

Ignorance of Marine Law Cost Wilcox A Fortune

Deep Cove Veteran Recalls Youthful Experience
In Finding Schooner Ashore at Big Head, Grand
Manan—Wrecks of the "Charlotte" and
"Gertrude Smith"

Among other dramas of the sea than that of the wreck of the Spanish steamship "Humacao" as told for Courier readers in Charlotte County in an exclusive interview by Hiram Wilcox of Deep Cove, Grand Manan, are his very interesting accounts of the loss of the brig "Charlotte" and of the schooners "Gertrude Smith" and "Cook Borden."

The loss of the Charlotte is shrouded in mystery, but Mr. Wilcox obtained from his father everything that was ever known about the affair. The Charlotte was bound from Europe to Saint John. When the ship made the American coast at a point between Cutler, Maine, and Southern Head, Grand Manan, Pilot Cline of Saint John hailed those on board but his services were refused. Before nightfall a blinding snowstorm set in accompanied by a gale from the northeast. The storm blotted out everything in sight on the sea, and those on land could scarcely move about.

The next morning Dyer Wilcox of Deep Cove (grandfather of Hiram Wilcox) was surrounded to see a strange dog, spotted with tar, approach the house from the nearby woods. The dog was taken in and after it was warned and fed the elder Mr. Wilcox and his three sons tramped through the deep snow to Bradford's Cove and from there they walked around the shore to Hay Point Cove. There they came across evidence of a terrible sea tragedy—the binnacle and compass of a large ship. Continuing their search, the men spied a piece of wreckage jammed solidly in between two rocks near the peculiar geological formation now known as the "Old Maid." It proved to be a piece of a ship's forefoot and it plainly signified to those

anxious searchers that from this part of the shore, where close to the rocks the water is very deep, had slid to its doom the brig Charlotte, carrying with her to their deaths the captain and his entire crew. The ship's dog alone had escaped to warn those on shore of the wreck—but its warning came too late.

The foregoing account was all that was ever learned about the disappearance of the Charlotte. Mr. Wilcox told the Courier, and this account has been handed down from grandfather to father and from father to son. It is certain that the ship was lost with all hands and had it not been for the dog it is doubtful if any evidence whatever would have been found. The day that Pilot Cline had hailed the stranger he had seen the dog on the ship's deck, he afterward declared. The Charlotte had a general cargo but a very valuable one, it is said. Subsequently, reports were received stating that there was much gold in the cargo, although Mr. Wilcox was uninformed as to the correctness of these reports.

Wreck of the "Gertrude Smith"
Another tale of compelling interest was that of the loss of the three-masted schooner "Gertrude Smith" day in the month of October, about bound from Boston to Saint John, fifty years ago, he was gunning in the light, which with all sails set crashed

headforemost into Gannet Rock during a thick fog and southwest gale, despite the fact that in those days a cannon mounted at Gannet Rock Lighthouse was fired every hour. The ill-fated ship had apparently made a bee-line for the tiny lighthouse-capped rock of the group known as the Murr Ledges. It must have caused considerable astonishment to captain and crew to see for a brief instant looming high above the tip-end of the bowsprit the tower of a lighthouse and then, as a result of the terrific impact caused by the collision, to see and hear the masts, sails and rigging so hurtling from their fastenings and crash in a tangled heap on the sea-swept rock, covering it quite completely even to the very platform of the lighthouse tower itself, and leaving their beloved ship a dimasted hulk—all in the twinkling of an eye, as it were.

As for the keeper of Gannet Rock Light, Oliver Kent, who was in the kitchen of his living quarters, he too, received the surprise of his life when a huge dog suddenly appeared in the lighthouse doorway. It was disconcerting enough to have a dog walk into the lighthouse on that isolated rock during a gale of wind, but what must have been the keeper's emotions when, as he rushed outside, he met face to face two nice looking ladies climbing up over the slippery side of the ledge?

These apparent mermaids were none other than the wife and daughter of Captain Smith of the wrecked ship, which bore the name of the daughter, Gertrude Smith. All hands, including the ladies mentioned the captain, mate, cook and two sailors were saved, but subsequently the ship became a total loss.

The following day, Cleveland Russell and Hiram Wilcox saw the wreck of the shore, where close to the rocks the water is very deep, had slid to its doom the brig Charlotte, carrying with her to their deaths the captain and his entire crew. The ship's dog alone had escaped to warn those on shore of the wreck—but its warning came too late.

A Fortune Missed
Strange occurrences which sometimes seem inexplicable and fraught with consequences which may alter the entire trend of one's life or may prevent fortune from smiling upon one's enterprises affect deeds of both commission and omission on the part of those living down by the sea, or so it seems to Hiram Wilcox of Grand Manan.

When he was a young man Mr. Wilcox was very fond of gunning. One day in the month of October, about bound from Boston to Saint John, fifty years ago, he was gunning in the vicinity of Hay Point on the western

side of Grand Manan island. He was walking rather dreamily along the edge of the bank and glancing up the shore toward Big Head. Suddenly he stopped and rubbed his fists into his eyes.

"I guess I'm seeing things," he muttered. Then he again looked in the direction of Big Head. This time he was convinced that what he saw was no mirage. There, not very far away and silhouetted against the sky and sea at the very edge of the high cliff, was the mast and mainsail of a large schooner, the foresail, foremast, jibs and bobsprit hidden from view by a jutting portion of the high bank. Upon investigating, young Wilcox, who was joined by his brother and another young man, Lester Kent, found that the schooner had evidently run ashore under full sail. The ship was a three-masted instead of a two mast schooner, and it was well rigged and newly painted. Not a living soul was aboard the vessel, Wilcox and his companions boarded the ship from the rocks and remained all night.

The next morning at 11 o'clock they left the stranded schooner but failed to remember to leave one of the party as a watchman on board of the abandoned vessel. When Hiram Wilcox arrived home and told his story, his father reprimanded him for not having reported the discovery of the stranded schooner the moment it was made.

"I was only a boy, and didn't know any better," Mr. Wilcox explained when telling the story. "My father made me saddle a horse and ride to Grand Harbor, there to report the ship to Turner Wooster, customs officer and wrecking master. Mr. Wooster immediately informed me that I must hurry back to the stranded vessel. He explained that it meant a small fortune for me in salvage money."

"Go aboard and take charge," he said, "and forbid any person from setting foot on her decks."

"Elated, I rode furiously back to Seal Cove and from there made my way through the woods to the scene of the wreck. I arrived there at 4.30 o'clock in the afternoon, only to observe a tug-boat alongside the schooner and the crew of the vessel in charge of their ship. Imagine my chagrin and disappointment."

Through ignorance of marine law Hiram Wilcox had missed an opportunity of honestly collecting probably \$5,000 salvage money—a tidy sum for a young chap with life before him.

"Had I known enough to have stayed aboard ship and reported her through the agency of my brother and chum, perhaps my whole life would have been changed by the result," mused Mr. Wilcox, as he recounted the years. "But, whether for better or worse, no man knows," he added philosophically.

The vessel's name was the "Cook Borden." Capt. Walter Lunt, and it was owned by Borden of Fall River, Mass. During a thick fog mull the schooner had struck the bluff western shore of Grand Manan, in the night. The captain and crew had left the ship in a boat and had gone to Lunenburg for help. The United States cutter "Woodbury" had assisted the tug in towing the ship from the rocks, but when a shore distance offshore the schooner capsized, Mr. Wilcox said.

The Wilcox family of Deep Cove has been associated with other families of the Seal Cove district, prominent in the history of Grand Manan island. Dyer Wilcox, who came from Ireland in 1809, was a shipbuilder and had extensive shipyards at Deep Cove where five or six large vessels were built by him, one of them being a full-rigged ship. The shipyard of 100 years ago was located only a short distance from the present Deep Cove settlement. It was a busy spot a century ago, but today no shipbuilding is carried on there, and with present modern navigation aids provided by the Canadian government the days of shipwrecks are apparently over, also.

Nerve: The thing a man hasn't got when he thinks up some other reason for not having a tooth pulled.

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MILD WEATHER FOR CHURCH-GOERS ON THE SABBATH

Many Were Able to Attend Sunday Services
As Sub-Zero Weather Relented—Communion Services.

Church-goers of this city and vicinity attended their respective churches on Sunday under the most favorable weather conditions of the current winter. While Saturday had a sub-zero temperature the Weather Man reversed his program for Sunday and the capital was in the midst of a typical January thaw when it woke up this morning. Apart from a little slipperiness underfoot, the day was perfect and the congregations of all the churches were large.

Themes of the sermons were on the new year of 1935 and in several of the churches the first communion services of the new year were celebrated. At St. Andrew's Presbyterian church where communion was served, the pastor, Rev. Dr. G. B. Ross, spoke on "The First Months of the Year," in the morning service, and in the evening he spoke on "Good Resolutions and How to Keep Them." At this church on Monday evening the Week of Prayer program will commence with Rev. J. W. Bartlett, the speaker on opening night.

Communion Services

The theme of "The New Covenant", an address by Rev. G. W. Guion featured the morning worship at the Brunswick Street Baptist church on Sunday, and a New Year's Communion Service was participated in. The pastor in the evening continued his series of sermons on Miracles of Jesus, the latest one entitled, "It is I, Be Not Afraid." The usual Brotherhood class took place in the afternoon at 2.30 o'clock.

Rev. George Telford, M.A., B.D., pastor, preached both services on Sunday at St. Paul's United Church. The morning theme was "Tomorrow's Certainties," and the evening subject "Load or List." There were large congregations present at both services.

At Wilnot United church special New Year's services were conducted by the minister, Rev. J. W. Bartlett. "A Tent, an Altar and a Well," was the morning subject and immediately after the morning worship a communion service was carried out. At the evening service Rev. Mr. Bartlett modelled his sermon on the famous catch phrase, "Believe It Or Not," treating of some of the freaks of the soul as he called them, and some wonders of truth. In the afternoon the regular Brotherhood service was carried out and broadcast.

Rev. D. L. Kennedy spoke at the services of the Devon Baptist church, his sermon being "Open Door" in the morning, and "Jehovah-Jirah" in the evening. The Fellowship of the Lord's Supper was observed at the conclusion of the evening service.

Other Services

Communion services featured the Sunday services of the Gibson Memorial church at South Devon and Nashwaaksis also. Rev. William A. Burge, the pastor, officiated. The subject of the morning service was "Let Us Fetch the Ark, It Shall Save Us," and the evening theme was "The Vineyard of God." In the afternoon at 3 o'clock service was held at Nashwaaksis.

A praise meeting was held at the Salvation Army Citadel in the morning at eight o'clock and at 11 a.m. a holiness meeting, and at three p.m. a service of praise.

No more has been heard of the Brooklyn seven year old who is smarter than Einstein. Maybe that proves he's smart.

THE PARASITE

Many men, women and children sufferers are being treated for other diseases without results, when their real trouble is the tape-worm. Sure signs of it is the passage of small particles of the parasite. Suggestive signs: loss of appetite with occasional greediness, coated tongue, heartburn, pain in stomach and intestines, pain in back and limbs, dizziness, headaches, exhaustion, feeling faint with stomach empty, emaciated, dark rings under the eyes. The process of digestion are usually interfered with. The patient becomes irritable and restless at night. There is much dizziness, raising of constant obstruction in throat, gnawing sensation in stomach with voracious appetite—and at times loathing of sight of food. The breath becomes offensive, the face flushed—at other times very pale; heaving as if something were moving in the bowels; heartburn with palpitation; obscure pains in the limbs; delusions of the senses; defection of the speech; sudden colic, insomnia; Melancholia, hysteria and some authors claim epileptic fits and even insanity.

These monster parasites, the size of which it is claimed, sometimes reach as high as 45-50 feet, must be eliminated from the system—at all costs. Only with the greatest possible precaution and skill can they be removed from the system however. But to allow a tapeworm to live untampered in the human body is almost akin to taking small doses of poison, increasing same daily—until the patient actually commits suicide—figuratively speaking. The formula of Tanex is used for the elimination of this terrible monster—and most successfully in obstinate cases. Tanex is prepared to such manner that it cannot harm any of the sensitive internal parts of the human system, and may be safely given in proportional parts to children. Tanex is not harmful in the sense that it may poison the individual harboring a tapeworm—nor is its effects harmful on those who take it where there is no worm. Tanex does not kill the monster tapeworm, as killing it necessarily means the taking of poisons in sufficient quantities to poison the patient. Tanex renders the worm insensible only, so that it loses its power to grasp on and hold to the intestines. The purgative ingredients in tanex then quickly eliminate it. Great care must be exercised however, to permit its passage in accordance with the directions (sent from Tanex), otherwise the head may re-enter the alimentary canal—which means, that another dosage will be necessary.

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