

Copy slightly altered

Pictou, 17 Nov, 1853

George Whidden Esq  
Dr Sir

I have just learned that  
Panties law, who might have been better em-  
ployed, have been in communication with  
you, about the Loss of the Schooner "Endwell",  
and as it appears quite evident that the facts  
of the case have been grossly misrepresented  
to you, it becomes my duty to state those  
incontrovertible facts of the case that will  
bear examination; and feel this the more  
readily that I believe you have sufficient  
knowledge of me, that you can place im-  
plicit reliance upon what I write.

on Friday last about 4 o'clock in the  
afternoon had a Note from R S Casland  
Esq of Moncton, informing me of the  
stranding of the vessel, the previous night  
and of the measures he was taking, together  
with the Master of the vessel for the safety  
of the Prasperty, which appeared to me  
judicious, and, as he requested I sent off  
two Good Men, next morning to assist  
them, I at once placed myself in com-  
munication with Mr Eaton the owner  
who stated the Prasperty was preserved, but

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Geo Whidden Esq  
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he did not say where, or by whom, nor to what amount, he also stated that he would be here on Monday. The agents whom I sent down on Saturday sent me word that the vessel was in a most perilous position, exposed to the full force of the sea and that the moment the wind shifted to the Northward she would break up and become a total wreck, and they advised me to lose no time in getting her saved. Captain <sup>Reed</sup> came up about 6 o'clock P.M. and confirmed the above and advised the same course - favorably named 3 well qualified men, and sent them down on Monday morning who examined the vessel thoroughly and on their return made their report concluding her to be sold without delay. I was not with them, as I had a bad cold, and could not with safety leave home, and from some they had no communication whatever with any interested party, that could influence their opinion.

On Monday evening I had the sale advertised here and on Tuesday morning at St. Glasgow to take place at Minigonish on Wednesday at 11 o'clock A.M. on Tuesday forenoon a messenger arrived from the vessel <sup>to</sup> informing me that my agents had been successful in their efforts to get the vessel off that morning. I immediately had a meeting with the



Surveyors, to ascertain, whether the altered  
circumstances of the Property would make  
any change in their Report - they said  
decidedly, No!! that at this Season of the  
Year it would cost more to Repair the  
Vessel and take care of her and the Cargo  
till the Spring than the whole Property was  
worth - they therefore declined altering  
their Report - the vessel could not have been  
brought here till the Spring, as our Steam  
Boat is not allowed to be sent out of the  
Harbour, at this season, without Express  
Recommendation, to be awarded by Mr Comd  
himself as he does not allow any of his Sub-  
ordinates to do so, and you have a tolerable  
good Specimen of what that would be  
in the case of the vessel wrecked at  
Cape St George, 1850 - when we sent her out  
to look for a Schooner conveying a part  
of the Cargo to Charlotte town - The "Cude-  
bella" could neither have been towed, nor  
washed up here at this Season, it would  
have resulted in the loss of the whole Pro-  
perty, and there is neither Wharf nor other  
facilities at Murrisonish to haul a  
Vessel Down - Mr Eaton did not reach  
here till Tuesday Morning, owing to the  
great Storm of Monday, when he came



he approved of all that had been done -

The Shattered State of the vessel has also to be taken into account - She was totally dismasted Her Rudder gone - Her Battens out, so that the Tide rises and falls in her; Deck Leams in many parts sprung, her Stomachions started, her Sails split in the Gale that drove her on Shore;

The Sale, which was conducted by Mr Angrave was uncommonly productive, and appears to have been well contested, yielding about £348 Gross. But there will be heavy Expenses to be deducted, as great Efforts were used for the Safety of the Property. In short Sir, I am convinced that immediate Sale was the only available means that could be used in this case to save the Underwriters from a Total Loss, and had the Property been my own, I certainly would have taken the same course, without any Doubt, Should the Underwriters, however be of a contrary opinion, I am no doubt but the Purchaser of the Hull, Cargo and the Mast of the Materials will not be hard to deal with, to relinquish his Bargain;

Yours Truly,  
Jas Dawson  
Lloyd's Agent