

THE LOSS OF THE LABRADOR. The Passengers Had a Close Call.

ISLANDERS IN SKEARYVORE
LIGHTHOUSE SEVERAL DAYS.

Interesting Information Furnished
by Messrs L. E. Prowse and W.
W. Stanley.

By the English mail which arrived last evening letters were received from the Island merchants who were passengers by the steamer Labrador wrecked on the coast of Scotland on the 1st inst. The wreck was a bad one, and the escape of the passengers was truly miraculous.

Mr. L. E. Prowse, M. L. A., in the course of an interesting letter to his wife, gives the following details of the disaster and the escape of himself and the other Islanders:

"Here we are after a wonderful experience. But thank God we are saved. We struck a rock in the worst place in the Atlantic, and our noble ship, the Labrador, is now at the bottom of the ocean. We landed here a few minutes ago. I lost everything—every shirt—in fact I am now in the hotel with my night shirt on.

"We were in bed when we struck the rock. I felt the first blow, as I was awake. I jumped out of bed and called Leigh. I put my clothes on and ran on deck where I met the captain who said, 'It's a bad job.' I knew then that it was all up with the ship, so I slipped back to my cabin, and unlocking my trunk grabbed my purse and order book and returned to the deck. I could not go down again as we expected the ship would go under every minute.

"It took us two hours to get the boats lowered and filed. We men stood back and said that we would not leave the ship until every woman and child was put in the boats.

"You may imagine our feelings for two hours on that ship expecting every moment to go down. It is an experience I shall never forget. The six of us stood as one and decided that we would be saved together or drown together. We were 250 miles from our destination, in the worst place in the ocean.

"When we got in the boats we were 50 miles from land, in the rockiest place imaginable. It is a wonder that one of us is left to tell the tale.

"We started for a lighthouse about four miles from where the ship struck. It was built on the rocks, a place where no boat could land oftentimes for thirteen weeks. But thank God, after two hours of hard rowing we landed there. My hands were sore, but you may be sure I did not mind that in view of the fact that my life was saved.

"The lighthouse is a wonderful place. Three men stay there. There were 18 of us passengers landed at the lighthouse. After we were landed our officers left us and tried to land the women but could not do so. After a while, however, a small steamer picked them up.

"We were left at the lighthouse, which is eleven miles from shore, for nearly three days. But we had enough to eat and was treated as well as possible. I am very tired for I have not had my clothing off for the last two nights and have been sleeping on the floor."

This letter was written at the Queen's Hotel, Oban, Scotland, and is dated March 3rd. Writing from the same place to his brother, Mr. Prowse says:

DEAR BEN,—Thank God I am not on the

bottom. We have had a thrilling experience; lost everything. Struck the rocks at 6.30 on Wednesday. You bet I felt the first touch—jumped out of bed in a second and pulled on my clothes in a second. Had not time to take off my nightshirt. Lots of the passengers had not time to put on their socks. I ran on deck and saw how things were and then felt it was all over with us. But I said, "I am not going to lose my money in case we do get ashore"—so down below I went again and opened my trunk, got my purse and order books in case I might get ashore, but lost everything else. Met the captain on the way back and he said to me, "it's a bad job," then started to lower the boats. Ben, you may imagine my feelings when it took two long hours to lower the boats with the women and children. But the men stood by and said that they would not go until every woman was lowered into the boats. There was a high sea running at the time with rocks every where. We were two hundred and fifty miles from Liverpool on the northwest of Scotland, somewhere about sixty two miles out of our course; so when we got into the boats we pulled for the lighthouse about four miles away and fifteen miles from shore. After two hours of hard pulling we landed. You may be sure I pulled until I nearly dropped. When I got on the rocks I was very much fatigued. Well, we were imprisoned there for the best part of three days, and landed here tonight. The place where the lighthouse is an awful place. Sometimes for thirteen weeks it is impossible for a boat to land, so you can see that God was more than good to us, or we could never have landed. I thought our small boat would have been broken to pieces on the rocks, but we are saved, thank God. I am awfully tired, and will give you a full account when I arrive home, and will be able to tell some funny things that happened. It is now nearly twelve o'clock, and I have not been in bed for three nights, so you can imagine how tired I am now. But I am well. We are about eighteen hours ride from London, where we are now, instead of four from Liverpool. We start at six o'clock for London. Will write you a long letter as soon as we get to London. Remember me to all the boys, and don't forget the girls.

Mr. W. W. Stanley also writes his wife an interesting letter descriptive of the trip from Halifax and relates some of the scenes and incidents connected with the loss of the ship. The letter follows:—

In case you did not get the letter I wrote the night before we were wrecked, as I intended it should have been posted when I got to Moville, and we did not get there, and I don't know whether the ship's papers were saved or not, I will give you the same log over again.

Feb. 21st. Left Halifax at 3 a. m., on S.S. Labrador, with the following crew and passengers: 113 of a crew and officers, 21 sail on passengers, (only one lady), 19 second class and 24 third class, making a total of 177, besides children. As far as I can find out we were full to the hatches. It was a fine clear morning when we went on deck at 8 o'clock. Ran up to noon 107 miles. Bright moonlight night.

22nd. Fine clear morning. No sea on. Ran 208 m.l.s. Bright moonlight.

23rd. Fine clear morning. Commenced to rain about 10 o'clock. Continued until 1. Ran 315.

24th. Dull, heavy, showery, and blowing strong. A little sea. Ran 315. Fine clear night.

25th. Bright clear morning. We are now over the top of the hill and going down the other side. Ran 301. Saw two steamers. Fine moonlight night.

26th. Sunday. No service today. Dull, warm morning. At noon cleared. Ran 304. Afternoon fine and bright.

27th. Fine morning; warm, dull at heavy toward evening. Ran 308.

28th. Warm, but very dull and heavy fog. Expect to see Ireland, or rather Tory Island. Ran 309. About 10 o'clock we got on deck. Very thick,

blowing fresh and continued so up to 9.30, the last time I was on deck that night.

March 1st. At 6.25 our ship gave three bumps and then scraped. Woke me, but thought it was some of the boys playing tricks, as we had been up to every kind of mischief. Heard running on deck as usual, always making fun of me! Had everything ready to jump into, pants and vest under pillow, socks turned inside out, drawers on bottom of bed ready to jump into. It was clear day light. Got into pants, boots and shoes and ran out on deck. Saw our position and the weather. Came back and told the boys to keep cool as there was not a very heavy sea and as we had only a few passengers, lots of boats and a good chance to be saved. (Might say here the prevailing winds were S. E. and S. W. all the way over with the exception of a few hours.)

I was quite cool, got into coat and pants and laced my boots, put on oiler coat, rushed on deck and, of course, had to give a hand to clear away the boats. Forgot my gold; could not find it. Got out books, samples and everything except gold. Went on deck again and then remembered where I had put it. Unrattled and unlocked portmanteau again and found it. Also took hand satchel.

By this time they had cleared No. 1 boat on lee side. As L. E. says, I have to act "boss" always and of course got the boys to work helping the sailors to get away No. 2 and 3 boats, also small boats on that side of the ship. Those four boats lay off from the ship on lee side by long painters and a crew of four. Went after the four boats got clear on the windward side. Every one cleared without any mishap worth talking about.

They filed No. 1 with all the women and children, also husbands of women in No. 1. It was very slow work lowering about 28 men, women and children with four of a crew and fourth officer—33 in a boat. This was the largest number put in any one boat.

I tell you it was hard work to see four boats lying by the ship and three others attached by painters and only the four sailors in each, but we had to stand it. No. 3 boat cleared with oldest men, say to the number of 20. Tom Leigh got in her. I did not like the look of her as she was smashed in the gunwale. They wanted me to go in her but I held back as I wanted to keep with the other five boys. Got down in her any way; then they pulled No. 2 boat a little ahead of us.

We all jumped into her (six of the boys) as she was passing. That was the way I wanted to get into. We soon filled her with 19 men, 4 sailors, and second officer and got clear before the boat I was in first.

I looked around for grub and water but could find neither. Snouted to chief steward to throw us some bread and biscuit. I caught two pillow-slips full of bread and two tins of biscuit but missed the fourth tin, which struck a friend of ours named Brien (a Jersey man, who has charge of fishing stages at Carquet, N. B. Perhaps Mr. Poole will know him, but he is all right again.)

We left the ship for the lighthouse about three or four miles off. The boat with the women in had by this time got away about half a mile. We could only see her when we mounted a wave. Followed her.

She made for the leeward side of the lighthouse, but had to keep off a long distance on account of the rocks and surf. She could not get within hailing distance, or did not understand the signals the light-house keepers (3) were making. So she put off again.

We made for the windward side. It would take pages to tell all about how we landed. The keepers were pouring oil upon the water.

We landed on the rock all safe, with out a scratch—18 first cabin passengers. The men then got the boats out again to help the boat the women were in, as they were either played out or had not room enough to work. The boat reached them and took off part of the women.

In the meantime a steam trawler appeared on the scene and as far as we know picked up all the boats and steamed away. Of course we do not know anything about them, as we are now on our second day at Skearyvore lighthouse, on the west coast of Scotland, 11 miles S. W. of the Island of Tyree, or about 65 miles from Moville, due north.

The light-house men say we were 48 miles out of our course. Wind was south west when we struck. Where the ship struck is 15 miles in a direct line to the nearest land, Tyree. We landed here about 11.30 o'clock yesterday, March 1st.

We are quite comfortable, the six Charlottetown boys and 13 others. We have General Agoncillo, delegate of the Philippine government, also his secretary; English, Irish, Scotch, French and Persian is a fair representation of nationalities for a shipwrecked lot of passengers. This is our second day at the light-house.

We have had relief signals out since our arrival, but it has been a little lazy and supposes they have not been seen. The keepers say we should get off by to-morrow; if not the Relief and Supply Boat is due on Tuesday the 7th.

We are not worrying ourselves as we

New Spring Carpets.



30 bales of new Spring Carpets already opened up, and the season hardly started yet. It's one of the strongest Paton & Co. elements to be first in point of time as well as first in point of value.

The successful manufacturers of Carpets in the old and new worlds have contributed their best to this collection of worthy Carpets which is by far the best ever shown by us.

New Brussels Carpet with 5-8 borders to match special designs
New fine Brussels Carpets, handsome 5-8 inch borders to

match
New Brussels Stair Carpet
New Brussels Stair Carpet 27 inches wide
New Brussels Hall Carpets
New Windsor Brussels
New Axminster
New Velvets
New Velvet Borders
New Hems
Best English and Scotch Floorcloths and Linoleums
Widow shades made up in all shades and widths

Jas. Paton & Co

HOUSE FURNISHERS

If You Want A House to Live in

If we build to live in. Our business is to build houses to live in. If it's not a house you want, we can build anything from a fence to a brick block—and we do it as it should be done.

Our Work May Be Seen
in many of the handsomest modern cottages in the city.

BECAUSE

We purchase our lumber in the best and lowest priced markets, and transform it ourselves into the finished work, thus saving middle profits, and reducing the actual cost of building; we are the people to do the work. If you have any idea of putting up a new building of any kind, let us figure on it for you.

Best work at ordinary prices. . . .
WM. W. HARPER,
Manufacturing Contractor, Fitzroy Street.

are comfortable and have supplies for us all for 3 months. It is about the folks at home in case of mixing us up with some other boats that may not have been picked up and we know how cablegrams get a little added to them when they become the property of the press. I know that this letter is a little mixed up, badly written etc., but you must remember where I am and how, as the boys say, rattled with joy and thanksgiving of being saved from a watery grave.

It is now 6 p. m. Tom Leigh, Billy Huestis, Bryne and a lieutenant are stretched out on mattresses spread on the floor snoring "to beat the band." I must wind up for the night and perhaps will write a little more tomorrow.

Letters have also been received from Mr. McLaren, Mr. Leigh and Mr. Huestis, but nothing new is developed. At the time of writing all the Islanders were well, and as cheerful as possible under the circumstances.

AN OLD AND WELL TRIED REMEDY.—Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhoea. It is pleasant to the taste. Sold by druggists in every part of the world. Twenty-five cents a bottle. Its value is incalculable. Be sure and ask for Mrs. Winslow's Soothing Syrup.

Farm For Sale

100 acres at Dundas

We offer for sale 100 acres of land at Upton, Dundas, formerly occupied by Angus McPherson.

75 acres clear and in good heart, the remainder under mixture of hard and soft wood. All excellent soil. Terms easy.
M. & D. C. McLEOD,
Attorneys at Law

Charlottetown Feb. 1st 1899.
Feb 2nd wky times

ST. PATRICK'S DAY 1825 - 1899.

The Benevolent Irish Society of Charlottetown will celebrate St. Patrick's Day on FRIDAY, MARCH THE 17th.
By the usual Parade and Church Services in the morning. In the evening at the.....

Opera House

Will be presented by the Benevolent Irish Society Dramatic Company, the beautiful five-act Drama

A Celebrated Case

The scenes of this drama are laid in France during the battle of Fontenoy, and are replete with thrilling adventures and laughable incidents. This play will be mounted elaborately. Costumes of the period made especially for this production.

2 Hours of Solid Enjoyment—2

Don't miss it. Make no other engagement for that night.
Viscount's Orchestra in attendance. Tickets on sale Monday morning, March 13th, at the following places:
Bacony at Rankin's Drug Store, Orchestra at Dodd's Drug Store, Admission Tickets at Peddin Bros. Drug Store and F. J. Horsey's Book Store.
Tickets 25, 35 and 50 cents.
THOS. DRISCOLL, Secretary.

I. S. Sanford,

COMMISSION MERCHANT

Special attention to business and prompt returns made. Special attention given to the sale of

Pork, Poultry, Eggs, Hides and Wool Skins.

Market quotations given on application. Address all consignments and correspondence to.

I. S. SANFORD 46 and 48 Argyle St. HALIFAX N.S.

Here's Some Corset News

You get back 20 cents on the dollar when you buy a pair of our dollar Corsets for 80 cents.

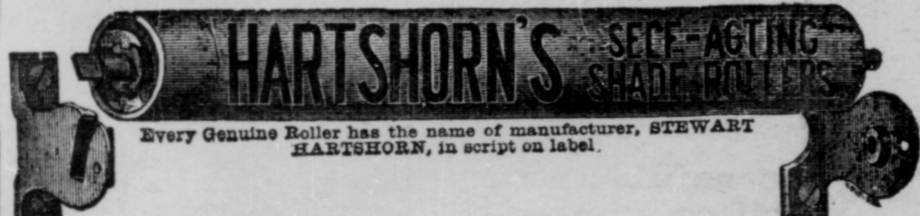
The manufacturers of a leading make of Corsets sent us a larger number of one line than we ordered.

Instead of taking them back, he gave them to us at a big discount, so we are now able to give you this regular dollar Corset for 80 cents.

See our western window.

F. Perkins & Co

The Money Saving Store.



Big Stock of Shade Rollers

Window Shades complete—Curtain Poles and fixtures—Lowest prices in the city.

Mark Wright & Co. Ltd

HOME MAKERS.....