



# **Nine drowned, fifteen saved : the life savers reach Mataafa.**

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ONE CENT

## DULUTH EVENING HERALD.

ONE CENT

TWENTY-THIRD YEAR.

WEDNESDAY, NOVEMBER 29, 1905.

(ON TRAINS, FIVE CENTS.)

NOON EDITION.

# NAIVE DROWNED FIFTEEN SAVED

## THE LIFE SAVERS REACH MATAAFA

**The Men In the Forward House  
Were Found Alive.**

**Men In Stern Quarters Had  
Succumbed to Elements.**

Overcome by exhaustion and a long winter's night of exposure to the icy spray and the biting winds which swept over the lake, nine members of the crew of the steamer Mataafa have met their death in the waters of Lake Superior.

Fifteen of their comrades are now safe ashore and resting beneath piles of warm blankets in an effort to recover from the effects of the terrible experiences of the night.

The nine men who were drowned were those who remained in the rear part of the vessel. All of those who were forward at the time the boat struck and the three who ran forward during the afternoon were saved.

Those who were lost are: William Most of Cleveland, the chief engineer; Claude Farrington of Cleveland, the first assistant engineer; James Early of Buffalo, second assistant engineer; William Gilchrist of Winton, Ont., oiler; Carl Carlson of Chicago, oiler; Henry Wright of Cleveland, steward; Walter Bush of Amherstburg, second cook, and an unknown fireman and deckhand, who shipped at Conneaut.

They were in the after part of the ship when it struck, and failed to get forward. The unknown fireman was the man who was three times washed overboard in an effort to reach the forward part of the vessel, and who then gave up the attempt and returned to the stern.

The three men who made the trip forward safely were Charles Byrne, Fred Saunders and Herbert Emigh. Emigh, the second mate, led the way, and Saunders followed him. The unknown fireman followed and Byrne was in the rear. Byrne tried to assist the fireman, but he had all he could do to save himself from being washed overboard.

"Every wave that came along would sweep my feet out from under me," said Byrne this morning. "I saw the fireman having a hard time of it, and saw him go overboard, but I could do nothing to save him. I had a lot of trouble to keep from going overboard myself. I don't know the name of the fireman. He had just shipped with us, and I had not known him very well."

The stern of the vessel gradually settled during the night, and the nine men who occupied it were either drowned like rats in a hole, or swept from the exposed parts by the waves. The upper parts of the stern were exposed to the full action of the waves, which swept over it completely, and human flesh and blood could not withstand such exposure during a night like last night.

Lying under piles of warm, woolen blankets, sipping hot drinks and puffing at black cigars, the fifteen survivors of the wreck are rapidly recovering from the effects of the terrible night.

The men who are saved are: Capt. G. Humble, First Mate Wallace Brown, Second Mate Herbert Emigh, Fireman Charles Byrne, Fireman Axel Carlson, Wheelman James Hatch, Porter Fred Saunders, Wheelman George McClure, Seaman Lee Yates, Watchman Ernest Dietz, Watchman Grantley West, Fireman Edward Coulter, Seaman Harry Larson, Seaman Louis Yates, and an unknown fireman.

"This is the first thing I have had to eat with the exception of one meal, for thirty-six hours," said Mr. Hatch, as of a hot drink in his bed between the S. S. Louis hotel. "We had dinner yesterday, but nothing to eat since then."

"There is not a great deal to tell about last night, but I wouldn't care to go through it again very soon. We

## THE DEAD.

WILLIAM MOST, Cleveland, chief engineer.  
CLAUDE FARRINGER, Cleveland, second engineer.  
JAMES EARLY, Buffalo.  
WILLIAM GILCHRIST, Winton, Ont.  
CARL CARLSON, oiler, Chicago.  
HENRY WRIGHT, steward, Cleveland.  
WALTER BUSH, second cook, Amherstburg.  
Fireman and deckhand, names not known, shipped at Conneaut.

## THE SAVED.

CAPTAIN R. F. HUMBLE.  
WALLACE BROWN, First Mate.  
HERBERT EMIGH, Second Mate.  
JAMES HATCH, Watchman.  
GEORGE McCLURE, Wheelsman.  
AXEL CARLSON, Fireman.  
CHARLES BYRNE, Fireman.  
ERNEST DIETZ, Watchman.  
LEE YATES, Seaman.  
FRED SAUNDERS, Porter.  
GRANTLEY WEST, Watchman.  
EDWARD COULTER, Fireman.  
HARRY LARSON, Seaman.  
LOUIS YATES, Seaman.  
Seaman, Unknown.

went up forward to the wheelsman's room and into the vestibule the noon until we were forced out by the water. Then we went up to the captain's room and stayed there all night. We kept stamping around all night to keep from freezing.

"This morning we went down to the wireless room and the captain lighted a hot drink in his bed between the S. S. Louis hotel. We had dinner yesterday, but nothing to eat since then."

Fred Saunders, the porter, was one of the men who made the trip forward.

"I thought I was gone several times," he said from the bed beside the one occupied by Hatch. "Several times I got against tattered from the full force of the waves, but the spray would blow over us. If you don't believe it look at our clothes."

The water would come over my feet, out from under me, and I would be hanging by my hands. Four times when I reached the forward part of the ship I was washed overboard.

"This morning we went down to the wireless room and the captain lighted a hot drink in his bed between the S. S. Louis hotel. We had dinner yesterday, but nothing to eat since then."

"I was in the engine room when the boat struck," he said. "I heard a thud, and then the engines started to whirr around, and I knew the wheel was

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## THE EDENBORN GOES ASHORE

**Steamship Is Stranded on Split Rock, Near Two Harbors.**

**Mariposa For Which Fears Were  
Felt Arrives In Port.**

Still another steamer is ashore near the head of Lake Superior. This is the steamer Edenborn of the Pittsburgh Steamship company and she is ashore at Split Rock just the other side of Two Harbors. The Edenborn was towing the barge Maderia and it is not known what has become of the latter, although it is possible that she has cast anchor and held. If not she is either drifting about the lake or is also a wreck on some part of the shore not yet heard from.

Fear was entertained for the Mariposa, but she got in this morning and is therefore safe. The Lafayette and consort, the Manila, have not yet been heard from and fear is entertained for their safety, as they were due here Tuesday night.

H. H. Brown, local manager for the Pittsburgh Steamship company, is swamped with inquiries over the succession of disasters which have befallen the fleet of his company and is very anxious over the fate of others of the line.

But little has been learned of the Edenborn, as to the condition she is in or the fate of her crew. It is believed, however, that at least some of the crew have reached land and will be in Duluth some time today. Then it will probably be known what has become of the Maderia.

The William Edenborn is 300 feet long with a beam of 52 feet and a depth of 30 feet. Her tonnage capacity measures 5,910 gross and she is one of the largest and finest steamers on the lakes. It is feared that she will prove a total loss as she was coming up light for ore and will, therefore, be the more easily pounded to pieces on the rocky coast of the north shore with the swell that has been running.

The Mariposa is one of the largest tow barges on the lakes and measures a tonnage of 5,039 gross, is 436 feet long, 50 beam and 24 feet deep.

A. J. Talbot is master of the Edenborn and J. H. Dissette is master of the Maderia.

## NASMYTH RIDES OUT THE STORM

**Barge Off Eighth Avenue  
East When Daylight  
Broke.**

When the people of Duluth arose this morning—most of them got up early for the purpose—the first sight taken was to discover the condition of the Mataafa and the second was to see where the barge Nasmyth was. It was a great relief to all to discover that both were at least above the surface of the lake as yet.

The Nasmyth seems to be holding her own in the rough sea, and it is likely that if the dead swell which is now settling on the lake, permits it, a tug will be sent out to tow her into port some time today.

The Mataafa, when she started to move, was held in the harbor, but this morning she had moved out about opposite Sixteenth Avenue and he pointed to a heap of soggy garments lying in the middle of the foggy water.

Charles Byrne, a fireman, was also in the same room thawing out his numbed limbs.

"I was in the engine room when the boat struck," he said. "I heard a thud, and then the engines started to whirr around, and I knew the wheel was

## MARKETS OF TODAY

**determining lines for interests if important was very dull. The May option opened 5c higher at \$54c, advanced to \$55c and closed there. There was nothing doing in December.**

**Flax was a little firmer. November was up 4c to \$1.00c. December 5c to 97c, and May 4c up at \$1.02c.**

**Boston copper stocks were quite firm this morning. North Butte opened at \$1.30 and 6c was added, which was active at yesterday's closing prices and Black Mountain was 95c bid.**

**New York, Nov. 29.—Opening prices in the stock market showed many changes, however, very confined to the department of specialties. Amongst these Virginia-Carolina, the common road 15, Colorado & Southern, the Reading, 14, were active. Woolen lost 14, Shoe-Shefied Steel and Tennessee Coal and Iron gained a point. Menard, the Railroads, 14, were active. Rio Grande preferred fractions. There was subsequent reaction which reduced the loss in gain and also modified some of the losses.**

**CHINA TO FORM SQUADRON.**  
London, Nov. 29.—The Shanghai correspondent of the Morning Post, says it is reported that China has decided in addition to her Peking and Nanyang squadrons, to form a third squadron which will be composed of two battleships and a number of gunboats and torpedo boat destroyers.