

General Business.

50 YEARS

For the Last 50 Years Cough Medicines have been coming in and dying out, but during all this time...

SHARP'S BALSAM OF HORRHOUND

Never Let the Front Rack for Curing Coughs and Colds. All Druggists and most Grocers sell it.

ARMSTRONG & CO., PROPRIETORS.

BIG OPENING OF

DRY GOODS, ROOM PAPERS, ETC.

AT R. A. MURDOCH'S.

M. S. N. COY EXCURSIONS.

Excursion Tickets to points down river, during June, July & August.

TUESDAYS, THURSDAYS and SATURDAYS

CARD TICKETS Good for 10 return trips from Newcastle, \$2.50

W. T. CONNORS, Manager.

WANTED. Teachers to begin work next term.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Coal."

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Miramichi Advance.

CHATHAM, N. B., AUGUST 22, 1895.

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).

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 regard, but in this case, the jurymen will receive due credit for the sense of justice they have manifested in sinking their personal feelings and placing the blame of Saturday's 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 responsibility. Neglect of duty, under the law, which the captain was not ignorant, was proved, as was also the wheelman's culpable neglect in not properly looking out for other craft that might be in his course.

The rules governing the management and running of passenger vessels are too often looked upon by the careless or ignorant as unnecessarily exacting, 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 their costly lesson will not have been learned in vain, but lead to a more strict regard on the part of those of our steamboat men who are careless, of the laws and regulations which they are required to observe for the safety of the lives and property for which they are responsible.

Another Handsome Cup for the Miramichi Yacht Club.

His Honor, Lieutenant Governor Fraser has sent to Commodore Miller of the Miramichi Yacht Club a handsome and valuable silver cup, which, will, doubtless, be an additional prize for annual competition and promote increased interest in club contests. The generous gift is sent 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 donors leave the conditions under which 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 who they had found pleasure in honoring when they had an opportunity of doing so.

"Advance" Scientific Miscellany.

LONDON'S SANITARY DEVELOPMENT.—MIRAMICHI YACHTING.—AMPHIBIOUS STEAMER.—A LAKE TIE IN BOTH PLACES.—AND SALT.—THE SUCCESSFUL MOTOR CAR.—THE MOST POWERFUL MICROSCOPE.—AN ELECTRIC BABY ALARM.

A Bicycle Attachment.

It has been reported at various times that Mr. Thomas A. Edison has invented an electric attachment for propelling bicycles. Mr. Edison denied this statement as follows:

"I know how the story started," he said. "I have been experimenting with an attachment for a bicycle for my own personal use and for special conditions. My house is on Lowellly Park, Orange, is about one-sixth of a mile from my laboratory, and 80 feet higher up on the mountain side. So, in order to save myself a heavy pull when I went home in the middle of the day, I designed 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 electric about it at all; it is a purely mechanical construction.

"The device is to be so arranged that when riding down hill, or over 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 the power and let the spring give back some of the energy stored up in it. It can be so arranged that the spring can be wound up gradually so as not to make pedalling much heavier than on a level, and should, I think, be of sufficient power to carry a rider 1,000 feet or so on a good road with no upward grade without his doing any work."

Chatham Y. M. C. A.

The Chatham Y. M. C. A. every day except Sunday. Strangers and visitors are made welcome. Boarding and employment found for young men making application. Rooms in Hooker-Mackenzie Block on Water Street.

FATAL COLLISION!

Steamer "Miramichi" and Schooner "Osceola" in a mid-river crash!

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

FIVE PASSENGERS KNOCKED OVERBOARD!

Three Killed or Drowned!

Prompt and Gallant Conduct of Pilot Nowlan and the Osceola's Captain and Men.

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 demand.]

On Saturday afternoon last, the steamer 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. Capt. De Grace, who is in charge, gave the wheel to Wm. Tait, one of the deck hands, and went below to collect the fares of those who had boarded the boat at Loggieville, which occupied only a few minutes, after which he descended to the forward cabin to get his tea. There were, at the time, on the upper deck, according to the statements of different persons on board, ten or more people.

When the steamer left the Loggieville 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 lumber, including a deckload of boards and laths, and bound for New York, was beating out against a very moderate easterly breeze, in charge of pilot Patrick Nowlan. It was a bright, clear afternoon and such a thing as a collision between the steamer and schooner would be far from the mind of anyone, for the river is a mile wide in that part, the water ample for both vessels and everything was in favor of safe navigation.

As the Miramichi proceeded up-river 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-McDonnell mill, to find the steamer proceeding as if no look-out was being kept from her wheel-house, or any other part of her. They were about two hundred feet apart when the first sign was given that the steamer's wheelman saw the schooner, for he then put his helm 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 jibboom 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 jib-mast, martingale and jibboom guy-ropes along the steamer's starboard side, carrying 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 realized 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 a quarter of a mile. The reason 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 shot 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 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 was possible for men in their circumstances to do. When the pilot realized the danger of collision, and saw that the steamer's wheelman had turned the head of that vessel to port, he hung out to 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 it came, he at once ordered the anchor to be 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 while the Captain let go one of the davit tackles to lower the boat, the pilot 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 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, was rowed for. She, however, disappeared just as the rescuers reached her, but was not far under the surface, and Capt. Dixon, leaning over the side of the boat and plunging his arm and part of his head under, succeeded in grasping a portion of her skirt and bringing her up. She, too, was taken on board of the boat and then, the rescuers immediately set about the task of resuscitation.

Miss McLeod was the first to regain consciousness, and it was only after several minutes' hard work and much water had been got out of her, and much water had been administered, that she revived. She had a few bruises on her head and face, but was otherwise not injured, although her nearness to death from

downing, left her in a very exhausted, weak and painful condition.

The other person rescued was Miss Matilda Stewart, about 25 years of age, daughter of Mrs. Alex. Stewart, 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 head, she would have died as much from that cause as from drowning. In the opinion of her rescuers, she would have been dead a minute after Capt. Dixon took her from the water, had she remained in it. As it was, and notwithstanding the efforts of the men in the boat for ten or fifteen minutes, Miss Stewart 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 Lobban, 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 nearly opposite the scene of the collision and Capt. McLeod rendered prompt assistance, first running toward the Miramichi until he satisfied himself, by observation, that she did not need his help and, then, going in his small boat to the aid of captain Dixon who, with his men, were rescuing the ladies from the water. The Miramichi steamed as far up as the Canada wharf where her steam being exhausted she stopped, Capt. De Grace going ashore and telephoning from Mr. John Fraser to Drs. J. B. Benson and J. McD. Baxter to meet his vessel at her wharf, to which she was taken by the St. Andrew, Capt. De Grace going up by land, after telephoning for the physicians.

On arriving at the Miramichi wharf—her usual berth—the Miramichi was awaited by a great throng of people, for 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 the Aberdeen hotel and Miss Shirreff proceeded to Newcastle to break the news of her condition to her father and mother. Mrs. McLeod came to Chatham at once and remained with her daughter, who gradually improved. Mr. McLeod soon followed and both were here until Miss McLeod was in condition to be taken home on Monday afternoon.

Miss Stewart was taken to her mother's home, where she still lies very ill from her injuries.

The body of little Rhoda Stewart was recovered on Saturday night about ten o'clock by Messrs. Hiram Drillon and others—workmen at the Russell-McDonnell mill—and brought by her brother to the home of her sorrowing mother. The body was accompanied to town by Messrs. Hiram Drillon, Alex. McDonald, Charles Stuart, William Tait, and A. C. Russell who recovered it. It was 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 father, 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 awakened by the deplorable event. The interment was in the new cemetery.

Perhaps the saddest bereavement—if degree can be thought of in such things—is that of Mr. John Lobban, whose widow he 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 tailress and contributed to their home support. 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 to go for the sad task. Amongst those prominent in it were:

Messrs. Hiram Drillon, Alex. McDonald, Charles Stuart, William Tait, A. C. Russell, John Coleman, Wm. Mahar, John Shanahan, Pat. Keoughan, Wm. McRae, Pat. Meriour, Wm. Avery, John Fitzpatrick, Pat. Frisby, John Mahar, Daniel Olan, Dudley Wells, J. W. Walls, ————Porley. Also Mr. J. W. Ruddick in his Steamer "Arthur" with Wm. Dickens, Frank Flood and others. Messrs. A. & R. Loggie's Steamer Lina, crew 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 necked sunshade handle and a button, both of which were found to belong to one of the Misses Lobban. They also fished up an iron brace, thought to belong to the Miramichi. These were all found at different times, but near the same spot.

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 afloat to the effect that others were swept overboard besides the five already named, but we have not been able to trace them to any reliable source.

Repairs were effected on the Miramichi, so that she left on her regular trip down river on Monday.

The Osceola, having made repairs on Monday, proceeded to sea on Monday afternoon.

Mr. Peter Loggie, in drawing a salmon, picked yesterday (Wednesday) afternoon, found the body of one of the Misses Lobban at a short distance above the scene of the collision—the other has not yet been found.

An inquest on the death of Rhoda Kate Stewart was begun by Coroner, Dr. John S. Benson, at the residence of Mrs. Alex. Stewart on Monday (the jury having been sworn on Sunday). The jury was composed of John Curdie, Foreman, Thos. Flanagan, T. Tingley, Lemuel Abbott, Alex. Robinson, Capt. J. J. Brown, James Fitzh.

They viewed the body and then adjourned to the police court where the evidence was

taken, S. Thomson, Esq., Q. C. assisting the coroner, and Hon. Mr. Tweedie, Q. C. being present in the steamerboat Company's interest.

CAPT. C. R. DIXON sworn—stated he was master of the s. s. Osceola, 123 tons, built in Advocate, N. S., had been master of the Osceola a little over three years; was master mariner for seven years, (produces certificate dated 10th Feb. 1894) for square-rigged vessel in coasting trade. Arrived in port of Chatham 10th August, in vessel of Chatham, Newcastle, next at Chatham; loaded full cargo for Mr. Snowball, lumber—boards and laths. Cleared on Friday 16th for New York; sailed at 2 p. m. Saturday 17th; wind was east and tide running east. Sailed from Chatham, 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 abreast of Loggieville mill.

We were on our port-tack, the vessel's head S.S.E. when she was run into by the s. s. Miramichi, carrying away the Osceola's head gear, 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. I had seen the steamer before I went into the cabin, she was about 1/2 mile distant, coming up.

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

After getting into the boat I rescued two ladies out of the water, and did all I could to save life; I saw only the two who resorted in the water. I understand one was Miss McLeod and the other a Miss Stewart. On the Miramichi returning to us I put the two ladies on board. The pilot and crew had noticed the vessel which I was rescuing the ladies. The pilot and myself were in charge of the schooner—the pilot when I was below. The mate was on the forecastle head when the accident happened, his duty there was to keep a lookout and look after the head sails in working the vessel. The wind was light at the time—the schooner going north more than three miles an hour.

Question—If your mate had kept a proper lookout and had the steamer in view, could you not possibly have avoided the collision—being in charge of a pilot?

Witness—We could not. A sailing vessel has the right of way. It is my duty to avoid danger when I can, but in this case it was impossible. I had been in the cabin not more than five minutes; saw the steamer just before I went into the cabin; she was about a quarter of a mile off; did not say anything on the subject to the pilot, for I assumed that competent men were on the steamer; had I been on deck I would not have changed my course unless I thought there was actual danger; I found my wheel down hard 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 rigging and the steamer being probably sunk and all on board of her lost. [Witness here drew a diagram of the situation of the vessels just before the collision.]

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 to carry. The Osceola was towed yesterday to the Miramichi wharf, where she now lies, by Steamer Nelson.

It was with the help of the mate and one man that I rescued the two ladies; Miss 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 about three minutes, and Miss Stewart next, as she was a little further away.

The reason I say the steamer ran into us is because, according to the rule of the road, a steamer has to give way to a sailing vessel.

Witness: While it is quite true that a steamer must give way to a sailing vessel, should not a sailing vessel give way to avoid a collision?

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

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 so, for when he tacked ship under steamer's bow and the steamer had to get astern of us, as she 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 get according to law.

There was about 14 feet of water at low tide when the collision occurred; it was the time. My vessel was the customary depth—about 6 feet high.

It would be difficult to see a small craft directly ahead a shorter distance than 500 feet. We always have a man on the lookout, however.

Tom Smith: We aft could see the steamer on our port side and bow all the time before the collision.

Licensed Pilot, Patrick Nowlan, sworn: I have been a licensed pilot since 1882; was on duty as pilot on board the schooner Osceola, 123 tons, Capt. Dixon, outward bound, last Saturday afternoon. I boarded her off the Snowball wharf about 2.30, and we started about 3. [Witness gives evidence as to cargo including deck load, which was about 4 1/2 ft. aft, perage 6 ft. forward.] I had charge of the vessel as pilot, according to custom. Standing at the wheel I saw the top of the Miramichi's hurricane deck as she passed under our jib-boom; One could not see a very small vessel immediately under our bow, but a short distance off we could see one. We

downing, left her in a very exhausted, weak and painful condition.

The other person rescued was Miss Matilda Stewart, about 25 years of age, daughter of Mrs. Alex. Stewart, 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 head, she would have died as much from that cause as from drowning. In the opinion of her rescuers, she would have been dead a minute after Capt. Dixon took her from the water, had she remained in it. As it was, and notwithstanding the efforts of the men in the boat for ten or fifteen minutes, Miss Stewart 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.

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