

THE GERMAN BARK MIMI TURNS OVER. 16 Persons Drowned--4 Saved After Terrible Sufferings on the Ill-Fated Ship.

he could hardly move. He died about an hour before the lifesavers made the rescue.

Rescue Starts at Early Dawn.

With the first break of day this morning the lifesavers were on hand and the sea had subsided considerably and a rescue was planned. It was shortly after daybreak when the lifeboat was placed in the water and the Garibaldi crew started to shove her to the boat...

Those Aboard Swept to Sea.

At the time of the wreck all of those aboard were dashed into the sea excepting about eight, who managed to grab the rail on the side of the vessel and clung fast. Gradually these men worked their way to the stairs leading into the hold and got beneath the deck...

Impriisoned Men at Loss.

Every light on the boat was out and the imprisoned men hardly realized where they were. They stood there waiting for death. Gradually the water rose in the hold and they were forced to climb up steel bars. The water continued to come up at such a rate it seemed that they were doomed any minute to be drowned.

No More Bodies Visible.

No other bodies were visible and the lifesavers removed their equipment and returned to Garibaldi tonight. No further attempt will be made to reach the ship, the bodies, if there are any, and the big steel hull being left to the waves and the dashing sea.

High Sea Cuts off Deck Trip.

The high rolling sea made it impossible for them to venture outside onto the part of the ship above water. It was possible, however, to wave their hands, but apparently they could not make anyone see.

Westphal Hears Yells.

Opinion is divided as to the possibility of there being more bodies on the ship. Captain Westphal says he is practically sure there are others in the hold. He could give no names. He says he heard some one yelling in the cookroom after the accident and believes it was the ship's cook.

Scene Most Horrible.

Members of the crew describe the scene at the boat this morning when the rescue was effected as the most horrible it is possible to imagine. Suspended in the air by ropes were the two dead men, while back in a place where it would not seem possible for any person to survive were the pale, almost unconscious men who were still alive.

Tale of Wreck is Told.

The statements of the persons rescued as to what actually took place are practically the same. The boat, which struck the sand February 13, had been worked by means of donkey engines until she was ready to float into the sea Sunday morning at high tide. All the men who had been working with her, excepting some of the crew including the three mates and some of the able-bodied sailors, were aboard at 2 p.m., when high tide came, and with a chugging of donkey engines the cables were drawn and the boat moved to sea.

Captain's Statement.

During an interview last Monday evening Captain Westphal said: "When the wave struck the ship I was standing well forward. It caught me and carried me aft, hurling me into the mizzen ratlines. Here I clung. Captain Fisher and the cabin boy also had caught hold, while Captain Crowe and Koen were clinging to a lifeboat close to us. We lashed the boy fast, but within a few minutes Captain Crowe's hold had broken and he floated off. We did not see him again. Koen called to us that he was slipping and we got a rope under his arms and tried to pull him up. We raised him two or three feet, but we were so numbed with cold and hampered by the waves that we could do no more and lashed him there."

Fred Goldman and Rudolph Lesvik, refused to stay on board and came ashore. The day mail brought Blackman a letter from his bride, the first he had received since they were married.

WHISTLES ON BARK SOUND DISASTER.

The Garibaldi Lifesaving Crew Promptly on the Spot with Boat.

George Watt, President of the Brighton Mill's Company, whose plant is about a mile from where the Mimi was stranded, said that his first intimation that there was trouble on the vessel was when he heard prolonged whistles from the donkey engine on the bark, and soon after Captain Harry Bell, of the launch Mena M., came to the mill for assistance.

I called the Garibaldi Lifesaving crew and they responded at once," said Mr. Watt, who was in Portland yesterday. "They started down the beach with their lifeboat, it being on a wagon and drove it to the mouth of the Nehalem River and after crossing the stream they drew the boat by hand to the scene, about two miles. When it was daylight we decided to send to the lifesaving station for the small gun used to shoot a line to a ship, as she was lying in the breakers and a high sea was running."

The only means of getting the weapon there was by rail and when we asked the Pacific Railway & Navigation Company for a special train for that purpose they agreed immediately. When it reached Brighton we placed the gun aboard a launch and transported it across the bay, then by means of a team got it to the beach. This shows how the place is.

Attempt to Reach Wreck Fails.

Meanwhile the lifesaving crew made an unsuccessful attempt to reach the wreck and the terrific power of the waves caused us to believe that there could be no living person aboard and, as the tide was rising, further work was discontinued. The wreck was lying on one side with the deck toward the beach and it was continuously swept by gigantic waves, some of them 30 feet high, and at times it was obscured from view, being completely covered by water. "From what I learned it appears that they sent up a rocket about 10 minutes before the bark turned over and it appeared to begin to break up immediately, for soon after doors and other wreckage began coming ashore, also a pig they had kept and some hens all drowned. But there were no bodies of the men or even clothing washed on the beach, so we felt sure that all hands were drowned."

Although several persons said they had heard shouting, there was nothing really definite of that character to work on until one of the survivors raised himself above the rail of the bark and waved his hat. While he waved great waves raced over the hull and it looked as if he would be swept away. That was the first knowledge we had that there was someone aboard."

Current Defeats Lifesavers.

About 4:30 o'clock Sunday afternoon, when the tide was pretty well out as low water was at 7 o'clock, they lunched the boat again and tried to reach the wreck, but when within a few feet of the ship the current caught the lifeboat and swept her past. Then, owing to the tremendous seas, they were forced to return to the beach. Several shots had been fired with the gun but every time the line fell short. They made two more attempts but narayness stopped their work.

Residents of Brighton were loath to leave the beach that night, as they were anxious that aid be given those on board and many volunteered to help man the lifeboat. The time the lifeboat reached the wreck it seemed to stand on end at times and I was surprised that the crew reached land again."

Calvin Blair, bookkeeper for the Brighton Mills Company, is being congratulated on his narrow escape from probable death, as he obtained funds and made other preparations for a journey to Portland when he heard Saturday evening that the Mimi was to be floated.

He left the mill for the scene, expecting to get aboard and remain on the bark until she was taken in tow by a tug, as the Port of Portland had arranged to send either the Onaonta or Wallula to Nehalem Sunday afternoon, word having been received here Saturday evening that she would be hauled into deep water about midnight. Mr. Blair returned to the mill during the night and complained that he was unable to get on the Mimi and soon after the first call for assistance for the wrecked crew and salvage crowd was received at the plant.

Word comes from Brighton Beach that while Frederick Fischer, first mate, and Frederick Goldman, second mate, and Rudolph Haggs, third mate of the Mimi, all of whom made their way to the shore by means of a line from the bark when it was definitely decided to make a pull and haul her into deep water, they were among the first to volunteer to go to the rescue of the men on the overturned ship when the lifesaving crew failed to make gains Sunday, and for a time the three seamen insisted that without other assistance they could reach the marooned crew.

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