FIRES COST MANY LIVES

Sailor-Author Tells Grim Tales of Panic and Heroism on High Seas in Early Days

SOUTHAMPTON, Eng., Aug. 21: —Few people living today can recall the wreck of the R. M. S. P. Company's steam-sailing ship Amazon. It was on January 2, 1852, that the Amazon, then the "crack" ship of the Royal Mail Steam Packet Company, sailed from Southampton with cargo and mails for the West Indies.

She was a novetly in those days; a timber-fashioned "sailing-steam" ship, reputed to be the biggest sailing vessel out of any British port. Her gross burthen was 2,256 tons. She was 300 feet in length and 41 feet in the beam, scarcely larger than a modern coaster.

Steam was in its infancy in 1852, and the Amazon was one of those cumbersome craft fitted with huge paddle wheels and steam engines, of some 80 horse-power. In addition to a crew of 110 officers and men, she carried 50 passengers. From the first the Amazon experienced bad weather; and the full strength of the 80 horse-power engines was needed to push her against the head winds and seas.

Engineers of those days were little more than mechanics. Very soon the bearings of the engines became heated, and the hose pipe was constantly employed to cool them. And this in the Bay of Biscay! But the master refused to turn back, and pushed his ship into the gale. Then, at night, the second officer "saw the thing that caused his heart to quicken its beat and a lump to rise awkwardly in his gulping throat. There were flames evident, issuing from the super-structure in the neighborhood of the much-criticized engine room."

All attempts to smother the engine and stop the fire failed, and soon all hope of conquering the flames died. The passengers burst open the doors that kept them below, and swarmed on deck.

Women fell on their knees to pray, they were jostled to the bulwarks and crushed and trampled, heavy blows were struck as the maniac horror of feet knawed into men's souls.

"Only one hope of salvation now remained—the boats. But these were aft; and the men who should have handled them were forward."

The ship carried nine boats, but to launch them was next to impossible. To try to drop a boat over the side was to court disaster. Those boats that could be reached were made ready until such time as the engines "stopped of their own accord," since no man could enter the engine room.

Boilers Burst

The master of the Amazon knew very little of steam. That the boilers would burst when depleted of water never entered his head. Finally, with the ship a mass of flames and still plunging before the gale, the captain determined to launch the boats, but to add to the horror, those forward were on fire.

Immediately there was further panic and a wild stampede to reach the aft boats, which were not burning.

"Captain Symons, a desperate man, sickened to death by what he had seen, went aft to the quarter deck, took the wheel from the steersman's hands, an dsaid: "Save yourself, lad; I stand by the ship.' There, for all evidence to the contrary, the captain died—a lonely man at the post of duty."

Those left aboard the ship perished as she blew up. The 42 survivors, drifting in their battered boats without food or water, were rescued by Dutch galliots and a British brig.

Fire also claimed the Cospatrick, a wooden ship of 1,200 tons which sailed from London for New Zealand on Sept. 11, 1874, with a crew of 44 and 429 emigrants. Panic broke out, and the boats were smashed or capsized in the launching. Two boats alone floated after the ships ank—two boats 400 miles from land, and in them were huddled 71 survivors.

There was neither food nor drink, and one boat had neither mast nor oars. Before the Cospatrick sank the captain lost control of himself. His last act was to throw his wife overboard, and authorities blamed her presence on board for the "colossal quality of the catastrophe.

"A man in control of such a situation needs to have a clear brain; if the best of the brain is occupied with apprehension for a dear one, he cannot do justice to himself or to the situation."

Of the two boats that put off one was never seen again. Bad weather overtook the other. And then came the biggest horror of all; white men turned cannibal. Eight days after the Cospatrick sank there were left only eight men, and three of these were only raving lunatics.

Two more days passed and the number in the boat was reduced to five—five men in rags, as weak as babies. A ship appeared and took them on board, but only three lived.

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FOR SALE—Fine 5-room house 4th Avenue East. First-class condition, newly papered, fully modern. Two bed rooms. Fire place. Wired for electric stove, $4,000. Terms. Apply McCaffery, Gibbons & Collart, Limited. 197

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To Whom it may concern:

This is to warn any party or parties contemplating purchasing or chartering gasoline launch "Billiken" registered No. 126544, now in Prince Rupert, B.C., that they will have to deal direct with the owner H. H. Hogan, Bella Bella, B.C. The authority of any agent to sell or charter said gasoline launch has this day been withdrawn.

H. HOGAN,
tf Bella Bella, B.C.

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AGENTS—Make big money selling "Cigamat" the new cigarette vending machine for automobiles. Every motorist buy on sight. Send for demonstrator and sale particulars. M.J.S. Specialty Mfg. & Sales Limited, 137 Wellington St. W., Toronto, Ont. 197

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"GOVERNMENT LIQUOR ACT"

Notice of Application for Consent to Transfer of Beer Licence

NOTICE is hereby given that at the expiration of four weeks from the first publication hereof, the undersigned intends to apply to the Liquor Control Board for consent to transfer of Beer Licence No. 1539, and issued in respect of the premises known as the "PORT CLEMENTS HOTEL," situate at Port Clements, B.C., on the lands described as Lots 7, 8 and 9, Block 47, District Lot 746, Queen Charlotte District, Plan 1079, from Herbert Hampton, Gaetano Ciccone and Theodore Mosconi to John Pyper.
Dated this 8th day of August, 1930.
JOHN PYPER,
Applicant.

RANGE 3 COAST DISTRICT
Recording District of Prince Rupert

TAKE NOTICE that Richard Walter Underhill of Vancouver, B.C., Accountant, intends to apply for permission to lease the following described foreshore lands:—Commencing at a post planted at High Water Mark about 1-2 mile south and 1-2 mile east of the south east corner of Lot 336, Swindle Island, thence south 5 chains to island, thence east 7 chains to shore, thence northerly westerly and southerly along High Water Mark to point of commencement and containing 20 acres more or less.
Dated July 5th, 1930.
Richard Walter Underhill,
James T. Underhill, Agent.

RANGE 3 COAST DISTRICT
Recording District of Prince Rupert.

TAKE NOTICE that John Edward Underhill of Vancouver, B.C., Engineer, intends to apply for permission to lease the following described foreshore lands:—Commencing at a post planted at the west end of small bay about 1 1-2 miles south and 2 miles east of the south east corner of Lot 336 Swindle Island, thence south east 20 chains, to east entrance to bay, thence easterly, northerly and westerly along High Water Mark to point of commencement and containing 30 acres more or less.
Dated July 4th, 1930.
John Edward Underhill,
James T. Underhill, Agent.

RANGE 3 COAST DISTRICT
Recording District of Prince Rupert.

TAKE NOTICE that Norman Hill of Vancouver, B.C., Clerk, intends to apply for permission to lease the following described foreshore lands:—Commencing at a post planted on the south shore of Swindle Island about 20 chains south and 100 chains west of the south west corner of Lot 335 thence westerly along High Water Mark about 240 chains to a point behind Double Island, thence 3 chains more or less to Low Water Mark, thence easterly along Low Water Mark, thence north to point of commencement and enclosing all tidal flats and lagoons and containing 120 acres more or less.
Dated July 6th, 1930.
Norman Hill
James T. Underhill, Agent.

"GOVERNMENT LIQUOR ACT"

NOTICE OF APPLICATION FOR BEER LICENCE

NOTICE IS HEREBY GIVEN that, on the 21st day of August next, the undersigned intends to apply to the Liquor Control Board for a licence in respect of premises being part of the building known as Seal Cove Hotel, situate at the City of Prince Rupert, in the Province of British Columbia, upon the lands described as all that portion of Waterfront Block "I" Bay of Prince Rupert, City of Prince Rupert, Province of British Columbia, Map 923, Prince Rupert Land Registration District, and being more particularly described as follows:
"Commencing at a point which lies in a straight line bearing north 69 deg., 28 ft., 8 ins. East a distance of 767.20 feet from the centre of circle as shown on said Plan 923, Section 7, thence south 6 deg., 35 ft., 25 ins. East a distance of 60 feet to a point, thence north 83 deg. 24 ft., 35 ins. East a distance of 100 feet to a point, thence north 6 deg. 35 ft., 25 ins. West a distance of 60 ft. to a point, thence South 83 deg., 24ft., 35 ins. West a distance of 100 feet to the point of commencement."
for the sale of beer by the glass or by the open bottle for consumption on the premises.
Dated this 22nd day of July, 1930.
H. A. DODD,
Applicant.

RANGE 3 COAST DISTRICT
Recording District of Prince Rupert.

TAKE NOTICE that Frederic Clare Underhill of Vancouver, B. C. Land Surveyor, intends to apply for permission to lease the following described foreshore lands:—Commencing at a post planted on North End of Price Island about 2 miles south and 1 mile east of the south east corner of Lot 336, Schooner Passage, thence North 10 chains to opposite shore, thence westerly, southerly and Easterly along High Water Mark to point of commencement and enclosing the bay and containing 12 acres more or less.
Dated July 4th, 1930.
Frederic Clare Underhill,
James T. Underhill, Agent.

RANGE 3 COAST DISTRICT
Recording District of Prince Rupert.

TAKE NOTICE that Frederick Russell Bartlett of Vancouver, B.C., Secretary, intends to apply for permission to lease the following described foreshore lands:—Commencing at a post planted on the south shore of Swindle Island about 20 chains south and 100 chains west of the south west corner of Lot 335, thence easterly and northerly along High Water Mark to the south west corner of Lot 335, thence to Low Water Mark, thence southerly and westerly along Low Water Mark, thence north 3 chains to point of commencement, and enclosing all tidal flats and lagoons, and containing 80 acres more or less.
Dated July 6th, 1930.
Frederick Russell Bartlett,
James T. Underhill, Agent.

DEPARTMENT OF PUBLIC WORKS
Notice to Contractors

Houston School

SEALED TENDERS, endorsed "Tender for Houston School" will be received by the Minister of Public Works up to 12 o'clock noon on Monday the 25th day of August, 1930, for the Erection and completion of a One room School at Houston in the Omineca Electoral District B.C.
Plans, Specification, contract, and forms of tender may be seen on and after the 30th day of July 1930 and further information obtained at the Department of Public Works, Parliament Buildings, and at the offices of the Government Agents at Vancouver, Prince Rupert and Smithers, and Builders Exchange, Vancouver, copies of plans specifications, etc., can be obtained from the Department on payment of a deposit of Ten Dollars ($10.00) which will be refunded on return of the plans, etc., in good condition.
Tenders will be opened in public at 3.30 p.m. on Monday the 25th day of August 1920 at the Parliament Buildings, Victoria.
The lowest or any tender not necessarily accepted.
P. PHILIP,
Chief Engineer.
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Parliament Buildings,
Victoria, B.C.

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