

E. Mayberry, chief engineer, of Kingsville, Ohio; Sydney Smith, fireman; Ed. Gransey, deck hand, and Mrs. John Bransford, wife of the steward, colored, of Cleveland.

"Those saved were: E. J. Burke, master; Leander Robinson, mate; William J. Mayberry, second engineer; J. H. Lamb, oiler; Merton Miller, oiler; Lawrence Kline, fireman; Paul Pecco, fireman; John Bransford, steward; R. W. Daykin, watchman; R. A. Fenton, watchman; Carl W. Starke, wheelsman; Horace T. Atkins, wheelsman; John Temburouski, deckhand.

"Doubtful - Went ashore in yawlboat, Not heard from: E. J. Cleary, second mate, Detroit; Ed. Gransey, deckhand, Shepard's Inn, Toledo; Sydney Smith, fireman, Kingsville, Ohio; S. E. Mayberry, chief engineer, Kingsville, O.

"Washed Overboard: Mrs. John Bransford, steward's wife, Lorain, Ohio.

"According to the statement of W. C. Richardson, owner of the wrecked steamer, the four men did not go down with the boat, as at first supposed, but put off the RICHARDSON on Wednesday in a yawl, in an attempt to reach land, and have not been heard from. Mrs. Bransford was washed overboard.

"The members of the crew who were rescued were taken to the office of Harvey L. Brown, a marine insurance attorney, in the Chamber of Commerce where they were kept for several hours, closely guarded to prevent them from making any statement to reporters or others.

"Capt. Richardson gave to the newspaper men a typewritten list of the men who were rescued and of those who are missing. He also made a formal statement, carefully worded, interrupted by frequent interviews with Capt. E. J. Burke, of Detroit, the master of the wrecked vessel, who was kept inside Attorney Brown's office. Capt. Richardson's statement follows:

"'On Tuesday morning (Dec. 7) at 1 o'clock, the RICHARDSON passed over the Limekiln Crossing at Detroit. That is the last point at which it is possible for boats to communicate with land before reaching Buffalo. On Tuesday night, a heavy storm broke. A big sea was running and there was a heavy snowfall. They checked her down so as not to reach Buffalo until Wednesday morning, hoping the weather would abate and the sea run down.

"'About 4 o'clock, they put the boat head to it, just off Point Abino. There was a big sea running and blinding snow. About 6:30 on Wednesday morning, she dropped off into the trough of the sea, and the seas boarded her aft, went through her cabins and into the fire hole, putting the fires out. They could not keep the fires going and in consequence were unable to keep up steam. Then she got down to four fathoms of water. Her cargo shifted, causing her to roll down deep. She let go both anchors about four miles below Point Abino. Then she began to drag anchor until she struck where she now lies, with her stern on the bottom, in about 30 feet of water.

"'At 7 o'clock Thursday morning (Dec. 9), the steamer (WILLIAM A.) PAINE came around to the leeward of the RICHARDSON's bow, letting go her anchors, working her bow toward the bow of the RICHARDSON. She took 14 of the men from the RICHARDSON. Great credit is due to Capt. Detliff of the PAINE for his action, and both the men and Capt. Richardson, the owner of the wrecked steamer, are very grateful for his action.

"'The PAINE blew whistles Wednesday night, all night, and on Thursday morning, but could get no assistance from the tugs.

"'On Wednesday at noon, when the RICHARDSON was about four miles below Point Abino, Chief Engineer Mayberry, Second Mate Cleary, Sydney Smith and Edward Gransey launched one of the life boats and said they were going ashore. They believed they could get some assistance. Capt. Burke said to them, 'Don't go out in the boat. Stay aboard the ship and we will come out all right.' This boat has not been heard from since. She probably is on the Canadian shore somewhere, or she might have drifted down the Niagara River. The beaches should be policed on the Canadian side, also the outer breakwall.