New Advertisements.

SHERIFF'S SALE.

TO be sold at Public Sale, on FRIDAY, the First day of March next, in front of the Registry Office, Newcastle, between the hours of 12 noon and 5 o'clock p. m. :

All the Right, Title and Interest of John Ashford in and to all that piece or parcel of Land and premises, situate, lying and being on the North side of the River Tabusintac, in the Parish of Alnwick, known as Lot Number 20, and bounded as follows: in front or southerly by the River Tabusintac; westerly by Lot Number 21, occupied by Laughlin McDonald; easterly by Lot Number 19, occupied by R. McLellan, and in the rear by vacant Crown Land; containing 100 acres, more or less, and being the land and premises lately occupied by the said John Ashford.

The same having been seized by me under and by virtue of several Executions issued out of the Supreme Court and out of the Northumberland County Court against the said John Ashford.

JOHN SHIRREFF,
Sheriff of Northuberl'd.

Sheriff's Office, Newcastle,
21st August, 1877.

SHERIFF'S SALE.

TO be sold at Public Auction, on FRIDAY, the 1. First day of March next, in front of the Registry Office, Newcastle, between the hours of 12 noon, and 5 o'clock p. m. :

All the Right, Title and Interest of Prim Brow in and to all that piece or parcel of Land and premises, situate, lying and being on the French Cove, in the Parish of Alnwick, and bounded as follows: Easterly by lands occupied by James Brow; westerly by lands occupied by Mitchel Brow; northerly by lands owned by Luke Murphy, and southerly by the Barren or Black Lands, containing 50 acres, more or less, and being the land and premises on which the said Prim Brow at present resides.

Also, all the Right, Title and Interest of the said Prim Brow in and to all that piece or parcel of land, situate lying and being on the North side of the Great Road leading from Negume to Tabusintac, in the Parish of Alnwick, and bounded as follows:—Northerly by Lot X, granted to Joseph Ross, Jun.; Easterly by the lot of land granted to Mitchel Brow; Southerly by the vacant Lot 3, and westerly by Lot Number 61, granted to Israel Brow, and by vacant Crown Lands:—being Lot ——, granted to the said Prim Brow, and containing 100 acres, more or less.

The same having been seized by me under and by virtue of several Executions issued out of the Northumberland County Court, against the said Prim Brow.

JOHN SHIRREFF,
Sheriff of Northumberl'd.

Sheriff's Office, Newcastle,
21st August, 1877.

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74 PACKAGES

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St. John, Aug. 22.

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BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for $1.50 A YEAR, or 75 CTS. FOR 6 MON.—the money, in all cases, to accompany the order for the paper.

Advertising.

The advertisements in this paper are placed under classified headings.

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LOCAL COLUMN, or reading matter advertisements 20% more than above rates.

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In order to secure the advertising patronage of business men and others on the North Shore—and to give them the benefit of a large circulation in the Counties of Northumberland, Kent, Gloucester and Restigouche, Bonaventure and Gaspe, their advertisements will, on arrangements being made therefor, be taken at CONTRACT SCALE RATES, which are as low as those of other weekly papers in the Province.

The "MIRAMICHI ADVANCE" having its large circulation distributed among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers very superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham, N. B.

Miramichi Advance.

CHATHAM, THURSDAY, AUGUST 23, 1877.

The Premier's Visit.

The particulars of the Premier's reception in Chatham will be found in another column. The meeting in Masonic Hall was one which showed how anxious all classes of our citizens were to see and hear him and the fact that it was composed, in a very large degree, of the staunch and solid resident electors, is an indication that Chatham understands what is due to itself in political matters, as the chief commercial town of northern New Brunswick.

A prominent feature of the meeting, and one that is suggestive, was the undivided attention with which the remarks of the distinguished Statesman were received by all present. It is to be regretted, for many reasons, that the circumstances under which the Premier was welcomed to Chatham rendered it almost imperative that what he said should relate only to general politics—to those matters concerning the country upon which all good citizens are agreed in opinion. Had it been in order for him to explain to those before him why the present Government claims the support of Canada, as a party organization, it is probable that his remarks would have been even better appreciated than they were. He made an excellent impression, however, upon his auditors and, if we are not mistaken he was, in return, well pleased with them. Indeed, Mr. Mackenzie is very favorably impressed with not only the people of Chatham, but also those of other places in the Maritime Provinces which were visited by him, and he is anxious to return among them again, this year. He expresses a determination to make such arrangements as will enable him to come to New Brunswick again and devote a little time to what is never amiss, in Northumberland, at least—political discussion. It is his intention, we believe, to visit St. John in October and, if our people wish it, we have no doubt that he will come here and address them on the public questions of the day. It will then be in order for Hon. Mr. Mitchell to come also and show his friends that his course since the downfall of the government of which he was a member, has been such as to merit a continuation of their confidence and support. It would also add to the interest of the occasion if the greater lights of the Opposition could make it convenient to visit us also. There is "room and verge" for them all, and we think we can promise a splendid audience if our active public men will join in getting up the "political circus." The people hereabouts are growing tired of those who so persistently harp on one string—who aim to sustain themselves on the issues of the past, while the present and future seem to promise us nothing through their agency. By all means let us hear "the other side," so that we may be the better prepared to act intelligently when the time for action comes.

The Mill Accident.

No little interest in the subject of mill accidents in general, and that at Mr. Snowball's mill in particular, has been manifested since the sad occurrence of Saturday evening. Like every other subject that involves technical questions and is forced upon public notice, the event has given rise to a good deal of unnecessary speculation, because of the fact that persons not qualified to give technical opinions have ventured to do so. Of course the public desire to secure even the least particle of data on which to found a satisfactory conclusion in reference to the cause of such catastrophies is a great incentive to speculation on the part of those who are looked upon, in a greater or less degree, as knowing a little more than their neighbors; still it is a matter of regret that a few people are so easily led, on the one side, to talk about what they have little knowledge of, and so many others are too ready to listen to and believe what they may say. But the public mind must be satisfied, and we presume it is on that account the Coroner's enquiry, which is rightly looked upon as essentially representing the public, is still, as we write, pending. Everybody thought it was closed on Tuesday evening when the evidence was read over to the jury and the public retired in order to allow that body to make up their verdict. But the matter was reopened and it is not closed as we go to press.

It is quite evident that there was sufficient water in the boiler at the time of the accident, otherwise the break would have taken the form of an explosion, and instead of the piece containing three joints being broken away and thrown some ten or twelve feet, as it was, it is probable that the whole of it, or fragments of the whole boiler, would have been scattered all over the mill yard and great damage would have been done to the fire house. Instead of this, however, the boiler simply parted at its weakest point from an over-straining pressure of steam.

The great lesson of the accident is one that has been impressed upon the Government of Canada time and again by the sacrifice of many human lives, the making of widows and orphans, the destruction of property and the consequent disturbance of communities in their domestic and business interests. It is a well known fact that at the time our Canadian system of Steamboat Inspection was under consideration, it was proposed that stationary as well as marine steam boilers should be subject to Government control. The influences of the manufacturers, however, were against the "interference" of Government with their "business" and the Government gave way. We hope the present Government will act upon the sad lessons that are being almost daily impressed upon it, and lose no time in putting in operation a system of Steam Boiler Inspection that will embrace every such dangerous motive force in the country.

The Miramichi Bar.

It is generally admitted that the work already done by the Dominion Dredge, *St. Lawrence*, in the Horseshoe Bar Channel, has been very beneficial to the port, and those who were acquainted best with the matter regretted that while the present Government had done very well for us in that respect, the Dredge was not permitted to continue her work there the present year. Other ports which needed the services of the machine, however, urged their claims successfully, and it was feared the Miramichi had seen the last of the *St. Lawrence*. Such is not the case, we are glad to know. One of the results of the Premier's visit is that we have the promise of the Dredge for next year, until the channel is deepened uniformly.—This matter has been persistently kept before the notice of the Government by Mr. Snowball, and his representations, coupled with Mr. Mackenzie's personal observations in the port, have secured the desired result.

THE LOCAL LEGISLATURE is to meet on Tuesday next. The session will be a short one and St. John business will almost exclusively occupy it.

THE CROWN LANDS SALES.—A private despatch to the Editor from Fredericton says :—

"The sales were very quiet. Fairleys and Stewarts had slight opposition, paying about $60 per mile for some lots. Geo. McLeod was opposed on all grounds on Miramichi waters, and some in Kent, paying as high as $160 per mile in some cases."

TIMBER.—Messrs Allison, Cousland and Hamilton's latest Glasgow Timber Market Report says ;—

"The Spring Fleet have now all arrived, and the imports for the first half of the season are ascertained, which for the business doing are over abundant. Should the trade dispute between the Shipbuilders and their workmen not be settled soon, it will be a problem where storage will be found for the Fall cargoes; at present the Ponds are full, and the deliveries bear no proportion to the quanities sent in. To relieve our over burdened market a cessation of shipments is the proper remedy, until business again gets into its normal state."

THE MAHOMEDANS OF INDIA AND THE WAR :—The Calcutta Correspondent of the London *Times* states that sympathy with the Turks is spreading rapidly among the Indian Mussulmans. Subscriptions are being opened, public prayers are offered, and pamphlets are circulated from Meccs, exhorting to union against Russia. Kashgar and the Afghans are warned to cultivate an alliance with England. Persia is upbraided. The Indian Mahomedans are impressed with the necessity of helping Islam in her hour of need, and the maintenance of Turkey is represented as essential to the safety of India.

BURSTING OF A MILL BOILER.

FOUR MEN KILLED AND OTHERS INJURED. PART OF A BOILER THROWN FROM ITS BED. CAUSE OF THE ACCIDENT.

One of the most serious accidents that has ever occurred in connection with milling on the Miramichi took place on Saturday last between ten minutes and a quarter past six at the mill of J. B. Snowball, Esq., Chatham. The mill is considered the best built and the best found in the Province and as it has been running both night and day the present season, a large number of persons, directly interested in such an event, as well as the community generally, were thrown into a state of excitement by the news that one of the boilers had exploded, involving the death of several men, the wounding of others and the danger of fire to the entire structure. As the fire bells were set ringing people hurried from all directions to the scene of the accident and those who reached it first beheld a scene which they will not easily forget.

The evidence which we publish below develops the main facts. The loss of life was, of course, the deplorable part of the sad occurence. Six firemen were at work in front of the boilers, and two engineers, Messrs. Harding and Whitehead were also in the boiler-house. The Foreman of the mill, Mr. Robert Maguire, had just looked in, and was on his way around the mill to go on top of the boilers, while the night watchman, Mr. Irvine, had just come off the top of the boilers, having placed the usual lamps there for the night's work, as it was intended to run the mill until 11 p. m. It was customary to run with greater pressure of steam by day than at night, and Engineer Asa Whitehead was on top of the boilers and had shifted the ball on one of the safety valve levers, so that it would blow off at the low night pressure, when he suddenly felt something strike him and he hurriedly leaped off the boilers, jumping and being thrown towards and through the engine room door, together with Engineer Harding and Fireman Marshall. Of course little was definitely known of what had taken place until the steam cleared away. Then it was found that a piece of the sixth boiler from the engine room (there are twelve boilers in the mill) embracing the three first plates, or sheets had been broken cleanly at the third joint and thrown into the firing space in front. Firemen Michael Powers and James Ross were almost instantly killed; fireman John McDowall was mortally scalded and died in an hour, and fireman Robert Sweezey was also so seriously injured that he died next day at eleven a. m. Powers who belonged to Newfoundland, leaves a widow and six children, three of whom are young; Ross, a late resident of Tabusintac, leaves a widow and three children; McDowall was unmarried. He was a very temperate and industrious young man—native of Scotland, and had been four years in Chatham. Sweezey formerly belonged to Napan, and leaves a widow and eight children—all of whom were dependent on him for support. Powers was buried at half-past four on Sunday; the body of Ross was taken by his sorrowing family to Tabusintac on Sunday night; the funerals of McDowall and Sweezey took place on Monday afternoon. The funerals were all largely attended.

Mr. Whitehead, though badly injured, will, no doubt, be about again in good time while firemen Morris and Marshall, who were slightly injured, are already fit to resume work.

Mr. Snowball was on the cars between St. John and Fredericton at the time of the accident and on his arrival at the latter place, about eight p. m., he received telegrams informing him of it. He immediately telegraphed expressing his sorrow over the loss of life and giving directions to have everything possible done for those who were wounded, as well as all that was necessary for the dead.

Of course, all kinds of rumors were set afloat in reference to the cause of the accident and for that reason we publish the full evidence taken by the Coroner to date.

Dr. J. S. Benson, Coroner, empaneled the following jury on Saturday evening :

James Neilson, Foreman, Jas. W. Frazer, A. D. Shirreff, Robt. Murray, Wm. Simpson, A. W. Patterson, Wm. Johnston.

After viewing the bodies of Powers and Ross, the Inquest was adjourned until ten o'clock on Monday morning, when it was continued in the room above No. 1 Engine House. The testimony was as follows :—

ROBERT MAGUIRE,

Engineer, Chatham, sworn—Am Foreman of Mr. Snowball's mill. It is my duty to oversee the whole work carried on about the mill. About a quarter past six Saturday evening I was at the corner of the mill chimney, outside, when I heard a crack inside, which I took to be one of the boilers giving way.

To Foreman Neilson—The mill was then stoppd.

I then ran up a ladder and tried to get into the boiler room through a window, but was met and prevented by the steam coming out. I then ran around by the engine room and tried to get in, but was prevented from doing so by steam. Then I went outside through the mill and saw Asa Whitehead in the bottom of the mill and a number of persons were taking his clothes off. I then went around to the fire house door in front of the fires, but was again prevented, by the steam, from getting in. I went back to the front door of the mill and sung out for someone to go and ring the fire bell and go for the steam fire engine. I again went to the fire house doors and got in. I saw Ross lying on the edging pile in front of the fires. He was on his face with arms stretched out, apparently dead.

To Foreman Neilson—That would be nearly 15 minutes from the time of the explosion.

A man named Coughlan followed me into the boiler or fire house. I said, "O, my, Coughlan, only see this." I think a piece of the boiler was lying on Ross, but Coughlan and some others proceeded to take him out, as I left because I could not stand the sight.

When the steam fire engine came I directed them where to put the water. I did not go back to the fire house until they got Ross out.

It is usual for the steam to be blown off when the mill is not going. I cannot say whether she was blowing off at time of the explosion or not.

To Foreman Neilson—The mill had been stopped about fifteen minutes when the explosion took place.

The night crew would have commenced work in about fifteen minutes. It is part of my duty to see that everything about the engines and boilers is in proper order. We had cleaned the boilers about four weeks before the accident. I was in them myself and examined them. I did not observe blemishes or flaws.

To foreman Neilson—I cannot say that I looked at all the seams, although we were more particular than usual, because we had found a crack in one of the boilers about three weeks before cleaning. The crack was in another boiler and was at once repaired.

The valves are self-acting. I have nothing to do with seeing to the water in the boilers. Happened to be in the boiler room just before the explosion and saw water in four boilers, which compose one section. I did not look at the others. I do not know what head of steam was on. There are water gauges on all the boilers. I cannot swear there was a glass in the gauge of the boiler that exploded. The engineer said she was blowing off when the explosion took place

The engineers have a standing order to ease the boilers by shoving the balls in so that the pressure will raise the valves easier. I cannot swear that this order was carried out on Saturday evening. If the order was not carried out steam would run up to eighty pounds—what we usually carry—and then blow off. The saws were lagging in the logs when we shut down—going very slow, showing steam was well down.

To Foreman Neilson. Our Safety valves are either 4½ or 5 inches (there are 5 of them) in diameter. I cannot account for the accident. As far as I know the boiler was in good order. I have examined it since and the break looks like a new one. I do not think the other boilers are damaged. We took the covers off four of them this morning and found a foot of water in them. I think the safety valves are large enough. I do not think the accident due to want of water in the boilers. We overhauled one safety valve a short time ago—the others not since Spring, but they were all in good order and blew off every day at meal times. The person who eases the valves has to go on the boilers to do it.

EDWARD HARDING.

Engineer, sworn—I am Asst. Engineer in Mr. Snowball's mill and run the engines by day; was at work on Saturday last at the time of the accident, which was from 10 to 15 minutes past six. I was standing in front of the boilers in the boiler house; had just seen to placing a wooden plug into the broken lower water gauge cock of the boiler that exploded and was going towards the engine room door when I heard a hissing noise as I was some four or five feet from the boiler, when I was struck by what I took to be Mr. Asa Whitehead. I was thrown into the engine room on my hands and then crawled until I could rise to my feet and walk to the other end of the engine room. I then made an attempt to go on the boilers, but finding the place too hot I backed out. My intention was to shut off the boiler valves so as to save some steam in them. I had then to wait an opportunity to turn off the water stop cocks of the boilers.

To Foreman Neilson.—The boilers were all feeding water at once.

About fifteen minutes passed before I could get at the stop-cocks to move them, it was so hot. I then went into the boiler house from the engine room. On doing so I found about three sheets of the sixth boiler from the engine room thrown in front of the fire holes. One end of it was about three feet from the fire door and the piece was askew from its regular line. I succeeded in turning the cocks of the first two boilers, and in about half an hour I got the other two of the first four turned. There was so much heat and smoke that I could not turn the remainder of the boiler cocks. The water-glass had been out of the boiler that exploded for two or three weeks. There was a try-cock above the water line in that boiler and we judged the sufficiency of water by that. I had tested that boiler about ten minutes before the accident, finding quite sufficient water in it. There is a try-cock in every boiler in the mill. The mill was running night and day, and we put up with the inconvenience sooner than shut down to fix the broken guage cock. The boilers could be run just as safely without the glass, but it required a little more attention. That particular boiler was examined about a week ago and seemed perfectly safe. I would have risked my life with it, and did so. When the boilers are cleaned I go into them myself and look over them well. I have since examined the boiler and found the iron duller looking on the lower part of the break than on the upper part. The boiler was defective, having a crack along the line of the rivet holes, which, on account of the caulking preventing any leakage, might easily pass unnoticed. I never knew the boiler to be dry. Whitehead was easing the valve at the time of the accident; he jumped down into the fire hole, when he heard the noise and the bursting followed. He had not more steam than was necessary. It is usual, if we have a good head of steam, to ease the valves as soon as the engines stop—that is if steam is up to 80 lbs; when the engines stopped the fires where low and there was less than 70 lbs and it was to let it run up for work at half-past six that the valves were not eased. The steam gauges were in good order and tallied along with the work; my eye is seldom off them while I am at work and they were never out of order. Strictly speaking, my day expired at six and Whitehead came on as engineer at that hour, but we were working together and he is not responsible in any way for the accident. The portion of the boiler, which seems to show injury is about a foot and a half long.

After the accident I saw an injured man sitting outside of the boiler house and heard more were injured, I did not observe anyone in the boiler house.

ALEX. FRASER

sworn—I am night foreman of Mr. Snowball's mill; was at the mill gate on my way to work when the whistle blew at six o'clock Saturday night. I at once walked down to the mill, and went by way of the lower part of her into the engine room took off my coat, and went out into the mill to examine the belts before commencing work for the night. I found one defective belt and proceeded to the carpenter's shop to repair it, and while I was in the act of repairing it I heard the report of the explosion. On looking around I saw the boiler house filled with steam. I next saw Mr. Whitehead coming out of the engine room into the mill; he was taking off his clothes, and I ran to assist him in doing so. Mr. Maguire came along and called for some person to go and ring the fire bell. I turned around and saw Sweezey, one of the fireman, coming out of the mill door. I then went up stairs to ring the mill bell, but found it would give no sufficient sound, being inside of the mill. I attemped next to go into the fire house, but was prevented by steam; also attemped to get on the boilers but was driven back by steam. On coming down and looking into the fire-house again I saw the body of Powers, one of the firemen, in an upright position opposite the middle of the boiler range, resting against the pile of furnace wood. Several went to get the body out and I went to look after the hose. I think Mr. Winslow came along just then and said to look out and prevent fire from getting headway.

I know of no defects in the boiler and cannot say I heard any complaints about the water glass being broken out of the boiler. Our running pressure at night was from 60 to 70 lbs. I never noticed the gauge indicating over eighty lbs.

To Foreman Neilson—I have seen the boiler since the accident and on examination found a portion of the iron extending over three rivet holes looking darker than any other portion indicating that a crack existed before the explosion. There is also indication that the iron was "short" on the inside ring. I examined the boiler, first, at night and this defect escaped my notice but a second examination in daylight developed it. There was no defect in the steam chest. I did not notice that the steam was blowing off before the explosion. The accident happened some 10 or 12 minutes after the mill stopped. As the fires were low when the mill stopped and green fires were put in, steam would not run up fast. I do not think the steam was at its height at the time of the explosion, although I did not look at the gauge.

The Foreman here said:—It appears that the mill was run with from sixty to seventy lbs. steam at night and 70 to 80 by day. I should like to know whether the valve had been shifted down for the lower pressure, for it would be strange if the bursting took place while running under less pressure than had been on all day.

It was, however, observed by jurymen that Harding's evidence seemed to show that Whitehead was in the act of easing down the valves when the accident took place.

The Inquest here adjourned until 2 p. m.

Resumed at 2 p. m.

THOMAS MARSHALL,

sworn—I am one of the night firemen in Mr. Snowball's mill, and was at work at six o'clock Saturday evening. I was firing the boiler next the inner door. I think there was then about seventy pounds of steam on. When the burst took place I was standing with my back towards the boiler, in the act of getting an edging to put in the furnace.

A little after we commenced to fire, the plug that was in the broken gauge cock of the boiler that exploded blew out, and water and steam came out. Mr. Harding came forward with a wrench in his hand to stop it. He looked at it and went into the engine-room again. In a few minutes Mr. Whitehead came in with a wooden plug in his hand, and Mr. Harding came with another. Whitehead failed in putting the plug in, the first try, and the steam struck his hat and knocked it on the wood pile, but he succeeded in putting it in the second trial and left. I suppose he went on top of the boilers. About four minutes after that the boiler bursted and I was struck between the shoulders by what I took to be a brick-bat. The noise of the explosion was pretty loud. I sat down after I got outside and next saw John McDowall, who had been firing next to me, in the act of sitting down beside me. I dont know whether he walked or was carried out. He held up his two hands and the skin was hanging off them, and his eyes were shut. He begged of some one to take off his boots. Mr. Berry (James, I think, his name is) took out his knife and cut the boots off. I then walked away up the railway track to Mr. Whitehead's, and, getting some clean clothes on, returned towards the mill. In one of Mr. Snowball's shops I saw Ross, another fireman, lying dead. I did not see either Powers or Sweezy until I saw their bodies in their own houses. At the time the boiler bursted Powers was standing opposite it, as he and Sweezey had the firing of it between them. There were four fires for every two men. I did not think there was any danger when the plug came out and it was being fixed. Powers, Ross, McDowall and Sweezy—now deceased—Charles Morris and myself were all in the fire-house when the bursting took place. I knew of no defects being in the boilers.

To Foreman Neilson—I did not hear Sweezy say the boiler was leaking before it blew up. I did not hear him complain of that there was no glass in the gauge cocks. The engineers keep always passing and repassing during the night and watching the gauge cocks.

Mr. Harding had sent a young man to shift the safety valves a few minutes before the whistle blew. I saw the balls shifted by him, Mr. Harding standing in the door and showing him how to do it. The valves were blowing off some steam at the time of the explosion and before—I don't know whether she was blowing from more than one valve or not. The fires were pretty low and we were just beginning to fill them up for night work. I believe there was water in all the boilers. We were using fresh water from the large tank there which is always full.

CHAS. MORRIS

sworn—I am a night fireman at Mr. Snowball's mill; was at work at about 5 minutes past six on Saturday evening. Sweezy, Ross, Powers, McDowall and Marshall—all firemen—were at their work when I went on. I had put about a dozen sticks into my fire and got an axe from Whitehead and had cut a slab in two one half of which I was putting in the furnace, when it was struck by the force of steam and I was knocked part of the way into the engine room.

Whitehead, after putting the plug in, had jumped up on the boilers to shift the weights on the valve levers, when the bursting took place and he came down over me, and he, Harding and I went into the engine room together. There was not, I think, more than sixty five pounds of steam on and the valves were lifted some—Whitehead had gone up to lift them more. My shoulder and neck were hurt and I went home as soon as possible. I am sure there was plenty of water in the boilers at the time. The pumps were kept half on the boiler that burst all the time to make sure because the glass was off Mr. Fraser comes into the boiler room half a dozen times a night, to look after the boilers, and Mr. Whitehead is all the time going in and out testing the water in them. I had no fear in reference to any of the boilers and believed they were perfectly safe.

ROBERT BARNETT

sworn—I am employed in Mr. Snowball's mill trimming or straightening wood in the fire house. About twenty minutes before six o'clock on Saturday evening I raised the weights on the safety valves by Mr. Harding's order. When I raised them they remained up and let the steam escape. When I left the mill after six the steam was blowing off as usual after the mill stops. I did not shift the ball in any way excepting to lift it up. I was about 150 yds. from the mill when I heard the explosion. Then I turned and ran back. The steam was coming out of the holes in the roof of the boiler house. I had not gone far before I slipped on a stone and injured my ankle so that I turned and went home.

[This witness also stated some conversation not relating to the mill or boilers which he had with McDowall; he also detailed some of his movements after he heard the explosion but as they were not made at the mill they are omitted.]

The jury here proceeded to the house of Mr.

ASA WHITEHEAD,

who, being sworn, said—I am an engine-driver, live in Chatham, and work at night in Mr. Snowball's mill. I went to the mill to work at five minutes past six on Saturday evening last. On going into the boiler house I found Ross' boiler leaking from the bottom gauge cock; he told me it had been blowing for a few minutes. I said we must fix it. I saw Mr. Harding and he said he couldn't get a piece of dry pine to make a plug, but that he would go to the carpenter's shop for a piece. I said, "Never mind, I have a piece in the engine-room." I got the piece of wood, asked Charlie Morris for the axe and made a plug. Having driven it into the bottom cock, I went into the engine room and closed the tallow cups on the engine and took the cover off of one. Then I went up on the boiler to shift the balls of the safety valves. I shifted the small ball in, about a foot; had my hand on the big ball, but don't know whether I shifted it or not; I heard a quick puff and made a quick jump for the whistle rod, which is just at the engine room door, and was struck on the back of the head by something which knocked me against one of the skids the wood runs on. I kept flat down on my hands and feet, and made a jump for the engine room, through which I went into the bottom of the mill. The first man I saw was Mr Fraser. I commenced tearing my clothes off; he asked what was the matter; I said "I don't know;" I got my clothes all off and sent a boy home for a sheet. I saw Mr. Sweezy, now deceased, coming round opposite the door where I was standing. I called out for God's sake to cut the clothes off the man. The sheet was brought for me and I put it around me and came home.

I cannot say what pressure of steam was on when I went to work, but don't think there could have been over 75 lbs. I had shifted one valve and intended to shift the other, but was prevented by the explosion. I knew of no flaw in any of the boilers and heard none spoken of. The boilers were all cleaned once this summer and found to be in good condition. The firemen clean the boilers and I go into each boiler to see that the cleaning is properly done. I examine every seam and did so the last time they were cleaned and they appeared perfectly sound. There was no trouble in keeping the water level in the boiler that exploded, even without a glass gauge. The try-cock denotes when there is sufficient water in the boiler. I knew of no leakage and heard of none in the boiler which exploded. I never knew the boilers to be dry at any time.

[Mr. Whitehead is confined to the house by his injuries which consist of contusions as well as burns.]

GEO. CADY

sworn—I live in Chatham, am a teamster and work for Mr. Snowball. I was not working on Saturday last, but happened to be going along the track past the oil shed of the mill as the whistle blew and I went to the barn on the opposite side of the road and came out. I sat down on the side of the road opposite the mill and in about five minutes heard the report; I looked and saw the steam coming out; ran down as fast as I could and under the steam saw Sweezy's legs as he was running out of the fire house. A number of persons who was coming up the wharf seized him as he ran and stripped his clothes off with knives as soon as possible I next saw Asa Whitehead running out of the under part of the mill as if he had come from the engine room way; two persons were with him cutting his clothes off. He sung out for some oil and said there was some at his place—to go for it, and also to bring a sheet. I heard Maguire sing out to run for the fire-engine. Maguire ran to get into the boiler room but was driven back; an attempt made by him to get into the boiler house on the east side also failed. I then followed him through the mill and around to the west door of the boiler house where he also failed to get in on account of the steam coming out. Having returned to the mill he came out again and I followed him part of the way, when I heard a person whom I took to be Geo. Dick warning us not to go on. I stopped and Thomas Coughlan then passed me and I turned and followed him. I heard Maguire who was already in, say "there's poor Charley," but it was James Ross. He was lying out on his hands and face upon the wood, and his legs, from the knees down, were caught between the boiler and the wood. Thos. Coughlan and I took hold of him by the arms. He was quite stiff and dead. We tried to pull him out, but could not; others took hold but we all failed; then we got a long deal and just as I turned around on my knees to put it in for a pry, I saw poor Powers, very close, standing face to me, with his arms resting on the wood, his eyes staring at me. He was dead. I got such a shock from the sight that I had to stand back for 4 or 5 minutes and Coughlan and the others got Ross' body out and carried it way. While they were away I turned my attention to Power's body and worked clearing away edgings from before it. The iron frame of the furnace doors, bricks and wood were piled behind against him. We got this back with pries and carried the body out. After we laid it down by the side of the road I went away. I did not see McDowall until they were carrying him up the road on a hatch.

JOHN BELL

sworn.—I am an engineer by occupation and reside at Newcastle. Pursuant to instructions from the Coroner, and associated with Engineers Allen and Dick I examined the boiler which recently burst at Mr. Snowball's mill. I found that it was cracked, previous to the accident, a distance of nearly eighteen inches in the length of the circumference of the shell, and extending about two-thirds through the thickness of the plate from within, outwards. In the eighteen inches there was a place about two inches long which must have been cracked entirely through. I would not consider such a boiler safe under a pressure of eighty pounds, the boiler being a quarter inch plate and having such a crack in it.

I do not think any engineer could have discovered the crack until it showed itself by a leak or tearing away—it was caulked so tightly. Even if the boiler were empty, well swept and critically examined the crack would hardly be discovered for it would be filled with salt and sediment. I have no doubt that the crack caused the bursting. I have known such boilers with cracks of six, seven or eight inches to be run.

ENGINEERS ALONZO ALLEN AND GEO. DICK, being called and hearing the above read over to them appended their signatures to it as corroborating it in every particular.

Engineer Allen said he considered the iron in the boiler of an inferior quality.

The inquest was here adjourned until 6.20 on Tuesday evening.

At 6.30 on Tuesday evening the jury met again and Coroner Benson read over the evidence.

At its conclusion the Coroner said that any charge from him would be unnecessary as they had the evidence, and their foreman was a practical man. The questions for them to decide were if the accident had caused the death of Powers and Ross, if the flaw in the boiler had been the cause of the explosion and if it was the cause, could it have been seen in time to prevent the explosion. The jury retired about 7.20, and at 8.40 announced through their foreman that they would be unable to render the verdict until they had further information relative to the cause of the explosion. The Coroner thereupon ordered several experts to be summoned with instructions to first examine the boiler before they appeared to give evidence before the jury. The inquest was then further adjourned till 3 o'clock on Wednesday (yesterday) afternoon.

[The second lot of evidence is being given as we close our forms. It will appear in our next issue. So far nothing has been adduced to throw new light on the accident.]

A subscription in aid of the families of Sweezy, Powers and Ross has been started in Chatham.

We are informed that the mill will be started with four boilers this morning and that full repairs will be completed tomorrow night, when full operations will be resumed.

The Premier at Chatham.

Hon Alexander Mackenzie, Premier of Canada and Minister of Public Works, visited Chatham on Friday last. He was accompanied by Mrs. Mackenzie and his daughter, Mrs Thomson and also by C. J. Brydges, Esq., Mr. Buckingham, his Private Secretary, and Mr. Luttrell. The party came in the Intercolonial Railway Superintendent's car, by the regular express and remained at the Junction until about eight o'clock, when a number of gentlemen from Chatham, including Mr. Snowball, Hon. Wm. Kelly, John Shirreff Esq, Jas. T. Griffin Esq., Wm. Murray, S. Habberley and D. G. Smith arrived by a special, to which the Premier's car was at once attached and the whole proceeded to Chatham.

After the Premier and party had partaken of a private breakfast at the residence of J. B. Snowball, Esq., a salute of thirteen guns was fired, at half past nine, in the Public Square by members of Chatham Field Battery of Artillery, commanded by Lieut. Jas. W. Fraser.

The Premier was escorted to the Masonic Hall at 10 o'clock. On approaching the door of the hall, he was cheered by the large number of persons awaiting him, and who completely filled the capacious auditorium, while leading citizens occupied the platform. John Shirreff, Esq., High Sheriff, being moved to the chair, introduced the Premier in a few words expressive of welcome, and the following address was read by Richard Carman, Esq. :—

To the Hon. Alex. Mackenzie, M. P., Premier of the Dominion of Canada:

HONORED SIR: In offering you a hearty and warm welcome to Chatham, on this, your first visit since your accession to the high and responsible office of Prime Minister of the Dominion, we do so irrespective of party or politics, wishing to do honor to the man whose ability, industry and energy have raised him to the first position in the Government of Canada.

Your political career is a good example to all other politicians, and shows to them, as well as to all, what can be achieved by man in public life by strict adherence to what he deems right in his views, and by integrity and force of character.

Although we represent all parties, yet we beg you will consider us on this occasion as belonging to none; but as having met on common ground to tender, as a united people, our hospitalities to you.

We trust your reception in the Maritime Provinces has been gratifying to you and Mrs. Mackenzie, and that when you return home you will bear with you agreeable reminiscences of your visit to the people by the sea.

The Premier, in reply, said he received the Address presented on behalf of the