LINDSAY James (Capt) of Coleford Shipwrecked 1899

Extract from the newspaper the West Australian

Monday 17 July 1899.

THE TWO WRECKS.
BOARDING OF THE CITY OF YORK.
SAILORS RECOVER THEIR BELONGINGS.
NO SIGNS OF BODIES.
THE CARLISLE CASTLE'S WRECKAGE

GOODS FLOATING FOR MANY MILES.

Yesterday two small steamers from Fremantle went out to the wreck of the City of York at Rottnest. The Gannet carried underwriters' and insurance representatives. On reaching the wreck the water was found to be so calm that no difficulty was experienced in getting on board. The condition of affairs on the vessel is described below. Opinions differ as to whether the vessel can be saved or not. Some experts say "Yes," and others say " No." It was seen that there is a nasty split in the vessel's hull amidships, and she may break her back at any moment. If she could be got off she would float, for her cargo would keep her up, but even if the ship should float again it is declared that she will be of no more use, as she is an old vessel, and it would not pay to repair her. An attempt by the Gannet to tow the ship off failed. On board six live fowls were discovered penned in a coop and a black cat was also come across wandering about. How the poor creature managed to exist cannot he said. The sailor is very fond of pets and the cat is a special favourite. While she sticks to the ship the men believe that they will be safe. The inference, therefore, is that if the City of York: men had followed the example of their cat and not left the vessel all would have been living today. The steam launch Dunskey conveyed excursionists to the wreck, and some boarded the wreck. No bodies have been recovered from either wreck. A rumour was freely circulated in Fremantle on Saturday night that the captain of the Carlisle Castle had been found alive on the beach near Mandurah. It was firmly believed in even up to yesterday evening, despite the absence of news from Rockingham. On Saturday Water Police constable Rodgers was despatched to Rottnest to see if any bodies had come ashore from the City of York. None could be discovered. He and others waded out on the rocks for some little distance and they observed a school of sharks in the locality. Mr. Pearse, the superintendent of the island, is allowing some of the native prisoners to patrol the coast, and should any remains be found Fremantle will be notified by means of a bonfire. Wreckage from the Carlisle Castle is strewing the sea for many miles and is drifting southwards. Yesterday three fishermen from Bunbury arrived at Fremantle with 26 cases of whisky and 4 cases of soap, which they had picked up. The goods were handed over to the authorities. Today the Marine Underwriters' Associ ation will meet in Perth at 10.30 a.m. to discuss matters in connection with the wrecks. A court of marine inquiry into the loss of the City of York will probably be held in the Harbour Master's office at Fremantle tomorrow. Complaints have been made that the heliograph operator at Rottnest has during the last two or three exciting days paid no attention to signals from the mainland. A West Australian reporter who went to Rottnest on Saturday is satisfied that the operator there is a much maligned man. Very often he can see Fremantle sending him signals, but for some reason or other the mainland station is not able to see his replies. On Saturday, for instance, Fremantle signalled Rottnest, and, although the operator on the island repeatedly replied, his answers were not observable at Fremantle. On the morning after the wreck the same thing occurred. The heliographist at Rottnest is Mr. Robert C. Sterrs (?), a man of large experience.

TELEGRAPHIC COMMUNICATION WITH ROTTNEST.
DECISION OF THE GOVERNMENT.

The wreck of the City of York on Rottnest Island has caused attention to be again directed to the great need that exists for telegraphic communication between Rottnest Island and the mainland. The matter was mentioned to the Premier by one of our reporters last night, and Sir John Forrest, in reply, stated that he recognised the necessity for prompt communication between the island and the mainland, and that if the telegraphic authorities cannot succeed in establishing this communication by means of the Marconi system of wireless telegraphy, he will see that an order is immediately sent to England by telegraph for cable material, so that a line of cable can be laid to the island.

ACTION BY INSURANCE AGENTS.
VISIT TO THE CITY OF YORK.
THE CAPTAIN'S EFFECTS SECURED.

On Saturday morning Mr. H. E. Campbell, the representative of Messrs. Burns, Philp, and Co., Limited, at Fremantle, received telegraphic information from the head of the North Queensland Insurance Co., Ltd., for which Messrs. Burns, Philp, and Co: are agents, that that company was interested in the cargo of the City of York, and Mr. Campbell at once communicated with Mr. D. Paterson, the manager for Messrs. Guthrie and Co. (representing the Triton Insurance Company, which is also, interested in the cargo of the same vessel), with the view to joint action in the matter of surveying the wreck and ascertaining the probabilities of saving the cargo. The result was that the steam tug Gannet was chartered, and at 7 o'clock yesterday morning that vessel, with Messrs. Campbell and Paterson, accompanied by Mr. Charles Hudson (chairman of the Marine Underwriters' Association of Western Australia), Captain Robert Laurie (surveyor to Lloyd's agent), Captain Stewart, Mr. A. D. Allan (manager for Messrs. Mcilwraith, McEacharn, and Co.), Mr. P. Ridley (manager for the A.U.S.N. Company), Mr. Tickell (secretary of Monger's WA. Stores, Limited), and Mr. G. E., Knight, on board left the South Quay for the wrecked ship, the vicinity of which was reached about 9.15. Without loss of time Messrs. Campbell and Paterson, with Captain Laurie, who had been engaged to make a survey of the wreck, and Captain Stewart, proceeded in a boat to the City of York, which they boarded without much trouble. They found the vessel with her keel grounded on the reef from the foremast for'ard, but otherwise she seemed to ride easy and rolled gently with the action of the waves. It did not take the members of the party long to make up their minds to make some attempt to tow the vessel off the reef. They took soundings of the water alongside, and obtained at the forecastle head and from there to the main mast a depth of 3 1/4 fathoms, while at the stern the depth obtainable was 5 fathoms. The boat was then sent back to the Gannet, and it returned with the others of the party from Fremantle. All hands volunteered to render assistance in work on board the wreck, and before long the sails which were found fully set as they were left by the crew when the latter took their hurried departure on Wednesday night, were clewed up, the anchor was, with much difficulty, raised, the two boats (the captain's gig and the pinnace), which were lying in the ship's chocks in the same condition in which they had been placed there at San Francisco, were launched, and lastly, the ship's heavy hawser, was run out to the Gannet.

By the time that all this was accomplished the tide had fallen about a foot, and when the Gannet attempted to move the wreck she was unable to shift her. Those who were on board the City of York were, however, anything but satisfied that other towing would not be more effective. A general search through the wrecked ship was then made and the party was surprised to find that there was on board a large quantity of valuable effects belonging to the captain and the crew, and these were at once secured by Messrs. Campbell and Patterson. The articles in the captain's effects included a cash box, a box of photographs and sundries, a pocket book, three gold watches, a watch clasp, two cigar boxes full of letters, an 1897 diary, the official log book of the vessel and a lengthy letter, or rather a number of letters, **written by the captain and addressed to his wife at Duncan Cottage, Coleford, Gloucester, England**. The letters from the captain to his wife covered 40 pages of notepaper and had been written from week to week. The search party on the vessel were reluctant to peruse the letters in consequence of their private character, but a casual glance over them was sufficient to show the affection which the captain bore for his wife and the anxiety with which he looked forward to

receiving her letters at Fremantle. The letters and the other effects which had belonged to the captain will be handed over to the Collector of Customs in order that they may be forwarded to the widow in England. Among the other things that were secured and taken away in the Gannet were, in addition to the two boxes referred to, a new hawser, six boxes of tobacco, one binnacle compass, two barometers, eight live fowls, which were found in a coop on deck, and a black cat, which had been wandering about the ship. The weather at the time of the visit was fine, but it was the opinion of those in the party that should a strong wind come up the vessel would soon go to pieces. Arrangements were being made yesterday evening to sand lighters out this morning under the direction of Capt. Stewart for the purpose of removing from the wreck the deck cargo, which consists of from 300 to 400 tons of timber. Should the weather not become rough it is anticipated that this cargo will be removed by Tuesday, when further attempts will be made to tow the ship off the reef into the harbour, where her cargo can be lightered with comparative ease.

INTERVIEW WITH AN INSURANCE AGENT.
STRONG CONDEMNATION OF AUTHORITIES.

Yesterday evening a representative of the West Australian, in speaking to Mr. H. E. Campbell, who as manager for Messrs. Burns, Philp and Co., Ltd., represents the North Queensland Insurance Company, Ltd., in this colony, was informed that the agents for the companies which are interested in the cargo of the City of York are highly incensed at the inaction of the harbour authorities in the matter of boarding the vessel and ascertaining her condition. The manner in which the authorities had acted, or neglected to act, was, said Mr. Campbell, a scandal and a disgrace to the country. The vessel had been abandoned to the underwriters by the Receiver of Wrecks, and by Messrs. Wills and Co., as owners of the cargo, on the advice of Captain Webster, on Friday last, and this too without the vessel having been boarded since the wrack by anyone, with the single exception of Captain Douglas, of the steamer Dunskey. The vessel was wrecked on Wednesday night, and since that time the weather had become finer each day. On the Thursday it was finer than it was on the previous night, and Captain Douglas was able to go alongside, and do what the harbour authorities with better equipped vessels had failed to do. The weather had further improved by Friday, and yet the harbour officials made no effort to go on board the ship to ascertain for themselves her condition as well as secure the effects of the captain and the crew. With the steamers Penguin, Victoria, and Waratah at their command the authorities had remained inactive, and it was left to private enterprise to go on board the vessel and find out exactly how matters stood. Such inaction on the part of the authorities was a crying shame, considering the facilities which they had at their command. The Receiver of Wrecks, the Harbour Master, Captain Webster and the agents of the vessel had been content to view the Vessel from a distance and then abandon her, leaving the whole of the valuable effects of the captain and crew at the mercy of any persons who might come along and lay their hands on them.

WHAT THE PEOPLE OF ROTTNEST DID.
AN ANXIOUS NIGHT.

As up to Saturday there had been very little actual contact with Rottnest Island from the mainland, no opportunity was afforded to learn the steps taken by the residents of the island in connection with the wreck of the City of York. On Saturday, however, the steamer Penguin was placed at the disposal of Captain Angus, the representative of the P. and O. Co., so that he might visit the Rottnest lighthouse. A reporter of the West Australian was courteously allowed to make the trip also. Mr. Frederick Pearse, superintendent of the island, gave a very good account of what the residents of Rottnest had done to succour the shipwrecked men. He had kept a diary of the exciting events, and that diary he placed at the disposal of our reporter. About 9.30 p.m. on the night of Wednesday, when the City of York went ashore, the chief lighthouse keeper, Mr. D. Mitchinson, rode across the island and reported to the superintendent the fact that a ship had been wrecked at a spot north west of the light. Mr. Pearse sent Warder Burton and some prisoners to light a signal fire on Lookout Hill so as to warn Fremantle. The

pilot crew, with the exception of the cook, were away on duty. Warder O'Donoughue and the pilots' cook volunteered to go to the wreck and search the beaches for traces of survivors. They returned about 1.30 on Thursday morning, and reported that men were on the vessel, that she appeared to be firmly fixed, and that apparently there was no immediate danger of her going to pieces. Later on a [telephone message came from the lighthouse (which is on the west side of the island) to the pilot station (situated close to the settlement on the east side of the island). The message stated that two shipwrecked sailors had reached the lighthouse, and that some more were heard in the thick scrub in the locality. Mr. Pearse ascertained that clothing, blankets, and brandy were required at the lighthouse, and he despatched Mr. Robert C. Sterrs (?) (the dispenser) with a good supply of clothing and brandy for six men who had reached the lighthouse. Subsequently a seventh man turned up, and more clothing and brandy were sent across the island by a native prisoner for him. Warders O'Doneghue and Barton, who had again gone to tho neighbourhood of the wreck, returned about 8.30 a.m., and reported that there was no sign of any other men or any bodies along the beaches. Flags were hoisted at the signal station as an urgent signal to Fremantle. Subsequently two more search parties were sent in different directions to look for survivors. About 9.30 a.m. the superintendent rode out to Bare Hill, a high point close to the wreck, and there met Mr. J. Watson, the Reformatory master, and several boys. They had found two boats from the wreck. One in which the seven men had got ashore had been thrown right over some ragged reefs and rocks on to the beach. The other, which turned out to be the captain's boat, which had been swamped, was uninjured, and was dragged up clear of the water. Later on the arrivals of the steamers Penguin and Dunskey were noted, and Mr. Pearse graphically expressed the relief and admiration which was felt by those on shore when they saw Captain Douglas, of the Dunskey, row to the wreck in a small boat and take off eight men who were on board. The relief was the greater because the anxious watchers were powerless to help the men in distress on the vessel as no boat could be got out over the shallow rocks lying between the shore and the ship.

The boats had been thrown in by the seas of the night before, but it was not possible to take them out again. Subsequently, six of those who had reached the lighthouse were driven across the island to the settlement and sent in the steamer Waratah to Fremantle. The seventh, a boy, was very ill, and was kept at the lighthouse, although he very much wanted to go with his companions. "It was a very long and anxious night for all on the island,"said Mr. Pearse, in conclusion. The search for bodies will be continued every day and should remains be found Fremantle will be warned by a signal fire.

THE APPRENTICE LAD, TREE.

The visitors were driven across to the lighthouse by Mr. Pearse, and there they saw the lad, Valentine Tree, one of the survivors from the City of York. Tree, who is 16 years of age, was sitting by a fire in the home of Mr. D. Mitchinson, the light housekeeper. He was busily reading magazines. Asked how be felt, the lad replied, "I am all right now, thanks to these kind people. If it hadn't been for them I don't think I should have been here now." Asked if he had had enough of the sea, Tree said that he thought he would go back to it again, but he could not say for certain until he reached his home at Kensington in Lon don. Then, in turn, he put a query. "Have any more of us been saved?" he asked, and answered in the negative, the poor lad resumed his seat with a sad little gesture.

A TALK WITH THE LIGHTHOUSE KEEPER.

Mr. David Mitchinson, the lighthouse keeper, was next seen, but as he was engaged in showing the lighthouse to Captain Angus, there was not time for him to answer many questions. He said that the ship was first seen from the lighthouse at 4.30 p.m. She was then about I8 miles off the land. At dusk she was about 8 or 10 miles from the land. Those in the light tower could see her with each flash, of the revolving light. She asked for a pilot, and was, as usual, replied to with a flare light at the foot of the light tower. The vessel struck at 7.45 p.m., and then showed blue lights. He at once saddled his horse and rode down through the bush to the shore near the skip. He called out to the men on board,

but could not hear any reply, although some of those who got ashore afterwards said that they had halloed in return. Subsequently some of the shipwrecked men turned up at the lighthouse, and were taken in and cared for. Subsequently other men were heard in the bush, and on going to their assist ance it was found that they had the apprentice boy Tree with them. He was very ill, his heart being almost at a standstill. They were too exhausted to push, their way through the bushes with him, but would not leave the lad. Mr. Mitchinson, who has attended first aid classes, was able to revive the boy. In conclusion, the head keeper put in a word of praise for the manner in which his two assistants, Messrs. J. Baird and G. Rammage, had worked.

EXCURSION TO THE ROTTNEST ISLAND WRECK.

The tugboat Dunskey put off from the South Quay, Fremantle, about 10 o'clock yesterday morning for the wrecked City of York with a party of excursionists, num bering between 60 and 70, on board. A light breeze was blowing, and the sea was just a trifle choppy, so that a pleasant run of an hour and a quarter brought the little craft within a couple of hundred yards of the ill fated vessel, and just as the Gannet had steamed off from the scene after making an ineffectual attempt to tow the wreck from its position. The captain of the Dunskey immediately proceeded to business by dropping the anchor of his vessel, and putting off to the City of York, accompanied by five of the survivors and a few passengers who managed to get into the dingies (sic), despite the master's pre hibitive orders. The vessel was boarded from the starboard side, amidships, where an occasional swell broke over her deck. Her position seemed to be the same as that she occupied when she was first seen after the disaster. Her deck cargo of timber, however, had shifted bodily to a slight extent to the starboard side, but no danger is anticipated of any portion of it being washed overboard. The hold was full of water to within a few inches of the hatches, while the floor of the first mate's, steward's, and sailmaker's cabins, which were on the starboard side, to which the vessel listed, was about 18in. under water. In the cabins a miscellaneous assortment, including articles of food and clothing, was being washed about by the action of the waves. On the port side, however, an immunity from salt water existed, and here the apprentices', second mate's, and boatswain's cabins presented the same appearance almost as that which they bore when their occupants left them. After some time had been spent in reconnoitring, it was observed that when a breaker of more than ordinary strength broke against the side of the vessel she creaked suspiciously amidships. A further investigation brought to light the fact that a split had been started on the starboard side, right amidships. This split, though slight, indicated that the vessel was commencing to break up. As much of the crew's belongings as could be conveniently got into the dingies (sic) was conveyed on board the Dunskey, where the effects, which had been owned by the drowned members of the crew, were taken possession of by Water police Constable Rogers, to await identification at the water police station, Fremantle. Captain Douglas also took with him a quantity of other articles from the ship, including the captain's box of charts, sextant, ship's binnacle, photos, and other valuables. When spoken to on the subject of the split in the vessel, Captain Douglas remarked that, although it appeared to extend to a depth of several feet, he thought that the ship would hold together for some days unless a very heavy sea came up. The Dunskey returned to the wharf about ten minutes past 4 in the evening.

PROJECTED RELIEF BALL.

A movement is being inaugurated having for its object a benefit ball in aid of the widows and orphans of the sailors who were drowned at the wrecks of the ill fated ships Carlisle Castle and City of York. The Mayor, Mr. A. Forrest, has offered the use of the Town Hall free; Mr. Metcher and his well known orchestra have offered their services gratis, and Messrs. E. S. Wigg and Son have undertaken whatever printing may be necessary without charge, while Mrs. W. G. Brookman has generously offered to provide the supper. The following gentlemen have, we understand, been asked to extend their patronage to the ball : His Excellency the Governor, Sir Gerard Smith, the Right Honourable Sir John Forrest, Sir Alexander Onslow, the Mayor of Perth (Mr. Alexander Forrest, M.L.A.), Mr. H. J. Saunders, M.L.C., Mr. W. G. Brookman, and other influential citizens. It is proposed to fix the price of the tickets at

5s. each, so as to be within the reach of all who are disposed to help the widows and orphans of the poor fellows who were drowned almost at our very doors. It is felt that such a cause as this needs no recommendation, the melancholy circumstances being fresh in all minds. It is hoped that the citizens of Perth will, on this special occasion, show by their prompt and liberal response that the cause of the widow and orphan of the sailor is one that strongly appeals to Britons all over the world. The date of the ball is not yet definitely fixed, but it will take place come time at the latter end of next week, probably Friday, the 28th inst. Mrs. Pretty, of Wellington Lodge, St. George's terrace, is endeavouring to form a ladies' committee, and any lady or gentleman who feels disposed to assist in this matter can in the meantime communicate with that lady at the address above given.

THE RELIEF FUND.

The committee recently appointed for the purpose of raising funds in aid of those who had suffered from the wrecks of the Carlisle Castle and City of York met at the Town Hall, Fremantle, on Saturday after noon. The Mayor (Mr. J. McHenry Clark) occupied the chair. There were also present Mr. J. J. Higham, M.L.A, Rev. (?) Hanlin, Rev. G. E. Wheatley, Messrs. T. [Birrell] (?) Gray, W. E. Moxon, and C. M. Hird, Captain C. R. T. Russell R.N., Captain R. Laurie, and others. The names of Messrs. [H.] (?) Briggs, M.L.C., M. L. Moss, M.L.A., R. Fairbairn, R.M., R. B. Campball, J. Lilly, [E.] (?) J. Pearse, F. Connor, M.L.A., J. M. Ferguson, A. E. Braund, G. Willis, and C. Hudson were added to the committee. The chairman stated that the Mayor of Perth had offered the free use of the Perth Town Hall, and promised his co-operation in the matter. A similar offer was tendered by the secretary of the Mechanics' Institute, [of] (?) Perth. Mr. J. Moore informed the meeting that Professor Dante had offered to give a matinee performance in the Fremantle Town Hall on Wednesday afternoon next in aid of the fund. Various subcommittees were formed for the purpose of dealing with different details in connection with tho movement as follows: Collecting Committee, Messrs. W. E. Moxon, T. Birrell [Gray] (?), and J. M. Ferguson (for the mercantile houses), R. B. Campbell and J. P. [Rasmussen] (for the Locomotive workshops, Government departments, and labour societies); Entertainment Committee, Captain R. Laurie, Messrs. T. Birrell Gray, L. Alexander, and J. J. Moore; Investigation Committee, Mr. J. McHenry Clark, Rev. R. [Hanlin] (?), and Mr. W. E. Moxon. Cr. Newbold and Mr. M. J. Murphy were very assiduous on Friday evening with their subscription list, and handed it in with the handsome sum of over £25 as the result of their efforts. The meeting adjourned until to morrow afternoon at 4 o'clock.

SEARCH AT PENGUIN ISLAND.
NO BODIES DISCOVERED.
SUCCESSFUL SALVAGE WORK.

Rockingham, July 16, 10 p.m.

I have just returned from a visit to Safety Bay. No bodies have yet been found. Corporal Pilmer went across to Penguin Island this afternoon, and made search there, but it proved fruitless. Constable Ullinan, while patrolling the beach, towards Long Point, this afternoon, [came] (?) across an old man named Love, who bad been put on as caretaker of the salvage on Thursday, and had not since been heard of. He was lying alongside four broached cases of whisky, and by his side were no less than 13 bottles. Love was in a frightful condition. A fishing boat was sent to the camp, and he was fetched along and placed by the fire. He was wet to the skin, and called out incesantly for water. When I left he appeared to be recovering somewhat. The wreck has by no means proved a blessing to many of the men about Rockingham. Love is an educated man, and a botanist. It is stated that he was at one time travelling artist for the London Graphic. The lighter Clyo this evening completed taking in cargo. She will sail in the morning for Fremantle, with one of the Willises as pilot. Her crew salvaged 19 cases of whisky and one case of Sunlight soap from the sea. In addition she has the following goods: On account Messrs. Willis and party, 460 cases whisky, 538 cases Sunlight soap, 37 hogsheads beer, 17 casks of spirits, 13 cases oilmen's stores, 31 drums oil, 11 packages drapery, 3 cases hams, one [roll] (?), oilcloth, 1 cask beef, making 1,112 packages in all from this party.

THE CARLISLE CASTLE WRECK

Latest news from Rockingham.

Searching for the bodies. Efforts so far unsuccessful. Further photographs recovered. Lightering the salvage. (By Our Special Correspondent.)

Rockingham, Sunday.

I returned to Rockingham from Fremantle on Saturday morning, and have been in constant touch since with the police and Customs authorities, who are protecting the salvage in Safety Bay, and at the same time searching for the bodies of the unfortunate victims of the recent disaster here. So far, however, no human remains have been found, and it is considered doubtful whether the sea will give up any of its dead before another day or two. A land breeze has prevailed, and this would keep the bodies out at sea, even if they had come to the surface yet, which is problematical. On the way to the scene of the wreckage yesterday afternoon, I was shown by Mr. Fisher, local baker, two photographs, which he subsequently handed over to the authorities. They were found by Mr. Fisher amongst the wreckage. One is that of a young man, and it was taken by Emberson and Sons, 57 St. Paul's Churchyard, London. The other is that of a little girl, but the upper half of the picture is missing. The photographers were Dunbar and Co., 4 Belgrave-street, Glasgow. On arrival at Safety Bay I saw two more photographs recovered from the sea by Mr. J. W. Willis, as member of the salvage corps. The first was taken by Gunn and Sturt, [Richmond] (?), Surrey, and was so much damaged by immersion in the water that the likeness was too indistinct to be made out. The other was that of two young girls, and was printed at the studio of Dunbar and Co., 39 South Bridge, Edinburgh.

The Police Patrol.

I met Corporal Pilmer on the beach. He informed me that the force under his control had been increased by the addition of Constable Crockett, of Fremantle. He was keeping up a constant patrol of the beach from Island Point to Long Point, [but] (?) nothing of importance had been brought to light. A boat had been found near Long Point, which was at first supposed to be the captain's gig from the Carlisle Castle, but in the face of the fact that she was broken up and appeared to be very old, this idea had been abandoned. It was considered more likely that the boat had been the property of some fisherman.

The lighters Clio and Venus, owned by Messrs. J. and W. Bateman, had been despatched by the Customs Department to the scene to remove the salvage. The Clio had arrived and was in readiness to receive cargo at the northern extremity of the bay, [mean]while (?) the Venus could be seen in the westerly distance, under steam for the neighbourhood of Long Point. Constable Pilmer stated that he had suggested that the salvage should be worked from each end, so that the distance covered by the goods would, be steadily reduced, and the police given a better chance of affording them effective protection. This idea will be acted upon, and it is a wise one, for it is very probable that some of the valuable cargo cast up by the sea has gone further inland than the waves would ever have taken it. The authorities, however, are doing very well under the circumstances. Proceeding further along the shore, I found that Mr. Martin, the tide surveyor, had established quarters for himself and his assistants midway along the bay. The wood found among the debris had been utilised to make fairly comfortable huts, and the tide surveyor thus obviated the necessity and inconveniance of going into Rockingham for meals and shelter at night. A flag has been planted on the top of a sand bluff, and this serves as a land mark both for visitors by sea or from the town. Mr. Martin informed me that the lighter Venus was sent out from Fremantle on Friday night, but her crew were unable to locate the proper spot, and

thus the idea of using a flag was conceived. The Venus is a 60 ton craft, and the normal capacity of the Clio is 70 tons.

Searching for the Bodies.

Touching on the likelihood of any bodies being washed ashore, Mr. Martin said that the wind was off the land all day Friday until about 7.30 p.m., when it veered to the south west. It did not remain long in that quarter, however, but changed to the north east again. The wind prevailing then on Saturday would bring in anything that was afloat, but Mr. Martin did not anticipate that any of the bodies would be Recovered for some days. He said he considered that there was no chance of any more Cargo coming ashore. All the stuff that would float had been washed into land. I learned from further enquiries that two mounted constables had on the previous night patrolled the beach from, where the ship's lifeboat was found to Long Point, a distance of about ten miles. They saw wreckage all the way, and near Long Point they came across a stack of cases of spirits which had been recovered from the sea by a fisherman. Nothing further has been recovered to establish the identity of any of the hands on board, but definite information should soon be available on this point, as the police have cabled to Glasgow for the names of the officers and crew, and passengers (if any).

A Reminiscence.

I was conversing with Captain Parkin, the local representative of the Jarrahdale Jarrah Forests and Railways, Limited, on Saturday night, and he told me that he knew the master of the Carlisle Castle (Captain Lindsay) intimately. It was three years since the unfortunate old gentleman visited this port in the Niola, and on that occasion he had his wife with him. Mrs. Lindsay came ashore at Rockingham and gathered wild flowers. She invariably accompanied her husband on his voyages, and it would be singular if she were not with him on this occasion. Captain Parkin is of opinion that they had had only one child and that it died.

Theory of the Wreck.

Shells of rockets have been discovered in Safety Bay, but Captain Parkin, who sailed the sea for many years, discredits the theory that any distress signals were fired by the Carlisle Castle. "in my opinion," he said, "she struck the reefs suddenly and unexpectedly, and there was not time for anything in the shape of rocket firing."

A Sailors' Carouse.

Last night some of the crew of the barque Andaman, which is berthed at the Rockingham jetty, loading timber, had a carouse. A broken case of spirits had been found near the, jetty, and it is believed to have come from the wreck. The peace and quietude of Rockingham were disturbed by the intoxicated men to such an extent that four of them have been lodged in the local lockup.

Crowds of Sightseers.

A great number of visitors came out from Fremantle today on "bikes" and horseback and in vehicles, the character of the wreckage, as described in the West Australian, having excited their curiosity. Mr. T. Birrell-Gray, representing the Underwriters' Association, arrived this afternoon. His visit was prompted by a rumour which had been circulated in Fremantle, in some incomprehensible manner,

late on Saturday night, that several of the missing bodies had been recovered. Mr. Gray was much chagrined when he found that he had been misled.

Search for the Bodies.

Today's operations on the beach have not been very eventful, though Coxswain Tapper found a fragment of one of the track charts of the Carlisle Castle. Safety Bay swarms with sharks. This morning a tiger shark, about 5ft. long, was seen close in shore. Mr. Martin intends sending out boats tomorrow and Tuesday to search in and around on the islands for bodies of the victims.

Which Captain Lindsay?

The point has been raised whether the captain of the ill fated vessel was the Captain Lindsay who visited Fremantle in the Niola. In a conversation which Captain Parkin had today with Captain. Malcolm, of the Andaman, the question was mooted, and both these gentlemen expressed very grave doubts whether the Captain Lindsay, of the Carlisle Castle, was identical with the Captain Lindsay, late of the Niola. Captain Lindsay, who used to be here with the Niola, had been for many years with the Trinder Anderson Company. He was the commodore captain, and left the Niola to take command of a larger vessel, the Morialta. The last named vessel was sold, and Captain Parkin and Captain Malcolm think that Captain Lindsay would have remained with the firm, which he had served ever since he was an apprentice. There are, of course, lots of Captain Lindsays. The Captain Lindsay, of the Niola, belonged to Aberdeen, and Captain Parkin thinks that if he had been in charge of the Carlisle Castle he would have known this coast and the set of the currents too well to have got in so close to the Coventry, I have obtained from Captain Parkin a specimen signature of Captain Lindsay who was known in connection with the Niola, and when I return to Fremantle tomorrow I will compare it with the signature on the captain's papers which have been recovered. The letters addressed to the Fremantle P.O. are merely addressed "Captain Lindsay," the Christian name not being given. The Christian name of Captain Lindsay of the Niola was James.

THE LIGHTHOUSE SIGNALS.

To the Editor.

Sir, One particular part of the published narrative touching the wreck of the City of York must have struck many of your readers. It is stated by the man who was at the wheel at the time when the ill fated vessel came to grief that they saw a "flare up," which the captain took to be the pilot's "flare up," and acting on such belief he directed the vessel's head " right for the light." I believe it is the recognised rule for a vessel requiring a pilot at night to burn a " flare up, and that the pilot always responds with a similar signal from his boat. It seems to me that the wreck of the City of York is directly attributable to the " flare up " which was exhibited at the base of the lighthouse, but which, as before stated, the captain believed to be from the pilot boat. Although the "flare up" was exhibited immediately under, and therefore in a direct line with the lighthouse as seen from the ship, it must be remembered that she must then have been some five or six miles off. From the direction in which the "flare up" appeared, it was only reasonable for the captain to expect to pick up the pilot between there and the lighthouse. I take it that when the inquiry is held special attention will be directed to the system or regulation which permitted the "fatal signal from the lighthouse, and further, as to why no warning (by means of rockets or otherwise) was given from the lighthouse when they saw the vessel getting too close in shore. The port must not get the blame for the disaster, but rather that steps should at once be taken to investigate the system prevailing in connection with the pilot service at Rottnest with a view of preventing a similar disaster

Yours, etc.,

H. E. CAMPBELL.
Fremantle, July 15.

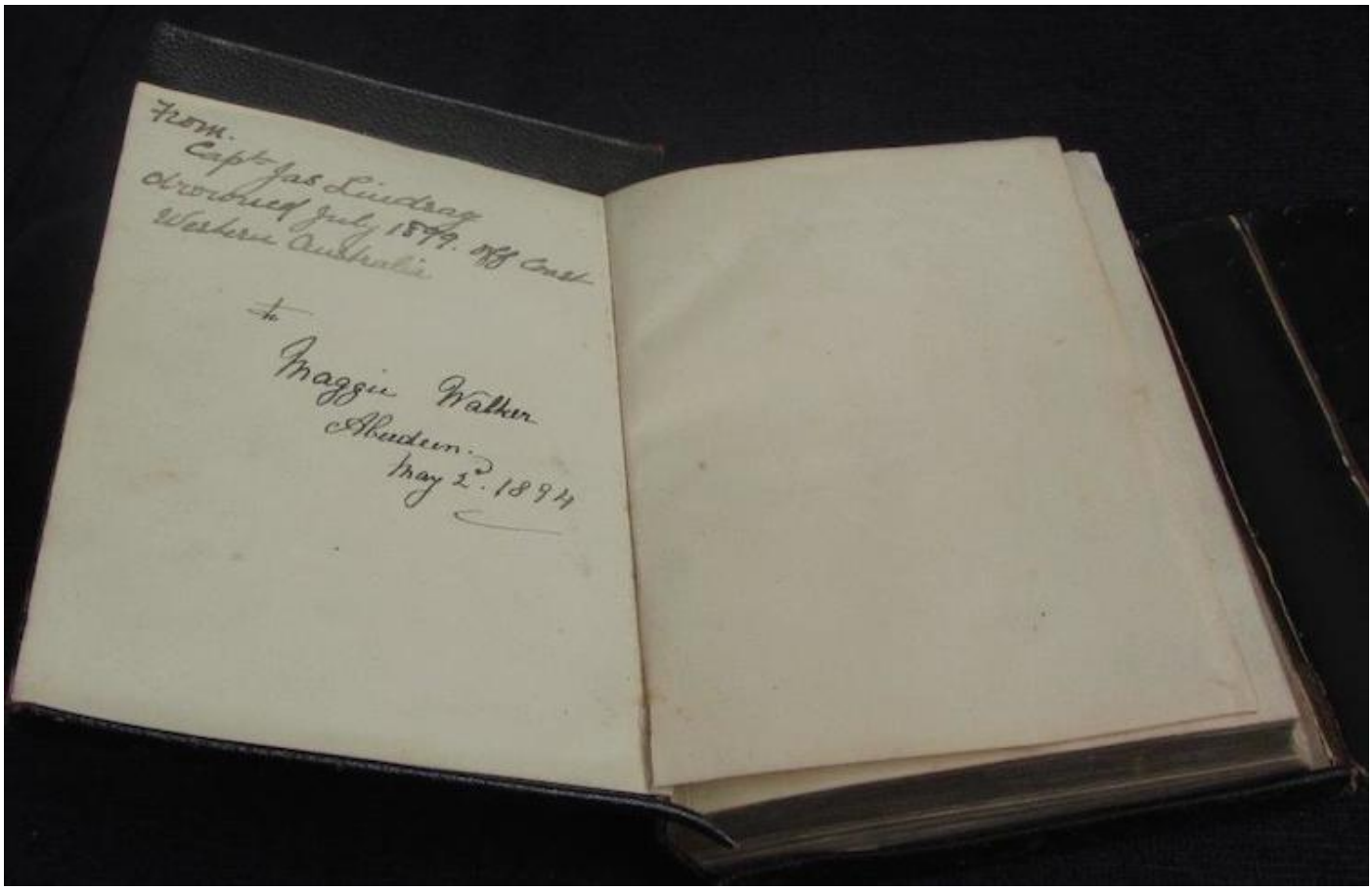
Article Transcribed by Don Cameron

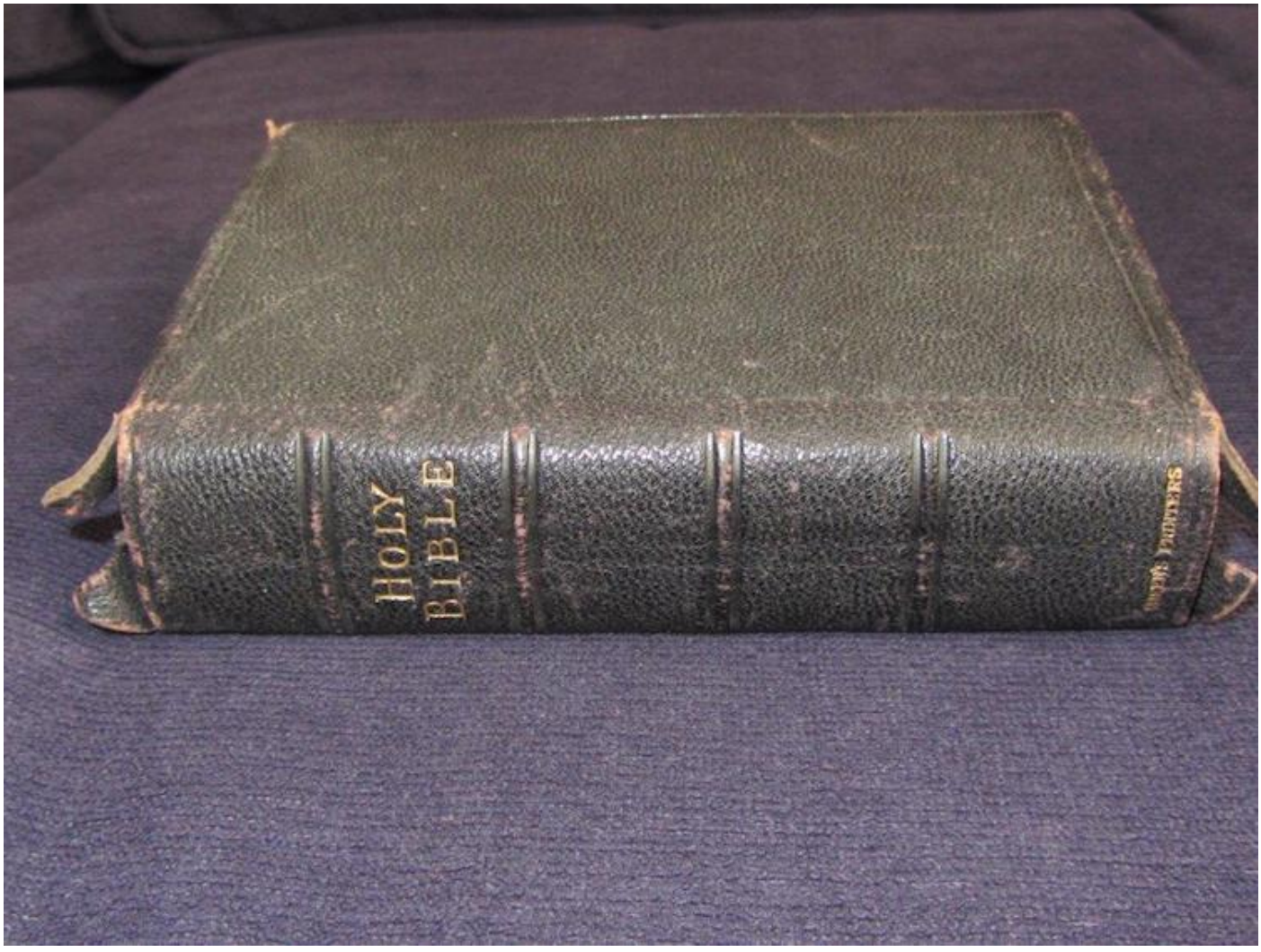
Forest of Dean Family History
http://www.forest-of-dean.net

Since the original publication of this item on the website we received a communication from Adrian Breeman informing us that he has in his possession a Bible presented by Captain James Lindsay to Maggie Walker of Aberdeen on 2 May 1894.

Adrian writes: "The Bible was found amongst others in my Mother's possessions after she went into care and was no longer able to tell me about it. The only Walkers found adjacent to my family tree are a couple who by all the census data 1841 to 1901 were childless and for some never explained reason my Great-Grandmother lent her eldest daughter to this couple who through the wife was connected to her mother's husband as being a sister all be it my blood line comes down from my Great-Grandmother born before she married the family connected to the Walkers. Clear as mud really for they did not believe in marriage as the first step. Jessie Innes my Grandmothers eldest sister born 1886-1903 was brought up by the Walkers on the next croft Leochel Cushnie (up Royal Deeside) appearing in the 1891 & 1901 census with them. Sadly Jessie died aged 16 at The Epidemic Hospital Inverurie whilst working as a nurse there succumbing to what she was exposed to. The Walkers were nearing 80 at that time. So no easy connections as my mother was born 1914 at Ballater. The most probable answer would be that my Mother who lived in Aberdeen picked it up at the flea market in the Castlegate which she liked doing and had noticed the inscription. Within the Bible are bits of paper with notes to certain pages and 2 pressed 4 leafed clovers but nothing related to the inscription bar two signatures on very old paper of M Walker."

The Bible is to be donated to Aberdeen Maritime Museum by Adrian who sent us the following photographs:


From.
Capt Jas Lindsay
Arrobieff July 1879. off Coast
Western Australia
to
Maggie Walker
Aberdeen.
May 2. 1894


HOLY
BIBLE