Gannet Rock Light Worked All Right Dec. 30th,

A Mass of Evidence as to the Sobriety Capt. Kemp and His Officers Throughout the Voyage.

The Light on Gannet Rock so Obscured by Frost in Cold Weather as to be Easily Mistaken for the Fixed Light on Brier Island.

The investigation into the loss the s. s. Warwick was resumed by Capt. Smith, R. N. R., at 10 o'clock Monday morning, 10th. Pres. Fisher was in attendance on behalf of the Board of Trade, and other members of the beard's committee came in dur-

Captain Smith read a telegram from Inspector of Lights Kelly to F. J. Harding of the marine department, as

McLaughlin (lighthouse keeper) states light all right at Gannet rock nine p. m. December thirtieth, and were since. Many others state the same. The captain of the schooner said nothing about the light, nor can any fishermen here state light was not running. The men on board the Warwick state until the 24th all was wall. The officers broke carse that The officers broke carge that and distributed liquors all round, and all were drinking until vesse

JOHN KELLY,

Inspector Lights. Capt. Smith said he read this to giv Captain Kemp intimation, and give him a chance to prepare his defence. He would have to show whether the matter was as reported or not. Wit nesses, he added, would be brought here from Grand Manan to give evi-

GEORGE KEMP, master of the s. s. Warwick on her last voyage, was sworn. He testified he had been in her about 19 months. Made three voyages to St. John. Held certificate of competency as master. Served in all grades from 1892 with the Donaldson company, as third offi-cer, second officer, and then as master. The ship's register was lost, also the official log book, ship's articles, pass, certificate and all official papers. He took the register and his certificate in his pocket on leaving the ves and they were subsequently lost, how he could not tell. All the other pawere left in the ship, and when he returned in the morning the stew-ard's desk had been broken open by wreckers and its contents rifled. While he was at Seal Cove people had visited the ship and taken what they wanted. When he returned people whom he did not know were aboard and four or five schooners were anchored a little distance off and their dories were passing to and fro. Had not left anybody in charge. Had four hand gear aft. Navigated the ship by the bridge compass. It was the Sir Wm. Thompson pattern. It was in good order when he left. It was inspected by him before they left Glasgow. The ship was swung for adjusting the compasses June 21st, 1896, at Tail of Bank, off Greenock, by the White-Thompson firm, who gave witness her deviation card. Took gave witness her deviation card. Took daily observations on the voyage out. No change of any importance took place on the run. The ship had four boats, quite sufficient to accommodate all hands. She was inspected in April, 1896. Left Glasgow Dec. 15th. Had regular admiralty charts corrected up regular admiralty charts corrected up to 1896, including chart of Bay of Fundy. They were supplied by the company. The first two days out obtained observations which agreed with the dead reckoning. For several days had no observations, the sun being obscured. Kept the patent log over all the time. When they did obtain observations again found the position agreeing fairly well with the dead reckoning, say five miles. Did not sight Cape Race. Went south of The Virgins. Saw no ice. Dec. 23rd stopped the engines several hours, as the propellor was racing on account of the heavy sea. The wind was from S. W. propellor was racing on account of the heavy sea. The wind was from S. W. Did not set any sail then. Came south of Sable Island. Did not sight it. Were off the banks in deep water and got no soundings. Got observations, however. Took observations also to find out error of the compass, but found none in the deviation. Was perfectly satisfied in his own mind that the compass was correct. The officers agreed with him. Witness and all the officers worked up the dead reckoning each day, and they compared the work. Found very little discrepancies in their work. When there were any, he added the whole together and divided it by three. From Sable Island steered for Seal Island. Crossing Sable Island bank took no soundings. On noon of 30th had a resoundings. On noon of 30th had a re-liable observation and got a good po-sition; also took cast of the lead to liable observation and got a good position; also took east of the lead to verify the ship's position, but could not remember what it was. It was posted in the logbook. Made the first land fail shortly after 1 p. m. At 1 ps m. saw Cape Sable lighthouse. That brought the ship to the position he expected. The wind was variable from W by N. to S. W. weather hazy; slight land haze, but could see eight miles. Passed that distance off the lighthouse and then altered his course for Seal Island. Signited it soon arter. Passed the Blond Book howy about haif mile off. Was abreast of Seal Island at 2.20. It bore about N. 69 E. delatant four miles. Had put the ship's need was N.N.W. by compass, with two degrees of westerify deviation. The weather then was about the same as when passing Cape Sable. The ship's speed was then about 7 Roots, being down as little time for cleaning fires. Continued on a N.N.W. course up to 8 o'clock. Was steering to go about six miles outside of the Lurcher shoul bowy. Cast the lead at 7.30 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the lead at 7.50 p. m. Chief officer did it the light had changed its character. Mr. Paimer submitted that the size and that the statements were directly part of his effecting any. There was no trial here and that the statements were directly part of his featements were directly part of his effecting any. There was no trial here and that the statements were directly part of his effecting any. There was no trial here and that the statements were directly part of his effecting any. There was no trial here and that the statements were directly part of his effecting any. There was no trial here and that the statements were directly part of his effecting any. There was no trial here and

by his orders. That was 4 hours 10 minutes after passing Seal Island. The sounding agreed with the course and distance he had run. The depth was 52 fathoms. The bottom was sand. At 8 p. m. obtained another sounding in 75 fathoms (saw Mud Island as he passed it), with sand bottom. Saw what he took to be Gannet see it very distinctly on account of smoke from the funnels. Ship's speed then was about 9 knots of 83-4, with no sail set. Had seen her do as night as 91-2 knots. After 5.30 saw no more land, but passed a schooner standing to the westward just before he was abreast of Gannet Rock, N. S. Thought at first she was a pilot boat. Went over a little towards her for a minute or so, and had she carried a pilot he would most undoubtedly have taken one. Saw no vessels after that.

Judgef he was abreast of the Lurcher shoal about 7 p. m. or shortly after. Weather was cloudy and overcast, light about 12 or 12 miles from the deck. It was high water at Seal Island about 6 o'clock that night and carried a flood tide with him two or three hours after passing that island. Gave her five knots over the ground for the set of tide for the three hours, in a N. N. W. direction. Did not continue on the N. N. W. course after 8 p. m. Altered it then to N. 39 E. The deviation on that course was little or nothing, Practically speaking, it was a correct magnetic course. Expected to meet the tide right ahead after that. The tide was against the ship then. He allowed about 11-2 miles per hour for it. Had a book of sall-ing directions on board. Had these directions on the bridge all the afternoon and had the chart there also Did that whenever making the land. At 8,20 p. m. he altered the course little more to the right, making it N. E. 1-4 N., as a precaution in case the ship would not cover her distance to the westward. Kept her on that course until 9.30 p. m., when we sighted a light on the starboard bow The man on the forecastle head, he thought, reported it. Witness then went on the bridge, and the second officer pointed the light out to him. Was at that time expecting to see Brier Island light. Looked at it with his glasses. It was a bright fixed light. When he left the bridge to look at the thart the light bore N. E. by E. 1-4 E. Had seen Brier Island light on previous voyages, and knew it was a fixed light. Made up his mind it was Brier Island light he then saw. Talked to the second officer on the bridge about it, and they quite agreed it was

a fixed light. Had been up aloft between 6 and 7 o'clock to see if he could discover Cape Fourchu light. Did not see it. After that went up once or twice to look for the Brief Island fight. As we approached, it still appeared to be a bright light. Saw no vessels or/pilot boats. Was convinced it was a light on shore-Brier Island. Never spoke to the mea at the wheel about it. A light was reported while he was aloft five or six minutes past 10. Shortly before 10 changed his course to N. E. by N., then to N. N. E., and finally N. by E. 1-2 E. Wanted to keep clear of and their the Northwest ledges, so he altered his course to N. E. nearly 1-2 N. Took had four no cast of the lead then. If he had lead would have gone down or the ship gone round. A flash light right ahead was reported while he was aloft. He saw it when he came on deck. Thought possibly it was a pilot boat's light. This was about 10.10 p. m. At 10.30 he told the quartermaster to put the ship back to her old course. He was going by the first light, the fixed one, which was in sight all the time. The other was flashing, but very indistinctly to him. Sent the second offi-cer to the forecastle head to find out in what direction the second light was. That officer did so, and reported it right ahead. Even the flash was not regular. Those two lights continued in sight till the ship ran ashore. Did in sight till the ship ran ashore. Did not at any time see a third light. It was blowing strong from S. W. by S. with heavy sea. The ship was rolling. She went ashore at 10.40 p. m. Saw the water breaking before the ship went ashore about two minutes. Did not hear the man on the lookout cry

not hear the man on the lookout cry out "breakers ahead." As soon as he saw the rocks he put the helm hard over to starboard and the telegraph for the engines to go full speed astern. The ship still forged ahead. She struck hard. About 10.42 the engines were again started full speed astern, and at 10.45 they were given the final stop. She began taking in water before the second stop in No. 2, and the chief engineer reported the stoke hole full. Left the ship shortly before 11 the next morning. Reached Seal Cove.

Have you any theory as to the cause of the ship getting on Murr ledges?

The tide had helped and he also helped by keeping her away to the northward for the purpose of avoiding the reef, thinking it was Brier island light he saw instead of Gannet rock light. He considered the tide had something to do with getting her in

something to do with getting her in that position.

To Capt. Thomas—Had good many gales crossing the Atlantic. Had three days in which the ship made only 55 miles. The best run was 228 miles. Always came up the bay successfully. On his first voyage got into St. Mary's bay. His instructions were not to attempt to come up in a snow storm. Came up to St. John the following night. Did not serve any liquor to the men on the passage out, and did not hear of them getting any. There was no drinking on the ship on the entire voyage.

To Capt. Hayes—It would be easier to enter the bay if the dominion government would provide a lightship. He had no difficulty in making every course he laid on the chart till this case.

came into it then for the first time.

WAITING B. MollAUGHLIN,
keeper of Southwest Head light, Grand Manan was then sworn and exam by Capt. Smith. Had been keeper years. Could see the Gannet rock light from his station. It was about marine miles distant. Remembered night of Dec. 30th. W.S.W. wind and very dark, cloudy, overcast wea

ther prevailed. Kept a record of the weather. Had it at the hotel. (Capt Smith—Send it down to me tomorrow) It was his regular record. Brough three books with him recording three different wrecks on that spot in eigh years, namely the Spanish bark Vic toria, sugar laden; the American terr schooner Willis P. Shepard and the Warwick. There had been 6 vessels lost on the same spot in 40 years. His theory was that the wrecks were all due to strong spring tides setting north. The vessels wrecked were al ways looking for Brier island. He was looking from his own door that

night in the direction of Gannet rock, being anxious about three young men who had gone to set a net against hi wishes Saw Gannet rock light at 9 About 10 or 10.30 both it and Machia Seal island lights disappeared in thick weather. Did not see them again the er Southwest Head when it clear outside. That fog prevented him seeing any of the other lights. Did not see any of the crew after landed. First saw the Warwick on the Murr ledges at 8.30, and his own legraphic instrument being out of

the wreck to Mr. Harding, agent of the marine department at St. John.

To Capt. Thomas—There was fog in other days in December as well as the 30th. It settled down around Northoutside. He was fully satisfied that Gannet rock light was working all right that night, but that to Capt mp and his officers it appeared like a fixed light. The trouble was that in cold weather frost formed on the winlows of the lanterns obscuring the ter it was of no use as a flash light A catoptric light on the other hand should be used on Gannet rock. He had been keeper of the Gannet rock light many years ago, and therefore spoke from eclipse of the Gannet rock light

helped to deceive mariners as to its identity. Several sailors who were called cor roborated the testimony of the officers that there was no drinking at any time during the voyage.

too short to be effective, and this

The Warwick enquiry was resum at 10 o'clock Tuesday, 12th inst., by Capt. Smith, R. N. R. J. Williard Smith was present to represent the St. John Board of Trade.

John Kelly, inspector of lighthouses for New Brunswick division, was the

first witness called.

Mr. Palmer, on behalf of Capt.

Kemp, asked that Mr. Kelly be directed when referring to the officers of the ship to confine himself to his

tation with Mr. Harding, agent of the marine department here, he went to Grand Manan and thence to Gannet Rock, arriving there Friday, 8th inst., about 5.40 a. m. Inspected the lighthouse, had the apparatus revolving for ten minutes, and found it all ing for ten minutes, and found it all right. Questioned Mr. Kent particularly about the night of Dec. 30th and for a month previous. There was very little machinery in these revolving lights. The house was a wooden structure, built around with stone, and stood about 41 feet high from base to vane, and about 32 feet at the base and 14 feet at the top in width. On that was the lantern which showed the lights. The lantern in this case was but 6 feet 9 inches inside. There are eight panes of glass in it, about, 36x30 inches. The lantern was of iron on top. A dioptric light of the fourth order, with lenses, is used. Inside of the lens is a Rochester lamp, American pattern. The light being encased in the lens glasses, no heat could come out from it to thaw the frost and ice formed on the lantern windows by the spray and the frost that came out of the iron and stone of the structure. vane, and about 32 feet at the base of the iron and stone of the structure. If a dioptric light were used, no lens being required, the heat would be diffused and thaw away the frost and ice. The light revolved slowly, and the eclipse was so brief that it produced what looked like a flicker rather than a marked changing light. A stranger coming in would take it for a fixed light at a distance of three or a fixed light at a distance of three or four miles. He knew the lay of the land there pretty well, having been near Gannet Rock for three weeks at a time. Before going to Gannet Rock this time, he interviewed several persons on Grand Manan as to the light on Dec. 30th, and got their testimony. They all said it was burning that night some that it fickered.

night, some that it flickered.
Mr. Palmer—I object to this hearsay evidence.
Witness—I have their sworn statements before a justice of the peace,
and ask that they be read.
Mr. Palmer submitted that neither

Mr. Palmer submitted that neither the inspector nor the department was on trial here and that the statements taken by Mr. Kelly could not be used

t greater than the British law of dence, and he put it that Mr. ath would not like to run the risk of being deprived of his livelihood on the affidavits of men not available for cross-examination by his counsel.

Mr. Smith did not care for the British rules of evidence. He wanted all the facts brought out.

Mr. Kelly insisted on the affidavits being read, thereby giving them the same publicity as his (Kelly's) telegram. court declined to do so

Mr. Smith urged their reading. Mr. Palmer said he would protes against their reading on behalf of the captain. Mr. Kelly-If they are not read give them back to me and I will see they are published.

Capt. Smith then handed them back to Mr. Kelly. Mr. Palmer warned Kelly that he would instruct his client to proceed against any newspaper that published the affidavits pending the decision of the court. He had no objection to witnesses being produced ity to cross-examine them. To J. Willard Smith-The lighthouse windows are single glass about 3-8ths

of an inch thick. With double windows there would not be less frost, he thought.

To Mr. Palmer—The Machias Seal
Island lights are also dioptric. In his judgment a catoptric light would se preferable, as it would keep off the

I W WOOSTER

of Seal Cove, Grand Manan, sworn Was a trader and fishe bered the night of Dec. 30th. Weather was dark and heavy; overcast and S. W. winds. Went to bed about 11 o'-

clock. Thought it might rain and was uneasy about a schooner lying there. First heard of the wreck of the Warwick about 9.30 a. m. Dec. 31st from Ottawa McLaughlin. At once got the captain of the sch. Geo. S. Boutwell to rescue the crew. Got him a com petent pilot and eleven men besides his own crew of five. Didn't reach the ship, but picked up her crew in the boats. Landed at 8 p. m. and witness took charge of the men. Fed 48 that might. When he did visit the wreck he found schooners hovering around and evidence that wreckers had been at work. Saw men who had been drinking. Packages were broken as they were being put out. Thought they had been broken by the action of the sea. Had attended four or five vessels wrecked on the Murr ledges. Captain and some officers went down on the Storm King. Saw none of them take a drink, but noticed some drinking on the ship. All were capable of working. After they got back there was drinking on shore It was a general thing all round. He forbid it in his house. After a little there was some disturbance. Used moral suasion and did not call in the parish police. The third officer on had a little more than he ight to have to go to meeting. Think

ing on the ship before the wreck from any of the crew or officers, or passen-gers. Asked many of them himself that question. down in the cabin after taking him aboard the schooner. The captain first asked for a smoke, then for something to eat. He was aboard half or threequarters of an hour before he fell asleep and slept an hour or so. Had a conversation with the steward. Asked him if the captain was drunk. He said no. The steward said he gave him one drink three-quarters of an hour after she struck. The officers drank when on shore, quite a number of

they all had a little hot Scotch, but

were perfect gentlemen and be-ed themselves. Heard of no drink-

To J. Willard Smith-The steward did not say to him the captain had been drinking or any of the crew. To Mr. Kelly—The captain was suf-fering from exposure and had a jam-med hand; mixed some Jamaica gin-ger for him and a couple of others, and then coffee for several of them.

To Capt, Hayes—Did not see the log

book or ship's papers. Was not in any of the ship's rooms. To Mr. Palmer-When he wen

aboard from the Storm King the ship's bead was imaginary E. S. E. Chief Officer McDonald recalled: The cargo could not have been broached on the voyage without his knowledge. Saw no intoxication on board the entire trip. Had there been he would

thre trip. Had there been he would have known it.

Second Officer Webb, Chief Engineer McGinty and Capt. Kemp gave corroborative evidence on this point.

Capt. Kemp said the cattlemen were on the ship's articles, as is customary, to have them under control.

Before noon adjournment Captain Smith said he would consult the de-

Smith said he would consult the department at Ottawa about calling the five cattlemen who were referred to

AFTERNOON PROCEEDINGS. The chief steward of the Warwick Robert Mitchell, was called after din-ner. Had been two years in various ships. Captain, officers and engineers all messed together. Saw no liquot used on the voyage; none was served out by him; there was no daily allowance to officers or men; and there was no drunkenness on board. Had the cargo been broached he would have heard of it. The master and officers vere strictly sober during the voyage No grog is allowed in any ships of the Donaldson line, except for medical

To Capt. Thomas There being no surgeon the captain ordered the med-loal comforts. He ordered mone to be

rear comparts. He ordered none to be served on the voyage.

To Mr. Palmer—After the vessel struck the carpenter fell overboard and witness, by orders, gave him some brandy. The captain refused to take any. Later gave him a small drink

A. O. KENT, light keeper at Gannet rock for sixteen years, four as assistant under McLaughlin, testified that it was an intermittent flash light, working by clock work. Didn't have to reverse the lamp to fill. Wound it every four hours. There was an electric alarm to the sitting room below. The ma-chinery would run 51-2 hours, Burn-ed chiefly American kerosene; that

light. First saw the wreck of the Warwick the next morning. The usual watches were kept that night; ery was in perfect orde and revolved in the usual manner Took notice of the glass in the lantern every day. It was iced that night round from S. W. to S. E. Thought there was ice on the south west section, but on other points there was a thick steam. That would obscure the light very much and make it look like a fixed light. Had frequently noticed that effect himself coming to and going from the rock and had been talk as by a three than the section. and had been told so by others. Knew of no remedy for it. Thought a catoptric light would keep the steam away by its greater heat. There was no heat to his apparatus. Had known ice to form on the lens. Would not be at all astonished at a stranger con in the bay mistaking Gannet rock for a fixed light. Had mentioned these facts to John Harding, the former agent of the marine department, but not as he could remember to the pres-

ent inspector. To Capt. Thomas-At times ice co red the whole glass. Had no arrangement to take the temperature. That night the ice that had previously ormed on it was melting. It was inide as well as outside. Saw no blue side as well as outside. Saw no blue dows frosting up. He supplied all the lights or any evidence that night that a vessel had gone ashore.

dows frosting up. He supplied all the lightkeepers with alcohol to wash off and keep off the frost; also stoves for To Mr. Palmer-Heating the lantern all the lantern towers to keep them by some apparatus would keep off the warm particularly those with revolv-ice from the outside as well as inside. Ing and dioptric lights, It

Had been there over 21 years. A day preceding a southerly wind there is a revolving moveable much more rapid run of the to the warm for their effective morthward in spring tides. Could not ing. Ice on the lantern ive it in miles. Dec. 30th, the night

Dec. 30, 3 p. m.—Fresh breeze.

8 p. m.—Heavy gale; wind SW.
Dec. 31, 2 a. m.—W. N. W., hazy. 3 a. m.—Overcast. 9 a. m.—N. W. and cloudy.

10 a. m.—Clear.
noon.—W. N. W.
Hoisted his flag at 10 a. m. of the
31st as soon as he saw the wreck. It
was his watch from 7.30 p. m. till 3 a. m. Saw no blue lights burned.

To Capt. Thomas—Have no other guide except observation to tell the strength of the tides. Tell a good deal by the direction drift stuff takes.

To Capt. Smith—Never saw a

steamer ashore before on that particular ledge. The last schooner lost there was three years ago. The Victoria was also lost there before that. To Inspector Kelly-Could not put a pipe up there for heating purposes without endangering the light.

LIGHTKEEPER MCLAUGHLIN of South West Head, Grand Manan, recalled and examined by Mr. Palmer; With the short eclipse that Gannet Rock light now had, with ice or steam on the glasses, would be easily mis-taken for a fixed light. At spring tides a southerly wind would increase

To Capt. Smith-Was on Gannet Rock several years. In that vicinity the average would be one wreck a year for 53 years. Had conversed with year for 53 years. Had conversed with the captain of a Spanish bark wrecked on Yellow Murr ledges in July, 1889, Referring to his journal, witness said the captain and men were five days Had a talk with Capt. Trefry, who also ran his bark, the Nova Scotian, on the Murr ledge, taking Yellow, Murr ledge for Cow ledge, as he was looking for Brier Island. In his opin-ion all these wrecks were due to the set of the tide. To these captains looking for Brier Island it would require a strong flash light to make them believe that it was Gannet Rock they actually saw. Then the soundings were similar in the two localities and therefore equally deceptive.

a pilot for some forty years, testified that he belonged to boat No. 2 (David Lynch). Sometimes two, three or four boats were out cruising, but in winter there were not as many vessels to look there were not as many vessels to look for. He had no particular cruising ground. Generally tried to get in the track of vessels, taking a channel course for Partridge Island. The vessels would give Brier Island a berth, taking a course N. E. 1-2 N., the course the Warwick took when he boarded her last year in mid-bay between Petite and Lepreaux, Petite bearing S. E. by S. Noticed Capt. Kemp was very careful about steering her and was strict with the man at the wheel. Was about 15 miles to at the wheel. Was about 15 miles to the southward of Musquash the night of Dec. 30th last. It blowed pretty heavy. Was then looking for the War-wick hourly. Laid out all night un-der close reefed sails. Wind was S.W., but through the night canted more westwardly. There were snow squalls in the night. Saw Musquash light some eight miles distant. At this ceason of the year in heavy weather pilot boats would founder in the rip down beyond Brier Island, but in summer time they went down as far as Soal Island. In the winter they kept fur-ther up the channel and did not go, beyond Brier Island. Sometimes cruisd between the Old Proprietor and the

Nova Scotia coast.

To Capt. Thomas—The last two winters they went to Brier Island.
Since Dec. 20th was below it. Have entered into a combination now to pool their earnings, but had no arpool their earnings, but had no arpool their earnings. angement not to go below to Brier combination the commissioners would give particular stations for the boats, so vessels would know where to get them. Did not compete with one an-other now. There was no necessity

To Mr. Palmer—A strong southerly wind had a great effect on spring To Capt, Smith-Never saw Gannet Rock light in summer or winter when it looked like a fixed white light.

The Warwick enquiry was resumed Wednesday, 13th inst., at 10 o'clock. Lightkeeper Kent, recalled and examined by Capt. Hayes, said the Gannet Rock light had two eclipses in one minute. They were not total, but showed a faint light that would pene-trate the frost on the windows and at trate the frost on the windows and at a distance it would be difficult to detect any variation in the illumination. It would require close examination under these conditions to detect any change in the light. not over three or four miles from it.
That was due to a continuance of southwest winds raising the tide.

To Capt. Thomas—Went in all pilot



JOHN H. HARDING. ex-agent marine and fisheries, was alled at his own request. Keferring to Lightkeeper Kent's evidence, that the had reported to him (Harding) that ice would form on the outside of the lantern so as to obscure the light, Mr. Harding said that this applied to all the lighthouses in the Bay of Fundy of which he had had charge

fixed as well as revolving. He had
no distinct recollection of Mr. Kent matter at any one time, but light-keepers generally told him of the winkeep the was necessary to apparatus warm for their effective work-ing. Ice on the lantern would tend

to make Gannet Rock look like a the ship went ashore, it blew hard for fixed instead of an intermittent light, a short time about 10 o'clock. Witness In a revolving light; darkness was read from his light house record the thrown periodically on the lantern, alternately with a flood of light, but not so with a light of short intermit-tent operation like that at Gannet Rock. Both the Gannet Rock and the St. John harbor beacon lights were very much the same. Gannet Rock light to the captain of the Warwick coming up would if iced up be magni-fied. It was impossible in the case of Gannet Rock, where the spray dashed continuously, for a man to keep the outside of the glass clear of ice. From what he now knew he would be inclined to change it to a catoptric light. Had not been on Brier Island light, which is in the Nova Scotia dis-

JOHN THOMAS,

a St. John pilot, who was out off Musquash in the David Lynch on Dec. 30th and night, gave in substance an account of the boat's movements identical with that given by Pilot Sherrard at Tuesday's enquiry. He said that the next morning he boarded an American schooner that came up the north channel, and sailed into St. John. Up to that date his pilot boat in November and December gen-erally cruised between North Head and Sandy Cove. Generally laid about middle of the channel. Last winter only two pilot boats went down the bay; sometimes only one was out, ac-cording to the number of vessels due. The pilot boats went out according een outside twice since August Boarded most of the steamers in sum mer below Brier Island and in winter between Sandy Cove and Point Le-preaux. That was the custom with the other pilot boats as well. They went out as far as they could with

safety in winter.

To Capt. Thomas—This winter the pilots made an arrangement, Dec. 13th, for all hands to divide their earnings; but still go as far out in the bay as last winter and the winter before.
To Capt. Hayes—When very close to Gannet Rock light in winter could see it intermit, but not at a distance. The light on the Wolves also acts the same

way. To Capt. Smith—Four or five miles off Gannet Rock does not show the flash.

Capt. Smith then notified Inspector Kelly that the affidavits he had offered on Tuesday would be received subject to consultation by the court as to their admissibility as evidence. Inspector Kelly stated to Capt. Smith that when Mr. Harding had been appointed by the government to hold an investigation into this case, he (Kelly) was instructed by Mr. H. to go to Grand Manan and collect evidence, as he would open court on the 6th inst., and the telegram witness sent was based on the evidence the 6th inst., and the telegram witness sent was based on the evidence he had collected by authority. During his absence Capt. Smith was instructed to hold the investigation in Mr. Harding's stead. He (Kelly) therefore felt that it was his duty to now hold the affidavits subject to the order of the department. He made this statement to show that what he had done was under orders. had done was under orders. PILOT JAMES M'PARTLAND,

sworn, said he had been a pilot for 43 years. Never piloted a man-of-war.

spoke one once and the captain said

Spoke one once and the captain said he did not want a pilot. The next night she went ashore on Negro Head. That was during the Trent affair. There were pilot boats out now. They cruised wherever they could see a Jack flying. He knew of no special cruising grounds. The further down they went the greater the pilotage. He got in among the Murr Ledges three weeks ago in the Duart Castle. Generally oruled between Brier Island and between Brier Island and Gannet Rock, the narrowest place in the channel, for the purpose of pick-ing up vessels. Knew Gannet Rock well. Its a third class light. In cold weather, with ice on it, it looked like a fixed light. In coming in this time in a dark fog with the Duart Castle, in a dark fog with the Duart Castle, did not see anything after leaving Sambro till he sighted Gannet Rock. Came in by soundings. Thought by the lead they passed eight miles off the Lurcher. The captain and officers were very careful. Never piloted the Warwick. Steered N. E. by N. after he got into 75 fathoms water. It was fixed tide off the Lurcher. On that flood tide off the Lurcher. On that course they came very near the Gan-net Rock and he was much suprised. We put hard to starboard and steered out. Saw Gannet Rock then. Was

boats. Owned his own little b he had gone out Dec. 15th. Had r other pilots not signed the declar because the pil tion for their me went out now as er laid up a wint of the pilots to nesday) in the own a share in boat. Had no k rangement amon each shall take

J. W. recalled. When up they looked from exhaustion The chief stews cantain was not liquor and that of spirits. have perished i rescue arrived v for the 52 men Only charged o board. Made a Kelly's request produced a mag ness if he wo statement that he took the sta replied by teleg ment, but did n quested. Witne oath but said and signed wa have sworn to his authority. wrote them ou men going thro taking on oath, graph operator's casions before statement.

LIBERAL CON The Ward

A40 38 According to constitution of tive Association of the ward as 12th. All were WEI

John A. Sinc W. H. Love, W. H. Thorne

L. P. D. Tilley J. S. Hennigar A. Hunter, pr

E. F. Greany. W. M. McLea John Peters, Lt.-Col. Armst

Frank L. Tuf W. O. Purdy. W. M. Jarvis, John Monte

W. C. Dunhan Miles E. Agas Geo. H. Maxw

Ald. Waring, J. McKinney. John MoGo

Lorne ward siastic meeting Main street. The following T. F. Granv Wm. McMu

met at J. R. A street, and w officers elected
J. R. Andrey
Joseph Irvin
W. Samborn
Dr. W. Chri

> The Victor in the Dye W night, was enthuisastic were elected: A. L. Law, John K. Sc

urer. W. D. Bask Daniel MoQu James Cow H. Colby St

J. B. M. Ba T. Donovan W. J. Smith

Dr. J. H. E. J. Neves, C. L. Dohe Geo. R. Lin RELIE

I was a great kidney disorder a almost all other fairly tried and take South Am botte did me so more. I am no better than I h great cure; will I delight in rec

"They say h last?"
"I heard it t for me, and one of the cit

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