

#### LOSS OF THE RELIANCE.

The survivors among the crew of the ill-fated *Reliance* arrived in London on Tuesday afternoon by the General Steam Navigation Company's vessel *Magnet*, Captain Stock, from Boulogne.

The *Magnet* brings over the whole of the surviving members of the crew, with the exception of Dixon, the carpenter, who is still detained by the consul, Mr. Hamilton, for the purpose of identifying the dead, only 12 bodies out of the 109 persons lost having been picked up when Captain Stock left.

The subjoined statement, made by O'Neill, an intelligent foremast man, and one of the two Englishmen saved, who was on deck when the vessel struck, leaves no doubt as to the circumstances under which the *Reliance* was lost.

O'Neill states that they had had remarkably thick and hazy weather for some days previous to the 12th instant; and on Friday they shortened sail, and the lead was kept going. At half-past 12 o'clock at night one of the crew, named Thomas, whose watch it was on the fore-castle, reported that he saw lights, and soon after they were distinctly observed by several others on the larboard and starboard. The second mate, Mr. Green, was on duty at the time, and said that those on the weather-bow were a ship's lights, and added, "Hurrah, boys, the light on the lee-beam is Dungeness. We shall be in the Downs this morning." They then steered north, and thought they were running for the Downs. Their course was east by north, as it was given at 12 o'clock, when the look-out was relieved. About one o'clock Capt. Green, and Mr. Walsh, the chief mate, came on deck, and the captain immediately gave orders to wear the ship, and heave the lead. As the vessel answered her helm, the quarter-master gave the soundings "By the hard deep, six." At this moment the vessel was under close-reefed fore and maintopsails, was paying off by the wind, and gradually going round on the other tack. A seaman named Munroe was at the wheel at this time, and as she veered round her heel touched the bottom, and she struck heavily on the sand. The shock is described by O'Neill as terrific. His language was, "It struck me as if I had laid hold of an electrical machine." The whole of the crew rushed on deck, and, before any orders could be given, she shifted slightly, and became more firmly imbedded. This motion was repeated five or six times in rapid succession, and it was the opinion of the officers that the ship's back was broken by the force of the concussion. The captain immediately ordered signals of distress to be fired. It was the opinion of all on board that they were off the English coast; and the captain, seeing that there was no hope of saving the ship, desired several of the crew to cut away the mainmast. This was immediately commenced, and in a few minutes it went over to leeward with a terrific crash. The foremast soon followed, and in falling broke the leg of a young midshipman named Forde; but the imminent danger of all around, did not prevent, even at this crisis, every attention being shown him. The fractured limb was carefully set by the surgeon, and the poor lad was conveyed to the captain's cabin, where he remained until the breaking up of the ship obliged some of the crew to place him on the poop. While Forde was lying in the cabin O'Neill and two other seamen made their way there and took away a musket, a couple of pistols, and a bag of powder, with which they fired signals from the poop. O'Neill admits that those of the crew engaged in firing the signal guns got to the spirit casks and drank to excess. Subsequently, at the captain's direction, who according to O'Neill, manifested the greatest coolness and

presence of mind, lights were placed in the mizen rigging, in order to point out their position to any boats that might come off to their assistance. The sea was now tremendous, and, as the vessel rolled, her bottom could be distinctly heard breaking up. The water rushed in, and her cargo of tea becoming wet, burst up the decks; which for some time previous had been dangerous to stand upon, the planks opening and shutting, whereby the feet of several seamen were jammed between the seams. Three hours had now elapsed since the vessel struck, and the day was beginning to break. The captain, with the officers and passengers and many of the crew, were on the after-part of the vessel, which still held together, the sea making a breach right over her. Chests of tea floated one by one on the surface, indicating that a portion of the bottom was entirely gone. Orders were now given to get out the longboat, but from the injuries she had sustained from the falling of the masts and rolling of the ship, she was found to be useless. There were two other boats on board, but their condition at this time, as O'Neill states, was such as to render them of no service. The Europeans among the crew were then desired by the officers to make a raft, but this could not be accomplished. In fact, O'Neill admits that the crew refused to work at it. His statement is:—While some of them were working at it, one said to the other, "Why don't you lend a hand? I shan't work if you don't;" and they all left off together. Several of the crew sought refuge on the masts and rigging that had gone to leeward, where, amidst the loose chests of tea and spars, a most precarious position continued for some time to be maintained. The vessel held together until 8 o'clock p.m., rolling fearfully from side to side, with the swell of the ocean, and drenching the crew continually. About this time Captain Green, the first mate, Mr. Walsh, and several others, left the poop of the ship to take refuge with the sailors in the spars and rigging of the mainmast, Captain Tucker and many others still remaining on the after part of the vessel. Shortly before 9 o'clock as nearly as can be ascertained the vessel parted amidship, the sea breaking right through her, and in a few minutes she was a complete wreck, portions of her timber floating about in all directions. Numbers of the crew sunk immediately, and were entirely lost sight of amidst the breakers; Captain Tucker was among this number. The captain, Mr. Walsh, O'Neill, the sailmaker, the armourer, and several others still clung to the mainmast and rigging, which being released from the vessel floated towards the land. At this period, and indeed for some length of time previous, the people on the coast were distinctly observed running to and fro, but no boats put off to render assistance. The floating timber from the wreck, whirled round by the violence of the sea, struck off many of the poor wretches who had taken refuge on those portions still above water, and the incessant fatigue which the crew had been subjected to for some hours rendered their efforts of swimming towards the shore, a distance of nearly three miles, extremely feeble. Captain Green, who was nearly 60 years of age, became so weak that he lost his hold several times and fell into the sea. Mr. Walsh called out to some of the sailors "Pull up the captain boys;" and he was raised on to the timber more than once. The last time he was taken out of the water he was found to be insensible, but the men still assisted in holding him on. About half-past 9 o'clock the loose spars became so exposed to the sea as no longer to afford protection against its violence, and the greater number of those who had sought refuge upon them were washed off. O'Neill plunged into the sea and seized a plank. At the moment of doing so, several sailors clung to him. He was compelled to strike them off to save his own life, but one of the Malays reached the shore with himself. O'Neill states, that as daylight broke, men on horseback were observed on the shore, but he states most distinctly that no boat was put off, and no attempt whatever made to save the crew. Both the Malay and O'Neill were insensible on reaching the shore.