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But only seventeen years of age: o quam cito transit gloria mundi! Again thanking you for the pleasure of reading Cape Breton Lives, I am. Sir, Yours faithfully, Robin F. Evelyn. I enclose pictures of William's father and younger brother George as I believe he would have had a recognizable inheritance of family features.--R. F. E. Our thanks to Robin F. Evelyn for sending us the letters that be? came this article, and to Laura Peverill, Librarian, UCCB, for her fine efforts toward locating a copy of the shipwreck narrative, which was last published in Duncan's The Mariner's Chronicle, Volume 6,1810. (For ease of reading, some paragraphing has been added.) FROM ANOTHER SHIPWRECK STORY: More about the Louisbourg Rescue, 1943 In Issues 41 and 64, we carried stories about the wreck of the United States sub-chaser SC709. That ship grounded at the mouth of Louisbourg Harbour in December 1943. Several sailors were freezing to death aboard it, and the extraordinary efforts of merchant seamen from the Ange? las and fishermen from Louisbourg town managed to res? cue everyone. The stories prompted phone calls and let? ters, even after 50 years. Here's one of those letters: Dear Sirs I have just finished reading about-Capt. (Wal? ter) Boudreau's story on the Louisbourg rescue of the men on the sub-chaser SC709. How I re? call the incident. Oh boy. Joe Stevens and myself were based in Sydney as petty officers on radar and wireless mainte? nance (now known as radar artificers). We were informed by N.O.I.C. that a sub-chaser was on a reef at the entrance to the harbour, and was going to break up. The sub-chaser apparently had some new radar equipment aboard and it had to be renewed. Joe and I were sent to Louisbourg just to do that j ob. We took one look and realized we just did not have the boats to remove anything, let alone men. The men (I thought they were fishermen) were better equipped and knew the waters and the dangers. When the tide was lower, a dory did go out on the right side of the harbour, facing the sea. The American sailors were saved. The next day. Joe and I went out to retrieve the equipment. We boarded the ship and found its back was broken. Every step we took, the ship would groan in agony. Joe stayed topside to remove the sets, and I went down below to hacksaw the conduits carrying wires. Every movement by Joe or me with a hacksaw, the ship let us know. If the ship was going to go, Joe was to let me know, and I had my escape planned. Up the ladder and over the side. We got the equipment off and into a dory and headed for the wharf. Loaded the equipment in? to station wagons under the watchful eye of N.O.I.C. and staff. We looked back, and it was breaking up, but the reef was not letting go-- not right now. I never did know what eventual? ly happened to her. Story at the time was that radar was not work? ing and a light was seen, and not knowing the waters, headed for the light. There was a light attached to a building which I presume was the Louisbourg Hotel. More likely it was the steeple of the church. Joe and I never got a thank you or a shot of rum. but it was our job. With Capt. Boudreau, it was a volunteer with guts. Best regards, David J. Paterson North Vancouver, BC P.S. I married one of Gus Hunt's daughters-- Mary. Gus worked at



telegraph office, Dorchester Street. Joe married a Louisbourg girl and had twins. Joe passed away in Florida. Heart. Gas Tank Replacements & Repairs For Personal Efficient Service: Call 539-2122 Sydney Radiator New Heaters & Radiators or Repairs We Service and Ship 121 Prince Street, Sydney Anywhere on Cape Breton Island 20 Years a Family Business 2 Years Warranty on All Parts * We Accept VISA & MASTERCARD COMMERCIAL RESIDENTIAL G. Landry's Vacuum Service Ltd. I SEPTIC SYSTEMS CLEANED INSTALLED* REPAIRED I BACKHOE BULLDOZER RENTAL I PORTABLE TOILET RENTALS SERVICE Front Lake Rd. Sydney 564-8413 ?? / SERVING ALL OF CAPE BRETON~' • lonsered o'riens. ;fonsered '??iC#i YOUNG'S POWER EQUIPMENT LTD. Millville * Boularderie * Phone 674-2008