

The Escape of the Calliope.

This is now an old story. But the following graphic description of the affair, from the pen of Captain Kane himself, will, we are sure, be read with interest even now:

"1. Her Majesty's ship Calliope, at Apia, Samoa, 20th March, 1889. Since the 5th inst., the date of my last letter of proceedings, there has been nothing to remark on the political state of affairs here, but I deeply regret to have to report a terrible hurricane, which has caused a disaster unprecedented since the introduction of steam; the total loss of four men-of-war out of seven, with a loss of 130 lives, and the stranding of two others.

"2. The Calliope, I thank God, is left afloat, and sound in hull, though with loss of three anchors, three boats, foreyard sprung, and all fastenings of bowsprit carried away. We lost no lives, and had only one wounded—a cutter's mate, who has a fractured skull, but he is doing well.

"3. The Trenton, which arrived on the 11th, the Vandalia, the Adler, and the Eber are total wrecks; and the Olga and the Nipsic are on a sandy beach, with but small chance of getting them off.

"4. On the 7th and 8th we had a gale, to which we struck lower yards and topmasts and got up steam, but it did not do much damage, and all the men-of-war rode it out without dragging.

"5. On Thursday, 14th, the barometer began to fall with heavy rain, but no wind, and fell until 2 p. m. on the 15th, when it reached 29.11. We, in common with all the other ships, struck lower yards and topmasts, and got up steam, so as to be ready for anything, but we were assured by experienced people on shore that the fall was for rain, and that there was nothing to be afraid of. In addition to that we were lulled into comparative security by our having already had experience of three gales, and had ridden them out all right.

"6. But as the afternoon of the 13th wore on, the wind came up from the north-east, and gradually freshened. By midnight it was blowing a gale, and it increased all through the middle and morning watches. By daylight, when it was blowing a hurricane, we found we had dragged quite close to the reef. By that time the Eber had gone down with all hands but five.

"7. The harbor was crowded with shipping all dragging together. I got steam up in all boilers and succeeded in keeping clear of the reef for some time, but soon found that that could not last for long. The seas were perfectly fearful, breaking over our top-gallant forecable and all but burying the poor Adler, which soon went on the reef. By very good management they slipped their cables at the right moment, and were lifted right on to the reef, where they lay on their broadside. Had they not slipped the cable, she would have gone down in deep water. Twenty men were drowned in her. The others found shelter in the ship till Sunday morning.

"8. The seas were now (8 a. m. on the 16th) breaking from out beyond the reefs. The Vandalia was dragging down on top of us, the Olga was close on our starboard quarter and the shore reef on the port quarter. I managed for some time to keep clear of all three, but our port cable parted, and we came against the Vandalia's stern, and carried away the jibboom and all the fastenings of the bowsprit. The spar itself was saved by lifting right up when the bobstay bands, etc., went. Then the Olga came up on our starboard side, and very nearly rammed us. I just managed to sheer clear, but she caught our foreyard and damaged it severely. Luckily it boomed her off.

"9. Seeing that every time we tautened our cable we were getting nearer the reef—in fact, it had become a question of feet—I made up my mind to slip and try to go out, reserving, as a last resource, the hope of beaching the ship on a sandy patch, which the Olga afterwards succeeded in reaching.

"10. I called on the staff engineer for every pound of steam he could give us, and slipped the one remaining cable. I had slipped the sheet some time before, finding it did no good and hampered my movements. The engines worked admirably, and little by little we gathered weigh and went out, flooding the upper deck with green seas, which came in over the bows, and which would have sunk many a ship. My fear was that she would not steer, and would go on the reef in spite of the fairway. But we went under her stern putting our foreyard over her quarter boat, and came up head to wind most beautifully. Once outside her, it was nothing but hard steaming; if the engines held out we were safe, if anything went wrong with them we were done for. Thanks to the admirable order in which the engines and boilers have been kept, all went well.

"11. We steamed from 9.30 a. m., when we slipped, until 8 p. m., with the extreme power of the engines, developing as much power as we have ever done on a trial, without a hitch, and that with the engines racing every plunge in a heavy sea. The wind increased in the afternoon still more. The best idea of its strength may be got from the fact that we made only a knot or so against it and the sea, just enough to give steerage way. I did not dare to go slower, because the ship would have fallen off into the trough, and also it became as thick as pea soup, and I could not tell if I was ten miles or ten yards off the reef which skirts the whole shore.

"12. I returned to Apia on the 19th (yesterday), and found the harbor perfectly clear: not a craft, from the Trenton to a schooner, afloat in it. The Vandalia is under water to her nettings. She lost her captain and 30 men. The Trenton is under water to her main deck. The Olga and the Nipsic are above water all right, but some feet in the sand.

"13. The whole of the anchor buoys have been washed away, and the anchors and cables of all ships have been mixed up by dragging one over the other to such an extent, that there can be no hope of picking them up. In view of the possibility of another hurricane, the great probability of, at least, another gale, and our condition with only one anchor and damaged spars, I have made up my mind that the safety of the ship requires that I should not stop an hour longer than necessary in Apia; indeed, that I should get out of hurricane latitudes as soon as possible. I have, therefore, ordered 150 tons of coal from the German firm, who are alone able to supply us, and propose that as soon as that is in (to-morrow probably) to leave for Sydney. I have so informed the consul, who sees the necessity of that course and who does not think that a man-of-war is now wanted, though he expressed his hope of seeing one when the fine season comes round.

"14. I cannot speak too highly of the conduct of every officer and man on board the ship. During the hours we passed, when any moment might have been our last, order was obeyed with alacrity, and without confusion, and the way in which the engineer, officers, and stokers kept to their work is beyond all praise. It is a matter on which I feel very keenly, and I propose to submit a special re-

port on the subject when I have more time. I am obliged to close this immediately for the mail.

"I have the honor to be, Sir, your obedient servant,
"H. C. KANE, Captain.
"To Rear Admiral Henry Fairfax, C. B., &c., Commander in Chief, Australia.

Rocky Point, West River and Southport Ferry Table.

For public convenience we condense the time table of the Rocky Point, West River and Southport Ferry:

ROCKY POINT.
Steamer leaves Ferry Wharf, Charlottetown,—
TUESDAY AND FRIDAY—9.30 a. m.; 2 p. m.; returning 8.30, 10 a. m.; 2.20 p. m.
WEDNESDAY AND SATURDAY—8.30, 9.30 a. m.; 2 and 4 p. m.; returning at 9 and 10 a. m.; 2.20 and 4.20 p. m.
SUNDAY—9 a. m.; 1 p. m.; returning 9.30 a. m.; 1.30 p. m.
Sail Boat leaves Connolly's Wharf,—
MONDAY AND THURSDAY—9 and 11 a. m.; 2, 4 and 6 p. m.; returning 8 and 10 a. m.; 12.30, 3 and 5 p. m.
TUESDAY, WEDNESDAY, FRIDAY AND SATURDAY—11 a. m.; 3 and 6 p. m.; returning 8 a. m.; 12.30 and 5 p. m.
SUNDAY—4.30 p. m., coming from Rocky Point at 3.30 p. m.
WEST RIVER.
Steamer leaves Ferry Wharf for Shaw's Wharf,—
TUESDAY AND FRIDAY—4 p. m., calling at Rocky Point and Westville, coming from Shaw's Wharf same day at 7 a. m., calling at Westville and Rocky Point.
SOUTHPORT.
Steamer leaves Charlottetown on week days, commencing at 6 a. m. and continues until 8.30 p. m., running at intervals of every half hour. Returning leaves Southport first trip 6.15 a. m., and continues until 10.10 p. m., running at intervals of every half hour. On SUNDAY leaves Charlottetown, first trip at 7 a. m., and every hour until 10 a. m., then leaving at 10.30 and 12 noon, 12.30 and from 1 to 5 p. m., then regular trips at 6.30, 7.30 and 8.30. Returning leaves Southport at 7.20, 8.15, 9.45, 10.15 and 10.45 a. m.; 12.15, 12.45, 1.15 and every hour from 2.30 until 5.30 and afterwards at 6.45, 8 and 8.45 p. m.
THE SUMMER TIME TABLE.—For the convenience of the public we condense the hours of departure and arrival of trains (local time):
FOR THE WEST.
7 and 9.45 a. m.; 4.30 p. m.
FROM THE WEST.
10.35 a. m.; 4 and 8.10 p. m.
FOR THE EAST.
7.30 a. m. and 4.15 p. m.
FROM THE EAST.
10.20 a. m. and 7.15 p. m.

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