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Complete Story of Wreck of Prinz Joachim

(Special Service Cable)
[By Direct W. I. Co., via Bermuda.]
Nassau, New Providence Island, Bahamas, Nov. 24.—The Ward line steamer "Seguranca" arrived here late yesterday afternoon, bringing the eighty-four passengers and the mails of the stranded steamship "Prinz Joachim," of the Hamburg-American line.

Among the passengers are Colonel William J. Bryan, his wife and grandchild.

The transfer was made without accident about nine o'clock Wednesday night at Atwood Key, where the Prinz Joachim struck the rocks at twenty to four on Wednesday morning.

The vessel has four fathoms of

water under her bow, and five and a half under her stern.

The "Seguranca" was the first craft to go to the aid of the distressed vessel. Later the steamship "Olinda" arrived and stood by.

No details of the damage done have been made known here.

The United States gunboat "Peoria" left the naval station at Guantanamo, Cuba, to render what assistance she could as soon as she received word of the accident.

Passengers Reach Jamaica

Learning that the passengers of the stranded Hamburg-American steamer Prinz Joachim would be arriving at Port Antonio yesterday morning, and that arrangements had been made to bring them over to Kingston by special train, a representative of the "Gleaner" went out by the first train to meet the party, and to get from them an account of the stranding of the popular liner.

Our representative boarded the special at Richmond station, and the first person he met was Mr. Thomas M. Burke, J. P., of this city, and head of the firm of Eustace Burke & Bros.

Whilst greeting the pressman, a big, clean-shaven man came up to the doorway of the carriage.

"Let me introduce you to Mr. William Jennings Bryan," said Mr. Burke, and the newspaperman was soon shaking hands with the silver-tongued orator of the west, whose name and fame are well known here.

Mr. Bryan has been a prominent figure in the political life of America and has also attended gatherings of international importance all over the world, delivering addresses of the greatest originality, power and attractiveness.

Mr. Bryan Interviewed

Mr. Bryan readily responded to the Gleaner representative's request for an account of the stranding, and seating himself in a corner in the carriage, he told the following story:

"We left New York a week ago yesterday, a very happy party. We were wrecked on Atwood Key on Wednesday morning last, at 3:45.

"We were all awakened by the jolt of the vessel getting on the reef, but it was soon seen that we were not in immediate danger. It was impossible for the vessel to sink, and it was not likely for her to turn over. We were also cheered by the fact that the island was not far away.

"The captain lost no time in lowering the life-boats and had a line out to get us off if necessary, whilst he used the 'wireless' to call for relief.

"New York responded to our appeal first, which surprised us, for it was some 800 or 900 miles away. Six other stations along the Atlantic and Cuban coasts responded, but we got no answer from vessels for several hours. The anxiety which was felt as we waited for morning light, and without any assurance that there was a ship near by, impressed on our minds the necessity there is for two wireless operators on vessels instead of only one. Where there is only one operator he must have approximately a third of his time for sleep, and that means, during that time, his ship can not hear calls for help. By agreement the time from 1:30 to 6 a. m. is used by the operators for sleep, and it so happened that our wreck occurred in the midst of that period.

"Our passengers were unanimously of opinion that the law should require the employment of two operators on each ship, and I find that the ship's officers and the wireless operators share in that opinion.

"In our case the danger was not immediate, and therefore the delay did no harm; but it is easy to

imagine a case where a delay such as we experienced in getting word to another ship might mean the loss of all on board.

Assistance Obtained

"The first ship that answered our call was 80 miles away; but before it started for us we found a ship nearer—the 'Seguranca' of the Ward line, Captain Jones commanding. He responded immediately on our message reaching his vessel, and came to our rescue at about 2 o'clock.

"The sea and the wind rose during the day, and the waves were running quite high when we were transferred—so high that the ship had to remain out several miles from us, and we had to be taken to her in open boats, one of the most exciting bits of our experience.

"The 'Seguranca' took us to Nassau, where we were transferred to the 'Vigilancia,' another Ward line boat, commanded by Captain Curtis, which brought us on over here.

"We learned the next morning that a number of the men who had brought us over in the life boat had not succeeded in getting back to the Joachim. This was the most distressing feature of the wreck, but we heard on Saturday morning that one of the missing boats was picked up the day after the transfer, and the remaining members of the crew were rescued by a Cuban vessel, so that now all are accounted for. When all of the narrow escapes are considered, it is remarkable that no lives were lost. Captain Curtis came near enough to the wrecked Joachim to secure the baggage, which came as a glad surprise to all of us.

"On Saturday afternoon the passengers held a Thanksgiving service in the parlor of the 'Vigilancia.' The exercises opened with the reading of the XXIII Psalm in concert—the

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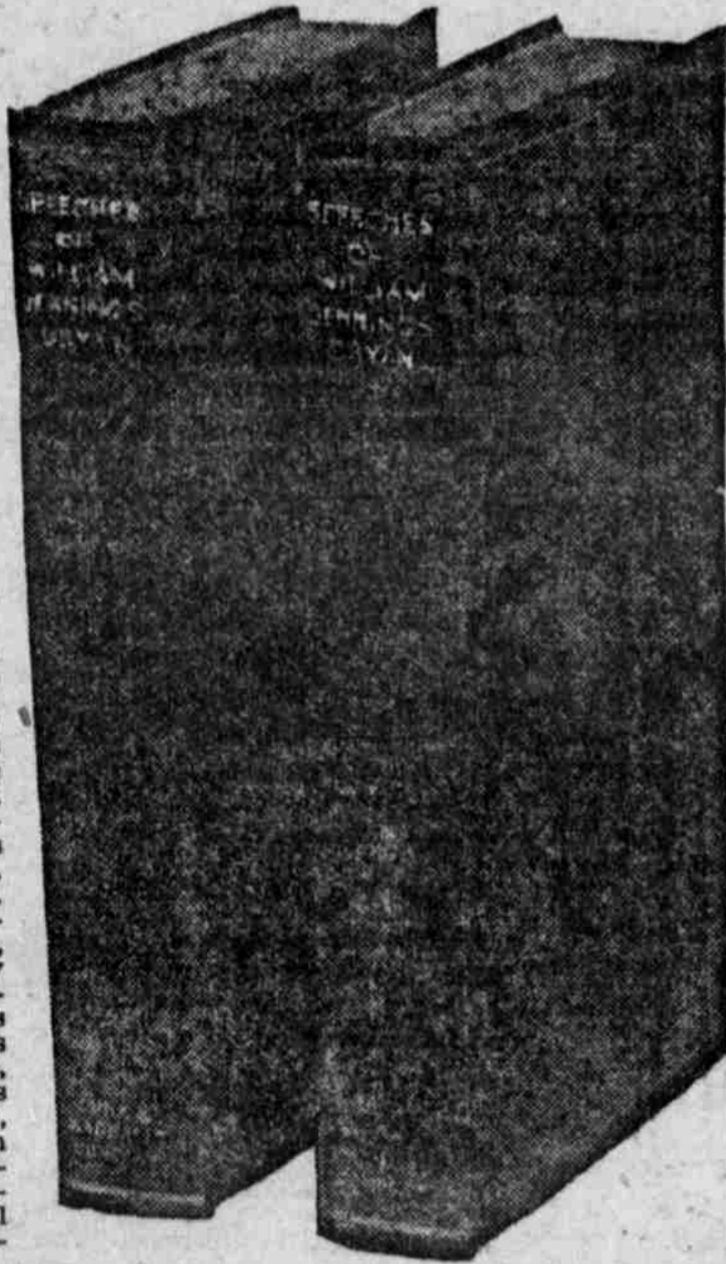
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