

## DREADFUL SHIPWRECK.

WRECK OF THE "CATARAQUI,"  
EMIGRANT SHIP OF 800 TONS.

### 414 LIVES LOST.

It is our painful duty to lay before our readers the melancholy particulars of the total wreck of the emigrant ship *Cataraqui*, upon the west coast of King's Island. We gather the particulars from the *Port Phillip Herald* of the 13th September, which journal acknowledges the chief mate of the vessel, Mr. Guthrie, as the author of the sad account.

"The *Cataraqui*, Captain C. W. Finlay, sailed from Liverpool on the 20th April, with 360 emigrants, and a crew, including two doctors, Mr. C. Carpenter, and Edward Carpenter, (two brothers,) of forty-six souls. The emigrants were principally from Bedfordshire, Staffordshire, Yorkshire, and Nottinghamshire. About 120 of the passengers were married with families, and in all seventy-three children. Nothing particular occurred until about a fortnight prior to the 4th August, with the exception of the weather being boisterous, with a strong gale of wind from the north west to the south west, and incessant rain. On the night of Sunday, the 3rd of August, or 20-21 in the evening, the ship was hove to, and continued laying to until three o'clock on the morning of the 4th. At half-past four, it being quite dark and raining hard, blowing a fearful gale, and the sea running mountains high, the ship struck on a reef situate on the west coast of King's Island, at the entrance of Bass' Straits. No opportunity had offered for taking an observation to enable the captain to ascertain the ship's course for four days prior to the ship striking; and from the dead reckoning kept, it was presumed that the vessel was in 141° 22' east longitude, and 39° 17' south, which would make her between 60 or 70 miles from King's Island. Immediately the ship struck, she was sounded, and four feet water was in her hold. The scene of confusion and misery that ensued at this awful period, it is impossible to describe. All the passengers attempted to rush on deck, and many succeeded in doing so, until the ladders were knocked away by the workings of the vessel; when the shrieks from men, women, and children from below were terrific, calling on the watch on deck to assist them. The crew to a man were on deck the moment the ship struck, and were instantly employed in handing up the passengers. Up to the time the vessel began breaking up it is supposed that between three and four hundred were got on deck by the extraordinary exertions of the crew. At this time the sea was breaking over the ship on the larboard side, sweeping the decks, every sea taking away more or less of the passengers. About five a.m., the ship careened right over on her larboard side, washing away boats, bulwarks, spars, a part of the cuddy, and literally swept the decks. At this critical period the captain gave orders to cut away the masts, hoping the vessel might right to enable the crew to get on deck the passengers left below. The masts were forthwith cut away and everything done that could, under the circumstances, to get the vessel upright, but it was all to no purpose. At this time the passengers below were all drowned, the ship being full of water, and the captain called out to those on deck to cling to that part of the wreck which was then above water, till daylight, hoping that the spars would

be of some service in making a breakwater under her lee, and thus enable the survivor to get on shore in the morning. As the day broke we found the stern of the vessel washed in, and numerous dead bodies floating around the ship—some hanging upon the rocks. Several of the passengers and crew (about two hundred altogether) were still holding on to the vessel—the sea breaking over and every wave washing some of them away. Thus those who were able continued to cling to the wreck until about four in the afternoon, when she parted amidships, at the fore part of the main rigging, when immediately some seventy or a hundred were launched into the tumultuous and remorseless waves! The survivors on the deck still, however, continued to exert themselves to recover back all they could; but many of them were dead, although but momentarily immersed. Ridge lines also were stretched along the side of the wreck, to enable them to hold on.—The remains of the upper deck now began to break up and wash away. The survivors now began to collect bits of rope, so as to construct a buoy, with the view of floating it on shore, and thus enabling one of the crew to land. This measure would have enabled them to save the lives of at least a hundred; but notwithstanding every effort, the buoy could not be got nearer than twenty yards from the shore, owing to its getting entangled with the sea-weed on the rocks, and there was no one on shore to catch it, and secure it on the sand. The fury of the waves continuing unabated, about five o'clock the wreck parted by the fore-rigging, and so many souls were submerged in the wide waters, that only seventy survivors were left crowded on the fore-castle! The buoy rope was then hauled on board to rig life lines and lash the survivors, who were then clinging to the wreck. Thus the sea breaking over them, the winds raging, and the rain continuing heavy all night, the poor survivors continued clinging to the vessel's bow. Numbers died and fell overboard, or sank and were drowned at the places where they were lashed. As day broke the following morning it discovered only about 30 left alive—the survivors mostly dead through exhaustion and hanging where they were lashed. The previous evening the quarter boat (the only remaining one) was attempted to be launched, into which the boatswain and doctor (Charles Carpenter,) with four of the crew got, but she immediately capsized and all were drowned. As the morning rose the sea was making a clean breach into the fore-castle, the deck of which was rapidly breaking up. About this time, whilst numbers were helplessly clinging to the bows and continually dropping off without the possibility of succour, the captain attempted to reach the shore, but was unable, and with the assistance of some of those who were able regained the wreck. The lashings of the survivors were now undone in order to give them the last chance of life. Mr. Thomas Guthrie, the chief mate, now on the sprit sail yard, was washed out to the

bowsprit; he saw the captain and second mate and steward clinging at the bows, with about 18 or 20 only left alive, amid a host of dead bodies on the fragment of the wreck. Mr. Guthrie was driven to a detached part of the wreck, but soon found it was impossible to live with such a sea breaking over, seized a piece of plank under his arm, and leaping into the water was carried over the reef, and thus got on shore. He found a passenger who had got ashore during the night, and one of the crew (Robinson) who got ashore in the morning. John Roberts, a seaman, plunged in when he saw the mate ashore, and partly swimming and partly driven reached the land. Five other seamen followed, and got ashore dreadfully exhausted. Almost immediately afterwards the vessel totally disappeared.

immediately afterwards the vessel totally disappeared. Thus, out of four hundred and twenty-three souls on board, only nine were saved. The names of the saved are—Mr. Thomas Guthrie, chief mate; Solomon Brown, emigrant; John Roberts, able seaman; William Jones, ditto; Francis Millan, ditto; John Simpson, ditto; John Robertson, ditto; Peter Johnson, ditto; William Blackstock, apprentice. They had neither food nor drink from the time of the ship striking to the Tuesday afternoon, when they found one small tin of preserved fowl, after eating which they went and laid down in the bush, having got a wet blanket out of the water for their only covering and being almost quite destitute of clothes. The beach was strewn with pieces of the wreck and portions of dead corpses in horrible profusion. After a vain search for water, and being unable to find any more survivors, they slept that night in the bush. The following morning they found a cask of water ashore, but were unable to get means to make a fire. However, about nine or ten o'clock in the forenoon, they observed a smoke, which presuming they were on the main land (according to the captain's calculation) imagined it was a fire of the natives. However, they shortly saw a white man approaching them, who turned out to be Mr. David Howie, residing upon the island. It seems Mr. Howie and Oakley, with one black, perceived there was a wreck on the coast through seeing portions of wreck, and most humanely arranged to instantly reconnoitre the whole island, and fortunate, indeed, was it for the poor exhausted and benumbed survivors, to whom he instantly afforded fire and food, and constructed a shed against the weather. As Mr. Howie's boat was wrecked, there was no possibility of leaving the island. The party therefore constructed a hut and remained five weeks, during which time they were most hospitably provided for by Mr. Howie and his party, according to their means; the supplies having to be carried forty miles over a most difficult road. Last Sunday (September 7th) they saw the "Midge" beating for the island; they immediately signalled her by a fire, and from her received every assistance. The "Midge" took them off the island with much difficulty, by means of Mr. Howie's whale-boat, on Tuesday last, and they arrived in Hobson's Bay at half-past ten this day.

Throughout the whole of these trying events, the survivors give all praise to the captain and crew for their exertions; it was not until hope was utterly extinguished that they left the vessel. Mr. Guthrie, the mate, also, is warmly commended. It was to his encouragement that most of the seamen saved ascribe the saving of their lives in the manner above-mentioned. They employed themselves in burying the dead bodies they picked up as far as was possible, the mangled condition of many of which it is too painfully horrible to describe; and they speak in the most gratified manner of the exertions of Mr. Howie and his party of sealers, who reside upon King's Island.

The survivors also particularly wish to express their public thanks to Messrs. Fletcher and Croley, owners of the "Midge," for their promptness in attending to the signal upon the island, and themselves incurring risk in waiting to fetch them off. Most of the ship's papers and the mail (except thirty-five letters) are lost.

Captain Finlay, who was a native of Dublin, has left a wife and two children in Liverpool to lament their loss.

We have been favoured by Dr. Patterson, the Emigration Agent, with a list of all the passengers, with the exception of eight or nine, whose names it was impossible to make out correctly, the paper from which they were compiled being partly in a mutilated state. We subjoin it here, together with the vessel's cargo:—

The vessel was commanded by Captain Finlay, and was accompanied by Mr. Howie, Mr. Oakley, and Mr. Blackstock.

Thomas and Ann Allen and four children	Robert and Agnes Woods and seven children
William and Ann Allen and two children	Elizabeth Woods, single
L. Appleby, single woman	Ann Irwin, single
Ann and Harriet Arnold, do	William and Sarah Isard and four children
James Burke	Patrick Jones, single
Peter Burke	Isabella Kingston, single
W. and Mary Bennett and four children	Mary King, single
James Baxter	M. A. Loveridge, single
S Baxter	John Loveridge, single
Samuel and Elisa Bennett	Patrick and Catherine Maginn and seven children
Page and Charlotte Bennett	Bridget and Michael Maginn, both single
William and Hannah Bishop and two children	Anthony and Edith Mary and nine children
Joshua Black, single	John Miller, single
Patrick & Catherine Black and five children	Benjamin & Mary M'Caffry and seven children
Mary Ann Booth, single	Mary and Susan Caffry, both single
John and Mary Brady	Mary and John M'Quillen, both single
Solomon & Hannah Brown and four children	William, Ann, and Bernard M'Donald, all single
Patrick Brothers, single	Jacob and Eliza Newall and one child
Edward & Elizabeth Burke and three children	James Oliver, single
Becher and Elizabeth Bushby and six children	John and Ann Paterson and five children
Samuel Bushby, single	Amos and Fanny Pearce and seven children
Margaret Campbell, single	Thomas and Elizabeth Pettigall and one child
Benjamin and Sarah Couter and four children	Miles Quin, single
Robert and Mary Chuck and one child	Patrick Reilly, single
Susan Chuck, single	William and Mary Rowbottom and two children
Jonathan and Anne Julia Clarke and one child	William and Fanny Rutter and two children
Thomas Collins, single	John and Hannah Ryman and three children
William Condell, single	James and Hannah Rollins and six children
James Cook & Anne Cook and three children	Ephraim and Sarah Safford and four children
Wm. and Anne Cook and six children	John and Sarah Savings and three children
Joseph and Martha Cotterell and two children	Charles and Rebecca Knott and seven children
John and Rebecca Copeland and five children	James and Martha Sherby and two children
John Cremotord, single	Elizabeth Sheridan, single
George and Ruth Daisley	W. and Deborah Simmons and seven children
Gilbert and Ann Daisley and two children	Catherine, Mary, and Rose Smith, all single
Thomas and Jane Dawson	Thomas and Susan Smith and one child
Mary Duffy, single	Catherine and Dennis Sullivan, both single
Bridget Duffy, single	Joash Smith, single
Mary Fitzpatrick, single	H. and Mary Tegart and seven children
George and Anne Finding and one child	Margaret Tegart, single
Stephen and Hannah Floyd and two children	William and Sarah Todhill and four children
George and Mary Folis and six children	William and Maria Waldock and four children
Emanuel and Mary Ann Franklin and two children	Emily Walton, single
Edward and Anne Gardiner and seven children	Charles and Mary Ward
John Gilmore, single man	George and Elizabeth Watts
Elizabeth Gilmore, single woman	Margarat Williams, single
Thomas Gray, single	Thomas Whelan, single
Mary Gray, single	Thomas and Ann White and one child
William Green, single	John and Eliza J. White
Isabella Ann Houghton, single	
Helen Houghton, single	
William and Ann Hay	
Joseph and Ann Herbert and three children	
Robert and Emma Hows	

and three children

Robert and Emma Howe  
and two children

Joseph and Mary Hodgins  
and five children

Jane Hopkins, single

Thomas Hopkins, single

James and Elizabeth Hig-  
nell and two children

one child

John and Elisa J. White

John and Jane Woods and

seven children

Mary Woods, single

William Woods, single

W. and M. A. Woods

The following is the cargo—500 tons coal (for Lima,) 18  
tons slates, 22 hogsheads rum (the Captain's own,) 18 quarter  
casks wine, 2 casks nails, 500 three-inch deals."

\* Mr. Howe's party wish to have it notified, that they are in the habit  
of making one steady fire if they wish to get assistance; but if they wish  
to warn a vessel of danger, they make a range of fires.