

THE LOSS OF

**THE COMET**

LOSS OF THE COMET

**STEAM-BOAT,**  
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ON HER PASSAGE FROM INVERNESS TO  
GLASGOW,

*On Friday the 21st October, 1825.*

INCLUDING

An account of the circumstances attending the  
raising and bringing the wreck to land,

*On 23rd July, 1826.*



DUNFERMLINE:

PRINTED AND SOLD BY JOHN MILLER,

1826.

THE LOSS OF

**THE COMET  
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**STEAM-BOAT.**

OF THE LOSS OF THE COMET STEAM-BOAT  
ON THE 12TH OF FEBRUARY 1842  
IN THE BAY OF BURLINGTON  
GLASGOW.

1842

No event which for a long time has occurred, produced such a strong sensation of horror and sympathy, as the loss of the COMET Steam-boat, at the time it happened:—and there is no doubt but the narrative of that occurrence will continue to excite a deep interest for a long period to come, from the distress and anguish it occasioned, by the loss of relatives and friends, in many a remote corner of our island. The fate of the Comet is, indeed, a signal instance of the uncertainty of life, and is a solemn call to all to have constantly in remembrance the Saviour's admonition,—*“Be ye always ready, for at such an hour as ye think not of the Son of Man cometh.”*

The COMET steam-boat, commanded by Captain M'INNES, sailed from Inverness for Glasgow, by the Caledonian Canal, at six o'clock on the morning of Tuesday the 18th of October, 1825. Besides the Captain, her crew consisted of eleven men and a boy; only six of whom were saved.

The number of passengers on board, at the time she sailed, cannot be accurately ascertained, as the steward, the only person who kept any record, was one of those who perished. There is good reason, however, to conclude, that at least sixty individuals took their departure in her from Inverness: and the number, by all accounts, was considerably augmented before she arrived in the Clyde.

On Tuesday evening, the Comet arrived at the western extremity of the Caledonian Canal; and the passengers, as usual, debarked, and remained for a night at Fort-William. On Wednesday morning, at ten o'clock, she proceeded on her voyage; and arrived at the Crinan Canal; where, as at Fort-William, the passengers slept on shore, at a small and inconvenient inn at the entrance into the canal. On Thursday morning, at six o'clock, they again got under way; but as the limited scale on which the canal is constructed precludes rapid progress, and a great number

of locks occur on the line to increase the delay, the vessel did not reach Lochgilphead, at the other extremity, though only nine miles distant, till ten o'clock in the forenoon. Here it was discovered, that, owing to some miscalculation or unexpected interruption in passing through the canal, they had not arrived in time to find a sufficient depth of water to float the packet out of the basin into the open loch; and, in consequence, they were compelled to wait the reflowing of the tide. At six in the evening, there was water on the bar sufficient to float the vessel over; and they again set sail. At this time, Captain M'Innes expressed a confident hope of being enabled, by favour of wind and tide, to reach Greenock by midnight, where he proposed to stay till daybreak, and then run up to Glasgow next morning. On emerging from the Kyles of Bute, the wind blew freshly; and the captain, when urged by several English gentlemen on board to touch at Rothesay, where they wished to land, manifested a disinclination to do so, on account of the great leeway which he would have to work up, provided he agreed to their request. One of these gentlemen was Mr Glover, the celebrated landscape painter, who, being averse to pass part of the beautiful scenery of the Clyde at any

hour when it would be invisible, urged the captain so pertinaciously to touch at Rothesay, that at length he complied. Three other persons besides Mr Glover landed at Rothesay; Mr M'Alister and other two gentlemen spoke of doing so likewise; but unfortunately changed their minds, and remained on board.

From Rothesay the Comet proceeded directly on her voyage up the Clyde. The wind blew freshly, and there was some sea. In the course of the evening, which was exceedingly cold, a party of the passengers amused, and at the same time endeavoured to keep themselves warm, by dancing on deck. On the approach of morning their mirth abated, and the majority went below. In the early part of the night there was moon-light; but, at twenty minutes before one o'clock, the moon set; and the darkness gradually increased, though it never became so intense as to prevent those on board from descrying the hills on both sides of the river. About two o'clock the Comet was off *Kempoch Point*, a headland on the south side of the river, between the Cloch Lighthouse and the village of Gourock, and close to which vessels bound for Greenock usually steer. The important precaution of displaying a light had been neglected; and a jib-sail was set, which, in

a great measure, precluded any person but the man on the lookout from seeing directly a head. Captain M'Innes, according to the most credible statement, was on the cabin-deck, conversing with such individuals as were near him. Suddenly the man forward called aft, "*A steam-boat—helm a-port!*" The next moment the Comet received a tremendous shock on her bow; and, before her startled crew were almost aware of the quarter from which danger was to be apprehended, she received a second blow, equally terrific, near the larboard paddle-box. The vessels then drifted asunder in mutual consternation; and, shortly after, a cry of despair was heard to proceed from the Comet. The devoted crowd on her deck had discovered that she was sinking; and in three minutes after the concussion, she went down, bow foremost, in  $17\frac{1}{2}$  fathoms water, and about 165 yards from the shore.

The vessel which occasioned this horrible catastrophe, was the Ayr steam luggage-boat, M'Clelland, master, bound to Ayr. As far as can be ascertained, the two boats were doubling the point at the same moment. A gentleman who was on board has given the following relation:—

The Ayr having touched at Greenock, he embarked and sailed about one o'clock,

A. M. on Friday. The morning was clear, although the moon had set. Having gone below, he is unable to say what arrangement had been made on deck for keeping a strick look-out. About half an hour thereafter, the crash of the two vessels, which he, at the moment, imagined to proceed from the Ayr striking on a rock, caused him to start from his seat, and rush upon deck. By the time our informant had reached the deck, the two vessels having recoiled from each other by the concussion, the Comet was probably one hundred yards distant. Her deck was crowded with people, who simultaneously pressed forward to the part of the vessel nearest the Ayr. At first no cries were heard, but in probably two minutes after he had got up, a shriek of despair was sent forth, and almost instantaneously the Comet disappeared.

On board the Ayr, from the time of the collision, the master, enginemen, and crew, were panic-struck. The engine had been instantly stopped, and the master and crew had collected on the fore-castle, the former wringing his hands, and indicating that their immediate death was inevitable. Our informant went forward, and entreated that they would instantly set on the engine, and make for the nearest land. In this direction the Comet had been when she dis-

appeared, and consequently, had this advice been taken, it would have, in a few seconds, brought the Ayr to the very spot where many of the sufferers must have been struggling for life. He likewise urged that they would put up lights as signals of distress, but all his remonstrances were unheeded. He then shouted as loud as he was able, in the hope that he might be heard on shore, and that boats would put off to their assistance; and in effect it was this alarm which brought off the boat that saved seven of the Comet's people. While thus giving the alarm, a man belonging to the vessel came up to him, in a menacing attitude, and ordered him to hold his peace, and go below. Finding, also, that it was of no use to address himself to the master, he went to the pilot, and entreated that he would steer for shore, unknown to the other, but was answered, that he could not do it, from what reason did not appear.

Still nothing was done, except by the two seamen of the Harmony, one of whom, as mentioned in our last, leaped into the boat at the stern, to go off to the rescue of the hapless victims, when the engine was, by some fatality set on, and the boat was capsized, and with difficulty the seamen got again on board the Ayr. Immediately thereafter, finding the vessel leaking much,



these men applied themselves, with the crew, to pumping her. Meanwhile the Ayr had drifted towards the Cloch Light, and it was some time before the crew recovered their senses so far as to put the engine to work, and bring round the vessel on the way back.

In returning, the entreaty to put into Gourock, which might have been done in a few minutes, was reiterated, but as unavailing as before. It was determined to proceed to Greenock; and to overcome objections, it was then said that the vessel was in no immediate danger. The Ayr passed by the fatal spot, without stopping, or any attempt being made to render that assistance, which still might have been the means of rescuing several valuable lives. On the way, the seamen, who continued unremittingly at the pumps, said, that though the leak was gaining a good deal, yet they had no doubt of making Greenock. During a greater part of this time the master was in the cabin, surrounded by the passengers who had flocked thither, and attempting to vindicate his own conduct in relation to the disaster which had just happened.

The scene which was exhibited on board the Comet, during the short space she remained above water after the two vessels came in contact, is described by all the sur-

vivers as truly heart-rending, and must have included the condensed sufferings of a protracted life. All who could force their way from the cabins to the deck hurried there in the extremity of terror, all doomed to experience the fallacy of those dreams of home, which voyagers naturally indulge when near their destined port. Captain M'Innes was instantly aware of the damaged state of the vessel; but suspecting the injury was foreships, he called to the passengers, as a last resource, to come aft, trusting the packet would right. At the same time, he ordered the engine to be set on, and the boat to be run ashore. Unhappily, neither of these expedients availed. An attempt, equally unsuccessful, was made to get out the yawl, which was hung astern; but, in the hurry, the tackling could not be unloosed. The ropes were then cut; and, in consequence, about twenty-six or thirty people, who had crowded into her, were precipitated into the water, and she fell into it, keel uppermost. The sea rushed into every part of the vessel with frightful rapidity, and quickly stopped the engine; and she soon sank from under the feet of the miserable multitude on her deck, who fell in groups on each other, and unquestionably contributed to increase the general calamity by the manner in which they clustered together.

The inhabitants of Gourrock, on becoming aware of the disaster, exerted themselves in the most laudable manner to afford relief to the sufferers. Catharine Watson and Margaret Mackinnon, of that place, were the first persons who heard the shrieks from the river. They were in bed; but instantly rose, and wrapping themselves in cloaks, hastened to rouse the villagers. They then proceeded to the beach, and assisted a pilot, named Martin, (whose hospitable and humane attention to Miss Munro of Tain, who was saved, deserves honourable mention), to launch a boat, before any person arrived; and, to the honour of their sex be it told, they offered to go with Martin to sea. Before they were ready to put off, however, people sufficient to man three boats had mustered, and they were not required to give this additional proof of their courage. Almost every individual who was saved had cause to thank the inhabitants of Gourrock for their preservation; and this aid was not confined to the mere act of dragging them from the deep, but extended to a generous and hospitable display of sympathy afterwards. The immense quantity of luggage which floated ashore, before any person of authority arrived to take charge of it, was held sacred; the most honourable feelings pre-

vailed among all classes; and the effects were deposited, under official cognizance, in places of safety in the village, from which they were afterwards removed to Greenock, to await the claims of those interested, who were requested by advertisement, to come forward. The property amounted to many waggon loads. Only one act of depredation was detected, and that was committed by strangers, who carried a trunk into the fields, and plundered it of some wearing apparel.

At the moment the fatal accident took place, such of the passengers as were awake were in high spirits, narrating and listening to diverting tales. When the concussion took place, he, with others, instantly rushed upon deck, to learn the cause. In the panic that ensued, he, in obedience to the captain's orders to all on board repaired aft. He was an excellent swimmer, and calculated upon that resource in the last extremity. While standing on the deck, holding by a rope, he was seized round the arm with a convulsive grasp by a person behind him, lamenting their fate. In his perilous situation, he endeavoured to shake the person off, exclaiming, "Let me go;" when, turning round to disentangle himself, he perceived that the person who had seized hold of him was Mrs Sutherland. His

heart smote him at the sight; and he immediately apologized to her in the kindest manner for having accosted her so roughly, being ignorant who it was that addressed him. At that moment he perceived Captain Sutherland in the act of throwing off his coat, or cloak, to prepare himself for swimming. Mr Anderson, not thinking it advisable to let go his hold of the rope, yet wishing to serve the lady, gave her a strong shove forward in the direction of the boat stern, as her only chance of safety. What became of the unfortunate couple afterwards, he saw not, as he was immediately compelled to attend to his own safety, by finding the water covering the deck. He retained his hold of the rope till the water reached his middle, when a wave, rolling over the Comet, carried him off his feet. The packet went down, bow foremost; and the drowning multitude sent forth the most appalling screams, imploring the Ayr to return and save them. A second wave threw his great coat over his head, and almost suffocated him. For a time he swam about, ignorant of the direction in which the shore lay, and greatly exhausted. In his state he was seized by the engineman of the Comet, who held him so closely, that he found it impossible to disentangle himself. They were on the point of

sinking, when they fortunately came in contact with the packet's yawl, which was floating about, keel uppermost, with several individuals clinging to it. In consequence of their struggles, the yawl righted, when they got into it, though it was full of water. Being without oars they were unable to make any effort to gain the shore. They remained in this situation about twenty minutes, when a pilot-boat discovered them. In the struggle to get into the pilot-boat, they nearly upset it. They were obliged to cling to the sides of it; and in this manner reached the shore greatly exhausted.

Several remarkable instances of sagacity and attachment were manifested by dogs who had been on board of the *Come*. Miss Munro who was saved, had sunk thrice, but on coming up the last time much exhausted, caught hold of the neck of a large black dog. The animal swam to the shore, dragging her along with him; and although owing to some things with which she came in contact, they were separated yet the dog never left her side, but invariably turned back with her; and after she got safely on shore, being put to bed, the faithful animal leapt in, and lay down at her feet. Two pointer dogs who had lost their master swam ashore, and as if con-

ous of their loss, lay down at the end of  
house in Gourrock, and for a time refused  
food. Another dog lay down beside  
the luggage that had been washed ashore,  
and was with difficulty induced to leave  
the spot.

A gentleman who was on board the *Ayr*,  
remarked, that when the water came in  
contact with the furnace of the *Comet*, a  
sudden blaze of mingled flame and steam  
gave a momentary glare of red light over  
the sinking vessel and the devoted crowd  
on her quarter-deck. There were three  
women and four gentlemen, cabin-passengers,  
on the *Ayr*, and about a dozen people in  
the steerage.

Early on Friday morning, Claud Mar-  
shall, sheriff-substitute of Renfrewshire,  
arrived at Gourrock, and, assisted by Mr  
Rankine of that place, and Mr Leitch, one  
of the magistrates of Greenock, employed  
himself with unremitting diligence in the  
painful duty of superintending the search  
for the bodies, and examining them when  
brought ashore. Exact descriptions of their  
dresses, and inventories of the property  
found on them, were taken; and, afterwards,  
they were deposited in the church of  
Gourrock. As the morning advanced, the  
village filled rapidly with strangers, anxious  
to learn the extent of the accident and

names of the sufferers; and a picture unprecedented agitation and bustle was soon exhibited. On Saturday the scene was still more distressing. The melancholy news had had time to spread, and persons flocked from all quarters in search of beloved relatives. Some were not kept long in suspense. Their hopes were at once blasted by the awful spectacle of the remains of those whom they were but ill prepared to behold in the arms of death. Others, uncertain whether the persons for whose safety they trembled were on board the Comet, or coming by another steam-boat which was expected to arrive that day, experienced, in all its agony, the "hope that keeps alive despair." A gentleman, who visited Gourrock on Saturday, gave the following affecting account of what he beheld. —

*We left Broomielaw at ten o'clock, A. M. and reached Gourrock at one. On the passage a young man informed me that he was proceeding thither to ascertain the fate of his brother and sister, the former of whom was on his way to complete his studies at college. On arriving at Kemnock Point, the first object this person recognized was his sister's body, which had just been landed from one of the boats, and presented the corpse of a fine young woman. A bible and some money were taken from her pocket. At this time four*



bodies had been found, by as many boats. Several other boats were arranging their tackle, and the Sovereign steam-boat had commenced trawling with a net. During my stay, which did not exceed an hour, nearly a dozen bodies were brought ashore. Some of them were fished up in pairs; and at one haul of the net three were raised. One of these was the body of a man, who had seemingly stripped for the purpose of swimming. He hung conspicuous, at the distance of five or six hundred yards, on the side of the vessel, sustained by the net. He appeared naked from the shore, but I think some part of his clothes were on. On being landed, the bodies were exposed for recognition. I saw the features of several, and in general they appeared but little distorted. One young boy, about twelve or thirteen, looked as if he were asleep, so placid was his countenance. A child about two years old lay among the dead, as if lulled to rest in its mother's arms. There were two young ladies near whom whose cheeks the hue of life had scarcely begun to fade; and there was a slight tingle of red on their lips, though cold as marble. Others, however, presented a spectacle truly terrific. A young woman had been grappled by the throat and face; and, when borne to the water's edge, her face downwards, with her long dishevelled hair dripping with blood, and trailing on

the stones, she exhibited a very frightful instance of the horrible struggle that followed the sinking of the ship. In some pockets were found trinkets of no small value. After the investigation on the shore the bodies were carried on barrows to the church, where they remained till removed by claimants. The pilot of the *Ayr* was in attendance. This man was loud in complaints against the public for attributing blame to the boat he steered. He appeared to take some interest in the search, but expressed much displeasure at the interference of the trawling-boat, which, he insisted, would only hurry the bodies into deeper water. He declared the *Comet* had no light, and that she was not perceived till in actual contact with the *Ayr*. In his watch the hour was a few minutes before two. It would be difficult to describe the feelings excited by my vicinity to the scene of so great and so recent a calamity. To know that the eye rested on a given spot, of not many yards of circumference within the boundries of which were extended the pale corpses of so many persons, unscathed by disease, and unpoluted by corruption,—to think of the uncalmed distraction of perhaps a thousand relatives, over whose threshold the rumour had already passed,—was well calculated to rouse every mournful and sympathetic feeling.

Eleven bodies, (four men, five women), two children, were washed on shore on Friday the 21st, and by the great exertion of the boats afterwards employed in trawling, the following were found.

On Saturday the 22nd, fourteen men and five women; on Sunday the 23rd, ten men and two women; Monday was stormy; on Tuesday the 25th, two men; on Wednesday the 26th, one man, a woman, and a girl; on Thursday the 27th, one man; on Friday the 28th, Mrs Cap. Sutherland and Mr. Alister. Betwixt this period and the 11th November, six bodies have been found; which, with eight individuals known to be amissing, produce the melancholy amount of sixty-five persons drowned, and out of the whole passengers and crew, only thirty-one have been saved.

After the 28th several days of stormy weather having interrupted the trawling, arrangements were made for raising the Comet; an operation for which the relatives of persons missing were most anxious, but which was not at that time effected.

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### RAISING OF THE COMET.

ALTHOUGH nine months had elapsed since the unfortunate occurrence of this catastrophe, and although the attempt to raise the Comet at this time had failed, yet another attempt to raise this ill-fated vessel was, beginning of July, projected, and successfully executed. An account of the operations and proceeding, incident thereto, we extract from the Newspapers of the day.

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THE operations for raising this vessel having drawn to their completion, since the commencement of the week (7th July) much interest regarding it has been excited, and numbers have been daily attracted to the spot to

mark the progress of the undertaking, and with the first appearance which the shattered boat exhibited when raised above the waters surface. Among the earliest indications of its near approach was the discovery of the body of an elderly stout made female, on Monday evening, supposed to be the cook known to have been on board the Comet, and nearly the last grown up person, of the ill-fated passengers, whose remains had not long previously been recovered. Notwithstanding the great length of time it had been in the water, the body was but little decayed. Having been taken up the river opposite Gourcock church-yard, it was then put in a shell and interred. On Wednesday afternoon a pair of bagpipes were fished up from the deck of the vessel; and it will be recollected that to the inspiriting strains of this instrument some of the passengers were enjoying themselves in the dance, not an hour before that dreadful collision which ushered them into eternity.

It was Wednesday before any part of the wreck was got above water; Thursday some farther progress was made in bringing the vessel close in shore, and on Friday Morning, when the tide had completely ebbed, a considerable part of the deck was above the surface; but that portion of the vessel which comprehends the main cabin, from lying obliquely on the face of a bank (perhaps 30 degrees from horizontal position) yet remains uncovered. The bow of the vessel is completely shattered, and the funnel thrown down, and resting lengthways on the deck.

A variety of articles have been fished up from the fore cabin, including several pieces of silk dresses, children's frocks, shoes, thread cases, and some appendages of the toilet, a small trunk, &c. all which have been taken charge of by the proper authorities. A man's hat and a part of a jaw bone were likewise brought up on the point of a boat-hook. The wh

hibits a very melancholy spectacle.—It is expected  
at, with the assistance of a tide or two more, the  
essel will be hauled altogether on the beach—

*urock, Saturday Evening, July 22nd.*  
Mr Brown has fixed his chains down to night for  
the last time, as he expects to have the Comet dry at  
the water to-morrow morning's tide. As yet there  
has been no access to the principal cabin. All that  
has been found therefore has either been on deck or  
in the steerage. This morning the body of a female  
was found on the quarter deck in a state of very great  
decay, so much so, that the remains of the dress alone,  
indicated that it was probably the corpse of  
Miss M'Intosh. It was carefully put into a coffin and  
interred immediately.

To-day a considerable quantity of bones were  
found in the steerage, but there was in that place such  
a mass of rubbish and mud, that it is impossible to  
say how many bodies there might be. The jacket of  
a very young boy was picked up, enclosing the ribs  
only, and no other part was visible.

With regard to private property, not much has yet  
been recovered. The piper's chest was found yester-  
day, and bank notes to the amount of about £75 en-  
closed; none of which were in the least injured,  
though saturated with water. A pocket book lay on  
deck, containing £6 in small notes, all entire; some  
silver and copper also were picked up on deck. A  
number of bottles, supposed originally to have con-  
tained whisky, were found full, but the spirit was  
variably changed for a liquid of a bitter taste.  
The vessel herself is so complete a wreck that she  
must be broken up; she can never again float. It re-  
flects much credit on the ingenuity of Mr Brown that  
he succeeded in bringing her ashore. Both stem and  
stern are quite smashed, and the deck planks torn up.  
This must have been chiefly by the chains last winter,  
at the first attempt to raise her.

The copper boilers have collapsed in a surprising manner, and, as boilers, are useless. The sudden condensation of the steam must have produced a vacuum, and the pressure of the surrounding water on the outside caused this effect. Engineers have already set to work to take the machinery to pieces, under the direction of the proprietors.

It is a remarkable circumstance that the body of a female found floating from the wreck on Tuesday, supposed to be that of Mr. M. Donald of Borrodale, cook-maid, was in a better state of preservation than any other yet found; and it has been freely asserted that she was in a state of intoxication at the time the accident happened.

The Sheriff, Mr Marshall, has been indefatigable in his attention to the preservation of property. It was found necessary to prevent so many people from coming on board as presented themselves for admission, and orders accordingly were issued to a boat's crew from one of the revenue cutters on this station, under the command of an officer, to admit none on board. Still curiosity prompted many respectable gentlemen, and even ladies, to appeal personally to the Sheriff, who was thus placed in the disagreeable predicament of being obliged to make special refusal for had all been admitted who applied, there would not have been standing-room for them, and none all to work.

*Sunday Morning*,—Owing to an accidental circumstance the Comet has not been moved so far into the ebb the cabin at low water, yet a number of articles have been got out, among other things Mr Roll's travelling bag. I saw it opened, and the money much talked of recovered; it was tied in a perfectly large parcel by itself, without any wrapper, but perfectly unruffled and fresh-looking.

A silver tea-pot belonging to Captain Sutherland, an Andrew Ferrara sword of Sir Joseph Radcli

me shooting and fishing apparatus, and a few small  
 baskets and parcels of wearing apparel, have all been  
 got from the wreck this morning; but no more bodies.  
 Nothing farther can be done from this time (nine  
 clock) till seven in the evening, when it will be near  
 low water again.

The guard of the mail coach, who came up last  
 night, says, that the report in Greenock was, that  
 one hundred pounds had been found in Mr Rollo's  
 travelling bag.

Another, and we believe a latter report, mentions  
 that about £1000 (since found to amount to £632 13.)  
 notes of different banks has been found in the late  
 Mr Rollo's box with his journal; Capt. Sutherland's  
 sword, his military cap, and his lady's silver tea-pot;  
 a case containing a fowling piece, with the necessary  
 appendages, the property of the late Mr M'Allister;  
 the captain's gold watch was found in his bed, and a  
 box containing a considerable sum of money.

*From the Glasgow Herald of yesterday.*

This unfortunate vessel which has so long and so  
 greatly excited public attention and sympathy was  
 finally and completely hauled upon the beach on Sun-  
 day week. The work of the contractor and the  
 superintendance of the Sheriff were both finished at  
 that period. Two trunks were got on Sunday evening;  
 likewise a fowling piece and a military cap which be-  
 longed, it is supposed, to Capt. Sutherland. The  
 following is a correct account of the money which  
 has been recovered:—

In Mr Rollo's travelling bag,...	£632	13	0
Piper's chest about.....	75	0	0
Captain's money,.....	15	0	0
And small sums.....	8	0	0

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£730 13 0

The notes were wet but not materially damaged. Several law-papers (leases, &c.) belonging to Mr Ross were found in a good state of preservation, and the crockery-ware in the steward's cabin was in general found uninjured. Sunday being a beautiful day the wreck was visited by a great number of people from Greenock and the neighbourhood. In the evening a gentleman counted 1130, passing his house from Greenock to Gourock within an hour, and the number who visited the spot where the Comet was drawn from the water is estimated to be little short of 10,000. The vessel itself is a perfect wreck; and it is now impossible to say how much of it was directly damaged by the collision. It may be mentioned, that the job was contracted for, and of course given to the lowest bidder, which Mr Brown happened to be. We are told the Clyde Shipping Company offered to undertake it at their own risk, receiving £400 if they succeeded; Mr Brown understood was to receive £80 if the attempt to raise the vessel failed, and £300 if successful. He managed it we are told with great ability, but did not gain much, the expenses being very considerable. The boat is now on the beach, and nearly dry at low water; and workmen are employed taking out the engine. On Friday last, precisely nine months had elapsed from the date of the accident.

Greenock Advertiser

...ed ... ..  
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0	81	233	...	In Mr Hullo's travelling bag
0	0	75	...	Piper's chest of S. N. I. S.
0	0	15	...	Captain's money
0	0	8	...	And small sums
<hr/>				
0	81	0373		