

MAIL STEAMER SUNK IN THE CHANNEL.

A collision took place early yesterday morning in the English Channel between the British steamer Turkistan, Captain Wall, belonging to the Anglo-Arabian and Persian Steamship Company, and the Netherland-American mail steamship Edam, Captain Bruinsma, the latter vessel being sunk. The Turkistan, which was bound from London to Cardiff in ballast, is a vessel of 2,612 tons. The Edam, 2,267 tons, was on her homeward voyage from New York to Rotterdam, and had on board 45 passengers and a crew of 50. In the English Channel the Edam met with dense fogs, and eased down to half-speed. About 15 miles east of the Eddystone her fog signals were answered by another vessel. This was repeated for some time. Shortly before 1 o'clock in the morning a large steamer was seen as the fog lifted, and before anything could be done to prevent a collision she crashed into the Edam abaft the port engine-room with great force. As the Turkistan backed out the water flowed into the Edam, and it was at once seen that she was sinking. The passengers, in their bunks, were aroused by the shock, and men, women, and children rushed on deck, but the officers having

assured them that there was time to dress several went below and put on their clothes. Others were content hastily to gather up their belongings and defer putting on their garments.

The sea was calm, and the work of getting the passengers into the boats was performed quickly. The ship's officers, who had rendered every help, then took to the boats. Afterwards Captain Bruinsma, who was on deck at the time of the accident, endeavoured to get on board the ship again, but she had sunk so low that the attempt was fruitless. The vessel sank stern first two hours and three-quarters after the collision. The master of the Brixham trawler Vulture, which was on the fishing ground in the vicinity, heard the crash and at once bore away for the scene of the accident. By the time she reached the ship all the Edam's boats had been launched and also those of the Turkistan, which stood by. Captain Drew, the master of the trawler, at once offered to take the crew and passengers to Plymouth. His offer was accepted, and the 95 persons were taken on board. A great hole had been made in the bows of the Turkistan. She, however, continued her voyage to Cardiff. The coolness of the captain and crew of the Edam prevented anything like a panic, for, although there was naturally much excitement, discipline was maintained. Everything was lost by those on board the Edam except their clothing. The passengers included Russians, Germans, Dutch, and Italians, some of whom could not speak English, and their plight

on board the Brixham trawler was distressing. As the trawler was making for Plymouth the British steamer Beresford hove in sight, and, finding that a disaster had occurred, the captain offered assistance. This was accepted, and the Beresford towed the Vulture into Plymouth Sound. When the Beresford parted company and resumed her voyage her captain and crew were loudly cheered.

The shipwrecked people were met at Sutton Harbour by Mr. J. A. Bellamy, Netherlands Vice-Consul, and were conveyed to the Sailors' Home. The passengers chiefly belonged to the poorer classes. The majority were returning home after failing to obtain success in the United States. There were 12 women and eight children amongst them. Some had no boots or stockings and the scantiest of wearing apparel. At the Sailors' Home a good meal was provided by the superintendent, and friends came forward with gifts of clothing for the women and children. The captain stated that after the collision the lowering of the boats was done in good order, and there was not the slightest sign of panic. The women and children were got into the boats first, the crew being the last to leave the ship. Two of the engineers, who spoke English, also testified to the orderly manner of the rescue. Within a few minutes of the collision every sailor was at his post, the boats were promptly lowered, and the passengers were at once taken care of before they thought of saving themselves. The Edam has previously been in misfortune. On her first