

(CONTINUED FROM PAGE 2.)

BIDEFORD BAY WRECK.

MORE BODIES RECOVERED.

OPENING OF INQUEST.

THE WATCHING OF THE COAST.

Among the mariners at Appledore great indignation is expressed at the fact that the signals of the Thistlemore were not early observed, and it is strongly urged that a look-out should be maintained at Look-Out-Hill, Appledore, from which position there is an uninterrupted view of the Bay from Baggy Point to Hartland. Among the wreckage washed in on Sunday was a number of used rockets.

According to the "Daily Telegraph" the Thistlemore was insured for £15,000.

On Saturday, Mr. Yeo, who was Captain of the "Thistlemore" until the last voyage, came to North Devon from Exeter. On arrival at Bideford he was immediately conducted to Northam by P.S. Newbery, for the purpose of identifying the bodies recovered.

Mr. J. T. Stephenson, chief engineer; E. Clark (seaman), George Turner (fireman), and Minto (the apprentice), who are among the survivors, on Sunday night arrived at Bideford to identify the bodies.

It was reported that two more bodies were recovered yesterday afternoon, making, with the Captain at Braunton, thirteen altogether. Captain Anderson was in full uniform, and had a cork jacket outside his oilskins. Besides his binoculars he had on him a gold medal presented him by the National Lifeboat Institution for bravery, and a presentation watch.

The funeral of five of the deceased takes place at Northam at 11-30 this morning, and some of the bereaved relatives arrived yesterday in order to be present.

THE INQUEST.

QUESTION OF THE LOOK-OUT.

SCATHING CRITICISMS.

CAUSE OF THE DISASTER.

In the Working Men's Club, Northam, yesterday afternoon, the inquest was opened by Mr. G. W. F. Brown, and a jury, of which Mr. S. Fulford, C.C., was chosen foreman, on the bodies of James Foster and nine other men lying dead in the Northam mortuary. The owners of the Thistlemore were represented by Mr. Ivor Downing (Downing and Hancock, Cardiff), with whom was Mr. W. Wawn, (superintendent of the Albyn line), and there were also officially present Mr. C. R. E. Powell (Groves-Cooper, Stapledon and Powell), Lloyd's agent at Bideford; Mr. T. Pengelly (Captain of the Clovelly Lifeboat), Mr. Parsons, (the chief boatman in charge at Westward Ho! Coastguard Station), Mr. W. T. Charlewood (of the Local Committee of the Royal National Lifeboat Institution), the Vicar of Northam, the Rev. Preb. Dimond-Churchward, and Sergt. Newberry and P.C.'s Rice, Wright, Perring and Merchant, of the Devon Constabulary.

The Coroner's Opening.

The CORONER, addressing the jury, before they proceeded to view the bodies, reviewed the circumstances of the wreck as set out in

get the boat out, but a big hole was stove in the boat, and he thought that frightened the poor fellows who were now drowned. He nailed his old trousers over the hole, for he decided that was the safest boat, notwithstanding the hole. Then the final order came, the Captain coming along saying "Another ventilator has gone; get into your boats." Fifteen, he believed, got into the boat he was in. They were not in long, for the boat upset, and out of the fifteen only eleven got back on the keel. So they kept on, being washed off the keel, and getting back again if they could, until the Arndale came down on them, and he supposed the boat struck right against the ladder. He was too far gone himself to notice how the rest got on. Ten of them were taken on the Arndale, but one man died.

The Coroner asked: Could you see Lundy Light clearly before you left the vessel?

Witness: I could see lights, but not being the navigating officer, I don't know what they were.

Mr. Wawn gave evidence as to the vessel being of the very highest class at Lloyds, and an especially fine vessel of her type. No pains nor expense were spared either in her construction or her upkeep.

In reply to the jury witness said it was thought the vessel filled because of the damage to the ventilator. The entry of the water and the ship rolling would compress the air in the hold and blow the hatches off.

Westward Ho! Coastguards saw Nothing.

Chief Boatman Parsons, in charge of the Coastguard Station at Westward Ho! gave the details of the watch kept all Thursday night and Friday morning, but said the men who kept the watch were not present, as it was only himself who was ordered to attend. No report was made by those on watch at his station of any vessel being seen in distress. It was their duty to call him out if they saw anything even suspicious. Witness further explained that the watch was kept at the wall close to the station, as it was not safe for the men to patrol the cliffs during the night.

Mr. Barker Bennett (a juror): Why not safe?—It is the commander's orders to remain at the wall.

Can you see a boat seven miles off from there?—We are very low down.

In other words you are in a place from which it is impossible to see?—That is not for me to say.

I want your opinion?—I am of opinion there could be a better look-out kept if there was a look-out house built on the hill somewhere.—(Hear, hear). We are so low down we are all at sea level.

Former Captain's Evidence.

Capt. Yeo, Captain of the Thistlemore on her previous voyage, said she was a good boat and he had had her in the heaviest gales that ever blew without an accident. This was an exceptional case altogether. If the ventilator went without being noticed, a lot of water might have got in before they commenced to pump it out. He had had a ventilator washed away before, but never a ventilator flange.

The Lifeboat Service.

Capt. T. Pengelly, cox of the Clovelly lifeboat, in reply to the Coroner, said the lifeboat Institution did not keep a look-out, but he understood the coast guard was supposed to communicate with him. He got no communication from the coastguard on Friday morning, and if a look-out had been kept he should have thought that these flares and rockets ought to have been observed. His first intimation was at 6-20 from a fisherman, Frank Badcock. Mr. Moss, of the Red Lion, also told him he had seen a flare. Within ten minutes or a quarter of an hour of the call the lifeboat was in the water. That would be about 6-35. After going three miles they saw a large flare, and he remarked, "Thank God! there is the object we are going for." Then they found the Arndale, which they thought was the vessel in distress. The Captain of the Arndale told him there was a man in the water, but unfortunately did not

he only saw nine or ten get back on it. He did not see the cook afterwards. The cook had been in the boat.

Witness said he knew the cook had a life-belt because he was standing beside him on the ship. Witness had a cigar he was trying to light, and the Cook said "you don't know what danger you are in, young man."

Owner's Sympathy.

After formal evidence had been given by P.C. Rice,

Mr. Ivor Downing said the owners expressed their deepest sympathy with the relatives of the victims, and he had also received instructions from Lord Joicey, the Chairman of the Albyn line, to express personally his sincere and deepest regret and sympathy. He was sure the owners would wish him to thank the members of the crew of the lifeboat who went to the assistance of the Thistlemore. Although they did not succeed in rescuing any lives, he was sure they did everything they possibly could.

Coroner's Scathing Comment.

In summing up, the Coroner, said here they had a case of signals of distress practically from midnight to daylight within sight of land, and it did seem a terrible thing that with help ready to be willingly given by men who had helped before, yet the signals were not seen in time to be of any service. The lifeboatmen were relying on the Coastguard for information, but that information never came. How if anyone was on the look-out that night, he could escape seeing one or more of those signals he could not understand.—(Hear, hear). Time after time they were having these occurrences and inquests, and last year they had a Board of Trade inquiry, but still the same state of affairs went on. He thought the owners of the Arndale should be informed of the great service rendered by that vessel and the wonderful way they had heard she was handled in the terrible sea that was running that morning. But while everything else appeared to have been done, they had the one terrible black spot of the signals not being seen officially from the shore. Whether the coastguards were looking for smugglers he did not know; that was the answer he got, that it was not part of their duty to watch the coast, but to look for smugglers, but he thought they could be better employed. He did not think a smuggler would go out a night like Thursday for a few shillings worth of brandy. It was not the men but the system under which they had to follow out an absurd regulation. They had had Board of Trade inquiries—the matter was gone into very exhaustively last time—but they had proved perfectly useless, and they had had jury's representations, and the member of Parliament had drawn attention to the matter, but all to no purpose, and he supposed nothing would be done until some Board of Trade official had been drowned.

Verdict and Rider.

The Foreman said the verdict of the jury was "Found drowned." It was the old tale over again. They were fully aware of the fact that there was neglect in some quarter in the keeping of the look-out in the Bay in rough weather, and the jury agreed with him that a further representation should be made to the Board of Trade. It was not only strangers passing up and down who were affected but their own little craft in the Bay as well, and they knew that when the Frenchman came in scarcely any person saw her and yet she burned flares for several hours. The time had come when they should make a further representation that there was not a sufficient look-out in boisterous weather, and that if there had been this dreadful case would not have been attended with such terrible loss of life.

Mr. Fulford expressed the sympathy of the district with the relatives. The inhabitants had shewn the utmost kindness and the dead would be buried with respect. He referred especially in terms of praise to the assistance rendered by the police, and to the help given by an old sailor, Littlejohns.

COXSWAIN'S STORY.

At this stage the story may well be taken on the words of Capt. Pengilly, who accorded a "Bideford Gazette" representative an interview.

"We launched the boat," Capt. Pengilly said, "in the teeth of a heavy north-north-west gale, with heavy seas running, and struggling out two or three miles we saw a large flare, and as the daylight came, observed a large steamer, about seven miles from Clovelly, which we thought had broken down. In the teeth of the gale we reached the steamer, which turned out to be the Arndale, and spoke her, asking the captain if he was going to leave. He replied 'No, that his ship was all right,' but said there was a man in the water on the port bow. There was a smashed life-boat alongside the steamer, and I heard the captain say through his megaphone 'We have no other boat to go.' We immediately searched around in the direction indicated by the steamer's captain, and found several pieces of wreckage, whilst the oil on the water and the blackening of the sea by coal showed that a vessel must have gone down. After cruising about for two hours, but without finding any sign of life or of any bodies, we returned to Clovelly, experiencing terrible seas which filled the lifeboat time after time."

BOILERS BLOW UP.

Those in the lifeboat could carry the story no further, except to speak in the highest terms of the Eleanor Roget, whilst saying little of their own exertions and hardships, but on shore more of the nature of the catastrophe was seen. After the lifeboat was launched it was seen that there were two steamers in the bay one of which was in evident distress, labouring heavily in the gale, and apparently unmanageable. She was burning flares, and the other steamer the Arndale appeared to be standing by. Suddenly there was a heavier squall than the rest, a brilliant flash as of the boilers blowing up, and when the squall cleared one vessel only was seen. The lifeboat then had not long been launched, and the men from their much lower position in the boat could not see what had happened, and not knowing there were two steamers in sight did not realize that one had foundered until they were among the wreckage.

LOCAL THEORIES.

The theory advanced amongst the local fishermen was that the distress signals of the Thistle-mor were first seen by the Arndale, which bore down and possibly took off some of the crew, one man going overboard as reported to the lifeboat coxswain. If that were so it is probable that the Captain of the Arndale thought that everything possible had been done, and did not know that at that very time there was another of the Thistle-mor's boats at sea, in which some members of the crew were making vain endeavours to reach Westward Ho!

Nor was this known at Clovelly until the report was received of the finding of bodies on Northam Burrows, and then it was clear that an attempt had been made by at least one boat's crew to reach the shore: so that the probability is that the vessel had been in difficulties for some time, and that a good many more flares were burnt than were seen from Clovelly.

ARNDALE PUTS BACK.

Later inquiries show that the Arndale was bound for Montevideo, and left Newport on Thursday morning. The fact that after she spoke the Clovelly lifeboat she steamed up Channel indicated, it was hoped, that she had some of the crew of the Thistle-mor on board, and was steaming back to land them. She was watched from Clovelly rounding Morte Point and going through the very heavy seas as if there was nothing amiss, so there did not appear to be any other reason why she should not have gone down Channel. Anxiety was felt at Clovelly, as well as all along the North Devon coast, as to the actual extent of the disaster, but it was difficult, with the heavy seas running, for the captain of the Arndale to inform the lifeboat coxswain accurately. As it was, the conversation had to be carried on by megaphone, and a heavy sea completely smashed the lifeboat's instrument.

some way in over the Bar by Greysand Hill. This man was evidently an able seaman. The body was lying face downwards on the sand close to high water mark. The general opinion expressed was that the unfortunate sailor must have swum a considerable distance or he could never have got so far up the estuary of the river. He was fully attired in oilskins with sea boots and southwester.

LATE CAPTAIN'S PROVIDENTIAL ESCAPE.

The Thistle-mor is a vessel of 2,579 tons nett register, and 7,200 tons dead weight. She was built three and a half years ago at Stockton, and was a single screw passenger and cargo boat.

Captain S. J. Yeo, of Carlton Villas, Queen's Road, St. Thomas, Exeter, who has been with the Albion line, Ltd., for the last eight years, and is commodore-captain of the fleet, was seen by a representative of the "Exeter Gazette" on Friday night. In the course of conversation, he said he was in command of the Thistle-mor up till last week. He had previously commanded the Thistle-du, which was the first big vessel built by this line. Four years ago he left that vessel to superintend the building of the Thistle-mor, and afterwards took command of her.

She returned from New York to Liverpool a fortnight ago, and at his request Captain Yeo was given leave of absence for one journey which lasts about six months. His place was taken by Captain J. W. Anderson, who was his chief officer.

The Thistle-mor is engaged in the Australian trade, and left Liverpool for Cardiff, where she took in a general cargo, and cast off on Thursday morning for Capetown, en route for Australia.

She carried a crew of 31 hands, including four officers, of which Mr. Foster was the chief, and four engineers, of which Mr. J. T. Stephenson was chief, and Mr. Foster second engineer, the former having sailed with Capt. Yeo for eight years.

The following extract from the "Liverpool Journal of Commerce" has a melancholy interest, under the circumstances:—"It is pleasant to have an opportunity of extending congratulations to Capt. J. W. Anderson, who has just been promoted from chief officer to command the steamer Thistle-mor, belonging to Messrs. Ellan, Black and Co., of Sunderland. This steamer, of which Capt. Anderson has been chief officer for the past three years, is now in Liverpool, and is sailing to Cardiff to pick up a cargo of general goods, and from there to Capetown and Australia. Capt. Anderson is a gentleman who has devoted much time and energy to the affairs of his profession. He has published several works, for which there is a wide circulation, and which, from the lucid and concise way in which they are written, offer very handy means of reference for members of the nautical profession in case of doubt or difficulty in connection with the responsible business in which they are engaged.

Capt. Anderson, previous to joining the Thistle-mor, was the head nautical teacher at the Marine School at South Shields, where he did a great deal of work in teaching the young idea how to shoot and in preparing candidates for the Board of Trade certificates which they aspired to obtain.

"It is hoped that his first voyage in command of the Thistle-mor will be a successful and prosperous one, and that he may meet with a continuance in future of the success which has attended him in the past. Captain Anderson is an agent and a keen supporter of the Imperial Maritime Service Guild, having largely assisted that body in the work in which it is engaged in protecting and promoting the interests of the nautical profession at large."

Captain Anderson, who is about 44 years of age, leaves a widow and four children.

SAFETY OF THE "ARNDALE."

"TIS AN ILL WIND."

Officer's Injury results in Nine "Thistle-mor" Sailors Being Saved.

Only nine of the crew of thirty-one belonging to the Thistle-mor have apparently been saved. They were landed on Friday at Barry by the Whitby steamer Arndale.

"LIKE A STRAW ON THE WAVES."

Thomas Brough told a sorrowful tale. Asked how it occurred, he exclaimed: "Good Lord, sir, I do not know. I was down below at the time. We were called to deck and ordered to put on our lifebelts. When I got above huge seas were washing over the vessel, and it was quite evident that she was quickly foundering. A number of firemen, including myself, got into a small boat, but we had scarcely left the vessel before we were like a straw upon the waves. We capsized, and were all thrown into the water. Fortunately however, the Arndale, which had been following us, managed to rescue us. The man who was drowned—George Woodburn—was my mate. I do not know exactly how he got drowned. I think he must have had cramp and was knocked against the side of the Arndale. Some of the men had actually got hold of the rope when they disappeared. We had only been out of Liverpool, where we signed on, thirty hours, and had hardly shaken down together when the disaster occurred. We were bound for the Cape, after which we intended going to Australia."

The New Zealand man, Clarke, said it was just breaking day when the Thistle-mor began to founder. The seas were terrific. "I have only been to sea five years," he said, "but I don't want such an experience again. It was the men in the punt who were saved, but we had an awful time. After we had been upset the Arndale, which had been following us, came along and threw us ropes, and then hauled us aboard. It is to be wondered at that so many of us were rescued."

Captain Corner, of the Arndale, related a thrilling tale. When off Bideford Bay, he said, the second mate met with an accident and fractured his leg. He determined to put back to Barry, and on the way up Channel signals of distress were noticed about four o'clock on Friday morning from a steamer. It was pitch dark at the time, and a terrific sea was running before a north-westerly gale. The distressed vessel proved to be the Thistle-mor, which left Cardiff on Thursday, and the captain informed the crew of the Arndale that the Thistle-mor was rapidly foundering. Then it was noticed that one of the lifeboats of the Thistle-mor, containing ten men, was in the sea, and Captain Corner immediately directed his efforts to save these men. So fearful was the weather, however, that this was a task of considerable difficulty. Before they could be picked up a heavy sea capsized the lifeboat and the ten occupants were thrown into the boiling surf. Luckily, however, they were all able to return to the up-turned boat, and hang on to the keel. They were continually washed off by the heavy seas, and it was only after an hour's persevering and desperate work that the crew of the Arndale succeeded in picking them up and taking them on board.

(Continued on Page 5.)

Mr. W. G. H. Elis, an ex-Mayor of Dartmouth, died on Wednesday at the age of 71.

It is proposed to have a "Lorna Doone" Pageant in the valley of Rocks, Lynton, next summer.

Devon Standing Joint Committee has deferred the proposal to appoint 13 constable-grooms for the superintendents, at a cost of £1,032, for twelve months, and revised the scale of Sergeants' pay. A bicycle is to be provided at Bideford for police use.

GENT'S SUITS to measure. Hundreds of patterns to select from. Prices from 21s. upwards. Satisfactory style and fit guaranteed. Ask to see patterns at Herbert Elli's The Tailor and Outfitter, Bideford. a3790

The members of the Barnstaple and North Devon Butchers' Association are to be asked by a Committee, who have considered the question, to start a mutual insurance scheme, the Farmers' Union refusing to give warranties.

ADVICE TO MOTHERS.—Are you broken in your rest by a sick child suffering from the pain of cutting teeth? Go at once to a Chemist and get a bottle of Mrs. WINSLOW'S SOOTHING SYRUP. It will relieve the poor sufferer immediately. It is pleasant to taste, it produces natural quiet sleep by relieving the child from pain and the little cherub wakes up as bright as a button. Of all Chemists, 1/1½ per bottle.

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BIDEFORD BAY WRECK.

LINER FOUNDERS IN TERRIFIC STORM.

TWENTY-ONE LIVES LOST.

BODIES WASHED UP AT WESTWARD HO!

SURVIVORS' THRILLING STORIES.

The furious gale which raged throughout North Devon on Thursday night and Friday morning was responsible for a terrible shipping disaster off Clovelly, in the Bristol Channel, and the loss of life is unfortunately very heavy. On Friday four bodies of seamen were washed up on Northam Burrows, together with a boat and some wreckage, and there were indications that the bodies were those of members of the crew of the s.s. Thistle-mor, of Sunderland, a fine boat of the Albyn Line, about whose fate there is unfortunately little room for doubt. Everything points to her having foundered nine miles north of Clovelly, whilst the lifeboat crew from that place were making gallant efforts to reach her. The gale was the worst that most men can remember on the North Devon coast, rivalling in severity that of just fifty years ago this month, when there were seven wrecks in less than fifteen miles of the North Devon coast, and bodies were washed up for almost a month.

TAKING SHELTER AT LUNDY.

Friday morning wind squalls were terrific in force, and the heavy, blinding rain and hail made navigation of the channel dangerous in the extreme. Some idea of the severity of the weather can be gathered from the fact that there were over thirty large vessels sheltering under Lundy, the makeshift harbour of refuge of the Bristol Channel. The Thistle-mor was bound from Cardiff to Cape Town, with coal, and either failed to be able to make Lundy, or endeavoured to navigate the channel and was disabled. What is known is that when nine miles from Clovelly she was burning distress signals, and the lifeboat was launched, but saw nothing but wreckage, whilst within a few hours bodies began to wash up at Westward Ho! The Arndale, in whose company the Thistle-mor appeared to be, was spoken by the lifeboat, but gave no account of the disaster. The number of men carried by the Thistle-mor was conjectured to have been between 25 and 30, and these figures were borne out by the number of lifebelts washed up at Westward Ho! The disaster occurred about day-break.

LAUNCH OF THE LIFEBOAT.

The first intimation which was received at Clovelly that there was a vessel in distress was made by Frank Badcock, a fisherman, and Mr. Moss, landlord of the Red Lion Hotel, who called up the coxswain of the lifeboat. Capt. T. Pengilly, at 6-20 a.m., and reported a flare in the bay. Capt. Pengilly and the volunteer lifeboat crew had the Eleanor Roget, the lifeboat, which has now been at Clovelly some three years, and seen active service on many occasions, very quickly in the water, and it is a matter of comment that the preparations for the launch were proceeding when the signal rocket calling the crew was fired by the coastguard at the top of the village, although the explanation may be that the look-out was on patrol, and that by the time he returned the flare had been seen by civilians and the alarm raised.

COXSWAIN'S STORY.

At this stage the story may well be taken on the words of Capt. Pengilly, who accorded a "Bideford Gazette" representative an interview.

"We launched the boat," Capt. Pengilly said, "in the teeth of a heavy north-north-west gale, with heavy seas running, and struggling out two or three miles we saw a

To transfer anyone from the Arndale to the lifeboat would have been attended with great risk, but Capt. Pengilly told our representative that he would, of course, have attempted the task if he had been requested. Many of the lifeboat men on their return described the gale and heavy seas as the worst they had ever experienced. The wind force was about 8, and the task of the lifeboatmen to reach a point not less than seven miles north of Clovelly, was one calling for the greatest courage and daring. The lifeboat was nearly always a mass of foam, with everything in her afloat.

BODIES WASHED ASHORE.

During Friday four bodies were washed ashore, all supposed to be those of members of the crew of the ill-fated Thistle-mor. One was apparently that of a ship's officer, the buttons on his uniform being marked "Albyn Line, Sunderland." a gold watch found on the body was engraved: "Presented to James E. Foster, by members of the Sunderland Junior Liberal Club as a mark of respect, 1st Oct., 1894." The watch stopped at nine o'clock, and it is surmised that Foster left the vessel before she sank.

The first body was discovered about ten o'clock Friday morning, when George Hy. Glover, a Northam labourer, was strolling by the sea-shore outside the Northam Burrows. He got to the well-known pebble ridge at Westward Ho! just about 10 a.m., and after being there a short time noticed the body in the water near the old life-boat house. He got hold of it, and with the assistance of another man, who happened to be near, brought the body ashore. The body was floating by a life-jacket, and after getting it ashore Glover hastened to Northam to inform P.C. Rice. This was afterwards found to be the body of a person named John Lawrence Delane, from papers which were found in the pockets.

In the meantime Stephen Bignell, an Apple-dore sailor, noticed a ship's lifeboat come ashore, in practically perfect condition, bearing the name "s.s. Thistle-mor, Sunderland." Soon after he saw the body of a man, which had been washed up by the incoming tide. P.C. Rice removed the two bodies to the mortuary at Northam. The body of the second man when discovered was said to be quite warm, and artificial respiration was tried for some little time, but to no purpose.

HARD STRUGGLE FOR LIFE.

By this time the news had travelled over the whole district, and several persons were on the look-out, with the result that two more bodies were discovered, one being found to be that of James L. Foster, evidently one of the officers of the ship. He was quite a young man, about 25, and was either second mate or chief engineer. That he had made a hard struggle for life was evidenced by the fact that he had got off his sea boots and oil-skin, and was wearing a lifebuoy.

This discovery was soon followed by another some way in over the Bar by Greysand Hill. This man was evidently an able seaman. The body was lying face downwards on the sand close to high water mark. The general opinion expressed was that the unfortunate sailor must have swum a considerable distance or he could never have got so far up the estuary of the river. He was fully attired in oilskins with sea boots and southwester.

LATE CAPTAIN'S PROVIDENTIAL ESCAPE.

The Thistle-mor is a vessel of 2,579 tons

Their rescue was brought about in a very strange way. On Friday morning, during a terrific hurricane eastward of Lundy, the second mate of the Arndale had his leg broken. The steamer also sustained such damage that it was decided to run back for shelter. About four o'clock rockets of distress were observed being fired at regular intervals from the direction of Bideford Bay, and making their way thither—progress being slow owing to the terribly high seas—ten men were seen clinging to an upturned boat. After an hour's difficult work the men were taken on board. One of them, however, when being lifted into the steamer was crushed between the steamer and the ship's lifeboat, and killed. Subsequently the Thistle-mor foundered.

The names of the survivors are:—Chief Engineer J. T. Stephenson, 16, Hawthorne-road, West Hartlepool, who is the only officer saved. The other rescued men are C. Bushner, A.B., George Clarke, A.B., a native of New-Zealand, but living at 271, Derby-road, Liverpool; Stelia Cassro, a fireman, of 270, Derby-road, Liverpool; Charles Turner, fireman, 23, Newdie-street, Everton, Liverpool; Edward Brett, fireman; Thomas Brough, fireman, of 23, Accrington-road, Everton, Liverpool; Walter Croger, fireman, Andrew Minto, an apprentice, of Hume Cottage, Gateshead.

The men were unanimous in their opinion that the night's experience was the worst they had ever known. One said he had sailed out of Liverpool for fourteen years, and had never seen anything like it. When they were thrown into the water they felt like giving up all hope of rescue. "They tell me," he went on, "that Woodward got hold of the rope, but fell into the sea. Captain Anderson the officer, and the remainder of the crew must have gone down with the Thistle-mor. They could never have lived in such a sea."

SURVIVORS' THRILLING STORIES.

ROCKETS SAID TO HAVE BEEN FIRED FOR FOUR HOURS.

The rescued men say that when it became certain their vessel would founder, Mr. Stephenson and thirteen men decided to try and get off the ship's lifeboat. In the process of launching the boat became holed, but the men patched her up with canvas. They had been afloat for nearly two hours when their boat capsized, and five of the men disappeared.

It was midnight when the Thistle-mor was found to be in difficulties, a considerable quantity of water being in her forepeak. Mr. Stevenson says that when they were called up from below and ordered to put on lifebelts, high seas were washing over the ship. It was obvious she was foundering. "With a number of firemen we got into a small boat. We had scarcely left the vessel's side before we were buffeted about like a straw.

"After a time our boat capsized and we were thrown into the water. Fortunately the Arndale, which had been following us, managed to get near. Ropes were thrown out and we clambered aboard."

Another report from Cardiff says Captain Anderson, with the officers and others of the crew to the number of 13 went down with the vessel before help could reach them. The survivors had taken to the ship's lifeboat, but were capsized in the heavy sea. They clung to the upturned craft, and remained in this hazardous position for upwards of an hour before the Arndale could pick them up. One of the rescued men, Woodburn, of Liverpool, died before being taken aboard, and his body was taken to Barry. The other men, with the exception of the chief engineer and an apprentice, named Minto, were in a state of complete exhaustion and distress, when after their terrible ordeal assistance eventually reached them. They are mostly natives of Liverpool, and state that rockets were fired for four hours during the night before attention was attracted.

"LIKE A STRAW ON THE WAVES."

Thomas Brough told a sorrowful tale. Asked how it occurred, he exclaimed: "Good Lord, sir, I do not know. I was down below at the time. We were called to deck and ordered to put on our lifebelts. When I got above huge seas were washing over the vessel, and it was quite evident that she was quickly foundering. A number of firemen, including

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CAUSE OF THE DISASTER.

In the Working Men's Club, Northam, yesterday afternoon, the inquest was opened by Mr. G. W. F. Brown, and a jury, of which Mr. S. Fulford, c.c., was chosen foreman, on the bodies of James Foster and nine other men lying dead in the Northam mortuary. The owners of the Thistlemore were represented by Mr. Ivor Downing (Downing and Hancock, Cardiff), with whom was Mr. W. Wawn, (superintendent of the Albion line), and there were also officially present Mr. C. R. E. Powell (Groves-Cooper, Stapledon and Powell), Lloyd's agent at Bideford; Mr. T. Pengelly (Captain of the Clovelly Lifeboat), Mr. Parsons, (the chief boatman in charge at Westward Ho! Coastguard Station), Mr. W. T. Charlewood (of the Local Committee of the Royal National Lifeboat Institution), the Vicar of Northam, the Rev. Preb. Dimond-Churchward, and Sergt. Newberry and P.C.'s Rice, Wright, Perring and Merchant, of the Devon Constabulary.

The Coroner's Opening.

The CORONER, addressing the jury, before they proceeded to view the bodies, reviewed the circumstances of the wreck as set out in our columns. He understood the ship sent up signals of distress for some hours, and it appeared that the Arndale saw them and went to her aid. He was quite certain great praise was due to the Captain and men of the Arndale for the great aid they rendered in saving nine lives ("Hear, hear" from the rescued sailors). Later in the morning—somewhere about 6-30, a communication was made to the Clovelly lifeboat, which put out, but by the time she got to the spot the vessel had gone down. After describing the recovery of the bodies on the shore, the Coroner invited evidence from anyone who might have seen the signals of distress before 6-20. They would hear from the survivors when they began to send up the signals, and if they were sending them up for such a long time as he understood he could not understand how it was so long before they were seen.

Cause of the Catastrophe—Chief Engineer's Statement.

John T. Stephenson, late chief engineer of the Thistlemore, identified the ten bodies at the mortuary as Joseph de Lean, John Ayrton, Jas. Macanew, A. R. Foster, T. Fuzzard, T. Ireland, T. Foster (chief officer), T. K. Yellin, Philip Nicholson, and John Lee. They left Cardiff, he said, about 7 o'clock on Thursday morning, the weather being moderate. All went well until they got off Hartland, which was about midnight, when there was a perfect hurricane. The Captain ordered him to put the pumps on No. 1 hold about then, he should say, though he could not speak accurately as to the time, as he was working by day and night. He was ordered to put the pumps on as a sea had swept a ventilator off the fore deck and the water was coming in.

The Coroner: Had the ship put about? Witness replied that he could not tell as he was below deck. When he came up, however, the wind was aft, so he supposed they had turned round. The Captain told him he was trying to get back to smooth water under Lundy, as they could not stop the hole up, but if they could get into smooth water they might save the ship. Later he was told the fore-castle head was under water. About that time the vessel became unmanageable. Her head was under water and her stern out of the water. They could not do anything with her but let her drift. Rockets were sent up he should think about midnight, and were kept going until they were expended, early in the morning. He was on the bridge when the mate was firing the last rocket, and he believed they were burning blue lights. They saw the lights of a steamer approaching them, and for what followed great praise was due to Captain Corner, of the Arndale, who manoeuvred his vessel in magnificent fashion. Capt. Anderson ordered them to

and he had had her in the heaviest gales that ever blew without an accident. This was an exceptional case altogether. If the ventilator went without being noticed, a lot of water might have got in before they commenced to pump it out. He had had a ventilator washed away before, but never a ventilator flange.

The Lifeboat Service.

Capt. T. Pengelly, cox of the Clovelly lifeboat, in reply to the Coroner, said the lifeboat Institution did not keep a look-out, but he understood the coast guard was supposed to communicate with him. He got no communication from the coastguard on Friday morning, and if a look-out had been kept he should have thought that these flares and rockets ought to have been observed. His first information was at 6-20 from a fisherman, Frank Badcock. Mr. Moss, of the Red Lion, also told him he had seen a flare. Within ten minutes or a quarter of an hour of the call the lifeboat was in the water. That would be about 6-35. After going three miles they saw a large flare, and he remarked, "Thank God! there is the object we are going for." Then they found the Arndale, which they thought was the vessel in distress. The Captain of the Arndale told him there was a man in the water, but unfortunately did not say any vessel had gone down. They cruised about among the coal blackened water for about two hours, but saw no one, and then it was necessary to return for the safety of some of his men who had not time to get their oilskins, and were suffering from the exposure. If he had had the call twenty minutes' earlier they would have rescued some of the crew of the boat, and if they had known an hour before, they might have saved the whole thirty lives. (Hear, hear). Although the lifeboat was a new one and was repeatedly full of water, she behaved admirably.

By the Foreman: He considered the light was seen on the vessel seven miles from Clovelly pier.

You were gone more than half an hour before the coastguard alarm went?—I cannot say. About 20 minutes I understand.

Mr. Bennett: Don't you think the Coastguard ought to have seen the flares if they were looking out?—Witness: Yes. They were seen from the pier, and they were also seen in the neighbourhood by men going to work.

Mr. Bennett: In other words it's a scandal and it comes to this, that if somebody had been properly watching the coast these lives would not have been lost. (Applause).

The Coroner: Is it not a fact that you have taken off most of the crews you have gone to rescue in the bay as long as you have been Captain?

Witness: Every one. And we should have in this case had we known in time. When the call was given there was not a man who flinched for a moment.

Mr. Friendship: The lives were lost for the want of watching.

Capt. Yeo mentioned that the Captain of the Arndale told Mr. Stephenson that he informed the cox of the lifeboat that a steamer had gone down.

Witness said that was certainly not audible to him. He saw three men on the bridge. The Captain waved his megaphone, and said "There's a man in the water away there."

Mr. Moss, of the Red Lion, Clovelly, spoke to being called at 6-30 by Frank Badcock, who had seen a flare. Witness, after looking for two minutes, saw another flare, and they called the lifeboat coxswain.

The Coroner: You saw the flare quite plainly?

Witness: Yes.

Smoked Cigar on Sinking Ship.

Evidence of the recovery of the bodies was given by George Glover, Richard Pickard, Stephen Slade, J. W. Wilson, J. Yeo, W. T. Lewis, W. Prouse, A. Brend, John Mitchell, and Stephen Bicknell, the last named mentioning that the hand of the steward de Lean seemed to be warm, and they tried artificial respiration, but it was of no avail.

The apprentice Minto, who was one of the fifteen in the boat which turned over, said

but all to no purpose, and he supposed nothing would be done until some Board of Trade official had been drowned.

Verdict and Rider.

The Foreman said the verdict of the jury was "Found drowned." It was the old tale over again. They were fully aware of the fact that there was neglect in some quarter in the keeping of the look-out in the Bay in rough weather, and the jury agreed with him that a further representation should be made to the Board of Trade. It was not only strangers passing up and down who were affected but their own little craft in the Bay as well, and they knew that when the Frenchman came in scarcely any person saw her and yet she burned flares for several hours. The time had come when they should make a further representation that there was not a sufficient look-out in boisterous weather, and that if there had been this dreadful case would not have been attended with such terrible loss of life.

Mr. Fulford expressed the sympathy of the district with the relatives. The inhabitants had shewn the utmost kindness and the dead would be buried with respect. He referred especially in terms of praise to the assistance rendered by the police, and to the help given by an old sailor, Littlejohns.

Mr. Stephenson said if it had not been for the fact that the Arndale was putting back because the second officer's leg was broken, there would not have been one soul saved from the Thistlemore. His misfortune was their salvation.

At the inquest at Braunton held last night on the body of Captain Anderson, the jury returned a similar verdict and rider to that at Northam. Captain Yeo gave additional evidence that the Thistlemore carried a full supply of the best rockets, and at least a couple of dozen of blue lights which would be visible for 8 or 10 miles. The Coroner suggested if the coastguards were not going to watch the coast, there were hundreds of people who would be willing to subscribe to a fund for the provision of seamen watchers on rough nights.

BIRTHS, MARRIAGES and DEATHS

Birth.

BELLEW—December 6, at 6, Mill Street, to Mr. and Mrs. Bellow, a son.

Deaths

CHUBB At Holyrood, Bradworthy, Mr. Daniel Chubb.

FULFORD—Dec. 3, at Tower Street, Bideford, Mr. John Fulford, aged 83.

MILL—December 3rd, at Tadworthy, Northam, James Mill, aged 81.

SMYTH—December 1st, at 36, Coldharbour, Bideford, Mr. James Smyth, aged 60.

I. BAKER & SON, Brunswick House, Bideford, Monumental Sculptors and Masons. Workers in Granite, Marble, Stone and Slate. Headstones and Memorials of every description, also all kinds of Architectural Stonework executed. Manufacturers of Marble Chimney-pieces, Fenders, &c. Estimates Free. Your kind favours and recommendation respectfully solicited.

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BIDEFORD BAY WRECK.

(Continued from Pages 2 and 3.)

THE COAST WATCH.

PULPIT REFERENCES.

There were several references in North Devon Churches and Chapels on Sunday to the sad loss of life by the foundering of the Thistle-mor.

At Northam Church the venerable Vicar (Preb. Dimond-Churchward), at the service in the evening, which was largely attended, referred to a letter in regard to the occurrence which he had received from Allan, Black, and Co., the owners of the Albyn Line, expressing their warmest thanks for the great kindness and sympathy of all in connection with the melancholy circumstances attendant on the loss of the steamer Thistle-mor. "On all hands we hear of the extreme consideration shown by yourself and your colleagues to the relatives and other concerned, in this terrible affair. It has been a great comfort, we are sure, to them, as it has been to us."

In Appledore Parish Church the Vicar (Rev. G. Scholey) said the congregation would not expect him to close his sermon without reference to the all too terrible tragedy that had so recently taken place almost at their very doors. Could they but in Appledore have known of those in danger in the Bay, there was not a man present who would not have ventured out at the risk of his life to try and rescue those perishing souls! It was said their No. 1 lifeboat at Appledore could never get out in the face of the raging gale. "My brothers," continued the rev. gentleman, "if I know you aright, and I think I do, I am certain some of you would have tried it." But, alas! rocket after rocket pierced the very heavens, flare after flare sent its message, but they were practically never seen on shore. "Blame" did I hear someone say? No, my brothers and sisters, we blame no one. Far be it for us to attach blame to anyone, but in this port of Appledore, with its seafaring population, we have a perfect right to raise our voice in strenuous protest against the scandalous system which prevails throughout the coast of the greatest maritime nation of the world. Surely this nation was rich enough to guard its coasts, to protect its ships, and save life? England's sailors must rise up as one man, and with no uncertain sound make their voices heard, with the powers that be until the coasts are adequately watched. It came home to them there, did it not? Those who lived upon the world of waters knew something of the awful terror and grief of the words "She has gone down with all hands!"

At the conclusion of the service, Mr. E. C. Allen, organist, played the dead March.

At the evening service at the Congregational Church the pastor, Rev. W. Burton, preached a special sermon, "After the storm," making reference to the disaster, and the choir sang an anthem. The Dead March was also rendered at the close.

FEELING AT NORTHAM.

A meeting to consider the question of coast-watching will be held at Northam at 6 o'clock on Thursday, to be called by the Vicar (Preb. Dimond-Churchward). The wide-spread feeling aroused can be gathered from the fact that a subscription towards any fund which may be required has been received by the Vicar of Northam from a lady at a distance. It is also proposed to call a meeting at Barnstaple.

INQUEST YESTERDAY

Jury's Action endorsed from all parts of the Country.

Mr. Coroner Brown and a jury, of which Mr. S. Fulford was again Foreman, held an inquest at Northam yesterday on the body of C. Forsland, an able seaman of the Thistle-mor, aged about 30. The body was found by Philip Pile at Westward Ho! on Thursday, and the Coroner explained that the apprentice

THE APPLEDORE LIFEBOAT.

To the Editor of "The Bideford Gazette."

SIR,—

Referring to the lamentable wreck which took place last week in the neighbourhood of Clovelly and Peppercombe, I should like, as President of the Appledore Lifeboat Committee, to say how distressed I was to find that at the funeral of the unfortunate men the clergyman who delivered an address at the graveside, appeared to attribute the sad loss of life to the shortcomings of the Appledore lifeboat. The rev. gentleman is evidently quite unacquainted with the coast, or he could not have said what he did; and I think it only right it should be known that neither of the Appledore Lifeboats could in any way be responsible for the terrible calamity.

I remain, Sir,
Yours faithfully,

WM. DOWELL, Admiral.

President of the Appledore Lifeboat Committee.

Ford, Bideford, N. Devon,
Dec. 11th, 1909.

THE LOSS OF THE "THISTLEMOR."

(To the Editor of "The Bideford Gazette.")

Sir,—Apropos of the sad shipping disaster in Clovelly Bay, I should like to add a few words in vindication of Clovelly men, in the event of a suggested negligence on their part. It would appear singular to the reader unacquainted with the bay why the flares of the "Thistle-mor" were not noticed before. I can quite understand. The vessel would not be visible even to watchers on the Pier, until she had rounded "Gallantry Bower" unless she was several miles from the land. Therefore there is not the least reason to reflect on the watch, willingly kept by all the fishermen—yea, and others, too.

The foregoing does not apply to persons on more elevated ground. The flares ought to have been seen by anyone from any point of the compass, say about 250 feet above sea-level.

There have been very few distress signals unobserved first by the fishermen during—I may say—the last ten years, and I am speaking as a native of, though not now residing at, Clovelly. I am sure there were not many sound sleepers at home that night, and I venture to say there was a good look-out kept by Clovelly men by men whose interest is not pecuniary, but prompted by common feelings of humanity to render any assistance to their fellow beings. Experience begets sympathy, and there are many at Clovelly whose loved ones "go down to the sea in ships, that do business in great waters," and it is hard to see them perish—presumably because of a wretched and medieval system—before the eyes of willing and gratuitous helpers.

Yours truly,

"CLOVELLY."

THE KETCH "HOWARD."

Sir,

Kindly allow me through the medium of your paper to say that I am quite of the opinion of the Captain of this vessel, that a proper look-out is not kept in the Bristol Channel.

On Wednesday, October 2nd, 1907, I was one of 300 passengers by the P.S. Devon for Barry, and left Ilfracombe about 5.45 p.m. The weather was fine, and just a little ground sea, enough to make it enjoyable. All went well until about two miles above the Foreland, when one of the paddles struck some wreckage and disabled us. The Captain and engineers did all that was possible to repair the damage, but, unfortunately, this could not be done. By this time we had drifted towards Lundy, in mid-Channel. Seeing there was no chance of getting along under steam, the Captain decided to fire Signals of Distress, and also put the "not under control" lights at the mast head. We could see Lynmouth and Ilfracombe lights, in addition to the Foreland, Bull and Mumble lights, but no notice was taken by anyone on shore. The tide having turned, we again drifted up Channel, and got within five miles of Minehead, still sending up rockets, and although we could with glasses make out the Band Stand at that port, no notice was taken of our signals for assistance. Towards midnight we had drifted across to the Welsh coast, and at last a New-

DISTRICT NEWS.

APPLEDORE.

Photo postcards of the funerals of the victims of the Thistle-mor disaster, shewing the rescued Chief Engineer and Apprentice and Capt. Yeo, are on sale at the "Gazette" Office, Bideford. Photo postcards of the Appledore New Church Tower are also now again on sale.

Appledore Church new clock was started at midday on Sunday by Miss Sarah Kelly, aunt of the donor, Mr. R. Wilkinson, J.P., of Newport, Monmouthshire.

Appledore Regatta annual Balance Sheet is published on Page 1 of to-day's issue.

Mr. R. Smith gave a capital gramophone entertainment at the Working Men's Reading Room on Wednesday evening.

According to custom the committee of the Working Men's Reading Room, of which Mr. F. A. Cole is the Hon. Secretary, have again secured a large number of prizes to be won by the members during the Christmas season.

The P.S.A. at the Congregational Chapel on Sunday was again well attended when Mr. A. W. Cock (Bideford) gave a practical address on "Self and Service." Mrs. Moore and Miss F. Smallridge rendered two duets, the congregation heartily joining in the different choruses.

At the Royal Naval Hospital, Stonehouse, W. H. Thomas, Royal Naval Reserve, on Friday succumbed to pneumonia, leaving a widow and a young family. He was a son of Mr. George Thomas, of Lundy Island. The Rev. H. Muller, R.N. Chaplain, will officiate at the funeral, which takes place to-day, with naval honours, at Penny-Come-Quick Cemetery.

On Wednesday afternoon, a sale of work followed by a concert was held at the Baptist Schoolroom, on behalf of the Sunday School piano and Manse Funds. Mr. J. N. Tuplin, one of the deacons, opened the sale of work, in a happy and encouraging speech. The Rev. John J. Nelson, of Ilford, London, the newly-appointed Pastor to the Church, who commences his duties in February, wrote wishing everything a success, and enclosing a donation towards the funds. The stall-holders were as follows:—Refreshment stall, Mrs. W. Quance and Misses A. Mead and L. Mitchell; Manse Stall, Mesdames Bailey and Couch and Miss Smith; Piano stall, Misses A. Hooper and A. Tuplin; Tea stall, Mrs. Fishwick and Mrs. Stoneman.

In the evening a grand concert was given, which was much appreciated, Mr. Alfred Green recited a poem, of his own composition, dealing with the loss of the Thistle-mor, which was well received. Others contributing to the excellent programme were: solos, Mr. S. Phillips, Mr. C. Cutcliffe, Miss A. Hooper, Miss F. Parkhouse, Miss Parkhouse, Miss A. Tuplin; pianoforte solos, Miss B. Randall, Mrs. A. Stoneman, Miss Newcombe, Miss Lamey; recitations, Miss Shutt, Messrs. F. Shutt and A. Green; duets, Misses Parkhouse and Messrs Hamtram and Lane; reading in Devonshire dialect, Mr. John Cook.

Miss Vera Randall, eldest daughter of Capt. T. R. Randall, of Bude-street, Appledore, has successfully passed the examination of the Higher Division in pianoforte playing, held in November, at Barnstaple. She was trained by Miss Prior, of Westward Ho!

An interesting ceremony took place on Sunday at the morning service of St. Mary's Church, when the Vicar, Rev. G. Scholey, dedicated the clock recently placed in the New Tower, and the gift of Mr. R. Wilkinson, J.P., of Newport, Mon., and an Appledorian and former chorister of the Church. After the dedication, Miss S. Kelly, of Appledore, aunt of the donor, and the oldest lady worker in the Church, cut the cord which set the clock in motion. The surpliced Choir which stood in the base of the Tower, sang the hymn, "We love the place, O God," and shortly after the singing of the hymn the clock struck the hour of mid-day.

On Sunday special sermons were preached in the Wesleyan Chapel by the Rev. J. A. Aldington, in aid of the Wesleyan Foreign Missionary Society. There were good congregations throughout the day, and collections were taken in aid of the Society's Funds.

The Young Men's Bible Class, which was for years successfully carried on by the Rev. H. M. Muller, has again been restarted in a room adjoining the Vicarage on Sunday afternoons. Mr. Hepworth, who is coming to take up residence here, has been

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INQUEST YESTERDAY

Jury's Action endorsed from all parts of the Country.

Mr. Coroner Brown and a jury, of which Mr. S. Fulford was again Foreman, held an inquest at Northam yesterday on the body of C. Forsland, an able seaman of the Thistle-mor, aged about 30. The body was found by Philip Pile at Westward Ho! on Thursday, and the Coroner explained that the apprentice Andrew Minto had to be fetched from the North of England to identify it, which he did.

The Coroner said he had sent the jury's recommendation to the Admiral Superintendent of Coastguards, and had received an acknowledgment from Admiral Henderson, stating that the matter would receive full attention and consideration. The Secretary of the Admiralty had also acknowledged his letter, and the Secretary of the Board of Trade. There were another four bodies unrecovered, but it was doubtful whether they would get them recovered there, and in case he was not holding another inquest, he should like to express his appreciation of the way in which the police had managed the affair from start to finish. Constable Rice had been most attentive, and he expressed his appreciation also of the help received from Capt. Yeo, and apprentice Minto. And he thought praise was also due to the inhabitants who had done all they could to relieve the feelings of the relatives. The Coroner also mentioned the services of the clergy.

A verdict of "Found Drowned" was returned.

The Foreman of the jury endorsed the Coroner's remarks, and said general sympathy had been shown throughout the whole neighbourhood with the relatives of the lost seamen.

The Coroner mentioned that he had received letters from all parts of the country, endorsing the action which the jury had taken.

The funeral afterwards took place quietly in the churchyard, the Revs. J. F. Anderson and E. K. Botwood officiating. There were wreaths from the chairman and the ship-owners, who were represented by Capt. Yeo. Mr. S. Fulford was also among those who attended.

SOUTH WALES OPINION.

A SEA TRAGEDY AND THE BOARD OF TRADE.

A Duty of Common Humanity.

Is it not time (asks the Cardiff "Western Mail") that the Board of Trade was humanised and made to realise and perform the duty it owes to humanity? . . . The evidence revealed an absence of look-out arrangements on the shore which is a reflection upon the humanity of the Board of Trade. They throw upon the British shipowner the charge for lighting out coasts, which should be a national charge with us as with every other civilised country except Turkey, and the British shipowner has no say in the distribution of the money. Year by year a vast sum is being accumulated in the way of light dues, much more than is spent on the lighting of the coasts. But the collection of the dues continues, and very little relief is given to the shipowner. And while the Board of Trade are hoarding up this money they neglect their own duties by the shipping community.

GOVERNMENT PUT TO SHAME.

In a further article, published on Friday, the "Western Mail" observed:—We are glad to see that the local authorities in Northam are taking the matter up with determination. The agitation should not be allowed to drop until the Board of Trade has been compelled to put the lighting and watching of the coasts, not only in the Bristol Channel, but all round the country, on an efficient, humane, national basis. The coast-dwellers of North Devon are forming a band of voluntary watchers under the Vicar of Northam. That is splendid of them. They are putting the Government of the greatest maritime nation in the world to shame.

A FELT HAT too large or too small is uncomfortable. Herbert Ellis, 48, Mill St., Bideford, is now selling smart shape hats in half-sizes. Why not get a hat that fits, they cost no more!

decided to hire Signals of Distress, and also put the "not under control" lights at the mast head. We could see Lynmouth and Ilfracombe lights, in addition to the Foreland, Bull and Mumble Lights, but no notice was taken by anyone on shore. The tide having turned, we again drifted up Channel, and got within five miles of Minehead, still sending up rockets, and although we could with glasses make out the Band Stand at that port, no notice was taken of our signals for assistance. Towards midnight we had drifted across to the Welsh coast, and at last a Newport Pilot came alongside and was asked by the Captain to sail to Barry and inform them we had broken down. Having the wind and tide with us, we drifted until Barry Lights could be seen and then two tug boats came to our assistance and we landed about 1-15 a.m. (nearly eight hours from Ilfracombe to Barry).

There could be no excuse from anybody on shore; the night was clear and starry and we could see the lights on the coast plainly. Where were the coastguards, light-keepers and others? This was not in the middle of the night, but about 7 p.m. when we signalled. I should like to know the excuse for not seeing us. This is what occurred in the Bristol Channel, the busiest waterway of England. That we were running a grave risk of losing the steamer and our lives, can be gathered from the fact that some time ago the High Court awarded the Newport Pilot £75 for his services.

Yours, &c.,

"GOEMON."

Cardiff, Dec. 2nd, 1909.

Letters from an "Onlooker," Captain J. Whitefield, and others, shall appear in our next issue.

Photo Postcards of the funerals of the victims of the Thistle-mor disaster, showing the rescued Chief Engineer Stephenson, and Apprentice Mr. Minto, and also Capt. Yeo, are on sale at the "Gazette" Office, Bideford.

THEFT FROM A BIDEFORD SUNDAY SCHOOL.

At a Children's Court held at Bideford on Thursday, before Messrs. W. D. Joice (in the chair), and Messrs. T. Goaman and G. Boyle, Cecil Judd, aged 12, of Lansdowne Terrace and Wm. Wolland, 11, of Meddon Street, were charged by Superintendent Buchanan, with stealing from a coat at the schoolroom attached to the United Methodist Chapel, Silver-street, Bideford, on November 21st, a tobacco pipe and pouch, the property of Percy Pickard and valued at two shillings. Defendants pleaded not guilty.—P.C. Bastin saw the boys at the Old Town Schools, and after cautioning them, Judd admitted taking the things from a coat pocket and said Wolland searched one pocket while he searched another. But Wolland denied this, and said he only went in so far as the forms. Percy Pickard identified the pouch which he had received from Reginald Kelly, 18, Geneva Place, to whom Judd had given it on Monday morning, saying he had found it.—The Bench bound defendants over under the Probation of Offenders' Act, and placed them under the supervision of Inspector Heywood, the probation officer.

Judd was further charged with stealing at the same time and place a bunch of keys valued at five shillings, the property of Ralph Pickard.—The Supt. of Police again prosecuted. There was a label attached to the keys offering a reward of 5/—Judd, on oath, alleged that Wolland was the boy who stole the things and gave them to him.—The Bench ordered Judd to receive six strokes with the birch.

B.A.A.C.

An interesting presentation was made in the Club's Rooms on Thursday last. Mr. Harry Stacey, who has for some years been connected with the Association, was presented by Capt. Merefield, on behalf of the members, with a handsome walnut striking regulation clock, on the occasion of his recent marriage. The present was supplied by Mr. F. V. Cole, jeweller, Mill Street.

New Stock of Men's Ready-to-wear Suits for the winter just arrived at The Shop for Value. Men's Suits from 13/6 to 37/6. a3790

the hour of mid-day.

On Sunday special sermons were preached in the Wesleyan Chapel by the Rev. J. A. Aldington, in aid of the Wesleyan Foreign Missionary Society. There were good congregations throughout the day, and collections were taken in aid of the Society's Funds.

The Young Men's Bible Class, which was for years successfully carried on by the Rev. H. M. Muller, has again been restarted in a room adjoining the Vicarage on Sunday afternoons. Mr. Hepworth, who is coming to take up residence here, has taken charge of the class, which has now met for the past three or four Sundays. A large number have already joined and are still joining, and a hearty invitation is given to any young man who would like to attend. Under Mr. Muller the class did a power of good, and there is every appearance of its doing the same amount of good work again, judging from the numbers who attend.

EAST PUTFORD.

At Bideford County Sessions on Tuesday, before Mr. C. S. Carnegie (in the chair), and other magistrates, John Andrew, farmer, of East Putford, was summoned for not burying a carcass of a horse and sheep, on September 17th last.—Defendant pleaded not guilty.—P.C. Townsend deposed that he visited a quarry close by defendant's farm, and there saw a carcass of a horse and sheep. They were both exposed, as part of the horse had been eaten away. Witness thought they had been there at least a fortnight.—The Bench imposed a fine of 3/- with 5/- costs.

HARTLAND.

Annual Missionary Sermons were preached to Providence United Methodists on Sunday, December 5th, by Mr. Elliott and Mr. Rogers, of Woolsey. On Tuesday they were favoured with a visit from Rev. Frank Dymond, one of the China Missionaries, on furlough. Rev. R. E. Wilton presided. A public tea followed. In the evening there was a large gathering. Rev. R. E. Wilton expressed regret at the unavoidable absence of the Pastor. The annual report was very satisfactory. The Missionary gave a thrilling story of the work of the Missionaries during the Boxer rising in 1900. The Missionary was clad in Chinese costume at the evening meeting, and sang a solo in Chinese. The meetings were a great success, contributions, etc., to the Missionary Fund amounting to about £13.

The Church of England Band of Hope children were responsible for the production of an excellent service of song, entitled "Teddy's Button," on Monday, Dec. 6th. The connective readings were given by the Vicar, and the lantern was manipulated by Mr. W. H. Cann. Solos were sung by the Rev. J. L. Gregory and Mr. W. A. Bond, and a duet by the Misses D. Mopre and N. Sanders. Mrs. Luff was the accompanist. A full house was evidently interested. The admission was free but a collection to defray expenses was made.

Owing to damage caused by the storms, Hartland was last week cut off from telegraphic communication. The coast guard communication circuit also broke down.

INSTOW.

At Barnstaple Rural District Council on Friday, Mr. G. C. Davie presiding, Instow Parish Council wrote that they considered the Barnstaple Water Company's scheme for supplying Instow was the more feasible and satisfactory of the two schemes before them, but they took it Fremington would become responsible for a moiety? They did not consider it would be necessary to provide a ram to supply Worlington, as there was no lack of water there.—Mr. Arundell Clarke (Fremington) did not consider it fair that Fremington should be called upon to pay half the guarantee. It was decided to carry out the terms of the resolution at the last meeting and forward both schemes to the Local Government Board.

Before His Honour Judge Beresford, at Barnstaple County Court on Tuesday, Colonel Loveband, of Instow, sued M. C. Biggs, of Ilfracombe, to recover £40 damages, representing the value of a pony which, it was alleged, had to be killed in consequence of injuries received through the negligence of the driver of defendant's motor-car.—There was a counter claim for £2 10s., it being alleged that the pony kicked the car.—After hearing a number of witnesses, a verdict was given for plaintiff, the counter claim being dismissed.

BID

The School. The J. Co. Stucle. On which were nary p ed and was held accept from the sa Mr. School been o though This le circular A co Educa propos stating no fur entirel strict C stood road a next t

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BIDEFORD BAY WRECK.

MEETING OF PROTEST ON SYSTEM OF COAST WATCHING.

ROYAL COMMISSION ASKED FOR.

SPEECHES BY MR. SOARES AND MR.
G. BORWICK.

DRASTIC CHANGES NECESSARY.

[CONTINUED FROM PAGE 2.]

OUR UNWATCHED COAST.—A Public meeting will be held in the Townhall, Bideford, on Thursday next, December 9th, at 5-30 p.m., for the purpose of deciding what steps may be taken to put an end to the present deplorable inefficient system, and to ensure better watching of the coast. The Mayor of Bideford (Joshua Heywood, Esq., J.P.), will preside. W. T. Charlewood hon. secretary, pro tem.

In response to a circular couched in the above terms, there was a crowded attendance at the place and time mentioned. The Mayor (Mr. J. Heywood) was supported by Mr. E. J. Soares, M.P., Mr. G. Borwick (prospective Unionist candidate), Mrs. Borwick, Messrs. H. C. Whitehead (local hon. secretary of the Lifeboat Institution), G. W. F. Brown (North Devon Coroner), C. S. Carnegie, W. T. Charlewood, Rev. T. Newton Leeke (rector of Bideford), Rev. G. Scholey, Rev. R. W. Sealy (vicar of Abbotsham), Rev. E. K. Botwood (London), Messrs. W. B. Inledon Webber, J. Cock, H. R. Bazeley, J. M. Methrell, T. H. Kelly (Appledore), H. N. G. Stucley, P. K. Harris (Appledore), S. Fulford, (Chairman of Northam Urban Council), G. Boyle, T. Goaman, T. A. Goaman, H. M. Bazeley, A. G. Duncan, Rev. G. Warren, Mr. R. Blackmore, and a large number of local mariners, with Captain T. Yeo, late of the Thistlemore.

The Mayor said a most appalling calamity had happened in the bay, by which 21 noble lives had been lost. What they felt very keenly was that a sufficient provision for watching the coast was not provided.—(Hear, hear). They were summoned there to consider and decide upon measures to be taken to put an end to the present deplorable state of things.

The Mayor read letters from several gentlemen sympathizing with the movement and the following were also received:—

St. Agnes, Cornwall, Dec. 8th, 1909.
Dear Mr. Mayor,—I am pleased to see by "The Western Morning News" that a public meeting will be held to-morrow respecting the "unwatched coast," and at which you will kindly attend. I am writing this as owner of the Gonlaze, which vessel many attending your meeting will remember was lost in your bay. The loss of life in this case was most sad. The loss of the lives of the two men who got on shore alive and who were not seen or found earlier occurs to me of the most sad. I do hope the result of your meeting will be that in due course an arrangement will be arrived at to give every satisfaction to our great seafaring population. In the event of a Board of Trade inquiry being held on the Thistlemore it is to be hoped the owners will be well represented, and that this important question will be thoroughly gone into, and that your member of Parliament be asked to attend.—Yours faithfully,
J. HITCHINGS.

The following was also read:—

Bude, December 8th, 1909.
Dear Sir,—I am glad to see you are convening a public meeting to protest against

the statement with surprise, that there was no statutory responsibility on any public department of State, for the efficient watching of the coast of this country.—("Shame.") When they considered these things, and the mixed up jurisdiction with regard to this coast watching, they must come to the conclusion there was something very wrong.—(Hear, hear). Reference had been made to the inquiries. To give them an example of the muddled manner in which these things were conducted, he would explain that those inquiries, ordered by the Board of Trade, were presided over by a local magistrate, who was assisted by Admiralty assessors, who were in the majority on the Bench. Practically that meant they took steps to inquire into the efficiency of men paid who were by the Admiralty, and the gentlemen they set over them to be their judges were also paid by the Admiralty. He did not for one moment say the distinguished Admirals who came down on these inquiries from time to time did not do their duty, but he did not think a public department a proper department to judge of its own efficiency, and he agreed with Mr. Whitehead's remarks in regard to the unlikelihood of these inquiries being of much good. The Gonlaze had been mentioned in a letter read at that meeting. He remembered that well, and there was no doubt in regard to the Gonlaze flares were used, and the circumstance under which those men met their death sent a thrill of horror throughout the whole of North Devon. They remembered the poor fellow who climbed up the cliffs, to be found dead in a field at the top, and another poor fellow's body was washed ashore and found, when still warm, by a little child. Then what had they in regard to the Thistlemore? They had coastguards at Hartland, Clovelly, Peppercombe, Westward Ho, Appledore, Saunton, and Croyde, taking them all round the bay; coastguards at Lundy, and a Board of Trade station at Morte-hoe, with coastguards at Ilfracombe and lifeboats at Clovelly, Appledore, Braunton, and Ilfracombe. With all that a steamer came into that small bay and was wrecked, whilst rockets were sent up, according to the evidence given, and flares were shown, but 21 lives were lost, with all that expense of maintaining the coastguard and lifeboats! He did not for one moment reflect on the courage and bravery of the Clovelly lifeboat crew.—(applause)—and it would not be in his mouth to say for one moment that any coastguard had been guilty of dereliction of duty.

DRASTIC CHANGES NECESSARY.

He was not there to attempt to make a scapegoat of any particular man or class of men, but they were met to attack the system, and to try to remedy that system.—(Applause). He ventured to say drastic changes were necessary.—(Applause). There they lived practically on the seaboard. They were proud of the fact they had supremacy of the sea, and were never tired of singing "Britannia rules the waves," and in addition to that he ventured to say they were honestly proud of the great merchant service which belonged to the country. After referring to the value of that service, the hon. member said he did so not by way of boast, but to put before them that if they were going to have a really effective system of watching in the country it would cost a large sum of money, and would mean a considerable charge on the National Exchequer. But they would have to consider, and the country would have to consider, whether they were going to allow terrible calamities such as had just happened in Barnstaple Bay, or whether, having regard to their pride in their merchant navy, they were going to be prepared to pay for a national and effective system of coast watching.—(Voices: "Pay.") He thought they would be prepared to pay, if the matter were put before them, and to do that he suggested the formation of an association for the more effective watching of their coasts. It would be the duty of the members of that association to get subscriptions together, and arouse feeling all over the country, and he thought there was a lot of work in front of them. The object of that association would be to obtain a Royal Commission to inquire into the matter, and to go into the jurisdiction of the Admiralty and the Board of Trade

COMMITTEE FORMED.

On the motion of Mr. T. GOAMAN, seconded by Mr. G. W. VINCENT, the following committee was formed in connection with the matter:—The Mayor of Bideford, Messrs. E. J. Soares, G. Borwick, H. N. G. Stucley, S. Fulford, C. S. Carnegie, Rev. M. D. Dimond-Churchward, A. J. Duncan, J. C. T. Heriz-Smith, T. Pollard, Rev. W. Sealy, Capt. Whitfield, Capt. Dark (Instow), F. Lee, G. N. Tucker, P. Parsons, Capt. Prideaux Brune, Dr. Valentine, Rev. G. Scholey and T. H. Kelly, with power to add. Mr. W. T. Charlewood was appointed hon. secretary. Letters supporting the movement were received from Rear-Admiral Smyth, Col. Temple, Col. Wilson-Hoare, Mr. H. Grant, whilst Rev. E. K. Botwood, vicar of St. Mark's Victoria Park, London, offered to provide watchers on his own account for Westward Ho! until something further could be done. Col. Wilson Hoare sent a contribution towards the fund being raised for the expenses.

PROTEST OF NORTHAM COUNCIL.

At a meeting of Northam Urban District Council on Thursday, the Chairman (Mr. S. Fulford, c.c.), said he thought it their duty as a public body to make their protest against the insufficient watching of the coast.—(Hear, hear). Therefore he moved:—

That the Northam Urban District Council strongly urge that measures may be taken without delay to secure an efficient watch, with proper means of communication, being kept along the North Devon coast for vessels in distress, the Council being convinced that the lack of such watch occasioned loss of life in past years, and also the loss of many lives on the foundering of the Thistlemore on the 3rd inst., lives that it is fully believed could have been saved had the Clovelly lifeboat been informed of this in time; and that copies of this resolution be sent to the Prime Minister, the President of the Board of Trade, and Mr. E. J. Soares, M.P., with the request that they will do their utmost to remedy the present state of affairs, which is considered by the whole neighbourhood to be a disgrace to the country.

Col. BENNET, seconding, referred to the terrible tragedy which had happened on their coast, and said the whole thing appeared to him to be due to want of efficient watching, and he was sure if there was any way in which they could supplement the coastguard at time of emergency there were hundreds of men in that place who would willingly lend their services for such a purpose. If there was any difficulty in increasing the coastguard to their proper establishment they might do something in that way.—(Hear, hear).

Mr. P. K. HARRIS said they did not know whether the present Government would go in again or not, and he suggested the resolution should at the same time be sent to the Hon. A. J. Balfour.—This suggestion was agreed to, and with the addition the resolution was unanimously adopted.

STIRRING APPEAL BY CAPT. YEO.

Captain Yeo, of Exeter, late in command of the Thistlemore, writes to us as follows:—"3rd December, 1909, 9-45 p.m.—Police Northam, Devon, wires, Thistlemore wrecked Bideford Bay, all hands supposed lost, four bodies washed ashore at Northam. Please send someone to identify them. Please proceed there and wire us fully, am informing police that you are coming."

"Such was the telegram I received. I accordingly proceeded to Northam, to find that the fine steamer I had previously commanded had got into difficulties during the hurricane of the previous night, when only a few miles off Hartland, and lights in houses on shore quite visible to those on board. Although rockets were continually sent up, and flares burnt from midnight to 6-30 a.m., no one saw them till the latter hour, when the lifeboat was promptly launched, and put out, but—it was too late!"

"Twenty-one precious lives were lost, after a hard struggle for life, and after waiting hours for a rescue from the sea."

into, and that your member of Parliament be asked to attend.—Yours faithfully,
J. HITCHINGS.

The following was also read:—

Bude, December 8th, 1909.

Dear Sir,—I am glad to see you are convening a public meeting to protest against the deplorably inefficient system of "look-out" around this coast, and hope your continued agitation may bring about a better state of things. A native of Bude assured me to-day that he saw signal rockets on the night or rather early morning, the Thistle-mor was lost, when on his way from Clovelly to Bude, and when about Baxworthy Cross, or along there. He arrived home about two o'clock, and reports it was a terrible night. Evidently he saw the signal rockets several hours before the unfortunate steamer foundered.—Yours faithfully, W. Banbury.

Lifeboat Secretary's Explanation.

Mr. H. C. WHITEHEAD, as local hon. secretary of the Lifeboat Institution, said he would like to make a public explanation on a subject upon which there appeared to be an extraordinary amount of misconception, viz., that the Lifeboat Institution were in any way answerable for the watch kept around their coast. He thought they would agree with him that it would be obviously unjust to divert funds subscribed by a charitable public for the provision and up-keep of life-boats and stations, to maintain a large army of men to help as watch round the British Isles.—(Hear, hear). Referring to the Board of Trade's inquiries into the loss of the Phyllis Gray and Madeline, he asked them what was the result? Absolutely nothing was done, and the only information elicited was that the primary duty of the coastguard was to put down smuggling, and not to keep watch round the coast for the purpose of reporting vessels in distress.—(Shame). But it was elicited also that the very obvious duty of reporting vessels in distress had crept into the duties of the coastguard since the Royal National Lifeboat Institution came into existence. Personally, he was of opinion there was not a single coastguard on their coastline who would jeopardize his position to such an extent, or would be so inhuman, as not to report a vessel in distress, provided he saw it, and the Lifeboat Institution was very deeply sensible of the very great assistance it had always received from the coastguard at different periods of its existence. But the bottom of the whole difficulty lay in the fact that for the sake of economy the Government had cut down the coastguard to such an extent as to render it practically a negative quantity.—(Hear, hear, and "No, no.") But they could not lay all the blame of this on the coastguard. It was, as he had constantly said, the system which appeared to him to be wrong. There were several would-be subscribers to the Lifeboat Funds who this year had withheld their subscriptions under the impression that the Lifeboat Institution was responsible for the look-out round the coast. Mr. Whitehead went on to detail the circumstances upon which they did sometimes on rough nights put on a watchman on their own. There the power was given to the coxswain of No. 1 Lifeboat at Appledore, and on Thursday night they had a watchman on the whole night. The present state of things he characterized as not only a scandal, but a national disgrace.—(Applause).

MR. SOARES, M.P.

Mr. E. J. SOARES, M.P., said there they belonged to no political party, but to the party of humanity, and they were going to do what in them lay to remedy the existing state of things. He would like to explain that at present the coast watching was managed by two departments—the Admiralty and the Board of Trade—and the coastguards were under the Admiralty, and in the event of great public international commotion, or in the event of war, could be at once removed from their posts and taken to their ships. The duties of those men, as appeared from various departmental reports, were to protect the revenue and man the war stations round the coast, but the Admiralty denied, and always had denied, that it was part of their duty to keep an effective watch on the coasts. The Board of Trade arranged for and looked after those stations in which life-saving apparatus was kept. But he wanted them to observe, and he was certain many would hear

of the duty of the members of that association to get subscriptions together, and arouse feeling all over the country, and he thought there was a lot of work in front of them. The object of that association would be to obtain a Royal Commission to inquire into the matter, and to go into the jurisdiction of the Admiralty and the Board of Trade. Such a commission would thoroughly investigate the whole matter. As a result of the Royal Commission he hoped they would be able to get the responsibility once and for all put upon some great Government department, so that when things went wrong they would know whom to attack and whom to go for. If they proceeded in the way he thought, out of evil would come good. If they were successful in obtaining a Royal Commission and the appointment of one ultimately led to the necessary legislation, then that meeting would not have been held in vain. He proposed:—

That this meeting hears with dismay the unsatisfactory system of coast watching for which, apparently no authority accepts responsibility, and pledges itself to take every possible means to put an end to the present state of affairs.

RESOLUTION SECONDED AND CARRIED.

Mr. GEORGE BORWICK seconded the resolution, and said how deeply he sympathised with the relatives of the unfortunate men who had perished in the Thistle-mor disaster. It was one of those sad cases which had occurred all too frequently on the North Devon coast, and it was all the more regrettable because such a great loss of life might have been avoided. He expressed the greatest admiration for the Clovelly Lifeboat crew, who did all they could in the circumstances, and he felt much credit was due to the men of the Arndale, who saved nine lives.—(Applause).

Mr. H. N. G. STUCKLEY, supporting, referred to Mr. Soares' remarks in regard to the inquiries, of one of which he was one of the magistrates appointed by the Admiralty. He agreed to a great extent with what Mr. Soares said with regard to the utility of these inquiries but he did not know that he agreed with him altogether that it was the fault of the composition of the court, but rather that they were tied down to a few limited points on which they were to report. Consequently, the report was not as long as the public in general expected. Mr. Soares was right in his description that the coastguard's duty was not connected primarily, at any rate, with watching the coast, and he thought the present idea was rather to group them in signal stations, and to make them into efficient coast watchers. He went on to criticise the position of the "look-out" hut at Hartland, which only gave a limited view, while the station at Hartland Quay, which was an ideal place, no longer existed. He did not sneer at the agricultural labourers placed on the look-out at Hartland, but they were not the same for that kind of work as trained seamen. He had no doubt that in other places there were plenty of coastguards who had very little to do, and would be much better employed at such dangerous positions as theirs. He heartily hoped that that would be the last time they would have to meet together to make a protest without anything coming of it.—(Applause).

Mr. S. FULFORD said that to witness the pathetic scenes which he had at Northam in connection with the wreck, and to know the cause, was enough to make an Englishman's blood boil. He urged that all possible influence should be brought on headquarters to prevent a recurrence of such a calamity, but, if no notice was taken, he believed they could form a band of volunteers, who would watch over the safety of their brothers in danger on the deep.—(Applause).

Mr. P. K. HARRIS (Appledore) supported the motion.

The Rev. R. W. SEALY (Abbotsham) said that one of the best methods for shelving a question was to relegate it to a Royal Commission. Something should be done while the Commission was sitting. If it was not the coastguard's duty to watch at present, it should be made part of their duty until legislation on the matter was instituted.

Mr. KELLY (of the Shipwrecked Mariners' Society, Appledore) thought there were many wealthy shipping owners in the Bristol Channel who would subscribe a sufficient amount to provide a watch for the coasts.

The MAYOR then put the resolution, which was carried unanimously.

Although rockets were continually sent up, and flares burnt from midnight to 6-30 a.m., no one saw them till the latter hour, when the lifeboat was promptly launched, and put out, but—it was too late!

"Twenty-one precious lives were lost, after a hard struggle for life, and after waiting hours for a response from shore to their appeals for help. But none came! The ship sank, carrying with her these noble men, making many deceased wives widows, causing sorrowful homes, and fatherless children in many families, and all through a neglect of the authorities to maintain a proper organised system of look out and patrol of our coasts by our coastguards.

"Once the coastguard warned the lifeboatmen that a ship wanted assistance, it would have been sent, and in this case all hands would, I am firmly convinced, have been saved. And this scandalous neglect of coast patrol, which one naturally thinks devolves on our coastguards, has been going on for years! And this, despite the many lives which have been lost, and which might have been saved; despite the Coroner's comments and juries' verdicts, expressing disgust at the existing apathetic look-out; and despite Board of Trade inquiries and appeals to the Board of Trade to remedy this grievance! Now it is admitted to be a national scandal, and must be remedied!

"Shame on you, mighty England! Mistress of the seas, you who are practically dependent for your very existence on your mercantile marine to allow this scandal to go on, and take no notice of it!

"You police your streets, but you can't your coasts. You can keep look-out for smugglers, which you never find, for that day is practically past, and you ignore the liability to appoint a look-out for our seamen in distress!

"My sad and painful mission is about over. It has lasted about a week, and I only wish that those responsible to the State for this grave scandal could have gone through it with me, and then, perhaps, they would realise what is expected of them, and what they are paid to do.

"The telephone and telegraph have been continually bringing me messages of another body washed ashore, anxious inquiries from relatives and friends, notices to attending for identification and inquests and burials. Then there has been the writing to relatives and friends. It has been such an experience that I feel it a duty to give publicity to it; gruesome as it is, in the hope that, by doing so, some change may take place in the present disgraceful state of affairs.

"In this beautiful neighbourhood of Kingsley's fame, and the birth-place of Amyas Leigh—of whom every boy loves to read, and whose daring exploits, as recounted in Westward Ho! has inspired many a fine boy to take to the sea as a profession—has occurred a calamity without parallel in the knowledge of the oldest inhabitant, and which, as admitted by all practical men who know the facts of the case, could have been avoided. The sad circumstances connected with this catastrophe will assuredly dampen the ardour of many youthful aspirant of the sea, and cause him to fear it. 'The powers that be' wonder why there is such a decline of British sailors in the merchant marine!

"I wonder when these 21 are added to the already long list of victims of this vicinity whether the toll of life will be sufficiently heavy to warrant an inquiry, and to effect a reorganisation of the coastguard service?

"Readers, had I the means and time, I would readily go further into this matter. I think you all agree that this is a question beyond any party or creed. I trust that the weighty, fearless and noble comments made by the Coroner at the various inquests of these poor victims, and the beautiful and eloquent appeal made by the clergy of Northam, both in the Church and at the graveside, and this appeal of mine, will stir you to approach those that are in the position to demand from the proper authorities a thorough and efficient look-out and patrol of our coasts, and by so doing lend a helping hand to try to rescue our sailors in distress.

"Yours truly,
"S. J. Yeo."

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Funeral of the Captain.

The funeral of the Captain of the Thistle-mor, Mr. J. Anderson, whose body was washed up on Saunton Sands, took place on Wednesday at Braunton, the remains, which were enclosed in a handsome polished oak coffin, with brass mountings, being interred in the churchyard. The Vicar of Braunton (Rev. E. R. Gotto) officiated at the service, which was of a simple character, but attended by a large number of local mariners. The principal mourner was Capt. Yeo, late of the s.s. Thistle-mor, who represented the owners and the survivors of the crew, as well as the widow, who was too overcome by her loss to attend, and there were also at the graveside practically the whole of the local captains who were at home, including Capt. G. G. Clark, Heath, F. Drake, Hammond, W. Drake, J. Ayer, J. Watts, J. Hartnoll, W. Chichester, Drake (Wrafton), Messrs. Frank-pitt, Manaton, &c. The breastplate was inscribed: "J. W. Anderson, who was drowned in Barnstaple Bay, December 3rd, 1909, aged 41 years."

The following is a list of the wreaths sent: "To my darling husband, from his sorrowing wife" (this being a beautiful wreath with a dove attached); "To dearest father, from his sorrowing children: Elsie, Stewart, Dora, Jackie and Winnie"; "With deepest sympathy, from the Chairman and Owners of the steamship Thistle-mor"; "God bless our sailors who do business on the mighty deep"; "With our heartfelt sympathy, from the school children of Braunton"; "A token of sympathy and deep regret, from the sailors of Wrafton"; "With deep sympathy, from all the sailors of Braunton"; "In deepest sympathy, from Mr. John Passmore"; "With deepest sympathy, from the inhabitants of Braunton (per J. Y. Tucker)"; "With deepest sympathy, from Mr. Tydmer," and "With deepest sympathy," from Mr. Luscombe, and many individual mariners brought flowers.

Officer's Body Removed.

The body of Mr. T. Ireland, one of the officers of the Thistle-mor, was removed from Northam to St. Helen's, Lancashire, for burial on Wednesday, Mr. Charles Ireland (brother) and Mr. John Bate (brother-in-law), taking charge of the remains.

VOLUNTARY WATCHING FORCE.

At Northam on Thursday the following notice was published:—

WATCHING THE COAST.

Parish of Northam.—A band of volunteers called "Watchers of the Coast" is being enrolled for immediate service, pending an official action of the Government and the county authorities. Men over 20 years of age are requested to enrol themselves without delay. Names may be

given to Rev. E. K. Botwood, 8, Bay View-villas. The organisation is under the patronage of the Vicar of Northam, Major-General Desborough, C.B., and other gentlemen of the district.

PORT SANITARY AUTHORITY'S RESOLUTION.

Barnstaple Port Sanitary Authority, at its meeting on Friday, unanimously resolved, on the motion of the Chairman (Mr. G. C. Davie), seconded by Mr. J. U. Fulford (Bideford):

That this authority desires to draw the attention of the Board of Trade to the necessity for providing some better means of watching our coasts for the saving of life in cases of shipwreck.

THE COAST WATCHING.

PRESS COMMENTS.

"Western Morning News."

It is a poor excuse to say that the lights were supposed to be signals for a pilot. . . . Certainly it is quite time that some marked and effectual step was taken to prevent further failures of the kind. Neither men, nor machinery should be spared where the safety of life is concerned, and the strong feeling that has been aroused in North Devon by these repeated instances of the ineffective character of the arrangements for watching the coast should lead to a determined movement for reform. The officials need to be shaken out of their indifferent attitude in regard to these sad disasters, and we trust the whole of the Westcountry members, as well as the members for shipping constituencies throughout the kingdom, irrespective of party, will bring resolute pressure on the Government to take such steps as shall prevent such heart-rending incidents in future.

"Exeter Gazette."

It is time for everyone to agitate for an effective watch being kept on the exposed and dangerous coast along Bideford Bay. Real work must be done. There is no room for any false pretences.

"Daily Mail."

No wonder that intense feeling has been aroused among the population of the North Devon Coast, that historic breeding ground of English sailors.

"South Wales Daily News."

There can be no doubt that the present system calls for drastic reform.

GENT'S SUITS to measure. Hundreds of patterns to select from. Prices from 21s. upwards. Satisfactory style and fit guaranteed. Ask to see patterns at Herbert Elli's The Tailor and Outfitter, Bideford. a3790

A SHIPPING VIEW.

"THE PRICE OF ADMIRALTY."

In a comment under the heading: "Sham Coast-Watching," "The Shipping Gazette" says:—

We can scarcely wonder that intense indignation reigns in North Devon. The wrecked steamship Thistle-mor burned rockets and flares from midnight until daybreak, but no help came, and twenty brave mariners now lie under the turf, a solemn protest to high heaven against the awful inadequacy of our coast-watching arrangements. The Clovelly lifeboat men, it seems, rely on the coastguard for warnings. They got none from the coastguard respecting the Thistle-mor but they did get advice—when it was too late from a civilian. The coastguard at Peppercombe says that at 4 a.m. he saw a number of flares. They were "unusual" but he could not make them out as signals of distress. He rang up the coastguard at Clovelly, who told him to ring up again if he saw any more. He did see some more. At 5 a.m. he tried to ring up Clovelly again, but failed. He could have warned Clovelly by flare, but he was still not sure that the signals were an indication of distress. Besides, "he would only have been adding more agony to the men in their extremity."

It is fortunate that they have coroners in North Devon who are not content with platitudes. One of them expresses the view that "there will be no alteration until a Board of Trade President is drowned in the Bay." Another coroner says that previous Board of Trade inquiries have been perfectly useless, and that the matter has got to be an absolute public scandal. We agree with the Coroner. We are all sick of these terrible consequences of a divided duty. If the coastguard, with its primary duty to the Admiralty, cannot, will not, or must not fulfil the task demanded of it by the Board of Trade, then the Board of Trade must do its own coast-watching. There is no need to drown Mr. Winston Churchill if only he will agree to reduce the "price of Admiralty," which in this case exacts the terrible penalty of twenty souls, to say nothing of widows and orphans.

Continued on Pages 3 and 8.

ADVICE TO MOTHERS.—Are you broken in your rest by a sick child suffering from the pain of cutting teeth? Go at once to a Chemist and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor sufferer immediately. It is pleasant to taste, it produces natural quiet sleep by relieving the child from pain and the little cherub wakes up as bright as a button. Of all Chemists, 1/1½ per bottle.

Short Special List of "Ye Olde Xmas Cheere."

This can be obtained at

"Man wants but little here below,
But wants that little guid."

Couldridge's Wine and Spirit Vaults,

BIDEFORD BAY WRECK.

THRILLING RESCUE WORK.

GALLANT LAD SWIMS OFF WITH ROPE FOR HELP.

THE INQUESTS.

LOOK-OUT SYSTEM STERNLY CRITICISED

AMAZING ADMISSIONS.

THIRTEEN FUNERALS AT NORTHAM.

TOUCHING SCENES.

CLERGYMAN'S OUTSPOKEN PROTEST.

The Sunderland steamer *Thistle-mor*, which left Cardiff on Thursday, December 2nd, bound for Capteown with 3,000 tons of coal, foundered as was reported last week in the terrific gale in the early hours of Friday morning. Her signals of distress were sighted by the Captain of the steamship *Arndale*, of Whitby, which vessel hove to and managed to save ten men who put off in a lifeboat, but one—a fireman—died almost immediately after being taken on board the *Arndale*. The other twenty hands, including the Captain, went down with the vessel. The Captain's body was recovered on Braunton Burrows, and most of the others on Westward Ho! Sands. At the inquest at Northam on Wednesday, it transpired that the blue flares from the *Thistle-mor* were seen by the Coastguard, but were not recognised as signals of distress.

SWAM WITH LIFE-LINE.

Mr. D. Rees, Coroner, held an inquest at Barry Dock on Monday evening respecting the death of George Woodburn, one of the crew of the steamer *Thistle-mor*, who was killed when being rescued from the sea by the s.s. *Arndale* on Friday morning.

Mr. J. J. Handcock, who represented the owners of the steamer, expressed on their behalf sympathy with the relatives of the deceased. "I can scarcely say (added Mr. Handcock) how much I appreciate the gallant

How many times did you see it?—Twice, at four o'clock on Friday morning, with an interval of about five minutes.

Did you see any rockets?—No, sir; had I seen rockets I should have been convinced they were signals of distress.

A flare is a signal of distress, is it not?—When all the rockets are expended it may be.

Did you communicate what you had seen?—I reported it to Clovelly at 4-15; it took me about a quarter of an hour from my look-out to the telephone.

Did the message get through all right?—Yes, sir, at that time.

Did you see signals after that?—Yes. When I rang up Clovelly and conversed with the watchman, we differed on points whether they were signals of distress or not. Then it took me 15 minutes to go down again to my look-out. Then I saw the lights again in the same direction, several times.

What did you think it was then?—I could not make any more out of them than I did at first. They were flare-ups with bluish lights. I went to telephone again, and could not get anyone.

You could telephone both ways?—It was not necessary. It is often an interruption in the wires. Sometimes we get Bideford Post-Office at the same time we want to get Clovelly. You could not get Clovelly?—No, sir.

Replying to further questions witness said at six o'clock he called his relief and consulted about the lights. There were only seven occupants at Pennercombe, and he did not

where the telephone was, and could have heard the bell. He only heard it ring the once. He did not use the telephone again until late in the morning, when it was all right. The Coroner: It righted itself?—I cannot say.

Witness said he came off duty at five.—Replying to the foreman, witness said there were places where a vessel would have to be 3 miles off to be seen from Clovelly, and although the station was 300 feet above the Red Lion, it was possible to look along the cliff from the Red Lion in a way which they could not look down over the cliff from the look-out.

Mr. Friendship: Practically your look-out station is like the Westward Ho! coastguard reported his was, in the wrong place?—It is not for me to say that.

In answer to other questions witness said he should be calling the life-boat every half-hour sometimes if he reported pilot flares to them, and it was very hard to distinguish when they were a long way off.

Coastguard Now, recalled, said he did not report the telephone out of order or log it.

Coastguard Richard Booth, on duty at Hartland Point from 12 midnight to 5 a.m., said he saw no signals of distress not rockets, and no flares. At one in the morning he saw a passing vessel's mast-head light. He had no telephonic communication. Morte was open to that look-out.

Coastguard James Gardner, who relieved the last witness, saw nothing, and only heard of the passing mast-head light of the steamer reported.

Evidence of the recovery of the bodies was then given.

Coroner's Scathing Comment.

The Coroner, summing up, said they had certainly been more enlightened by the evidence of the Coastguard at Peppercombe, who saw the flares, and, as he had told the jury, communicated to the coastguard at Clovelly what he had seen. "Then he returned to his post, saw them again, attempted to communicate and told them he could not get through, but the telephone appeared to have got into working order again later. It was bad enough to think, as they did the other day, that these signals of distress had not been seen, but it was more terrible to think they were observed, and then no help was forthcoming as the result of that observation.—(Hear, hear.) They had heard that the life-boat went out as the result of being called by a private individual, and was practically only a few minutes too late to have probably saved the whole of these twenty lives. It could have been only a matter of a few minutes as they had it from the coxswain, and one of the survivors getting aboard the *Arndale* saw the lifeboat coming, which was just when the other vessel had gone down. He was glad to see the public were taking the matter up, for it got to an absolute public scandal to think that vessel after vessel came down there, sending up the very best and most approved signals of distress—not one or two, or three, but dozens, and for hours—and nothing came

Verren, Glover, Shortridge, Ridge, Shute, Crang, Babb, Tatem, Schillers, Lewis, Day and Fredk. Tanner.—Messrs. W. Glover and T. Ridge, of Bideford, were the undertakers.

There was a crowded congregation, and large numbers could not gain admission to the Church. Nearly all the seamen who were in port at Appledore attended, and those who were away were represented by their wives. Owners and crews of the Bideford Fishing Fleet were also present, and many other seafaring men walked out from Bideford.

Rev. Preb. Dimond-Churchward, Vicar, conducted the service at the Church. In the course of an address, he said that was one of the most solemn moments of his life. During the forty years he had been Vicar of that Parish he had never known such a terrible result of a storm as that which had happened during the past week. Many lives had been lost since he had been Vicar of that parish, an unnecessary number it seemed to him rather, and this case was the saddest of all. The lives had been cut off suddenly and unexpectedly of the young men whose bodies lay in the yard. Dealing with the uncertainty of life, the preacher urged that now, as the tick of the clock recorded those solemn moments, was the accepted time. They stood face to face with their Creator, and looking on a scene which would never be forgotten.

Other clergy officiated at the gravesides, the bodies of Foster and de Lean being buried together in one grave in the higher part of the Churchyard, and the other three, comrades in death as in life, in one grave in "The Sailors' Ground," where so many storm victims lie at rest, both sites overlooking the bay and within hearing of the sea beating on the Pebble Ridge beneath. The chief mourners were Mr. M. Wawn (superintendent of the Albyn Line), with whom walked Capt. Yeo, of Exeter, the late Captain of the *Thistle-mor*, Chief Engineer Stephenson, the only officer of the ill-fated vessel to be saved; Apprentice Minto, also one of the survivors; Mr. Jas. E. Foster, brother of the second engineer; Mrs. Chambers, the mother of his fiancée, from Sunderland; J. Vowell, of Sunderland; and two brothers of the young man Ayrtton. Among the local people present was Mr. S. Fulford, c.c., Chairman of Northam Council; Major Lindsay, Capt. Whitefield (Bideford), Hutchings and Serbe; the Rev. W. Burton (Congregational Minister, Appledore), Messrs. T. H. Kelly (Appledore, representing the Shipwrecked Mariners' Society), Harvey (Sailors' Rest, Appledore), J. Prance (harbour-master, Bideford), Lieut. Newcombe, R.N., J. Payne, R. M. Esdaile, Puncher, Stanbury, Hislip, Mr. and Mrs. Baxter, J. B. Penhollow, Bailey, Hocken, Yeo, Cawsey, Barrett, Barber, Griffiths, Craver (2), Lewes, J. H. Cole, J. Uren and Schillers.

A handsome wreath bore the inscription, "With deep sympathy and regret, from the Chairman and Owners of the Albyn Line (Limited)," and on the graves of the second engineer and steward were placed beautiful floral wreaths and crosses with inscriptions which read: "To Alf, from his broken-hearted

Elliott's

CARRIAC

HIGH-CL

Official Repa

Funeral of the

The funeral of the Captain, Mr. J. Anderson, washed up on Saunton S. Wednesday at Braunton, were enclosed in a hanc coffin, with brass mount in the churchyard. The

crew of the steamer Thistle-moor, who was killed when being rescued from the sea by the s.s. Arndale on Friday morning.

Mr. J. J. Handcock, who represented the owners of the steamer, expressed on their behalf sympathy with the relatives of the deceased. "I can scarcely say (added Mr. Handcock) how much I appreciate the gallant and successful efforts of the Captain and crew of the Arndale in effecting the rescue of nine men."

Walter Crober, a fireman, one of the survivors, said they left Cardiff about 8 o'clock on Thursday morning, and about 2 o'clock encountered rough seas. He was relieved from his watch below about midnight, and, with Turner, tried to get on deck. About 4 o'clock they were all summoned from below to put their lifebelts on, and between 6 and 7 o'clock they were requested to launch the port lifeboat. As they made the first attempt a wave came and smashed a portion of the side of the boat. The engineers put a patch of zinc on the boat, and 15 of them got into her. Captain Anderson, the master, and others were standing by a dinghy ready to be launched. They only rode the waves for 2½ minutes before being capsized. They never saw the other boat. It could not have been launched. Out of the 15 men in the boat, 10 or 11 came to the surface, including the chief engineer. They all clung to the keel of the upturned boat, and when they had been washed about 250 yards from the ship the messroom steward dropped away. Witness saw him giving up, and cried, "Hold on." "I cannot, I have cramp," came the reply. Before the Arndale could get near them Clement Busher, one of the crew, said he would carry a rope to the Arndale by swimming. When he got off, however, a wave turned him over, and he then saw that the boat had capsized, and letting go the rope, he was able to catch a line thrown from the Arndale. The captain of the Arndale manœuvred his vessel to get near them. When they got near the Jacob's ladder they were hauled on board one after the other. This task took them about one and a half hours to accomplish. The last he saw of the deceased man Woodburn was when he was on the side of the small boat. Witness was the third man rescued and he became unconscious after being dragged on the deck of the Arndale.

Swam with a Life-Line.

Clement Busher, the young sailor referred to by the last witness, said that they had great difficulty in getting the boat away from the side of the Thistle-moor. When he saw there was no chance of getting sufficiently near the Arndale, he jumped into the sea with a line from the boat in order to try and swim near enough to the steamer to catch any line thrown from that direction. As he was lifted on the top of a wave he looked around and saw that the ship's boat had capsized. Then he thought his plan useless, and struck out for himself. He caught a line from the Arndale, and was hauled on board her an hour before the whole of the nine men were rescued from the water. Woodburn was clinging to the upturned boat on the side that was washed against the steamer, and in that way

was rescued. It was not necessary to get Clovelly. Sometimes we get Bideford Post-Office at the same time we want to get Clovelly. You could not get Clovelly?—No, sir.

Replying to further questions witness said at six o'clock he called his relief and consulted about the lights. There were only seven occupants at Peppercombe, and he did not know what good it would have done to have knocked up civilians; he would only have been delaying his time at the look-out.

The Coroner: But you had seen all you wanted to; and could not get through on the telephone. Couldn't you have asked someone to run and give information?—I know people are very apt at running.

There are hundreds of men on this shore who would have run if there were lives to be saved.—(Hear, hear).—I ran myself through water to deliver my message. You must not think we are asleep. I oppose that being said of the look-out on the coast.

I am not saying anything against you.—But it is said in the papers the coast has no look-out. I say I was looking out and saw the flare up.

Yes, you saw it. You didn't try to telephone back this way?—It was no use.

Couldn't they have sent help from Appledore?—I can't see it, sir.

Witness added that when he went off he lay down with his clothes on, thinking his relief might report to him, and he should be on the alert.

Questions were put by the Foreman (Mr. S. Fulford), as to whether the Appledore Post-Office was in communication, and Commander Clive said he knew nothing about that. The post-office at Barnstaple was on with Lundy because that was also the telegraph service.

Mr. W. H. Friendship (a juror): to Noaw: Don't you think it was your duty to have insisted upon some assistance being sent?—I cannot give you any decided answer to that. I ask if it was your duty?—It was my duty to deliver my message.

The Duty of the Coastguard.

Is your station provided with any other means of communication if the telephone fails, such as rockets?—Yes, I have rockets.

Did you send any up?—I don't know that it was of any use.

What was the use of people burning flares if no response was given?—I saw the flares, first of all. I don't know what distance they were, but if they were within a mile I should have burned a blue light.

I take it it is the duty of the coastguard or any individual to give some information which would relieve those sufferers?—If I had burned a blue light, I should only have added to their agony.

I say your duty was to see that assistance was sent to those shipwrecked creatures. That either by road or telephone the boat should have been warned.—The best thing they can do then is to provide me with a horse and saddle.

I should have run had I been there.—I am a mile from a farmer's house.

Mr. Friendship added that they had had it from the coxswain of the lifeboat that had

come down. It was just as well that the other vessel had gone down. He was glad to see the public were taking the matter up, for it got to an absolute public scandal to think that vessel after vessel came down there, sending up the very best and most approved signals of distress—not one or two, or three, but dozens, and for hours—and nothing came of them. They might just as well carry a box of sulphur matches on board as carry these signals if no notice was to be taken of them. The sailors did not send up these rockets like a Crystal Palace display for their own amusement, but to save their lives. But he thought it had got to such a pass that the public were thoroughly roused, and were determined that something should be done. They wanted no more inquiries which led to nothing—they were sick of red tape inquiries—but he was pleased to say Mr. Soares had asked leave to come there that day, and to render any assistance possible in his power.

Royal Commission to be Asked For.

They had already begun to move at Bideford, where a movement was on foot for a very large meeting to be held to-day to ask, not for a public inquiry, but for a Royal Commission. And when a Royal Commission was moved there was generally something at the end of it. There were some influential men concerned when a Royal Commission got into working order. There would be over 100 members of Parliament invoked, and every person connected with shipping would be asked to join in and make their voice heard, so that something might be done to get a proper system of watching on their coast.—(Hear, hear). He hoped everyone there would endeavour to take up the movement started at Bideford. Let them go in their hundreds, and let their voices be heard this time. It was no use gently scratching at the door; they must use some harder methods.

The Coroner intimated that Mr. Soares would, if the jury wished, assist them in their rider, and at the jury's desire the hon. member accompanied them to the retiring-room.

Coastguard Protest.

Commander Clive, before the jury retired, said he understood the Coroner to say the Phyllis Gray showed signals of distress. That was never proved. It was also stated by the Coroner that the Madeleine came ashore without being seen by the coastguard. That was not proved.

The Coroner said he had no inquest in the case of the Madeleine.

Commander Clive: That was stated at your inquest. She did not come ashore without being seen, and the Phyllis Gray was not proved to have shown signals.

The Coroner: We had it a light was seen. Commander Clive said the Board of Trade inquiry showed the lights were those of men working on the Madeleine. There was so much feeling being brought up against the coastguard on this matter that he must say what he could for them.

The Verdict.

The jury, after a retirement, returned a verdict of "Found Drowned," and the Fore-

man, Mr. Soares, said he was glad to see the public were taking the matter up, for it got to an absolute public scandal to think that vessel after vessel came down there, sending up the very best and most approved signals of distress—not one or two, or three, but dozens, and for hours—and nothing came of them. They might just as well carry a box of sulphur matches on board as carry these signals if no notice was to be taken of them. The sailors did not send up these rockets like a Crystal Palace display for their own amusement, but to save their lives. But he thought it had got to such a pass that the public were thoroughly roused, and were determined that something should be done. They wanted no more inquiries which led to nothing—they were sick of red tape inquiries—but he was pleased to say Mr. Soares had asked leave to come there that day, and to render any assistance possible in his power.

Clergyman's Appeal.

Standing at the graveside of the three men, and concluding the solemn ceremony, the Rev. E. K. Botwood said: We have buried to-day men who have lost their lives, and we are bound to say we cannot but believe that those lives need not have been lost. We are face to face with this fact, that there were watchers placed where they could not see. We are face to face with the fact that there is a lifeboat over there (indicating with a sweep of the hand the Appledore lifeboat house), that in certain gales is practically useless. We are face to face with rumours that one of those poor fellows buried the other side of the Church might possibly have lived if there had been means to restore him immediately he was recovered from the sea. Our duty, then, is plain. We must insist that such a thing shall not happen again. If we can fix responsibility for the future watching of the coast, then perhaps these poor fellows that lie here will not have died in vain. By the memory of broken hearted wives, by the memory of poor fatherless children, by the words that met my eyes on a wreath as I passed up the Church—"From a broken-hearted girl"—by all the sorrow that we feel because of those who have passed away, let us remember that it is our part and duty to see that the present state of things be remedied.

Although the Rev. gentleman's words but echo the general sentiment, solemnly uttered as they were to a congregation of upwards of two thousand people under such circumstances, with the open graves before them and the scene of the wreck before their eyes, and the mortuary still filled with dead but a few yards away, they created a profound impression.

After the funerals Mr. Wawn, who is on his way abroad, thanked the people of Northam and neighbourhood through the Vicar for their sympathy and kindness to all who had suffered by the disaster. The funerals were carried out by the Albyn Line.

The funerals of a further eight victims of the Thistle-moor disaster took place at Northam on Thursday, and were marked by a renewed expression of sympathy by the inhabitants. The impressive service was conducted by the

The funeral of the C mor, Mr. J. Anderso washed up on Saunton Wednesday at Braunto were enclosed in a ha coffin, with brass mou in the churchyard. Tl (Rev. E. R. Gotto) off which was of a simple c by a large number of principal mourner was s.s. Thistle-moor, who re and the survivors of th widow, who was too c to attend, and there w side practically the who who were at home, in Clark, Heath, F. Dr Drake, J. Ayrrer, J. W Chichester, Drake (Wra pitt, Manaton, &c. inscribed:—"J. W. drowned in Barnstaple 1909, aged 41 years.

The following is a list: "To my darling husbar wife" (this being a be dove attached); "To his sorrowing children—Jackie and Winnie"; pathy, from the Chairm steamship Thistle-moor sailors who do business. "With our heartfelt school children of Bra of sympathy and deep r of Wrafton"; "With c all the sailors of Braur sympathy, from Mr. Joh deepest sympathy, fro: Braunton (per J. Y. deepest sympathy, fro: "With deepest sympa combe, and many indivi flowers.

Officer's Body.

The body of Mr. T. officers of the Thistle-m Northam to St. Hele burial on Wednesday, (brother) and Mr. Joh taking charge of the re

VOLUNTARY WA

At Northam on Thu notice was published:—

WATCHING T

Parish of Northam ters called "Watche being enrolled for pending an official ac ment and the count over 20 years of age a themselves without del

CL

him out of the water with a boat hook. When he last saw the Thistle the dinghy was half-way out over the davits.

The Coroner said they had heard a very thrilling story, and he thought the experience would long remain in the memory of the witnesses.

The jury returned a verdict that Woodburn was accidentally killed whilst being rescued from the sea, and highly commended the gallant action of Busher in attempting to carry a line to the Arndale to try and save his comrades.

The Coroner (to Busher): The jury have passed a resolution unanimously to commend you for your splendid pluck in what you did on this occasion. I quite agree with it, and I think you deserve all praise it is possible to give you.

Mr. S. J. Handcock concurred, and Busher, a young Wexford man, modestly said, "Thank you."

COAST WATCHING.

JURY CONDEMNS THE SYSTEM.

CORONER'S COMMENTS.

A second inquest on further bodies recovered from the foundering of the s.s. Thistle was held at Northam, in the Working men's Club, by Mr. Geo. W. F. Brown, North Devon Coroner. The inquiry was attended by Mr. E. J. Soares, member for the Division; Commander Chive, in charge of the Coastguard of the district, Ilfracombe; Preb. M. D. Dimond Churchward, Vicar; Mr. W. J. Barnes (Clerk to Northam Urban Council), and the Coroner intimated that he should have additional evidence as the coastguard on duty that night had been called. Local interest in the disaster was maintained, and there were many mariners present. The inquest was on the bodies of Arthur Carr, third engineer; Geo. Wm. Smith, apprentice; F. Samartina, fireman, and W. Barney.

Blue Flares Noticed.

Coastguard Thomas Noaw, stationed at Peppercombe, was first called, and said he went on duty at 12 o'clock on Thursday night. Nothing was reported to him then, and he was on duty until 6 on Friday morning. During the night he saw signals, but not recognised signals of distress.

The Coroner: What signals did you see?—A flare, the colour of a coastguards' blue light.

Another juryman: And this man saw the flares two hours before?

The Coroner: Can your station communicate by flare which can be seen by the coastguard at Clovelly?—That all depends.

Depends whether they are looking out, I suppose?—That night when a shower came on you could not see anything.

Do you think when there was not a shower they could see it?—Yes.

Had you done that that would have called the Clovelly man's attention to the fact that, not getting you on the telephone, there was something wrong?—I did not think it was necessary.

When you got through before on the telephone, what was the reply you got?—I said the lights were unusual, and was told if I saw any more to let him know.

What was wrong with the telephone?—I cannot tell.

Who put it right?—I cannot tell that.

I suppose you do not know whether the telephone was out of order or whether there was no one there to answer you?—I cannot tell.

Flares Hard To Distinguish.

Coastguard Harry Geo. Flint, who was on duty at Clovelly at midnight, said he got a telephone communication from the last witness at 4.30 a.m. by their clock. He was informed there were two blue lights, and witness said he had not seen anything, and it might be a boat coming up and signalling for a pilot, but if the Peppercombe man saw anything more to let him know at once. Witness said he would ring up Hartland Point, and he was on top of the tower 20 minutes, but could see nothing, and so thought it was a vessel wanting a pilot. He did not ring up Hartland Point as he did not think it necessary. A boat burnt a flare for a pilot, and it was hard to distinguish sometimes. That was generally the place vessels would be taking on pilots, whose boats would be under the lee of Lundy. He kept a look-out that night, and saw nothing but the steamers' lights lying under Lundy, which he could see between the showers. He saw no rockets. A vessel must have been a long way down to have fetched back where she was at four in the morning. A vessel might be well clear of Hartland Point, and they would not be able to see her from Clovelly, because the trees at Gallantry Bower would be between them. He did not know the telephone was out of order at 5, and he was on top of the room

steps were not taken to make known the fact to the lifeboats at an earlier time by someone who should have been responsible. They thought the strongest representations should be made about the watching and the insufficiency of men to do the work. The present death roll should stir the authorities into doing something. It is very distressing that these signals should have been given for hours, and that they should be seen at 4 o'clock, but a civilian gave the call for the lifeboat. The jury were fully of opinion that had the lifeboat gone an hour before—and she would have gone if called—every man would have been saved. It was most regrettable that with three lifeboats in the neighbourhood and coastguards from Hartland Point to Morteh, these terrible things constantly occurred in the bay.

A VILLAGE OF MOURNING.

THIRTEEN FUNERALS AT NORTHAM.

IMPRESSIVE SCENES.

"OUR PLAIN DUTY."

The little village of Northam, overlooking Bideford Bay, has during the past week been a scene of mourning unparalleled since the great storm of fifty years ago. Almost every blind was drawn and everyone who could reverently attended the funerals of thirteen of the unfortunate victims of the loss of the Thistle. Other bodies came in while the sad ceremony of the earlier interments was proceeding. Those who were buried on Tuesday were Alfred Reuben Foster, second engineer; Joseph de Leau, the steward and J. Ayrton, J. McAndrew, and James Benjamin Fuzzard. The coffins, covered with the Union Jacks and handsome wreaths and crosses, were carried on hand biers from the mortuary to Northam Parish Church, where the first part of the burial service was impressively conducted by the Vicar (the Rev. Prebendary Dimond Churchward), assisted by the Rev. J. F. Anderson (Westward Ho!) and the Rev. E. K. Botwood (Vicar of St. Mark's, Victoria Park, London).

The bodies were enclosed in coffins of pitch-pine, with oak mouldings and brass mountings, and were borne to their resting place by Messrs. Cock, Littlejohns, Friendship, Brooms,

charge at Westward Ho!), and Rev. E. K. Botwood (London). The coffins, covered with flags, on which were placed wreaths sent by the relatives the owners of the vessel, and local sympathisers, were placed along the two aisles of the church. Several relatives of the deceased were present, including Capt. W. Carr (Sunderland), father of the late third engineer; Mrs. Mr., and Miss Smith (London), mother, brother and sister of the deceased apprentice; Mr. R. R. Foster (Sunderland), and Mr. A. Lewis (Gosforth), brother and brother-in-law of the late chief officer; Mrs. Nicholson, aunt of the late fourth engineer, and a cousin; Mr. J. Lee, father of one of the sailors; and Captain J. Yeo, representing the owners and survivors. The bodies, which were buried in two graves, in what is known as the "sailors' corner," of the graveyard, which overlooks Barnstaple Bay, and in which there are gravestones recording many sea tragedies, were those of Chief Officer T. Foster, Third Engineer A. Carr, Fourth Engineer P. Nicholson, C. Kyellin (carpenter), J. Lee, W. Varty, G. R. Smith (apprentice) and F. Samartina.

At the grave side the service was taken part in by the Vicar and Rev. E. K. Botwood, and there was hardly a dry eye amongst the multitude present when the Vicar concluded the touching ceremony with the words:

"I pray the God of all mercy and love, to comfort and cheer those who have been bereaved by the loss of those whom we have lain in their graves to-day."

Among the many wreaths sent were those from Capt. A. Haig, Sunderland, Mother and Dick, Maud and Ali, "His Broken-hearted sweetheart, Hannah," Gerty and Tom, "Kind remembrance from an old friend," Ralph and Flossie, Mrs. Hall and Mrs. Lander (Sunderland), "With deepest sympathy from Ethel and Charley Kenhy" (Gosforth), Mr. and Mrs. Hope and family (Sunderland), which were placed on the coffin of the deceased T. Foster; "To Arthur, with deepest sympathy, from Mr. and Mrs. Hodgson and family," "To Arthur, with deepest sympathy, from mother's father and brothers," which were placed on the late A. Carr's coffin. Among other wreaths besides those of the owners of the line, on whose behalf a wreath was placed on each coffin, were many from relatives of the deceased sailors, Mr. and Mrs. Bennett, of Grange Crescent, and "With deepest sympathy, from a friend at Appledore."—The funerals were carried out by local undertakers.

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