

FAST ON ROCKS.

Steamer Fairfax on Sow and Pigs Shoals.

All Night Battling With the Gale, Bound to Boston.

Vessel Whirled by Wind 20 Miles in Circle.

Sprang A leak and Fires Out After She Became Fixed.

C. J. Griffith, a Passenger, Tells of the Disaster.

The steamer Fairfax of the Merchants and Miners transportation company, plying between Baltimore and this city, is fast on the rocks at the Sow and Pigs shoals.

There were only six passengers on board and they are all safe and sound.

One of the passengers, C. J. Griffith of Baltimore, who was taken from the wreck by the life savers and transferred to the steamer Whitney, arrived in this city last evening and was seen by a representative of The Globe at the Parker house. He said:

"I boarded the Fairfax Friday night at Norfolk, and besides myself there were only five other passengers, two brothers belonging in this city, a Mrs Cutherell and 8-year-old daughter, and a colored man whose name I do not know.

"The storm struck us between 5 and 6 o'clock Saturday night, and the snow was so blinding we could see only a few yards ahead.

"The force of the gale was so terrific that we could not hold our course, and the ship, as a consequence, drifted around, covering a circle of about 20 miles. After many hours of battling with the storm we went aground—that was between 5 and 6 o'clock Sunday evening—and quite naturally we were in a very excited state of mind for a short time.

As soon as the officers could learn the exact position of the steamer they informed us that we had grounded on the rocks at the Sow and Pigs shoals, which is, I believe, about 130 miles from Boston.

"The officer stated that the steamer had struck bow on, and, aside from the awful noise the storm made, there was not the slightest evidence that the steamer would be broken up.

"We began to display signals calling for help, but the sea was running awfully high, and I doubt if our signals could be seen by the life saving station ashore. We could just distinguish the Sow and Pigs light, which looked to be about three miles away.

"About 2 a m the steamer H. M. Whitney loomed up in the distance and heaved around about two miles away. No boat could live in the sea, and the surf was breaking over the bow of the Fairfax.

"All night long the rudder kept thumping against the rocks, and the noise was enough to convince about anybody that the Fairfax's hull would soon go to pieces.

"The ship began to make water rapidly, and one hour after we struck the fires were put out, and later on the electric plant was rendered useless.

"The captain assured us that we were in no urgent danger, and although we were driven out of the cabins by the water and forced to go on deck we kept up courage.

"Early in the morning, about 5 o'clock I should judge, a boat from the life-saving station came alongside and, although the sea was very rough, I got aboard. Mrs E. J. Cutherell and her daughter remained on board owing to the rough water and the danger attending the transfer, and at the time we shoved off from the sides of the Fairfax she was standing in 18 feet of water and looked to me as though she would have a hard time in weathering the gale. Mrs Cutherell was a brave woman, and seemed to be perfectly contented to remain aboard when the captain said there was no immediate danger.

"We were wrapped up in blankets while on deck, but suffered considerably from the storm."

E. J. Cutherell, chief machinist on the U S S Amphitrite, whose wife and child were on the Fairfax, was an interested listener to Mr Griffith's story, and heaved a sigh of relief when told his family were safe. He said that they were coming up from Norfolk to remain in Boston while his boat was undergoing repairs. It was her first voyage, and Mr Cutherell fancied it will be her last, for he considered that his wife has had a fair share of hardships during this trip.

The mate of the Whitney was seen later in the evening, and said the Fairfax was hard and fast and looked as though she might weather the storm. Others on the Whitney gave it as their opinion that she would certainly go to pieces before help can be rendered.

At the office of the Merchants and Miners company they knew comparatively nothing about the boat, except what they had learned from the mate of the Whitney. They were of the opinion that the Fairfax is in a very comfortable position and will be saved.

Capt Hallett of the Whitney, which arrived at India wharf last evening from New York, states that he sighted the Fairfax and stopped in answer to a signal. He was given Capt Johnson's dispatches to the owners of the Fairfax in Baltimore to the agents here to deliver.

The Fairfax was commanded by Capt Johnson and was bound from Baltimore and Norfolk for this port. She was due at Battery wharf at noon Sunday. Her cargo consists of a large consignment of cotton and general merchandise. She is an iron steamer of 1975 tons net and 2551 tons gross. She is 270 feet long, 42 feet beam and 26 feet depth of hold. She was built by Harlan & Hollingsworth at Wilmington, Del. in 1891.

For some time past the Fairfax has been running alternately between Baltimore and Providence and Baltimore and this port.

Wreckers have started from Providence and are already alongside the Fairfax. A tug has also gone from Vineyard Haven, and the company expects to hear favorable news at any moment.

REFUSED TO INTERVENE.

Minister of War De Freycinet Announces Decision in Picquart Affair—Mme Dreyfus Hears from Husband.

PARIS, Nov 28—The minister of war, M de Freycinet, in the chamber of deputies today refused to intervene in the Picquart affair, and the house approved the government's declaration regarding the separation of military and civil powers by a vote of 437 to 73.

Mme Dreyfus has, by permission of the authorities, received the following telegram from her husband: "I rejoice with all of you. My health is morally and physically good."