

The Kapunda Disaster.

THE *Times* of February 4 contains the following detailed account of the shipwreck and awful loss of life, of which we have already published brief telegraphic notices:—

Lloyd's agent at Bahia, under date of January 31, telegraphs as follows: "Ulysses, French barque, arrived, having on board the crew of the *Kapunda*, London, for Australia, lost at sea—run down and sunk by a vessel name unknown. Three hundred and sixty of the crew and passengers drowned."

A further telegram from Lloyd's agent at Bahia, dated January 31, 2.30 p.m., states that a portion of the crew and passengers were saved, 203 in number being lost. The *Kapunda* had been in collision with the *Ada Melmore*, British barque, from Coquimbo for England, with ore, which vessel received extensive damage, and bore up for Pernambuco in imminent danger.

Lloyd's agents at Pernambuco telegraph under date January 31, 3.20 p.m., that the *Ada Melmore*, barque, of Belfast, from Coquimbo, and the British ship *Kapunda*, from Plymouth for Australia, had been in collision, and that both vessels sank south of Maceio. The former lost two, the latter 302 lives. Part of the crew and passengers were picked up by the *Ulysses*, French barque, and landed at Rio, and part of the crew and passengers landed at Maceio.

Lloyd's agent at Bahia telegraphed at 10 minutes to 4 on Monday afternoon: "Part of the crew and passengers of the *Kapunda* have been landed here. Their names are: Crew—Cottrell, Norman, Meicks, Anderson, Hughes, Forbes, Maitner (who remained on board the *Ada Melmore*). Passengers—Wiggins, Barnes, Daly, Russell, O'Callahan, Sandford, Reece, Broadhurst. All females perished." Other passengers and some of the crew have, it is understood, been landed at Rio de Janeiro and Maceio, and until the names of these have been received it will be impossible to state with certainty the actual loss of life, which, however, will not be less than 200. Of the names mentioned in Lloyd's telegram, Cottrell was the first mate, Meicks the baker, Forbes the carpenter, Norman and Maitner were ordinary seamen, and Anderson and Hughes able seamen. The only name in the passenger list resembling O'Callahan is that of Catherine O'Callaghan, and it is assumed that this person has been saved, notwithstanding the statement by Lloyd's agent that all females perished.

The *Kapunda* was chartered by the crown agents for the conveyance of emigrants to Western Australia, and sailed from Plymouth on December 18 last. We are requested to state that there is obviously some error in the statement from Bahia that 360 of the passengers and the crew were drowned, as there were only 313 souls on board—namely, 268 emigrants, four cabin passengers, and 41 crew. The crown agents have telegraphed to Bahia for further particulars, which will be published immediately after their arrival.

Messrs. Trinder, Anderson, and Co., the owners of the *Kapunda*, received no message with reference to the calamity except through Lloyd's, but on hearing of it they at once telegraphed for particulars.

The *Kapunda* was an iron ship of 1,095 tons registered, and was classed "100 A1 special survey." She was built on the Clyde in 1875. She left London on December 11, and called at Plymouth. She was bound for Fremantle, Western Australia, and had on board, it is stated, four cabin passengers, 268 passengers Dr. Bentham (the surgeon in charge), and a crew of 40. She was commanded by Captain John Masson, who had been a number of years in the service of

was commanded by Captain JOHN MASSON, who had been a number of years in the service of the owners. The vessel had about 600 tons of general goods on board, and 300 tons of stone ballast. She was lightly loaded, drawing only 15 feet 2 inches when she left the dock. She was under the full operation of the Passenger Act, and subject to the regulations of the Board of Trade. She has several times before carried passengers to Australia. The *Kapunda* was one of the few vessels built specially for the firm, and was in all respects well found and thoroughly equipped. In fact, she carried one man in excess of the number required by the Board of Trade regulations to navigate the vessel. It is remarkable that she only carried on this voyage one family in the cabin, that of a Mr. Field, who was on his way out to the colony with his wife and children. The vessel, however, did not habitually carry many cabin passengers, her accommodation for them being somewhat limited. All the remaining emigrants were steerage passengers, mostly of the poorer classes, including a number of Scotch and Irish peasants who were going out to Western Australia in the hope of bettering their fortunes. The greater number of these embarked at Plymouth on December 18, or previous to that date, since when nothing has been heard of the vessel. Some very remarkable escapes of would-be passengers in the ill-fated vessel are recorded. One of the steerage passengers, who had booked a place in the vessel, broke his arm on the day before the vessel sailed, and consequently lost his passage. Another family were prevented from sailing in the *Kapunda* by an outbreak of illness. The *Ada Melmore* was an iron barque of 591 tons, built at Glasgow in 1877, and owned by Messrs. W. Porter and Sons, Belfast.

Most of the emigrants had taken passage under what is known as the nomination system, which has almost entirely superseded the granting of free passages to the Australian colonies. By this system persons living in the colonies may nominate their friends at home, who, if in good health and otherwise qualified, are granted passages at greatly reduced rates. Some 30 of the emigrants were proceeding to the colony under the auspices of the West Australian Land Company, which was recently formed to work the concession to construct a railway from Beverley to Albany (King George's Sound), over 200 miles in length. By the terms of their concession the company are bound to settle a certain number of emigrants in return for large grants of land. Mr. A. Horder, the promoter of the company, only recently died on the voyage out to Fremantle. The *Kapunda*'s passengers were drawn from all parts of the kingdom, but chiefly from the agricultural districts in England and Scotland.

The following is a list of the passengers on board the *Kapunda*:—

Saloon.—William Field, Ann Field, E. Kate Field, Henry Field.

Paying Steerage.—Malcolm Graham, Horace Tarbuck, William N. Cooke, Samuel Green, Kate Green, Elsie Green, Gertrude Green, Iny Green, Reginald Green, Rosina Green, Matthew Sharp, Gibson Symington, Samuel Harper, Thomas Holyoak, Edith Holyoak, Alice Whittle, Alfred M. Hadow.

Land Company's Passengers.—Joseph Liddle, Ellen Liddle, James Liddle, infant (Liddle), Michael Boland, Lizzie Boland, Michael Boland, Nora Boland, John J. Boland, Mary K. Boland, Patrick Green, John Phelan, William King Russell, Philip Daly, William Essex, George Gillelands, John Kenealy, William Bargoynne, John Martin, John Broad, Mary Ann Broad, George Broad, William Broad, John Broad, Richard Broad, Elisha Griffiths, John Griffiths, William Griffiths, John Griffiths.

John Broad, Richard Broad, Eliza Griffiths, Jane Griffiths, William Griffiths, John Griffiths, James Griffiths, Albert Griffiths, Gertrude Griffiths, John M'Sherry, Thomas M'Sherry.

Emigrants.—James Aickin, George Anderson, Thomas Aplin, Catherine Bairn, Henry Baker, Ellen Baker, William Baker, Eliza Baker, Lewin Baker, Mary Baker, Henry Barnes, James Bourke, Mary Bourke, Michael Bourke, Kate Bourke, Ellen Bourke, James Bourke, Mary Bourke, James Brown, Mary Ann Brown, Matthew Brown, John Buckley, Arthur Burroughes, Esther Burroughes, Ettie Burroughes, John Byrne, Margaret Carter, Ellen Carter, James Casey, Mary Casey, William Casey, Tom Casey, Samuel Collins, Agnes Collins, George Cook, Emily Cook, George Cook, William Cook, Emily Cook, Mary Cook, Ellen Cook, Tom Danby, Eliza Danby, Enoch Danby, Thomas Dowling, Hannah Dowling, Catherine Dowling, Thomas Flannagan, James Frost, Joseph Frost, Arthur Glastier, Rebecca Glastier, George Griggs, Sarah Griggs, Alfred Griggs, Arthur Griggs, George Griggs, Walter Griggs, Alexina Graham, George Halliday, Isaac High, Harriett High, Emilene High, Amos Hooley, Sam Hooley, Frank Jost, Mary Jost, Frederick Jost, Catherine Jost, Mary Jost, Prince Jost, Laura Jost, Patrick Keeley, Jane Keeley, Agnes Keeley, James Leader, Sarah Leader, James Leader, Annie Lockwood, James Love, Henry Inerney, Patrick M'Mahon, John Morris, Mary Morris, Ann Morris, Emily Morris, John M'Bride, Bridget Moylan, Hannah Markam, Patrick Nyhan, Julia Nyhan, Catherine O'Callaghan, Thomas Platts, Annie Platts, Beatrice Platts, James Power, Mary Power,

George Power, Christina Reynolds, Samuel Reynolds, William Reece, Susannah Reece, Sarah Reece, Joseph Reece, John Reece, William Reece, Alice Reece, Joseph Reece, Matilda Rice, James Rice, John Rice, Emily Rice, Joseph Roberts, Frances Roberts, Frederick Roberts, Joseph Roberts, Michael Russell, John Russell, Hannah Salt, Robert Sandford, William Shaw, Eliza Shaw, James Sheriff, Ann Sheriff, Mary Sheriff, James Sheriff, William Sheriff, Jane Sheriff, Maggie Sheriff, Charles Sheriff, Rachael Sheriff, Frederick Shrive, Ada Shrive, Frederick Shrive, Frederick Sneys, William Spriggs, William Thompson, Jane Thompson, Stephen Tolladay, Ellen Tolladay, Stephen Tolladay, George Tolladay, Robert Turnbull, Jane Turnbull, James Waller, Charlotte Waller, Charlotte Waller, William H. Webb, Aaron Weiss, Thomas Whittle, Nancy Whittle, Alice Whittle, Thomas Whittle, Annie Whittle, Mary Whittle, John Whittle, Morris Whittle, Martha Whittle, Digman Whittle, Albert Whittle, Robert Wiggins, James Wilson, Mary Wilson, Barbara Young, John Young, Emma Gaultier, Martha Field, Emily Blake, Agnes Sergeant, Elizabeth Tilling, Mary Ann Wright, Emily Scrutton, Frances Alexander, Louisa Jacques, Eleanor Shore, Harriet Brown, Rose Brown, Esther Ellis, Ada Blake, Eliza Thane, Agnes Purser, Alice Thick, Mary Skelton, Florence Harrison, Mabel Skinner, Annie Walker, Mary Dawson, Mary Postlethwaite, Ellen Danby, Jane Irvine, Emma Hooper, Nora Broadhurst, Emma Broadhurst, Emma Broadhurst, Mary Broadhurst, Annie Broadhurst, Martha Broadhurst, Nora Broadhurst, David Broadhurst, Reuben Broadhurst, Charlotte Adams, Catherine

Nora Broadhurst, David Broadhurst, Reuben Broadhurst, Charlotte Adams, Catherine Hency, Emily Hall, Mary Evans, Charles Brown, Martha Brown, Walter Brown, Ada Brown, Maud Brown, William Brown, Richard Brown, Charles Wood, Elizabeth Wood, Elizabeth Wood, William Wood, John Wood, Gertrude Wood, James Casey.

List of the Crew.—John Masson, master; W. Cottrell, first mate; A. D. Robin, second mate; H. N. Claringould, third mate; Andrew Forbes, carpenter; H. Weaver, purser and steward; William Guy, cook; J. Thompson, sailmaker; J. Journeaux, H. McDonald, W. Delacour, S. Nelson, J. Neils, William Lackes, O. Abrahamson, J. Carperson, J. Gellberg, G. Ringer, A. Anderson, J. Hughes, able seamen; W. Emery and W. Norman, ordinary seamen; O. Cupiss, emigrant steward; G. W. Stephens, emigrant cook; F. Meick, baker; J. Freeman, donkeyman; John Mann, Thomas Gordon, Edward Phelan, Charles Myers, R. Kersey, C. Hogland, H. Edwards, able seamen; H. Hartington, L. Mounter, A. Phillips, E. Boyes, C. Sands, F. Kemsley, J. Crawford, ordinary seamen; N. Bentham, doctor.

The owners of the Kapunda, Messrs. Trinder, Anderson, and Co., have caused instructions to be cabled to Lloyd's agent at Bahia to provide return passages to this country for the passengers saved from the wreck. It was in answer to Messrs. Trinder, Anderson, and Co.'s telegram on Tuesday that Lloyd's agent cabled on that day giving the date of the collision. The owners' telegram was as follows: "Ascertain from Cottrell what boats left Kapunda; what chance further survivors beyond 16 mentioned, also date." The reply was as published on Wednesday morning. The only additional information received on Wednesday from the vicinity of the disaster is supplied by a brief message which was received at Belfast by Messrs. William Porter and Sons, owners of the barque Ada Melmore, which foundered after the collision with the Kapunda, from Captain Milliken, the master of the former vessel, as follows: "Milliken passenger Orator," implying that he was coming home in the Harrison Line steamer Orator. Although no mention is made of the crew, the owners of Ada Melmore believe that they are accompanying Captain Milliken home in the same steamer from Maccio. There will probably be no details of the shipwreck of any length received until the arrival of some of the survivors of either the Ada Melmore or the Kapunda in England, or until the receipt of the next mail from Brazil, which is not expected for about three weeks. The telegrams last received leave no doubt that 298 passengers and seamen, including the captain of the Kapunda, have been drowned, and that the 16 men whose names have been published are all that survived. The position of the vessel at the time of the collision is now approximately fixed at a latitude a little to the south of Maccio and within a comparatively short distance of the coast. The crown agents in London, who shipped most of the emigrants, have received no independent intelligence as yet, but have requested the owners to furnish them with all the information received for communication to the emigrants' friends. Messrs. Trinder, Anderson, and Co. have kindly afforded every information to inquiries concerning missing friends.