THE UNION ADVOCATE, WEDNESDAY, SEPTEMBER 13, 1893.

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lower corner of the whart, the timber of in which lifted and passed through the cabin is for and engine house; also breke off the boiler to the cylinders, and filling the boar.

nicht

t at half steam leaving Douglastown.]

of engine is by speaking.

lon't know that it was reversed.

same to the women. I did not hear the captain say any words in regard to fire and water. Just about five minutes before the model happer ? more than 50 yards alread that night. I ould see lights but no land or houses that water. Just about five minutes before the acc is to keep fire on and steam up and attend lines on oming to wharf. The hands on board are Captain ohn Russell, engineer John McDonald, deck hand he Rustler and on duty last Tuesday. Left Bartibogne about 6 p. m., Russell was in harge. Landed passengers at Black Brook, Chat-nam and Douglastowa; it was after dark when we eft Douglastowa; don't know what time it was I heard the smash and steam blowing off to escape the steam, and after it blew off I went forward again to put the fire out.

after that. The engineer after this, raised some more water and, from what Larry Mc-Donald said to me, the wanted someone eise to throw it in.

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Jorden La barryArm broken and sealded.—Miss Driscul,
Several were slighty sealded.See her during the day and I searchel where
the other guit was found, and also over the
was to ying on the deceased when I was here
to fue of lite contrast of the searce is a store
the fue of the garages are in the store is store
the day in conveying passengers to
pic nei at Bartibogue and many fue the passengers to
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pic nei at Bartibogue and many fue the passengers to the stermer.Mr. R. B. Bennett, then asked the priving
any fue the contrast of the searce is a store of After feaving Bartibogue she first trans-ferred some passengers to the steamer St. Nicholas, then proceeded to Black Brook, Chatham and Douglastown, I have have find the collision. The boation of the what is in parish of Ner shortly after leaving Douglastown, the what is Morrison, was broogit u, to New castle. In the some have of the finder was at all sticking on the the was at all sticking on the the was at all sticking on the the out is to the New castle in the Strike of the body of Miss Morrison, was broogit u, to New castle in the Strike of the body of Miss Morrison, was broogit u, to New castle in the Strike of the body of Miss Morrison, was broogit u, to New castle in the strike and the body of Miss Morrison, was broogit u, to New castle in the strike and the body of Miss Morrison, was broogit u, to New castle in the strike and the body of Miss Morrison, was broogit u, to Hadde Lawid and carried the state of Miss Morrison at the decame at a state of the body of Miss Morrison, was strike in the strike and the decame at all strike in the strike and the body of Miss Morrison at the decame at a strike and the decame at all strike in the strike and the decame at all strike and the strike and the decame at all strike and the decame at all strike and the the strike and the decame at all strike and the the body of Miss Hadde Miss Morrison at all strike and the decame at all strike and the strike and the the body of Miss Hadde Miss Morrison at all strike and the the body of Miss Hadde Miss Morrison at the decame at all strike and the the body of Miss Hadde Miss Morrison at all strike and the the body of Miss Hadde Miss Morrison strike the was at all and the decame at all strike and the strike and the the body of Miss Hadde Miss Morrison strike Miss Morrison strike and the decame at al

Landry, who had jumped from the at 9.30. I remarked to Capt. after the excite think, William Cooper. There are generally cabin window immediately after the ment was over that it was a sad accident and collision with the wharf, but up to Mou- he said there was somebody standing on the engineer-whose name 1 do not know-fireday the body had not been found. The steering chains and he could not get the boat m St. Nicholas had been to Newcastle to answer to the wheel. Tuis accident hap- McDonald. The captain is the max who with her quota of passengers, and was pened on Tuesday 5th Sep. 1893. on her return when hailed from the Examined by Mr. M. Adams in the Rustler, at anchor in the stream, and interests of Mr. Morrison, father of deceased. I keep a store in Newcastle and generally Captain Steele, on learning of the accident at once ran alongside, took off the have bills etc. in store. [Mr. Adams exhibits time table of the passengers and the body of Miss Rustler with Mr. Russell's name thereon.] Morrison and landed them at Newcastle, Witness said he had one of these in h and Nelson. store and identified the Capt., who was

The father and mother of Miss present. Mr. M. Russell, manager of the the time-table was on board in charge when Morrison were on board the Rustler Rustler, was not on board. About 30 got off the accident occurred.] when their daughter was killed. The at Black Brook ; did not notice how many mother of Miss Landry was on the got off at Chatham, about 15 got off at public wharf enquiring for her daughter Douglastown at outside, Mr. John Russell twelve-miles. The boat would lose pecha when the passengers were landing from was in the wheel house before we got to twenty minutes in landing her passenger the St. Nicholas. Intense sympathy is Douglastown. Have a very good idea of the at Black Brook, Chatham and Douglastown. felt for both the bereaved families.

the ferry boat late on Tuesday night, Mr. Adams .- Didn't Mr. Kussell try to the stick of timber still remaining make a punic by saying the boat was leaking ing the Rustler. where it had lodged at the time of the while you and Mr. Lawlor were trying to collision.

THE INQUEST.

I do not know. before Dr. Francis J. Desmond on The plan shown of the river is a fairly good Kerr wharf. Wednesday, the jury being :- E. Lee one. Should judge there were about forty Street, foreman. W. A. Hickson, passengers on board after leaving Douglastown, Donald Morrison, Alex. Stewart, Geo. Did not say anything when the collision hap Stothart, John Clark, J. H. Phinney. The coroner and jury proceeded in the was at the wheel after leaving Douglestown,

where the body lay and examined it. It wharf. was crushed at the abdomen. They next visited Kerr's mill wharf, speed.

where the fatality occurred, and examined the surroundings. At three o'clock the enquiry was con

tinued at Dr. Desmond's office. TESTIMONY AT THE INQUEST.

TESTIMONY OF H. H. JOHNSTONE. H. H. Johnstone, druggist, Newcastle, was the first witness called and swore. He was examined by Sam'l Thomson

and sworn on the opening of the enquiry at 7.30 p. m. He testified as follows:-Board d the Rustler at Bartibogue between Q. C., Crown Attorney, and said : I know the steamer Rustler. I was at the 6 and 7 p. m. and after tranferring some

the smoke-stack.

checked.

pacify the passengers ?

picnic at Bartibogue; boarded the steamer passengers to the St Nicholas proceeded up at Bartibogue to come to Newcastle ; boarded river. Have no personal knowledge that her about 6.30. There were a large number John Russell acted as captain between It was perhaps two hours from the time of persons on board ; did not form an estimate Bartibogue and Chatham. There were about of the number on board. There appeared to 200 persons on board before we transferre

ee the captain at the wheel ?

Adjourned until 7 p. m.

Ans .- I could not see him

speed. Do not know that the speed was

Juror Morrison asked if the witness could

TESTIMONY OF J. R. LAWLOR.

J. R. Lawlor, of Newcastle, was called

be a good crowd. I was on the top deck of some to the St. Nicholas. We transferred on the way from Douglastown. steamer until it arrived at Chatham. Quite about 20. On the way up I was aft on the a large number were on top deck. I was not port side. I didn't observe how the boat was below until in Chatham. The boat stopped at being run. I saw no one but Russell in charg Jardine's house, on the north side, the English Black Brook, Chatham and Douglastown, at any time. We landed 40 or 50 passenge hurch tower on the south side and others. Mr. John Russell was commander. From at Black Brook. At Chatham heard Russell what I have seen of him on the boat I would giving the orders to cast off. We called at judge that he was commander. The first Douglastown. Can't say how many got off place we called at was Black Brook. We had there, as I was talking to a number of hady stopped opposite Bartibogue and put some friends. It was 8 or 8.15 when we left Douglaspassengers on board the St. Nicholas and we town for Newcastle. It was not a cloudy night, be permitted to go so far out of the regular

charged some passengers at Biack Brook, as some stars were visible. It is a long mile and stayed about five minutes or more, from Douglastown to Kerr Mill wharf. We Objected to by Mr. Thomson, and ar Russell was steering. The next place called at went at the same speed as on the rest of the gument ensues between Messrs. Adams and was Chatham ; stayed in Chatham about five way up. I was in the stern on the port side Thomson as to admissibility of question. minutes. The wheel house was on the top with two or three young ladies, and Joseph Coroner allows question.

deck. I went below at Chatham and assist. McGuiggan, and facing the shore when a crash Auswer. I can give no reason. I coul en some passengers ashore ; then went to top occurred. My first action was to give all my not say it was prudent for the captain to go s deck and stayed there until close to Douglas. attention to the ladies I had been talking to. far astray. town. The boat called at Douglastown and After getting them pacified I told them they From Douglastown whart to where

Town. The load canded at Douglastown and After getting them bached 1 told then they from Douglastown whart to where we have about two minutes - ab the average of must remain just where they were until 1 met the Nelson, it would be perhaps a quarter Douglastown to Kerr mill wharf. the number landed and no idea of the num- returned to them. I also induced some others of a mile. It may have been halt a mile, ber lande I from the time we left. Bartibegue, who had got on the steamer's rail to come down | It is hard upon a mile from where we passes We stayed in Douglastown long enough to and remain quiet. Some ladies asked me the Nelson to the Kerr Mill. The Nelson land passengers. I did not know what time where May Morrison was and I said I didi't could not interfere, under the circumstance know. I next started with a lantern for the with the Rustler's course at Kerr Mill wharf. it was. We then passed on to Newcestle.

After the boat left Douglastown I was up tow of the boat and met Capt. John Russell I believe the leceased was killed in con-the how on the lower deck. About forty about the middle of the boat. He was crying sequence of the piece of timber coming into customary for the whistle to blow when the boat is wharf. The night was calm and dark and at the bow on the lower deck. About forty about the middle of the boat. He was crying sequence of the piece of timber coming int people were on bost at the outside. About at the top of his voice about fire and water. I the steamer at the Kerr whatf, -8.30, Newerstle time, the night was dark, cought hold of him by the coat lappel and To Juror Hickson :- The Nelson, in the I was standing in the bow leaning over the said, D--your-, do you want to set the course she was on when we met her, might ingit. To Mr. Bennett : I put the forward line out at both lights on her, could not distinguish rail on the port side. I was in that position women crazy ! He said, all right Roge." We have interfered with the course I have marked to rail on the port side. I was in that position women erazy? He said, all right Roge." We have interfered with the course I have marked portaster in the position went forward and the engineer, Larry on the plan. The Nelson raight have been when about 20 test from it, it was very dirk then New starts in the start way for about half. There was a bucket of water that had been got

a minute and saw the what I loom up on the and something was said as to who would go along the river. One reason why I know this at cam gauge from where I was sitting in the cabin: it to be what I, if a stranger, at night, but that's not the ladies' cabin: there is a ladies' cabin: there is a ladies' cabin: there is a ladies' cabin. would thick it some obstruction. right, known as the Kerr Mill wharf. Where I was standing at the low was no more than fifteen feet at the outside from the wharf. I urmed around and looked up towards the I was going down, Russell said he would go, turned around and looked up towards the I was going down, Russell said he would go, were urabably fifty wonle on head at the turned around and he di se steering place; oid not see anybedy, and and he did se. turned to singout to Captain John Russell. Someone then said "Let's go in here and see the collision. The engineer of the these duties on that day. f saw the collision. The engineer of the these duties on that day. f saw the collision. The engineer of the these duties on that day. f saw the collision. The engineer of the these duties on that day. f saw the collision. The engineer of the these duties on that day. f saw the collision.

Wm. Cooper, a resident of Newcastle, fireman the stmr. Rustler, s vorn, deposed :--

four on board-Capt. John Russell, the I have been fireman not quite two weeks : my du s to keep fire on and steam up and attend lines nao Cooper and the deck-hand, Lawrenc John Russell, engineer John McDonald, deck han directs the vessel to the wharf. Lawrence McDonald and myself. I was on boa Mr. Adams:-Is it true that ai the time of

the Rustler and on duty last Tuesday. Left Bartibogue about 6 p. m., Russell was he collision, the fireman and three young adies were sitting in the cabin? ham and Douglastown ; it was after dark when we even if I had got at the throttle. I went at Ido not know. I did not notice the fire left Douglastowa; don't know what time it w nan until after the escaping steam subsided.

when we arrived at Kerr Mill wharf. I was in the [Witness gives testimony respecting the Witness gives testimony respecting the divertisement-card, or the time table of the Kerr nill wharf. I had just put on a fire and gone Rustler, and says John Russell named on up to the cabin. Miss Morrison and the lady who gone to the wheel house. got her arm broken, Miss Driscoll, were there.-

From Bartibogue to Douglastown by rive would be about ten or eleven-perhaps wards the stern from Miss Morrison, looking out of the window. There was a lantern lighted and hang-Miss Driscoll, whose arm was broken, was a domestic at Mr. John Morrissy's, and is progressing favorably. The disabled steamer was towed up by the ferry boat late on Tuesday night

light was put out. generally engine-bells on all steamers, except-I have no knowledge that Capt. Russell had refused that night on the way up to after standing two or three minutes to get breath,

land passengers at Rosebank, or that he walked around the guard and there were a couple of yards away after she had drifted awhile. In the course of the red light the boat would landed Rosebank passengers at Douglastewn. The coroner's inquest was commenced In the course of the red light the boat would landed Rosebank passengers at Douglastown, women going to jump overback and 1 got on board. be in the middle of the river, [plan shown.] I have no idea of wny the boat went near the notto. They got back and I got on board. women going to jump overboard and I told them My arms and face were scalded and I did'nt do

anything after that but put parafine oil on my face I doa't think there was anything which saw deceased carried out on deck. I think the boat was going at her usual speed a ad there been the exercise of due diligence

would have caused the boat to go so fai the Kerr mill wharf-about six miles an hour, pened. Had no knowledge that Mr. Russell astray. All captains direct their course suppose. I was'nt in a position to see Kerr's wha between Douglastown and Newcastle by the nor did I see it, or know we were near it. I don't forenoon to the house of Mr. Morrison, it was a surprise to me to see Kerr mill red light known as the Merry light - know where the Captain was at the time, his stati Witness here illustrates by making a plan is in the wheelhouse; so is it the engineer's when the boat is starting; don't know where the engine

Juror Hickson asked if the boat was at full of river at points in question.] was at the time of accident : It was dark when w I do not know that any passengers eft Chatham. I don't know what the engineer's Ans .- It was going at the ordinary rate of to be landed at Kerr's Mill wharf. duties are on the boat, When we were erossing I do not think that John Russell; th ouglastown wharf I could'nt see it until we we engineer, deck-hand McDonald, or the fire nan, displayed the self-possession they loudy ; there were some stars showing out. Hea

should have done. I told Russell to keep no orders and know of no orders being given to cool and if the boat was going down, to le her go and to look after his lady passengers The four men named, with Hav. Johnstone The four men named, with Hav. Joinstone, were near the boiler with me, and the arginear seid Who will go down and nut

engineer said-Who will go down and put I never was fireman on any steamer before water on to put the fire out ! I spoke up There was a full head of steam on at the time of and said, give me the d-d Lucket and I'll go accident.

down and put it out. Then John Russell To Mr. Adams :- The deck hand looks after line said, I'll go down and do that. I dcn't know whether the anchor was then overboard or not.

know that the engineer was in the beer place with Larry McDonald at time of the accident. I could set full astern. Larry McDonald at time of the accident. Found our leaving Bartibogue untill we got to Doug-not have heard any orders given by the Captain where I was sitting. I heard no whistle blown ap-I saw the cuptain as soon as the steam wa proaching Kerr's mill wharf. It was only about After anchoring I could distinguish the two minutes after I went into the cabin before the ouses along the river-the Kerr Mill, wharf, accident happened. When I came up after putting n the fire. I had had no tea and went to on the fire I saw no officer of the boat looking out Larry's room for a drink of water. Larry' whether there was danger or not. I had no know form is just across the bassage from the engine ledge of firing before I went on the Rustler. We It was not so dark as to lead the Captain to had eighty peunds of steam on when I had put he go astray. I can't say whether Capt. Russell and the engineer were at their posts or not. oat as she was drifting off. Mr. Adams :- Can you give any reason why, on such a night, the steamer should when not firing. After the engineer stops and nd self-possessed? tarts the engine he goes down and looks after his

agine. I didn't see the engineer when I was firing. I've known the engineer two months during which me he was on the Rustler acting as engineer her, There was nothing said to me as fireman 1 Russell or any one else to indicate that ther langer. I did not see any other steamer on the ver between Douglastown and Kerr's mill wharf hat night. Don't know what distance from the

Kerr Mill wharf the right course would be. To Juror Morrison: 1 was down in the fire hold

t was a quarter to nine o'clock. My To Mr. Thomsen :- It was calm. 1 could d Kerr mill wharf quite plainly as we were drifting away from it after the accident : couldn't see it dislown was as described -about the centre of th river. I passed the Rustler that night opposite the Marine Hospital, Douglastown. I was the tiretly over 20 fest. To juror Street : I came out of cabin on blowing three hundred ft. from the Rustler and about

that on Cirthinn side of tiver, listinguish a wharf on the north side

would think it some obstruction. To Mr. Bennett: I do not steer by the rea

There was only one person-Miss tain since she commenced to run. I had command of the boat last Tuesday from the time she left Newcastle until It 3 whistles had been blown I would have had command of the boat last Tuesday I passed through the cabin a minute or so she returned; Did not pass any ex- tion with her whatever.

got ner ann broken, Miss Driscoll, were there. - i prote the collision and saw three girls there in near the bow and Miss Driscoll was standing. I did not see any one else there. Miss Driscoll was the girls, did not know deceased. Someone coper, fireman, and Lawrence Mcusing against the cabin wall a couple of feet to-had put a broad-axe under the window and Donald extra man, 4, including myself.

I could not see anything for steam, as the pipe that save the girl if she could be saved, and gave the signal to cast off lines and told 170 passengers and no more between that I would put the fire out. The night the engineer to start her. I then start- Cbatham, Newcastle and Redbank.] ed to take my course which I have I did not signal for the engineer when I tried to get out as quickly as I could and made for the window. I did not see Miss Morrison or any one else for steam. I got out of the window and after standing two or three minutes to get breath, I what direction. I saw the wharf or rait 40 what direction. I saw the wharf or ratt 40 this time I noticed a boat approaching, the whistle. I am well acquainted with collection was taken up, the whistle away after she had drifted awhile. Which caused me to alter my course to the river, since I was 14 years old. I Address by Mr. W. C. ngine was or was not reversed before the I got near I found it was the "Nelson."

course. ollision. I didn't see the captain at any time We passed one another on the proper engineer to see the engines from where the speaker said he hoped his remarks he said he was in the place where Larry would not have so moving an effect as sides. 1 gave the customary salute. McDonald was. t To Mr. Adams: I got my first degree as an engineer in St. John in 1881. I got third class f in 1882. [Shows how lever is manipulated in

a 1882. [Shows now lever is manipulated in unning the Rustler engine and how he opened at half stear leaving Douglastown.] electric light at upper end of Chatham and the rcd-'ight commonly called the To Mr. Bennett: It would have bee The engine cannot be worked below. In the Merry ligh'. I kept this course for The engine cannot be worked below. In the Merry ligh'. I kept this course for impossible for me to signal and get the Rustler the communication respecting working about five minutes, when I found the engineer up in time to stop the engine boat working to the starboard caused after I saw the Kerr Mill wharf and be-year ago, and also at the election which the chatham. I don't know what the engineer's of engine is by speaking. At the time of the collision I was right boat working to the starboard caused by the tide. I then tried to change my course to get the lights in range and on the ongside of it - within 20 feet of it; the night was have been the reference of the starboard caused the effect of which they then fonght. by voice or whistle was given to me. I could not say whether the engine was reversed or not at the time of the collision. When I am ont slack speed of boat before we struck Ker's mill wharf. Mr. Lawrence McDonald, Capt. Russell, Mr. Morrison, Mr. Hav. Johnstone, and Mr. Lawlor

stop the engine. I was near enough to the SATURDAY, SEPT. 9. stop the engine. I was near enough to the engine to know whether it was reversed. I before that day. I immediately stop-ped the engine and on doing so I re-The Coroner's enquiry was resumed at 10.15 clock this, Saturday, morning.

To Mr. Bennett: It is customary for the versed the eigines. I then ported my ENGINEER ROBERTSON aptain to start and stop the engine; he is rudder and saw I was approaching a Mr. John Robertson was examined as an e which the engine was running at the tit the collision. He said that judging fr ompetent to do it; the lever was half full whart or raft. The tide was up strong peed ahead when I left at Douglastown - | and inclined to work the boat to starway the paddle was bent, the en After the steam was off-next morning-1 board, or north shore. The rudder was ersed at the time the paddle-wheel was found by the valve-links that the engine was hard over to port and the vessel taking a course out from the wharf and before HANNAH MCINNIS.

we got clear we struck. She struck a Hannah Melnnis testified that throw water in the furnace? and I said, yes. I kind of glauce-not heavy at first. My e upper deck in front of wheel house fro e time the Rustley left Black Brook unt lipped the water and the captain chucked it dist impression was that it would not accident and that Capt. Russell w be serious, but a protruding log ran in

LIZZIE DRISCOLL. through the cabin causing this fatal Miss Lizzie Driscoll, whose arm was beoke y the accident testified, that Miss Landryaccident. After the accident I went to it supposed to be drowned-climbed of he cabin window and she followed h part of the boat. The first thing I did Mr. Bennett:-Was he, Capt. Russell, cool was to look in the hold to see if the vessel was making water. At the same This closed the testimony and the Corone

Adjourned for dinner

be half the breadth of the river or say a quarter and met Mrs. Kane of Millerton, who That May Agnes Morrison come to her death | of a mile. When I left Newcastle that night asked me if the boat was sinking and I from a stick of timber ranning into the boat at told her and other ladies there was no danger and I would send and get the proper course 5th Sent. instant ferry-boat to low us up. Mr. Thomson, acting for the Crown, said the

I then went to try to save the boiler erdict was, in effect, one of man-slaughter, bition, and with a firm united f nd he advised the arrest of Capt John an organization will sweep the foes o if possible. I asked for the engineer. Lawrence McDonaid told me he was in liusell

 customary for the whistle to blow when the boat is to stop anywhere. I don't think the whistle could have blown at Werr's null wharf without no know.
 c act may for the whistle could have blown at Werr's null wharf without no know.
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 c act may for the whistle could have blown at Werr's null wharf without no know.
 c act may for the boat.
 c act may f not to throw on water? he said some-appear before John Niven, Eq., on selves with the temperance identify them-thing about the grate bars and I said M solar matter Sout Tab. thing about the grate bars and 1 said Monday next, Sept. 18 h. it was better to save the crown-sheet ----

and tubes than the grate bars. I then Commondable. asked Willie Cooper to get the water-The ... Advance," with commendabl.

bucket with rope attached to it. Larry enterprise, published a series of extr was hurt and he sait he was hurt under indeited for the cyldence published

trunkard knows what a drunkard suffers when sober, and continues to suffer until he again is able to get his drink. Not men only but women to indulge m

dent I noticed it was very dark, I did not gether, half a minute going in and half this fearful vice and go down to a nope-

What now is the remedy for all this? The most efficient means yet tried was the temperance society. Its members are convinced that drink is an evil and Its members agree to abstain therefrom, and by their efforts endeavored to curtail the sale and manufacture of intoxicants and their in luence and example induces others to oin them, and its results would extend o future ages. Some do refuse to take the pledge because they think they are safe, but are you safe. Even if you

when we thus evade our duty. Be not

Address by Mr. W. C. Auslow. Just To Juror Hickson. I can't say whether the allow her to pass on my port side. As before. I have had some mishaps, of Anslow would now address them, a It was impossible for the number of boys rushed for the door and

Mr. Adams. Is it not the duty of the engineer to start and stop the engines ? Witness. It is dress he would inflict upon them. He was glad to see so many present on that occasion, many of them having fought shoulder to shoulder in the Scott Act battle so successfully fought almost a the county would not torget what was

at stake at the coming council elections. In the present Council there was a ma-jority of temperance m n favorable to the enforcement of law and order, and

also favorable to keeping in office a Scott Act Inspector who had stremuously performed his duty. The next elec-tion of councillors wou'd be for a term of two years and it we wanted to keep rum holes down and prevent as much as possible the illegal sale of strong drink, every parish must see to it that it does its best to send temperance men there to represent them and thus the people of this county be enabled to still more strictly (by the officer appointed and their aid) enforce the provisions of the Canada Temperance Act. Failure to do this would put the cause of temperance back for years, and Northumberland ex-pects every temperance man and woman to do their duty. In regard to total prohibition the speaker believed th cause was progressing. Prohibition and woman suffrage were the most important woman suffage were the most important s cleared the testimony and the Coroner propositions of the present day. Both essee the jury, reading extracts from on coroners' impress, as to their duties; iso from Jarvis, at the suggestion of Mr. suffrage, and if Prohibition was carried by the male vole and weman suffrage fellow, then Prohibition would be a fix-

At a recent week's camp of Royal. Templars and other temperance bodies held at Toronto, a committee was form-ed to endeavor to unite Reyal Templars, Good Templars, Sons of Temperance. W, C. T. U's, and similar organizations in one grand body to work for prohiprohibition before it like chaff before

joining one or other of the temperar societies, and such a course would pre-vent their being identified with those opposed to temperance.

"God Save the Qien." full chorus the choir and audience, and thus sed one of the most interesting meetings held for some time.

The collection amounted to between eight and nine dollars.

Adjoining for dinner. After dimer the jury deliberated on their erdist and at five o'clock rendered it as follows: VERDET. Cellow, then Fromotion would be a fix-ed fact, and no master, how desperate the struggie to repeal it it would remain the law of the land anti; the good there was in it was fully proved. I then s coped to the bow of the boat

Mr. Wal-h who asked me for the life preservers, as the ladies were afraid the boat was sinking. I told him there was

Miramichi between Chatham, Newcastle an Nelson. The course is about southwest fro

Douglastown to Canadian Marsh and from th no danger; that the boat was all right. Newcastle, west south-west. The distan from the course to the Kerr mill wharf won

Witness:-No, he was nearly crazy. time I noticed that the furnace door TESTIMONY OF CAPT. JOHN BULLOCK was open and the steam pressure off Join Bullock, captain of Str. Nelson, swor the boiler. I turned around and met I am captain of Str. Nelson plying on th

room. I could see the engine from Larry's the lower deck; saw quite a number of com. I think the wharf was abreast of the excited people; went to the forward

