

Lord is my shepherd; I shall not want,' and our voices blended in unison over the fourth verse, 'Yea, though I walk through the valley of the shadow of death, I will fear no evil.' Then followed several solos by members of the party, the entire company joining in singing 'Nearer My God to Thee.' The exercises closed with the Lord's Prayer and the Doxology.

"During the day funds were raised for the seamen who had endured special hardships, and for loving cups for the three captains.

"The passengers appreciated very heartily the courtesy extended by the captains, officers and crew of the three vessels, and they feel that they were fortunate in that the vessel was so situated that they had time for escape. And the circumstances which have attended the rescue, have been as favorable as could have been desired. The passengers appreciate, also, the interest that the Hamburg-American company has taken in them, and they are grateful to the Ward line for its prompt and hearty co-operation.

"We do not know anything about the condition of the vessel, but we all sympathize deeply with Captain Fey, who attached all the passengers to him by his untiring efforts on their behalf. We hope that some good will come out of the wreck.

Lessons Taught by Disaster

"There are three lessons which in the judgment of the passengers the disaster ought to teach. The first has been already mentioned, viz., that there should be two wireless operators on each ship; second, that some of the lifeboats ought to be motor boats. If we had had some such boats, the transfer of the passengers could have been made with much less danger to the crew, and they would add also to the security of the passengers. Third, there ought to be a lighthouse at Atwood's Key, and possibly at all other keys in that section.

"Atwood's Key is only a little more than thirty miles off the line of the ships going south from New York to the east and of Cuba, and the current has carried other vessels besides our own far off the traveled route. There are often several days at a time that cloudy weather makes it impossible for the ships to find their location by the sun.

"I need not add, in conclusion, that we are all glad to reach the land. The man who wrote 'Life on the Ocean Wave' would not have been cordially received had he met the passengers after the wreck.

"I think I have told you the whole story," said Mr. Bryan, smilingly.

The newspaperman expressed his thanks, and assured Mr. Bryan that the interview would be read with great interest throughout Jamaica, particularly coming from him.

"Are you going to remain in Jamaica any length of time?" queried the interviewer.

"I may remain here for a few days or a few weeks. I have not quite decided yet.

"Mrs. Bryan is with you on the voyage?"

"Yes, my wife and my grandson are with me. We will be staying with my daughter, Mrs. Owen, during our visit to this island."

"Did all the passengers come over?"

"No, eighty-eight passengers were transferred from the Joachim to the Seguranca. I think something like twenty returned to New York, and quite a number were bound for Cuba—a dozen at least, and possibly as many as twenty. The rest have come on here."

Mr. Bryan spoke for all the passengers. He was the acknowledged leader of the party, and was the life of all on board before and after the

unfortunate accident that marred what promised to be one of the pleasantest voyages, on the most popular ship of the Hamburg-American Atlas line service.

Mr. Doubleday's Opinion

Mr. Doubleday, United States vice-consul at Montego bay, and president of the Citizens' association of that town, was also one of the passengers who arrived at Port Antonio yesterday morning from the stranded Joachim.

On account of cloudy weather, he said "no observation could be taken of the ship's location, and as we got near the island as a result of the strong current, we drifted on the rock. There was no wind to help us on our course, and without the opportunity of being able to take the location, it was impossible to know where we were. You could not see more than 50 feet ahead of you when the boat struck. Immediately after the occurrence, Captain Fey held a consultation with the officers, and preparations were made to take off the passengers in the life-boats, should the necessity arise. We laid where we were, however, till the wireless got in touch, first with New York, and then subsequently with the Ward line steamer that came to our assistance.

"When we left the stranded vessel her position was good, but everything depends on the weather. If bad weather set in, then it is very possible it will be difficult to save her.

"Yes, I leave by train in the morning for Montego bay," said Mr. Doubleday.

Mr. Burke Interviewed

"I can not tell you anything more than Colonel Bryan has done," replied Mr. T. M. Burke to the Gleaner man's request for a statement. "But as you seem determined to get my version of the story, I will tell it to you in as few words as possible.

"We left New York at 2 o'clock on Saturday, the 18th inst., with eighty-five passengers, bound for Cuba, Kingston and South American ports, via Colon, and 5,000 tons of cargo.

"The ship glided gracefully out into a calm and smooth sea, commencing under the most favorable auspices what eventually developed into an adventurous voyage.

"Sunday brought us some rain, which came along with light winds, and then it got foggy. Monday and Tuesday were uneventful, and all of us were looking forward to getting into warmth and sunshine the next day.

"I was up early on Wednesday morning. I had occasion to leave my cabin, and on returning I heard a grating sound like the ship's anchor was being dropped, and I felt a bumping and a shivering of the good ship that left no doubt in my mind as to what had happened. It was exactly ten minutes to four o'clock, and I hastened to my cabin.

"Nearly all of the passengers were asleep, and had to be roused. And we remained in our somewhat perilous position until the day dawned. I can assure you that it was with longing eyes we looked for the dawn. We saw the blackness of night hanging like a pall over us for what seemed eternity. I never will forget the two hours of waiting. Then we saw the ashen gray of the dawn lighting up the blackness, and we felt more relieved. The best order prevailed. There was no excitement. Everyone was as calm and as collected as could be, for we all had the greatest confidence in Captain Fey.

"Meanwhile the wireless was at work. We succeeded in speaking to the Munson line steamer Olinda, and she promised to be with us by two o'clock as she was then nearly 70

miles off. Two hours later the steamer Seguranca, of the Ward line, from Santiago, bound to Nassau, got into communication with us. She was 20 miles off, and would be with us at 3 o'clock was the message the wireless brought, and she kept her word.

"She could not get closer in to us than three miles, and we were taken by eight boats over the reef to her and transhipped safely. We took our light baggage with us, and by five o'clock we were steaming for Nassau, arriving there at 4 p. m., next day (Thursday.)

"The rest of the story Colonel Bryan has told you much better than I can. I, however, desire to say great praise is due to Chief Steward J. Balmer, for the splendid manner in which he looked after the comfort of the passengers. Breakfast and lunch were served at the regular hours, which without doubt had a re-assuring effect on everyone. Mr. Balmer had charge of the disembarking of the passengers, and he stood on the gangway of the Joachim and saw everyone assisted down the ladder into the boats.

"After the vessel struck, the captain found that he was 35 miles off his course. The reef on which we struck is from 12 to 15 feet under water. As I told you before, we had the greatest confidence in Captain Fey, who has our greatest sympathy.

"Yes, both my wife and myself are glad to be back home after this untoward event in the voyage."

THE LESSONS TAUGHT BY THE "PRINZ JOACHIM'S" MISHAP

Yesterday the readers of the "Gleaner" must have perused with great interest the admirable account

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