HASZARD'S GAZETTE.

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FURTHER PARTICULARS OF THE LOSS OF THE FAIRY QUEEN.

(From the Pictou Eastern Chronicle.)

The investigation into the circumstances attending this most distressing occurrence, engaged the attention of the Magistrates from Monday morning until Thursday evening. The depositions of Messrs Lydiard, Wilkins, Pineo, Parker and Cameron, Mrs. Marshall, ———— Wadham, the deck hand, Edmund Inglis, the eldest of the two boys, and William McKinnon, the passenger who escaped in the boat, were all taken under oath. They all corroborate to a greater or less degree, the testimony of Mr. Lydiard, already published, as to the general want of discipline, and the insubordination among the crew—the apparent desire of Captain Belyea, to get the passengers, particularly the ladies, into the boats—the subsequent desertion of the steamer by those in the boats, and the possibility of having saved most, if not all, of those left behind, if the boats had remained by the wreck.

Henry G. Pineo [Mr. Pineo at the commencement of his evidence stated, that the captain said he had not started at the usual hour, on account of the weather, and that when the men knew of the delay they went ashore and got drunk, and could not be found when wanted, the boat having finally to leave with two hands short. He observed water on the cabin floor before the boat started, and on asking how it came there was told by one of the boys that it would disappear as soon as they got under way.] After tiller rope was broken and fixed, captain gave orders to put on all steam, and finding the ship would not stear, went to see what was the matter. He returned shortly and said, that the firemen had gone away to the tiller rope, and let the fires out. All hands were trying to get the fires agoing again. I was standing with the mate assisting him to keep the wheel steady, Mr. Turner came along and said, we are getting out of fuel. I left the wheel and went round down stairs and found a number of men standing doing nothing. I told them to smash up doors, planks anything we could get hold on, to keep us agoing. All started to do so, and I went back to the wheel to assist the mate, I asked him what he thought we could do, and he said he did not know, and went down to see the captain, leaving me alone at the wheel. I told him I could not steer: he then called up a man to assist me. I heard him say to the captain something about dropping anchor, or running for Pictou Island; saw the captain shut his fist and shove him off, saying when he wanted his advice, he would ask him for it. Heard some person say the anchor was down. It was the impression that the ship was leaking. Some time after Mr. Wilkins and myself went to see the state the boats were in, and whether they could be made use of, in case the vessel should sink. The boat on the weather side had no oars; I took two from the other and put into her. We had it clear expecting the word would be passed up immediately that ship was sinking. —Mr. Turner came and asked what we were doing. We told him, and what we had done it for. He said we were wrong—could not launch it that way, and that the lives of the rest were as precious as ours. I said I know that, and am doing this in hopes to save some of them; but at his request we put the tackles on again. Then went below with Mr. Wilkins—worked as long as I could stand it—two or three times when others were exhausted, and no person to relieve them, I took their place, and two or three times I went to men of the crew, and asked them to go and relieve those that were worn out at the buckets; some times they would do so, and some times they would not. At one time when I went on deck, I met the captain and Turner, who said they were going to lower the lee boat to ease that side of the vessel. * * * I went to the stern of the vessel, to hail the boat—could see more than two persons in it—I asked them to assist us and they made no reply. I told them it was disgraceful, for strong able bodied men to leave the passengers to do all the work. A short time after this the captain came from the main deck; I asked him why he did not go to work and make his men work. He said he did work, and emptied two or three buckets, but soon disappeared. I never heard him, Mr. Turner or the mate use any exertion to get the men to work. We kept on bailing till the other boat was lowered. I saw the captain when he got down into the boat, he said to take command of them. He said I shall have to get in or they will not bring them up. When he was on deck he gave orders to the men in the boat which they did not obey. He ordered them to come up, so that he might get in himself. He got in, and as he was going down, another man jumped over the rail for the purpose of going in the boat with him; I grasped him by the throat, and told him not to attempt it on peril of his life. He asked why; I told him if he jumped over, the distance the boat then was, he would either be drowned or upset the boat, and that we were getting short of hands and not another man should leave the vessel till we all left together. * * * I heard the captain say, "all get on the hurricane deck; went into the cabin and told the ladies they had better prepare themselves and go up. * * * I went on the upper deck and hailed the boats, and asked them to come alongside and take the ladies. They were both hanging to the stern—made no reply and no attempt to come near the vessel. I then again returned to work baling—shortly afterwards heard it said the boats were cut away, and that the captain had said he was only one man against all the rest of the crew. I believe when he went into the boat it was his intention to save us if he could, and this confirmed me in that belief. * * * Went forward and lashed myself to some pieces of wood; saw a man go up to the beam—he was afterwards blown off, and must have been drowned. I then went aft, and with Parker made preparations to save ourselves. Supposing the hurricane deck would break up, we selected a part of it, and held a rope between us, to help each other. When the ship broke up, the deck floated off, and we were on top of it. All the others were together and fell into the water. I verily believe the two Misses Dewolfe, are drowned. They had the clothing on they expected to go in the boat with. Also Doctor McKenzie, Mrs. McKay, and an Irish girl, and W. Hammil. I saw the steward go over with a plank, and almost instantly sink. If the people in the boats had remained and worked, all might have been saved.

It is unnecessary to publish any more of the testimony, as we believe the foregoing contains all the facts elicited in the enquiry. The only person who appears to have seen the ladies after the final breaking up of the vessel was Mr. Cameron. He says:

"We were nearly all sitting together, except two or three who were aft. As she went over, the ladies went down, as I suppose. I and another man kept up, and got on her bottem, as it turned upwards. The others were all washed off, I took hold of the paddle box and wheel, as it was going over, but was washed off in a few minutes. I was in the water some minutes, when I took hold of a piece of wood; it was so small it was of no use and I threw it away. I then got hold of what I thought was a part of the hurricane deck, and got upon it. I looked round and saw three ladies, two of them clinging together, the third was much exhausted; the two who were together were trying to reach some pieces of the wreck. A man whom I suppose to be Thomas Hammil who was near me on a small piece said, he wanted to get on with me; I tried to reach it but a sea came and parted us and I saw neither him nor the ladies again. I then saw Mr. Wilkins and others on a piece of the wreck for a little time, it might be ten minutes when we parted and I saw no more of them.

At twelve o'clock on Wednesday, the examination of the witnesses having been completed, the Court adjourned until 2 o'clock, then to meet for the purpose of hearing the defence of the prisoners. Captain Belyea on being asked whether he had anything to state in his defence and being cautioned that, what he might say, might be used against him in evidence, gave the following statement, which it may be observed, agrees with that voluntarily made by him on Saturday, except that it is more ample, and mentions several important circumstances which at that time he did not refer to.

I, William Raymond Belyea, have been for five years master of a steamboat, and eleven years mate, and this is the first disaster that has ever happened to me. * * * *

Left Charlottetown Friday morning at a little past 11 o'clock. The wind had been blowing hard all night, but had then moderated, and I saw a fair prospect of making a good passage. We got along very comfortably, till we got in the shoal water off Point Prim, where a sea struck her, but I did not consider it did her any material damage I have been in a great deal rougher weather with her before that time. She always gave satisfaction to every person on board of her as a good sea boat at the time. After leaving Point Prim we went down the Gulf nicely with fair wind and tide, till, when within a mile of Gull Rock, I was standing alongside the wheel house and heard the mate say she would not steer, and he did not seem to know what was the matter with her, and on looking under the wheel house, I saw the wheel rope broke. The steering gear is not all rope, but consists of chain and iron rod, all round till it comes to the knuckle going up into the wheel house; there is about 24 feet of manilla rope, round the barrel and all. We went to work and fixed the rope very soon. As soon as we got it fixed so that it would work, we started ahead again, and I found she would not wear under steam, and with the jib hoisted. We hauled down the jib, and brought her head to wind, I told the engineer to give her full steam and we hoisted the jib off the other tack, and let her round before the wind. She went along for half a mile very nicely, and then, steering a little wild, she broached too again. She lay there for a few minutes, and the engines stopped altogether. I said to Mr. Pineo who was then in the wheel house with the mate, that I would go down and see what was the matter. I then went below to the engine room and walked aft on the larboard gangway, I went to look into the fire hole to see what was the matter. The second Engineer caught hold of me, and said, "Captain what are you doing there, we can look after the water ourselves. I walked round abaft the engine and came up on the other side, and there I saw the first engineer standing in the door. The boiler pump was going at this time, I asked the engineer what was the matter; he said, "our water is low." I saw him try the lower guage cock, and it was dry. There are four guage cocks in the end of the boiler; the third is the working one, and is generally full. They pumped I suppose half an hour, before they got water high enough to fire up with safety without burning the boiler. All this time the ship was drifting, and the water increasing in her fast. I asked the 2nd engineer how the water had got short. He said, "she goes so slow she wont feed herself;" but it is my belief if there had been a sufficient supply of water in the boiler, she would have lain two hours without its getting too low for them. The water got low in the boilers by neglecting the feed. At this time they were bailing fore and aft. I had been watching the steam, knowing that to be our only chance for safety. If they had a sufficient supply of steam on, after the wheel rope was mended, there would have been no difficulty whatever in getting into Pictou in safety. We can throw by the bilge injection about 16 barrels of water a minute, and that would have kept us clear.

The engineers at last said it was no use thinking of getting up steam, the water was so high. About that time the mate came and advised me to run her ashore. She was drifting in midchannel; she was then listing over, I then heard some one speak of letting go the anchor, I went forward, and found the space forward of the windlass jammed full of sheep. I cleared away the sheepe off the chain myself, and went to the catstopper to clear it away. By that time there were others, Pineo, Webster, and the mate, to assist me. We let go the anchor, gave her 30 fathoms chain, and brought her head to wind. The crew and passengers then rigged a double gang for bailing, all working together. I kept passing through backwards and forwards to see that there were no skulkers as it was very dark. I still saw the water was gaining; they were all working very manfully at that time. Dr. McKenzie and Mr Lydiard were very, busy seeming to take charge of the gangs and working too. They continued on till the water got three feet in the hold, and she was listing very heavy, and we concluded to lower down the boat off the lower side; we lowered her down with a good rope to her, sufficient to hold her. Mr Turner jumped into her, and dropped her astern, to keep her clear of the guard as she dropped aft, I made the end of the rope fast, and gave her a good play so she would ride. Came in between decks, and walked for and aft to see how things were, and went back again to see how the boat lay. Mr Turner called to me and said he wished he could get on board again. I hauled the boat up under the stern, to enable him to do so; just as he was making the attempt to climb the painter, the mate came along the other side from me, and the first I saw of him he was going over the rail. He jumped down on Mr Turner's head and knocked him down in the bottom of the boat. Almost the same moment another went over, they said it was James Webster, I then let the painter go for fear more would get in. About an hour afterwards, some one spoke to me about putting the ladies in the boat, that the ladies should have the preference; and I said "by all means." I went into the door of the ladies, cabin; there were two or three of them there. One of them said "captain what are we going to do," I replied "well, ma'am, you will have to take the boats very shortly, and you had better prepare yourselves for it." Went out again to look at the boat, and found an increase of persons there. By this time the vessel was getting very low, and they had left off bailing forward. I am not certain whether it was Mr Wilkins, or Mr Lydiard spoke to me about leaving the other boat. A few minutes after I saw three ladies with shawls over their heads apparently ready to go; I thought two of them were the Misses Dewolfe. One of them said "surely, captain, you will give us the privilege of getting in first; I replied, "yes, ma'am, by all means," and pointed out to them where they were to get on board at the low gang way—the water was washing over it then. I took two of the men with me, and went immediately to lower the boat, and to drop her round the stern and haul her up on the other side, to the spot pointed out to the ladies, we lowered the boat level with the rail, stopped her there to get a bucket and the end of the painter, and then lowered her to the water. As quick as she touched the water, we let go the davit falls, to let them unreeve; two more men jumped into her from the main deck, but William Mills and William McKenna were in her before by my orders. I called to them to shove her astern quick to save her from being broken, and ran immediately to the stern to see to the passing of her round. Some one was holding the painter—I think Mr Lydiard; I took it out of his hand. At the time the boat was going astern with the wind very fast; I braced myself to be sure to bring her up, and not be hauled overboard; she still continued going off; I hauled the rope in and found it cut off—some persons in the boat had cut it. * * I prepared myself with a short rope tied to the flag staff, to lower myself down with, and got up on the taffrail with my feet hanging over, ready to jump. As soon as I saw the bow of the boat fairly under me, I let myself go, and landed in her, considerably bruised. By the time I recovered myself, the boat was slacked back the whole length of her painter, and I immediately caught hold of it to haul her up. The mate caught me by the arm, and held me, saying I should not do it. Some one from the steamer called out to me, are you going to come up with the boat; I answered, "yes, if I can" The mate resisted altogether; said it should not be done, that it was not safe—and told me to go aft, that, that was my place, I then made a second attempt to pull up. He had the rope in his hand at that time, all ready to let go. He turned round to Webster, and said, "Webster, make him go aft." Webster had the oar shipped, and leaning half on it, and said turning round, "captain go aft." I then went to the stern—thought it was about time to go I said, "if you will not go alongside, we are riding very comfortably here, we'll hold on and see the last of her; we may save some of them yet" At this time I cried out to the passengers in the steamer to go on the hurricane deck, thinking it would float, and that we could pick them up. At that time I expected at every plunge to see the steamer go down. The mate then proposed to slip and run, to save our own lives was the first law of nature. I begged him for God's sake to hold on, saying "we will save the ladies yet; if they go on the hurricane deck, they will float.,' He said "now we have plenty in this boat, there shall not another man come into her; we had better save our own lives, boys," speaking to the others, who answered "yes." He immediately said, "there she's gone, out oars." He had about a foot of the rope through the ring, holding it in his hand. We fell foul of the other boat; as soon as we got clear, I ordered them to pull up for the steamer, thinking that we might have accidentally got loose. The mate gave the order to pull backwards, keeping her head to the wind; that order was obeyed, and not mine. After some time, they did begin to row up, but the engineers were no oarsmen, and they said "it is no use, we'll give it up." I think if they had had the will, they would have found the way to have got there They then stopped and let her drift awhile and kept paddling the oars to keep her head up. The mate had complete charge. They turned towards shore, rowing pretty well before the wind till they opened Pictou Light. I said, "for God's sake boys, don't go down on that rocky lee shore, you'll be dashed to pieces." They turned her in then, and made for the light. I then took hold of an oar, double banked the after oar, and helped to row her in. As we were rowing along quietly to the shore, the mate said to me, "you may be devilish glad yo got on board at all, for we were just going to leave you, but we thought it a shame to leave you, anyway." We landed on the beach about one o'clock, and got to a house. The mate said again, "you may thank us for your life, may'nt he Jamie." Webster replied "yes we would soon have been off," I was so sick and fatigued with excitement and cold, that I could go no further. I told them to proceed as quickly as possible, and get the Pluto to go out and try to find some portion of the wreck. At daylight, before I left, I saw her coming in."

On Thursday evening, after having learned the statements of the prisoners in defence, the Court adjourned until 10 o'clock Saturday morning. On Friday, the hon. W. Lord and Mr A. Mitchell, of Charlottetown, who had been appointed by the Govt. of P. E. Island, to investigate and report upon the circumstances attending this painful occurrence, proceeded to the scene of the disaster, for the purpose of seeing the remains of the wreck, and ascertaining, if possible, the causes that led to the destruction of the boat. We of course are not aware of the nature of the report they have to make, but we are informed that they found the hull perfectly sound, being strong and firmly built and fastened, and that they have expressed their belief that the principle defect of the boat was her exteme length and narrowness, which rendered her liable to be injured by a side wind and sea.

On Saturday morning, the Court again met, the justices in the mean time had the matter under their most careful consideration, and all the necessary legal preliminaries having been complied with, the decision of the Court was announced, which was to the effect, that, William Raymond Bulyea, J. D. Turner, Patrick Treanor, John Christie, James Webster, William Mills, William McKenna, and John Donnolly,, be committed to prison (in the mean time without bail) to await their trial for not having used all the means within their power for saving the ship, and for having feloniously taken away the boats belonging to the vessel, thereby impeding the escape of those who were on the wreck, and causing their death. We believe that the offence with which these men are charged comes within the jurisdiction of the Court of Vice Admiralty; but by an Imperial Statute the Criminal business of that Court is transferred to the Supreme Court for the County next adjoining where any offences may be committed. It is certain, however, that they cannot be tried at the term of the Supreme Court, which commences its sittings here to-day for the want of a legally impannelled Jury. Tis well that it is so; for in the present excited state of feeling in this community, and throughout the country, the prisoners could not have a fair trial, and the promptings alike of justice and mercy might be disregarded.

Several articles of property belonging to the parties deceased have been washed ashore, on different parts of the coast, but nothing that we have yet heard of belonging to any of the passengers saved, has been found. The trunks of Dr McKenzie and the Misses Dewolfe have been found; an inventory of their contents has been taken, and the articles placed in safe keeping until they can be claimed by or forwarded to the friends of the deceased.

Mrs. Mckay, one of the women who were lost, was the wife of Mr. Andrew Mckay of Rogers Hill, who is at present in Australia. The name of the other female is Jane Young; she is supposed to have been a servant of the Misses Dewolfe.

CORRESPONDENCE.

To the Editor of Haszard's Gazette.

Sir,—

The Sheriff's appointed meeting of the First Electoral District of King's County turned out a failure, whether owing to the weather or some "qualms of conscience" of the leaders or requisitionests, I know not; and it matters little; but your friends, butts, or neighbours, Hon. Edward Whelan, and Mr. Andrew Mitchel, were both there, at the time and place appointed—for what purpose, you may guess; but, had the meeting been really constituted, and any of these two worthies offered to address it, they, or any one of them, would have met with the observation, that the meeting by the Sheriff's proclamation, was only to consist of the Electors of this District; and that, consequently, none else had any right to speak there. Had one or both persisted to address the meeting after being told that they had no right to do so they would have been assailed by such a string of questions as would have puzzled them to answer; and thus flatly told, that a "set" of men who could deprive such men as John Goff of the office of Small Debt Commissioner, for merely doing his duty fearlessly and well as High Sheriff, at an Election for Georgetown, and who could also turn out John Frost, of Grand River, from a like office—for taking a straight forward manly, open course, in favor of the Candidate whom he thought the most fit and proper person to be a M. P. P.—and put men into their places, which if as able to discharge the duties, are not so well known to be so, nor so well liked or trusted, by the country generally—are not the Government of a country, but the head of an illiberal, tyrannical, mischevious Faction. I repeat, that had Whelan opened his mouth at the meeting that he appeared so anxious to get up, he would have been told all this, and perhaps a little more. I am not sure whether any of our two members elect—God bless them—intended to form part of the meeting; but, I trust that, notwithstanding the many and pressing solicitations with which they are daily, nay, almost hourly, pestered, from pretended friends, to join their ranks, that they will retain their independence of thought and action; and that they will tell the *creeping things* which now tease and torment them so much, to keep their distance, and leave them to attend to their own business.

You may whip this up in your own way as Yorick did the Love Letter, or you may publish it with all its faults as it is—from.

Sir,

Yours, &c.,

A King's County Tenant.

First Electoral District, 1st, Oct. 1853.

To the Editor of Haszard's Gazette.

Sir,—

In to-day's paper, in your account of the proceedings at the Public meeting held on Wednesday last—with reference to Doctor Conroy's allusion to the warning I had received in Halifax, in which he asks "Is it likely he concealed his knowledge from the Governor," I think it but proper to state, that from the very great distance intervening between the learned Doctor and myself, I heard very little of his speech, and certainly not the remarks in question, otherwise I would instantly have stated, that as I was quite satisfied with the explanation of the Honorable member of the Executive, with whom I conferred, I did not mention the subject to His Excellency, either then or at any subsequent period. Surely there are but few among us who will not agree with the Honorable member for Charlottetown (Hon. E. Palmer,) that had Sir Alexander Bannerman, ever been made aware of the complaints against the Boat, either through Mr. Lord or any other channel, we would not now have to deplore this sad disaster.

I am, Sir,

Your obedient Servant,

J. HAMILTON GRAY.

Lieut. Colonel.

Spring Park, Oct. 22d, 1853.

To Dr. Conroy, &c. &c.,

Charlottetown.

Sir,—At the public meeting which was held at Charlottetown on Wednesday last, I observe that you are reported to have said—

"The gallant gentleman who has so powerfully and feelingly appealed to your manhood—he who, having already in his services to his country in the four quarters of the world earned for himself fame and distinction, of which the Island he loves so much may well be pround, and whose emotion was visible to all, has stated that he feared to trust his family in the boat: he was warned in Halifax of her inefficiency, and requested not to trust her in the autumn. Is it likely he concealed his knowledge from the Governor? Can it be that the Governor so confines himself to the advice and society of his Council, that no reports could reach his ears except such as they choose he should know? Or if knowing, or hearing them, he still regards them as but the cover of party, and makes no further enquiry, then it is but too evident with what impartiality he holds the scale. He now must open his eyes and ears—he must hear and bear his just share of the indignation of an outraged public—he cannot lay his head on his pillow without feeling the thorn of remorse, if by his apathy, or reliance on others to screen him, this great calamity has occured."

The gallant individual to whom you allude, I see, was Lt. Col. Gray, and you ask, "Is it likely he concealed his knowledge from the Governor?" This question you might have asked Col. Gray, but as you did not. I will answer it. Col. Gray communicated no such knowledge to me.

You again ask, "Can it be that the Governor so confines himself to the advice and society of his Council, that no reports could reach his ear except such as they chose he should know?" I answer, that the highest and the lowest Individuals in this Colony, have always access to me, when they chose to ask for it.

In regard to the sad catastrophe which has led to the animadversions and remarks, which you have been pleased to make on my conduct. One Individual only, my respected friend Major Beete, ever spoke to me about the Fairy Queen, he saying that she seldom exceeded five knots, and wanted power; that he had observed her boilers leaking a little, and consoled himself with a feeling that they would not burst from an over pressure of steam. But so little idea had I of the unfortunate vessel not being sea worthy, that if I had had occasion to cross to Pictou on the 7th October, I would, without the smallest hesitation, have accompanied the much lamented Ladies, Dr. M'Kenzie and those who perished on that melancholy occasion.

I remain, Sir

Your obedient servant,

A BANNERMAN,

Leiut. Governor.

Government House, 24th October, 1853.

ORDINATION.

The Presbytery of Prince Edward Island, in connection with the Presbyterian church of Nova Scotia, met at St. Peter's on the 18th inst., for the ordination of Mr. Henry Crawford, to the office of the Holy Ministry, and admission to the Pastoral charge of St. Peter's and Bay Fortune congregation. The Presbytery being constituted, and the edict being served, the Rev. James Allan, of Covehead, preached from Acts 20: 28—"Take heed, therefore, unto yourselvs, and to all the flock over the which the Holy Ghost hath made you overseers." After which in the usual manner the questions were put to, and answered by Mr. Crawford; who, therefore, was solemnly set apart by the laying on of hands, the Ordination Prayer was offered up by the Rev. James Allan, on which the minister and people were respectively addressed by the Rev. Dr. Keir, Princetown. This settleement, as it is in entire accordance with the wishes of the whole body of the people is full of promise, and full of hope; and it is confidently expected by all who knew Mr. Crawford, that he will prove a laborious and energetic Minister. The Presbytery have appointed the 9th of Nov. for the ordination of Mr. John M'Leod, at Richmond Bay.—*Com.*

Secretary's Office, Oct. 24th, 1853

His Excellency the Lieutenant Governor has been pleased to accept the resignation of the Honorable Edward Whelan of his seat in the Executive Council of this Island.

His Excellency the Lieutenant Governor has been pleased to direct the name of the Honorable Edward Whelan to be inserted in the Commission of the Peace for Queen's County.

Passengers.

In the Mail Boat, *Isabella*, Miss Peacock, Miss Lee, Mr. Lambert, Mrs. Maccoy, Mr. Hall, Captain Robison, Charles Drew,—three in the steerage.