

a stop, or else continuing towards the south bank in the direction of her sheer.

The preliminary act of the "Dorothy" alleges that, "The 'J. H. Plummer' apparently not navigating in accordance with the single blast signal, the engine of the 'Dorothy' was stopped and backed. The 'J. H. Plummer' then blew a passing signal of two blasts, and sheered or steered to port toward and into the 'Dorothy's' port bow." And the answer to question 14 charges that the fault of the "J. H. Plummer" was that (1) "she violated article 28 of the rules of the road in the following particulars: (a) In that she did not direct her course to starboard, as she agreed by her single-blast passing signal. (b) In that she blew a passing signal of two blasts, and directed her course to port after agreeing by whistle signal to direct her course to starboard. (c) In that she failed to stop and reverse. (2) That she violated article 29 of the rules of the road. (a) In that she did not maintain a proper look-out. (3) In that she violated article 25 of the rules of the road, in that she failed to keep to that side of the mid-channel which lay on her own starboard side."

The evidence given on this trial is a mass of contradictions, and necessitates such an analysis of the leading facts, and the drawing of such reasonable deductions therefrom, as will enable the Court, sitting as a jury, to decide to which statements a preferable credence should be given.

The witnesses for the "Plummer" say that the "Dorothy" was improperly navigated, that she sheered across the bow of the "Plummer," and that she kept going ahead up to the time of the collision. The "Dorothy's" witnesses say that the "Plummer" was improperly navigated, that she sheered across the bow of the "Dorothy," and kept going ahead at the time of the collision. Each side further says that its vessel stopped and reversed under the order "full speed astern."

The witnesses for the "Plummer" further say that the "Dorothy" sheered from one side to the other, and that her stern struck the bank of the canal before the collision.

The "Dorothy's" witnesses say that she kept "absolutely parallel to the bank of the canal all the time," and that the force of the collision drove her bow on the bank of the canal.

Taking this latter statement first, which came out in the following answers of the captain of the Dorothy: Q. 403.