safely and shelter.

Lucky Anchorage

"We couldn't have picked a better anchorage if we had tried," said one of the members of the crew. While the chain was out at seven fathoms from the one end of the vessel, soundings taken from the other showed a depth of 39 fathoms. The thing for the Bingamon to do was to remain where she was until assistance arrived. Not knowing the plight that the leaking Massett had been in, those on the Bingamon wondered why the tug had left them. There had been no signals given. However, they felt that the alarm would be given and they would soon be picked up.

Help Arrives

About 6:30 in the vening, the lighthouse tender Newington, Capt. Ormiston, arrived on the scene. A boat was sent out to the Bingamon and Capt. Wingate went on board the Newington to send wireless messages. The Newington stood by all night and the Marmion arrived alongside at 9 the next morning. The Marmion was in sight of the Bingamon's lights at 4:30 that morning but Capt. Cameron would not venture into the perilous vicinity until daybreak. This gives some idea of the waters the Bingamon had passed through and the shoals she had all but scraped in reaching the point where she obtained anchorage.

By 11 o'clock, the Marmion had the Bingamon in tow and the start for Prince Rupert was made. The vessels arrived in the harbor after a good passage at 5.30 and tied up at the G.T.P. wharf at 8 o'clock. Capt. Cameron expressed the opinion that the Bingamon could not have held its anchorage at Dundas Island in the blow that came up again Saturday night.

Peril in Straits

As things turned out, the crew of the Bingamon are inclined to think that they were actually in more peril while in Hecate Straits in tow of the Massett than after they went adrift off Triple Island. At times in the straits, on Thursday night, the tremendous seas caused the Bingamon to roll 45 degrees until the lee rail was actually under water. There was danger of the large crane being taken off its footings but it had been battened down for Queen Charlotte Sound and lucky that it was for it was only the extra fastening that saved it. The little Massett, of course, had a terrific tossing about.

From Vancouver to Browning Entrance where she left inside waters for the dash across Hecate Straits, the Bingamon had a splendid run behind the Massett. An average speed of 5.5 knots was maintained. After leaving Browning Entrance, a stiff southeaster soon blew up and going became heavier until the decision was made to turn back to the mainland. It was intended to beat it back to Browning Passage but the storm put the tug and barge off its course and it came in through Brown Passage to Triple Island, where the latter went adrift.

Only Towage

As the Bingamon was riding at anchor when the Marmion came to her rescue, the Marmion will not be entitled to compensation for salvage but it will be paid towage into Prince Rupert and will likely be dealt with generously.

The Bingamon is the first log carrying barge ever equipped on this coast and, if she proves successful in this business, it is predicted that she will revolutionize logging transportation. She was built for the United States Shipping Board in Lake Union, Seattle, but, being completed near the end of the war, she was tied up without engines ever being put into her. She was acquired last year by the British Pacific Transport Co., Ltd. of Vancouver, and arrived there about October 1 from Seattle. This was her maiden trip and she has never yet carried a cargo.

Is Big Vessel

The vessel is 284 feet long, 46 feet beam overall and her tonnage is 2128. The feature of her equipment is the 80 ton steel travelling crane, operated by a donkey engine, which is capable of lifting 50 tons. She is equipped with gas pumps and an electric plant. She has little cabin work but has comfortable living quarters aft under the pilot house. The vessel is capable of carrying 1,500,000 feet of logs in her holds and on deck. At present she is carrying 700 tons of gravel ballast in her bottom.

The crew on board the Bingamon are:

Capt. W. W. Wingate, master and superintendent of the British Pacific Transport Co., Ltd.

C. Hoy, Vancouver, second in command.

V. Morrell, Nanaase Bay, engineer.

J. H. Ritchie, Vancouver.

W. Kilpatrick, fireman.

H. H. MacDonald, Vancouver, cook.

A Tough Job

Speaking this morning of his participation in the rescue of the Bingamon, Capt. Cameron, master of the Marmion, said that it first looked impossible to him to get in to the distressed barge, so full of reefs and dangers to navigation were the waters surrounding. However, this was managed though, on account of the tide, it was difficult to get alongside. With a southwest breeze and heavy swells coming up, even after the Marmion was under way with her tow, Capt. Cameron was none too hopeful as to his chances of final success in effecting the rescue and did not feel very comfortable until he was safely past Stenhouse shoal.

Capt. Cameron does not profess to be superstitious but the fact that the number "13" was prominently emblazoned on each side of the Bingamon's rudder did not give him any relief. These numbers had been painted on the Bingamon when she was built in Lake Union and they had not been obliterated. Capt. Cameron suggested to Capt. Wingate that he have them taken off but the latter felt that everything taken into consideration, his good fortune had even eclipsed any bad luck there might have been. Capt. Cameron agreed with this to some extent and admitted that the Bingamon had cast anchor on a knoll of rock in a very fortunate manner.

Capt. Cameron has had long experience on this coast but he probably never picked up anything before under such difficult conditions and it is agreed that he is entitled to a good deal of credit for his work.

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Ladies' Fleece Lined Bloomers, Grey and White	95c
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All Whitewear, 20 per cent discount.	
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Penman's Cashmere Hose, Black or Cream. Regular $1.15	75c
Silk Boot Hose, Grey, Brown, Sand, per pair	50c
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Glove Silk Hose. Reg. value $4.25. Per pair	$2.95
Finest Pure Silk Hose. Reg. $3.50. Per pair	$2.50
Boys' Heavy Rib Hose, 7½ to 9, 3 pairs for	$1.00
Ladies' Home Journal Patterns, each	10c

CORSETS

All Gossard Corsets, values $3.00 to $10.50 at	20% Discount
54 inch Dress Flannels, Orange, Jade, Rose, Henna, Mauve. Value to $2.50. Per yard	$1.75
All Dress Goods, Serges, Coatings, Suitings, etc.,	20% Discount.
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Ladies' and Children's Winter Underwear, at	20% Discount

YARNS

Golf Yarn, 8 balls for	$1.00
Shetland Floss, 2 for	25c
Silverfloss Silk and Wool Yarn, 3 balls for	$1.00
Monarch Dove, per ball	25c

SILK DEPARTMENT

Tubular Underwear, Tricolette, reg. $1.50	95c
Pongee, Natural Color, 32 inch	60c
27 inch Jap Silk	50c
36 inch Messaline. Reg. $2.50	$1.75
36 inch Duchess Satin. Reg. $3.50	$2.75
Georgette Crepes, value to $2.75	$1.75
Morrocain Crepes, pure Silk. Reg. $4.25	$3.25
Crepe Stanley, pure Silk. Reg. $2.25	$1.75
English Broadcloth, all colors. Reg. $1.50	95c
Aeroplane Silk, 36 inch	95c
Linen Table Cloth Sets, one doz. Napkins and Cloth to match. Reg. $17.00, for	$14.50
Linen Table Covers, 2 by 2½. Reg. $5.95, for	$4.25
Table Cloths, 1½ by 1½. Reg. $3.50, for	$2.45
Table Damask, 70 inch. Reg. $1.50, for	95c
Flannelette Pajama Cloth, 36in. Reg. 60c, for	45c
White and Striped Flannelettes, 27 in., 5 yards for	$1.00
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27in. Ginghams, 5 yards for	$1.00
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Limit 2 to each customer.

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Limit 10 cartons to each customer.

CANADA CORN STARCH
1 lb. package
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Limit 6 to each customer

500 LBS. BROWN SUGAR, 7 lbs. for 50c
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10 DOZ. TINS LIBBY'S ASPARAGUS TIPS (Tiny Green). Reg. 50c. Special ..... **3 for $1.10**

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