General Business.

For the Last 50 Years Cough Medicines have been coming in and dying out, but during all this time..... SHARP'S BALSAM OF HOREHOUNI

Never Left the Front Rank for Curing Croup, Coughs and Colds. All Druggists and most Grocerymen sell it.

& CO., PROPRIETORS

BIG OPENING OF

DRY GOODS, ETC.

AT MURDOCH'S.

EXCURSIONS.

Excursion Tickets to points down river, during TUESDAYS, THURSDAYS and SATURDAYS are excursion days. CARD TICKETS Tickets to be had from Mr. R. R. Call, Newcastle; Messrs Roger Flanagan and Geo Stothart, Chatham; or from W. T. CONNORS.

WANTED.

Teachers to begin work next term, For partic-MARITIME TEACHERS' AGENCY.



Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honourable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to supply the coal contracted for. If the tender be not accepted, the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender. By order, E F E ROY, Secret

Department of Public Works, Ottawa, 26th June, 1895



FROM LONDON June 228 S DAMARA; July 6 " ST JOHN CITY, " 20" HALIFAX " Aug 3 " DAMARA, " 17 " ST JOHN CITY,

These steamers have superior sleeping apartments amidships where least motion is felt. Lighted by electricity Do not carry cattle FURNESS, WITHY & CO Ltd, Commission and Forwarding Agents, Halifax, N

FINAL NOTICE SCHOOL TAX.

I am instructed by Trustees to issue Executions for all School Taxes not paid this month, and theremay be saved to them, as under the new administra-tion of the amalgamated districts, rates must be W. JOHNSTON.

July 5 1895.

WANTED.

A good man in your district to represent the "Fonthill Nurseries of Canada,"—over 700 acres. The largest in the Dominion. Position permanent. Salary or Commission to right man.

With the increasing demand for fruit, a position with us as salesman will pay you better than engaging in farm-work. Send us your application and we will show you how to earn good money.

School Teachers!! it's just the thing for you during the summer. Write for particulars.
STONE & WELLINGTON,

APOTHECARIES'HALL

THE MOST DELICATE PERFUMES AND SACHETS.

FINE TOILET SOAPS AND TOILEL POWDERS

TOILET, BATH AND WAGGON SPONGES SPONGE BAGS, SPLENDID VALUES IN HAIR, TOOTH AND NAIL BRUSH-ES, COMBS AND WHISKS

CHAMOIS'SKINS, LADIES'

AND GENTS' SHOULS DER BRACES. CENTURY CREAM.

Apothecaries' Hall,

Book-keeper Wanted.

Physician And Surgeon. OFFICE AND RESIDENCE,

ADAMS HOUSE.

Miramichi Advance.

Westmorland.

There is a great array of political speaking talent in Westmorland just now, in connection with the Dominion election contest pending there between Messrs. Powell (government) and A.E. Killam (opposition) Mr. Davies, J. Israel Tarte, D. C. Fraser and P. A. Choquette, members of Parliament, are there in Mr. Killam's interest, as well as E. M. McDonald, Pictou; Mr. Mc-Keown, ex.M. P. P., Mr. A. E. Mc-Intyre, John L. Carleton, E. H. Mc-Alpine and others. Mr. Powell has the assistance of Hon. Geo E. Foster, Geo. V. McInerney, M. P., and, probably Sir HibbertTupper is also to take the stump for him, It is said Mr. Killam's friends have great faith the Manitoba question securing the Orange vote and victory, although Messrs. Tarte, Choquette, Davies and others do not seem to direct their appeals to that

The Fatal Collision and the Verdict.

The collision in broad day, between the passenger steamer "Miramichi" and Schooner "Osceola", the news of which so shocked our community on Saturday last, has been the subject of enquiry before a coroner's jury, as reported in this number, with the testimony in full, and the verdict rendered will, we think, be approved by the community at large, although the terms of the legal form, which the coroner's adviser thought necessary, may seem harsh.

It is a disagreeable duty for men to pass public censure upon their fellows, for whom they have a kindly and neighborly personal regard, but, in this case, the jurymen will receive due credit for the sense of justice they have manifested in sinking their personal feelings catastrophe where the testimony clearly showed it lay.

It is seldom that such a fatality has occurred that seemed so clearly avoidable by men acting under ordinary prudence and sense of duty and the law, of which the captain was not ignorant, was proved, as was also the wheelsman's culpable neglect in not properly looking out for other craft that might be in his course. The natural result followed in the loss of precious lives and the damage of the

The rules governing the manage ment and running of passenger vessels are too often looked upon by the careless or ignorant as unnecessarily acting, and the result is laxity in the discipline under which their wholesome requirements and purposes can alone be secured; and, whatever may be the final results, to those directly responsible, of the calamity that has so shocked the community, let us hope that its costly lesson will not have been learned regulations which they are required to observe for the safety of the lives and property for which they are respon-

Another Handsome Cup for the Mir- ordinary photographs of the blood

His Honor, Lieutenant Governor Fraser has sent to Commodore Miller of the been pronounced by the leading author-Miramichi Yacht Club a handsome and ities of the world quite unapproachvaluable silver cup, which will, doubtless, be an additional prize for annual competition and promote increased interest in by a London optician, but it was not club contests. The generous gift is sent good. to mark the appreciation of His Honor and Mrs. Fraser, of the courtesies shown to them by the club on the occasion of their visit to Miramichi last year, and the doners leave"the conditions under which Invalids' Port Wine. That is the celebrated the trophy shall be contested for to be decided by the club. A meeting to consider these conditions is to be held Saturday. and meantime, the members are more than pleased over the gift sent to them by the distinguished Miramichi man whom they found pleasure in honoring when they had an opportunity of doing so.

"Advance" Scientific Miscellany.

AND SALT-THE SUCCESSFUL MOTOR FOR CARRIAGES-THE MOST POWERFUL MICRO SCOPE-AN ELECTRIC BABY ALARM.

Small incandescent lamps have been lighted by M. D'Arsonville by the electrical discharge of the torpedo, which is an animal a foot in diameter varied from 8 to 17 volts and from 1 to

The idea that town refuse can be burned at a profit over the expense of carting, tests at Doyton, Eng., indicating that the heating value of dried refuse is only a higher up on the mountain side. So, seventh of that of coal.

composed principally of infusorial earth and various binding and coloring ingredients, spread in layers over a wooden core. When dry the mass is cut into sheets or blocks, which resemble figured

A baby alarm, or means by which the crying of an infant which has been left HIND'S, HONEY AND ALMOND CREAM asleep in a distant room may be signaled, is one of the recent boons offered by science. A sensitive microphone, connected to a battery and to the primary of an induction-coil, is placed near the child's cot. The secondary of the coil is conmagnet at the place where the alarm is to gradually so as not to make pedaling much Wanted a position as book keeper by a young man be given, and on the crying of the child heavier than on a level, and should, I think. the microphone sets up an undulatory be of sufficient power to carry a rider 1,000

balance and close an electric bell circuit.

Of the 22 self-propelled yehicles that left Paris in the great race of last June only 9 completed the trip to Bordeaux except Sunday. Strangers and visitors are and back, and of these 8 were driven by found for young men making application. CHATHAM, N B gasoline or naphtha motors and but 1 Rooms in Hocken-Mackenzie Block on by steam. Lightness was shown to be a Water Street.

great essential in carriages of this kind. It is only necessary to carry 17 ounces FATAL of gasoline to produce one horse-power for one hour, while steam requires at least 65 pounds of coal and from 40 to Steamer 50 pounds of water, and with electric accumulators the weight for the same

power is more than 220 pounds.

The health of London is of exceptional interest to the world at large, not only be because it is the largest city and now one of the healthiest, but because its long and carefully kept records afford valuable data for tracing the progress of sanitary science. An official report indicates the recent gain in the average duration of life among Londoners. In the period o premier Fielding of Nova Scotia, Hon. 1861-1870 the life expectation of males of A. G. Blair, Hon: H. R. Emmerson, 5 years was 47.49 years and of females 50,87; and in 1881-1890 these figures had increased to 50.77 and 53.43 respectively. Prompt and Gallant Conduct of Typhoid fever has shown a marked decrease. Diphtheria, however, has made an alarming and perplexing gain, the death-rate having steadily risen from 0.12 per 1000 in 1851-1870 to 0.74 in 1893.

A remarkable lake has been discovered on the island of Kildine, in the Arctic Ocean, by M. Herzenstein, a Russian naturalist. The lake is completely separated from the sea by a narrow strip of land, and the water of the surface, which is fresh and flows from springs in organization. Saturday is polling day. neighboring marsh, is inhabited by fresh water animals. The discoverer was struck, however, by the finding of an exclusively marine fish-the common cod. Further observation has shown that under the superficial layer of fresh water the lake salt, and supports sponges, seaanemones and other marine animals. The muddy bottom exhales sulphuretted hydrogen, and is not inhabited. regular ebb and flow of the lake, though much less than the tides of the adjacent sea, indicates some subterraneau connection between sea and lake.

type—a steamer that travels by land over part of its course-have been made near Copenhagen. Two lakes at this point are separated by a narrow strip of land. and across this the steamer journeys on ordinary railroad, which, with a gradient of 1 in 50, is extended out into and under the water on each side. Piles are so arranged that four wheels under the steamer are accurately guided to the and placing the blame of Saturday's rails. As the track is reached, an extra shaft transmits the power of the engine to the four wheels, which carry the steamer up along the rails and down to responsibility. Neglect of duty, under has a comparatively powerful engine of is a mile wide in that part, the water 27 horse-power. Many of those who employ the micro-

scope contend that the use of extreme high powers is not only attained by great difficulties, but is really useless. They tell us that the 1.5 inch objective for ordinary work, and the 1-12 or 1-15 property which these men were paid to in the more refined investigations of bacteriology, will do all that it is practicable to accomplish with magnifying power. Dr. Ephraim Cutter, however. gives details concerning the achievements of Tolles' 1-75 inch objective, the most powerful ever made, and shows that this lens has accomplished its purpose and more. Its history is interesting. In 1869 Boston dentist, Dr. Geo. B. Harriman, dissected teeth by turning them on lathe, and through this method discovered nerves in the dentine-the bony portion constituting the greater part of the teeth. The discovery being questioned, this ob jective was ordered in 1870. Mr. R. B in vain, but lead to a more strict regard | Tolles, the Boston microscope-maker of on the part of those of our steamboat | that time, shrank from so tedious a task men who are careless, of the laws and but was persuaded at a cost of \$400 declaring that he would never attempt to make another of such minuteness. The lens successfully demonstrated the existence of nerve fibers in dentine-a fact that is really proven by toothache. Since then the objective has been used for consumption and other diseased condi tions, and has given results that have

No praise is too extravagant.

And yet the wine itself is better than anything that could be said about it. Wilson's brand, which has rapidly risin in public favour. The reason is that it meets the need a for bracing tonic which shall without the disagreable features of medicine Wilson's Invalids' Port is a fine old wine of undoubted age, which has the effect of bracing and stimulating tonic. It dispels lassitude, puts a new heart of hope in the invalid, but chiefly it is invaluable that it gives new blood to an impoverished system. Sold by all dealers at \$7.50 per case of 12 quart bottles, half case 4.00 or 75cts. per bottle. Address-Bordeaux Claret Co., 30 Hospital Street, Montreal.

A Bicycle Attachment.

It has been reported at various times that Mr. Thomas A. Edison has invented electric attachment for propelling bicycles. Mr. Edison denied this state-

"I know how the story started." he said "I have been experimenting with an attachment to a bicycle for my own personal use and for special conditions. My house etc., has been shown to be an error recent Llewellyn Park, Orange, is about one-sixth of a mile from my laboratory, and 80 fee order to save myself a heavy pull when went home in the middle of the day, I de-A new German veneering material is signed a heavy spring just large enough for the purpose, which was to be wound up by power from the laboratory engine and attached to the bicycle before I started up the hill. I wanted this spring to supply most of the energy for the ascent. Of course, there is nothing electrical about it at all; it

is a purely mechanical construction. "The device is to be so arranged that when riding down hill, or even on the level, the rider can at will throw the spring into gear and by degrees wind it up to its limit, Then, when a hill is to be climbed, or the rider wishes to stop working for a short distance on the level, he can turn on power and let the spring give back some the energy stored up in it. It can be arranged that the spring can be wound up current in this circuit, causing the feet or so on a good road with no upward electro-magnet to deflect a delicate steel grade without his doing any work."

Chatham Y. M. C. A.

The Chatham Y. M. C. A. rooms are open from 9 a. m. to 10 p. m. on every day

COLLISION!

"Mıramichi" Schooner "Osceola" -in a mid-river crash!

Steamer's Smoke-Stack knocked down and Starboard Rail and Seats swept from Upper Deck.

Three Killed or Drowned!

Pilot Nowlan and the Osceola's Captain and

Scenes and Incidents of the Mishap, Etc., Etc.

THE INQUEST.

[Nearly the whole of the following report of the disaster of last Saturday appeared in an ADVANCE extra, issued on Tuesday and so great was the interest in the sad event that an edition of nearly one thousand was required to meet the

On Saturday afternoon last, the steam-

er Miramichi, which runs daily between up and down river points, was making her usual up-river trip, her last place of call before reaching Chatham, being Loggieville, which she left about 5.45. were, at the time, on the upper deck, persons on board, ten or more people. wharf the large two-topmast schooner, Osceola, owned by Mr. Willard Smith of St. John, commanded by Capt. D. E. Dixon of that port, heavily laden with and laths, and bound for New York, was beating out against a very moderate easterly breeze, in charge of pilot Patrick the water on the other side, where the Nowlan. It was a bright, clear afternoon ordinary propeller shaft again takes up and such a thing as a collision between its work. The steamer is 44 feet long, the steamer and schooner would be far capable of carrying 70 passengers, and it from the mind of anyone, for the river ample for both vessels and everything

> was in favor of sale navigation. from Loggieville, the Osceola was standing on the port tack almost directly across the river, going at the rate of three miles an hour, and pilot Nowlan, who was at the wheel, naturally expected the steamer to observe the law and custom of keeping clear, by going past the schooner's stern. He and others on board were startled as the vessels approached each other in dangerous proximity, just above the Russell-McDougall mill, to find the steamer proceeding as if no lookout was being kept from her wheel-house, or any other part of her. They were about two hundred feet apart when first sign was given that the steamer's wheelman saw the for he then put to starboard, turning the boat towards the south shore, seeing which pilot Nowlan also put the schooner's helm to starboard to prevent her being struck squarely on the port side. When the vessels came together, the Osceola's ibboom barely missed the steamer's wheel house and struck the smoke-stack stays and stack itself, which was sent. full length, upon the deck. Then, the schooner's head-gear, such as the jumperstay, martingale and jibboom guys tore along the steamer's starboard side, carry. ing away the upper-deck rail, iron davits, seats and five persons who occupied them. sweeping all overboard. As the vessels were, at the time, going in nearly opposite directions—the schooner at three and the steamer nearly ten miles an hour-it will be realised that the crash was great and sudden, and those who had their thoughts about them found need for prompt action. The steamer passed on and out of the scene for time, until she had run quarter of a mile. The assigned for this is that the pipe leading from the boiler to the steam whistle had been broken off and that the escaping steam caused those on board to think "the boiler had burst." The engineer. however, soon shut off this escape of steam by means of the valve fitted to the pipe for the purpose, and then the prevailing confusion appears to have been allayed and the steamer's head turned towards the

those prominent in it were : scene of the disaster.

Meanwhile, action on board of the Osceola had been prompt and effective. In fact, Pilot Nowlan, Capt. Dixon and his crew all acted as well as it possible for men in their circumstances to do. When the pilot realised the danger of collision, and saw that the steamer's wheelman had turned the head of that vessel to port, he sung out for the schooner's crew to let the sheets of the head sails go, so that she would come up quickly into the wind, in the hope that a crash might be avoided. Then, when came, he at once ordered the anchor to b let go which was promptly done. It was seen that of those who were knocked overboard from the steamer's upper deck, two, at least, were on the surface, and thought to belong to the str. Miramichi. while the Captain let go one of the davit tackles to lower the boat, the pilo let go the other and the captain and mate, Joseph Hains, and Augustin Bellfontane. a seaman, jumped into the boat and made towards the nearest person, who was floating with head and feet submerged face the effect that others were swept overboard downwards . It was Miss Kate McLeod. daughter of Mr. Simon McLeod, of Newcastle. She was taken on board the boat as quickly as possible and the other person who had been, until then, in sight, river on Monday. was rowed for. She, however, disappeared just as the rescuers reached her, but Monday, proceeded to sea on Monday was not far under the surface, and Capt. afternoon. Dixon, leaning over the side of the boat and plunging his arm and part of his head

the rescuers immediately set about the task of resuscitation. experienced a most painful revival. She had a few bruises on her head and Capt. J. J. Brown, James Firth.

her skirt and bringing her up. She, too,

was taken on board of the boat and then,

weak and painful condition.

The other person rescued was Miss Matilda Stewart, about 26 years of age, and daughter of Mrs. Alex. Sewart, of Chatham, a widow. She was badly cut at the back of the head, and her face was also cut and bruised. She did not appear to be suffering so much from partial drowning as Miss McLeod, and it is probable that, being stunned by the blow that so severely cut the back of her that cause as from drowning. In the FIVE PASSENGERS KNOCKED OVERBOARD took her from the water, had she remained in it. As it was, and not witstanding the efforts of the men in the boat for ten or fifteen minutes. MissStewart failed to revive up to the time she and Miss McLeod were placed on board the Miramichi, which now returned to the scene of the disaster and received, from the schooner's boat, these two survivors of the five who were knocked overboard from her upper deck.

The other three had undoubtedly been either killed by injuries received when they were knocked overboard, or drowned. They were, Miss Maggie Garvie aged 26, and Amanda, aged 24, only daughters of Mr. John Loboan, an old well known and highly respected citizen of Chatham.

The other was little Rhoda Kate Stewart, sister of Miss Stewart who was rescued. She was a bright and winning child in her eleventh year.

The steamer St. Andrew was nearl opposite the scene of the collision and capt. McLean rendered prompt assistance, first running toward the Miramichi until he satisfied himself, by observation, that she did not need his help and, then, going Capt. de Grace, who was in charge, gave in his small boat to the aid of captain the wheel to Wm. Tait, one of the deck Dixon who, with his men, were resuhands, and went below to collect the fares | ing the ladies from the water. The of those who had boarded the boat at Miramichi steamed as far up as the Canada wharf where her steam being exhausted she stopped Capt. DeGrace going ashore and telephoning from Mr John Fraser's to Drs. J. B. Benson and according to the statements of different J. McD. Baxter to meet his vessel at her wharf, to which she was taken by the When the steamer left the Loggieville St. Andrew, Capt. DeGrace going up by land, after telephoning for the physicians. On arriving at the Muirhead wharfher usual berth-the Miramichi was awaited by a great throng of people, for his duty there was to keep a lookout and lumber, including a deckload of boards | the news of a mishap had preceded her and the townspeople, not knowing particulars, were naturally alarmed and excited, especially those who had friends and relatives on board.

Miss McLeod was conveyed to th Aberdeen hotel and Miss Shirreff proceeded to Newcastle to break the news of her condition to her father aud mother. Mrs. McLeod came to Chatham at once and remained with her daughter, who As the Miramichi proceeded up-river gradually improved. Mr. McLeod soon followed and both were here until Miss McLeod was in condition to be taken home on Monday afternoon.

o'clock by Messrs. Hiram Drillon and others-workmen at the Russell McDougall mil!- and brought by her brother to the home of her sorrowing mother. The body was accompained to town by Messrs Hiram Drillon, Alex. McDonald, Charles Stuart, William Tait, and A. C. Russell who recovered it. It a sad home, indeed, from which the funeral of little Rhoda took place on Monday afternoon at 6.30, that hour being fixed for it on account of her brother, James, who is foreman of the Moncton Transcript office, not being expected until the arrival of the afternoon train. It was a very large funeral, showing the general sympathy and interest a rakened by the deplorable event. The

interment was in the new cemetery. Perhaps the saddest bereavement-if degree can be thought of in such thingsis that of Mr. John Lobban, whose widowed home is left empty and desolate by the calamity. One of his lost girls was his housekeeper and domestic helper. while the other worked as a tailoress The weight of his bereavement can only be imagined, and it is the subject of deep and general sympathy in the community.

A most praiseworthy feature in connection with the disaster was the neighborly action of many of our people in going to recover the bodies. Residents of Loggieville were of course first on the scene in the good work, but no sooner had the news reached Chatham than many prepared at once for the sad task. Amongst

Messrs, Hiram Drillon, Alex, McDonald, Charles, Stuart William Tait A C. Russell John Coleman, Michael Keouge han, Patrick Coleman, Wm. Mahar, John Shanahan, Patk. Keoughan, Wm. McRae, Patk. Merinor, Wm. Avery, next, as she was a little further away. John Fitzpatrick, Patk. Foley, John Mahar, Daniel Olsen, Dudley Walls, Asa Walls, -----Perley. Also Mr. J. W. Ruddock in his Steamer "Arthur" with Wm. Dickens, Frank Flood and others Messrs, A. & R. Loggie's Steamer Lina. cre w and assistants, Str. Grip with Mr. Richard Collins and others.

The Messrs. Walls and Perley had with them an Italian sailor who was an expert diver. He went down several times and remained two or three minutes and was thus able to give information of advantage

in the work. The steamer Lina's crew found, when grappling, a silk sunshade with white bone handle, said to belong to Miss Stewart : also about nine inches of nickeled sunshade handle said to have belonged to one of the Misses Lobban. They also fished up an iron brace, These were all found at different times, but

Mr. Robert Russell, engineer of the Russell mill says the collision took place about 150 yards off that establishment A number of rumors have been affoat besides the five already namad, but we have not been able to trace them to any reliable

Repairs were effected on the Miramichi so that she left on her regular trip down The Osceola, having made repairs on

Mr. Peter Loggie, in drawing a salmoupicket yesterday (Wednesday) afternoon,

Stewart was begun by Coroner, Dr. John S. gives evidence as to cargo including deck- as that of the captain and pilot; he was on the water. This was as I was turning the Miss McLeod was the first to regain Benson, at the residence of Mrs. Alex. load, which was about 41 ft. aft, perhaps 6 the forecastle head with one of the men steamer. I stopped alongside of the consciousness, but it was only after sever- Stewart on Monday (the jury having been ft. forward]. I had charge of the vessel as and saw the Miramichi coming up-river and Osceola's and St. Andrew's boats, and took:

John Currie, Foreman, Thos. Flanagan, Z. Tingley, Lemuel Abbott, Alex. Robinson,

drowning, left her in a very exhausted, taken, S. Thomson, Esq., Q.C. assisting the coroner, and Hou. Mr. Tweedie, Q. C. being present in the steamboat Company's

worn: -stated he was master of the schr. Osceola, 123 tons, built in Advocate, N. S., had been master of the Osceola a little over hree years; been master mariner for seven years, (produces certificate dated 10th Feby 1892 for square-rigged vessel in coasting trade). Arrived in port of Chatham 10th August, inst; entered first at head, she would have died as much from Newcastle, next at Chatham; loaded full cargo for Mr. Snowball, lumber-boards and opinion of her rescuers, she would have laths. Cleared on Friday 16th for New been dead a minute after Capt. Dixon | York; sailed at 3 p.m. Saturday 17th; wind was east and tide running east. Sailed from stream, abreast of Mr. Snowball's wharf, at 3 p. m.; had pilot, Patrick Nowlan, on board when they started; proceeded to beat to windward down river, everything going well until they were about abreast of

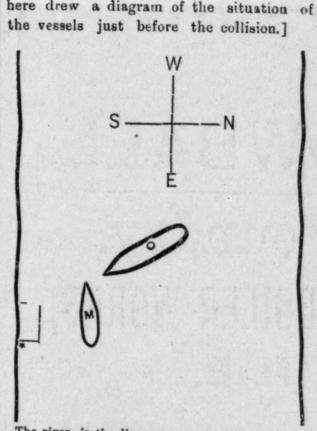
We were on our port-tack, the vessel's head S.S.E. when she was run into by the str. Miramichi, carrying away the Oscecla's head gear. I was aft at the time of the accident, having just come out of the cabin, having gone down to eat my supper, leaving the pilot and mate on deck; when I came out of the cabin the steamer was just across our bows and the funnel was falling. On account of being aft I could not see whether anyone had been swept overboard or not; the steamer was heading west and about mid-stream. had seen the steamer before I went into the cabin, she was about 1 mile distant, coming

ordered the boat lowered and went to it myself and got in with the mate and one of the

After getting into the boat I rescued two were in charge of the schooner-the pilot forecastle head when the accident happened. look after the head sails in working the vessel. The wind was light at the timethe schooner going not more than three

proper lookout and had the steamer in view, he had hove his helm to starboard. could you not posssibly have avoided the

Witness :- We could not. A sailing vessel has the right of way. It is my duty she was about a quarter of a mile off; did not say anything on the subject to the Miss Stewart was taken to her mother's pilot, for I assumed that competent men home, where she still lies very ill from were on the steamer; had I been on deck I would not have changed my course unless The body of little Rhoda Stewart was I thought there was actual danger; I found recovered on Saturday night about ten our wheel down hard a-starboard, the pilot having put it so to avoid collision if possible on account of seeing that the steamer's head was thrown to port; had he not done so we would have been struck about the fore here drew a diagram of the situation of the vessels just before the collision. 1



positions of the colliding vessels the better. The represents the Russell mill wharf, M the str

It was impossible for us to avoid the collision. Our head gear was partly carried away. We had a mate, steward, three men and myself, besides the pilot on board -the complement the law requires us t carry. The Osceola was towed yesterday to the Muirhead wharf, where she now lies.

man that I rescued the two ladies. Mis-Stewart was cut about the head, did not observe any cut on Miss McLeod. I judged they were in the water not more than three or four minutes-got Miss McLeod first, in The reason I say the steamer ran into us is because, according to the rule of the road,

Mr. Tweedie: While it is quite true that a steamer must give way to a sailing vessel, should not a sailing vessel give way

Witness: I have already said so: it would be a master's duty to avoid danger. The wheel was hove down before I came on

Mr. Tweedie: Suppose the pilot had put his wheel down a minute or two earlier. would that have avoided the collision?

Witness: It was not his duty to do for had we tacked ship under steamer's bow and the steamer had tried to go astern of us, as he should have done, the collision would have been worse. Had we gone about earlier we would of course, have avoided the collision; It was a question of judgment, but the pilot, knowing that he had the right of way, expected the steamer to

There was about 14 feet of water at low tide where the collision occurred; the deckload-about 64 feet high. would be difficult to see a craft directly ahead a shorter distance than 500 feet. We always have a man on the lookout, however.

on our port side and bow all the time before

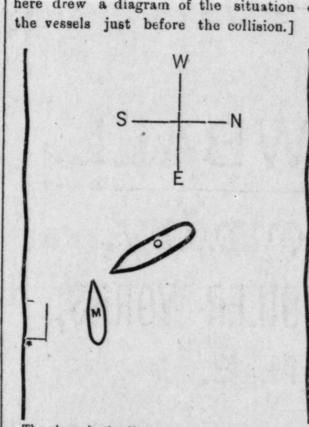
under, succeeded in grasping a portion of found the body of one of the Misses Lobban 1882; was en duty as pilot on board the -a short distance above the scene of the schooner Osceola, 123 tons, Capt. Dixon, mate of the schr. Osceola, sworn:-Stated he someone said someone s collision - the other has not yet been found. outward bound, last Saturday afternoon. I had been mate of that vessel three weeks no names were mentioned. I was about a boarded her off the Snowball wharf about and shipped in Halifax. An inquest on the death of Rhoda Kate 2.30, and we started about 3. [Witness His testimony was on about the same lines collision. I looked but could see no one in al minutes' hard work and much water sworn on Sunday.) The jury was composed pilot, according to custom. Standing at the continued to see her until the collision on board, from the Osceola's boat, two jib-boom; One could not see a very small against our jib-boom, earrying away our Canada Dock-that being as far as our face, but was otherwise not injured, They viewed the body and then adjourned vessel immediately under our bow, but a head-gear; also our jib-boom and stays; steam would carry us. I then went ashore although her nearness to death from to the police court where the evidence was short distance off we could see one. We carried away the steamer's smoke-stack, to Mr. Fraser's and telephoned for doctors.

CAPT. C E. DIXON

The steamer's funnel, rail and seats, and one boat from davits on starboard side were carried away. The first thing I did was to run forward and ask the mate if anyone was overboard; he said there was. I then men, and went to the place where the accident happened. The steamer kept on her course for between a half and three quarters of a mile. She then turned and

Question :- If your mate had kept a almost directly amidships for as when I saw

collision-being in charge of a pilot?

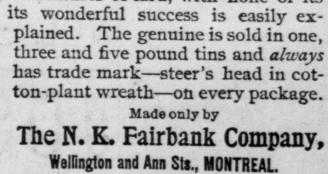


helm when he did so and the shifting of ours

It was with the help of the mate and one about three minutes, and Miss Stewart a steamer has to give way to a sailing

Many Persons

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pplying at the Convent.

gave no alarm on the approach of the

accident happened. The Miramichi was

on her usual course. At the time, when I

saw the steamer change her course, I ex-

ercised what I considered the best judg-

ment to make the collision as little damag-

ing as possible. I would again do just the

same thing as I did then, were the circum-

We were about three lengths

To Mr. Tweedie: The mate and one

away when I saw there was to be a collision.

port when he put it to starboard, he might

collision, for it would have been a glancing

olow and no one on the hurricane deck

nowever made the collision less than it

would have been had neither shifted helm.

and, at her rate of speed, must have sunk.

CAPT. ROBERT MCLEAN

occurred. I had leftRussel's mill wharf about

were coming directly up-river and I heard

the crash of the collision and, looking

out, saw at about a point and a half abaft

from the Miramichi, and that the smoke-

speed ahead and pointed for the Miramichi.

the young ladies into the Osceola's boat.

and the bottom dirty.

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Congregation Notre Dame, were on the port-tack just before the rail and seats, and four or five ladies who collision. I saw the steamer as she left were sitting aft. I did not anticipate any Black Brook wharf, and all the time as she accident when the steamer was approaching came up-river. It was clear and she was us, as I thought she would keep clear. The in fall sight. I saw her all the time, and directly up-river about two-thirds across, I thought the steamer would keep out of our

nigher the south than the north side. I was way. The jib sheets were not let go until To Juror Tingley: The pilot might have sung out to let the jib sheets go. Immedsteamer, as we expected the steamer to go | iately after the collision I ran aft and told under our stern, as she should have done; the captain that four or five ladies had other way. At the last of it he was coming | the captain, a hand and myself went to the rescue of those we could see in the water; all we could see were two ladies when we resuscitating them we put them on board

so that she would come to, quickly. The any of her crew to save those overboard. vessel wasn't going very fast and we could Mr. Tweedie: You don't mean to say not do much anyhow. This was a minute they were regardless of human life, but that she was going 9 or 10 miles an hour Mr. Thomson :- If you had done this and when she stopped and got back there sooner would you not have avoided a was nothing, for her to do in rescuing.

Witness: Yes, that was the way of it; Witness :- It would have been ten times | the captain and pilot of the Osceola, being worse .- We would have met bow on and aft, could hardly see the ladies going over had gone past our stern, while we were she struck; thought she would keep clear near the south side in about our own as the accident occurred. When the mate hail her; I don't think she would have gone replied to the captain that people were clear of us, even if I had hailed her; she overboard. I help the captain lower the might have cleared us had I hailed as soon as she was within hailing distance, sailors got into the boat and I hove the I knew it was the steamer's duty to keep painter in and then ordered the anchor to be clear and assumed she would do so, that's

why I didn't hail her. Adjourned until 2.30 p. m.

Inquest was resumed at 2.45. CAPT. ALEX. DEGRACE. master of the steamer Miramichi, sworn :] am a certified captain; have been captain of the Miramichi for about 8 years. She plies between Newcastle and Chatham and points down river-Escuminac and intermediate places. We are required to have a captain. ard and fireman on board when running. I hardly think the man at the steamer's We had all these on board on Saturday for which he had asked. We are required to have the mate on board at all times. 1t was slow in coming about : she was heavy is against the law to sail without a mate.

Our mate holds a certificate as master, the

To jurer Tingley: Had he put his helm to We left Black Brook at 5.30 Saturday afternoon; had between 30 and 35 passenhave gone under our stern and lessened the gers on board at the time. Did not know the Misses Lobban by name, nor did I know would have been touched. His shifting his deceased, personally, save that her name was Stewart. I know she was on the upper deck when we left Black Brook. I had charge that day as captain. When the collision occurred I was in the cabin below struck the schooner about the main chains at my tea. I generally take fifteen minutes: at my tea. I had just begun eating when I heard the crash of the collision. It is my of the steam tug St. Andrew, sworn : This practice to take my tea after we leave is my 13th season on the St. Andrew as BlackBrook; to take it whenever it is ready. captain. I was about a quarter of a mile provided we have time before coming to a

from the scene of the collision when it landing. I left the deck hand, Wm. Tait, in charge 6 o'clock p.m. with two lighters in tow. We of the wheel when I went to my don't think Tait has any certificate : I vave him no instructions, as he always took the wheel when I was absent. He had been on our beam-the schooner just clearing the board two months this season. It is a rule steamer; I saw the smoke and steam gushing to put deck hands, or sailors at the wheel when the master is at tea: There should stack was gone. I rang the speed bell full however, be some officer on deck, also Neither I nor the mate was on deck at this thinking something was wrong. Seeing, in a time. The schooner was in sight when I short time, that nothing serious was the went below to get my tea and I knew she matter with the Miramichi, I stopped was beating down the river. She was just the St. Andrew and launched our going in stays in a N. W. direction, about a someone | mile from us when I went down below. Wewas in the water, and just as we started in were going between 8 and 9 knots at the the small boat we saw them hauling one of | time of the accident.

When I heard the crash I ran up on the We then pulled towards the Osceola's boat main deck, and found the passengers in and I sang out and asked the captain of the | confusion, and steam escaping from the steam Osceola if he had seen any more people in whistle pipe. Seeing no danger there, I the water; he was then hauling the second | went up to the hurricane deck, and in going one into his boat, and he said he had not found my way barred by the fallen smokeseen any more. At this time the Miramichi, stack. I got up the best way I could past was a quarter of a mile or more away, just the stack and saw the rail, seats, boat, davits. turning round to come back to the scene of and funnel were carried away. I saw some It the people. I went with the captain of the deck. I think Mr. Morrison and Mr. Wm. small Osceola alongside of the Miramichi and we Sinnot were there; also Mrs. Morrison and put the rescued ladies on board. She others. There were two other ladies on the steamed up to Canada Dock and I caught fore part of the deck. I tooked behind and ToMr. Smith: We aft could see the steamer distance to her wharf. Her steam was about boat pulling towards each other, and knew turned back. I saw no one in the water. LICENSED PILOT, PATRICK NOWLAN, SWORN, time that any persons but those rescued had nor did I know, when I came on deck, that any of the passengers had been thrown overboard. Just as I was turning around quarter of a mile away from the scene of the wheel I saw the top of the Miramichi's occurred. Ladies were sitting aft; the young ladies they had picked up out of the hurricane deck as she passed under our steamer tried to cross our bow and ran water, and I brought them up as far as the