0765

BOX:
445

FOLDER:
4104

DESCRIPTION:
Wales, John

DATE:
07/07/91

4104

Witnesses:

MacCleerno

Fry

No. 4

Berlinger

Counsel,

Filed 7 day of July 189/

Pleads, Not Guilty

44
15 N.Y. 33

THE PEOPLE

vs.

John Wales
N.D.

Grand Larceny Second Degree.

[Sections 528, 531, — Penal Code.]

DE LANCEY NICOLL,
District Attorney.

A True Bill.

Nicholas L. Cott
July 13, 1891 *Foreman.*

Pleads Not G. L. 2 d
14 Conv. S. P. 4

0767

CITY AND COUNTY OF NEW YORK, } ss.

POLICE COURT, 1 DISTRICT.

Thomas F. Kehoe

of ~~No.~~ 5th Precinct Street, aged 33 years,

occupation Officer being duly sworn deposes and says,

that ~~on the day of 188~~

~~at the City of New York, in the County of New York,~~ Nathaniel Gough

the within named Complainant is a necessary and material witness against John Wales charged with a felony

Deponent says that said Complainant has no permanent place of abode and prays that he give surety for his appearance to testify

Thomas F. Kehoe

Sworn to before me, this day of July 188 9

S. C. Mitchell Police Justice.

0768

Police Court 1 District. **Affidavit—Larceny.**

City and County of New York, } ss:

Nathaniel Gough of No. Boston Mass Street, aged 50 years, occupation Cooper, being duly sworn, deposes and says, that on the First day of July 189 1 at the City of New York, in the County of New York, was feloniously taken, stolen and carried away from the possession of deponent, in the day time, the following property, viz:

One gold watch of the value of Sixty five dollars

the property of Deponent

and that this deponent has a probable cause to suspect, and does suspect, that the said property was feloniously taken, stolen and carried away by John Wales (further) and an unknown person

Deponent says that said Wales came up to him on the dock foot of Murray Street and stated that he would show him the way to an 8th Avenue Railroad Car — Deponent says that he thanked said Wales and accompanied him up Murray Street and while walking through said street he exhibited the cards mentioned above and explained the game — Deponent says that said unknown man came up to him and offered to bet Wales $25 — that he could not pick the same card out three in succession and took

Sworn to before me this day of 189 Police Justice

the aforesaid sum of money from his pocket and requested deponent to bet — Deponent says that he informed said unknown man that he had no money and he said have you no property and deponent replied only a Gold watch. That said ~~defendants~~ ~~unknown man~~ Wales requested him to show him the same which he did. That said Wales walked away with said property and deponent followed and requested him to return the same and he paid no attention when Thomas F. Clerke came up and took said Wales in custody and unknown man escaped. Wherefore deponent charges said Wales and said unknown man with acting in concert and feloniously taking said property

Nathaniel Gough

Sworn ~~to before me~~
this 1: day of July 1891
Jas J. McKelvey Police Justice

0770

Sec. 199—200

1

District Police Court.

CITY AND COUNTY OF NEW YORK, ss:

John Wales being duly examined before the undersigned according to law, on the annexed charge; and being informed that it is h right to make a statement in relation to the charge against h; that the statement is designed to enable h if he see fit to answer the charge and explain the facts alleged against h that he is at liberty to waive making a statement, and that h waiver cannot be used against h on the trial.

Question. What is your name?

Answer. John Wales

Question. How old are you?

Answer. 44 years

Question. Where were you born?

Answer. U. S

Question. Where do you live, and how long have you resided there?

Answer. 146. W 33rd St Three mos

Question. What is your business or profession?

Answer. Waiter

Question. Give any explanation you may think proper of the circumstances appearing in the testimony against you, and state any facts which you think will tend to your exculpation?

Answer.

I did not steal it This Complainant made a legitimate bet and lost it. and he told me to give the watch to Winfield Pope which I did

John Wales

Taken before me this 1 *day of* July *189*7

[illegible] *Police Justice.*

0771

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named Defendant

guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of One *Hundred Dollars,* *and be committed to the Warden and Keeper of the City Prison, of the City of New York, until he give such bail.*

Dated July 1 *18*91 *Police Justice.*

I have admitted the above-named

to bail to answer by the undertaking hereto annexed.

Dated *18* *Police Justice.*

There being no sufficient cause to believe the within named

guilty of the offence within mentioned. I order he to be discharged.

Dated *18* *Police Justice.*

0772

864

Police Court--- 1 - District.

THE PEOPLE, &c.,

ON THE COMPLAINT OF

Nathaniel Gough

vs.

1. John Walus

2.

3.

4.

Offence Larceny

Dated July 1 1891

Daniel O'Reilly Magistrate.

O'Neil Officer.

5 Precinct.

Witnesses Complainant

Committed to the Grand Jury

by detention in default

of $100 to testify

No. Street.

To Det. Reilly Inst

No. Dep.

$1000 to answer

Committed

BAILED,

No. 1, by

Residence Street.

No. 2, by

Residence Street.

No. 3, by

Residence Street.

No. 4, by

Residence Street.

RECEIVED JUL 1 1891 DISTRICT ATTORNEY'S OFFICE

0773

COURT OF GENERAL SESSIONS OF THE PEACE OF THE CITY AND COUNTY OF NEW YORK.

THE PEOPLE OF THE STATE OF NEW YORK,

against

John Wales

THE GRAND JURY OF THE CITY AND COUNTY OF NEW YORK, by this indictment, accuse John Wales of the CRIME OF GRAND LARCENY in the second degree committed as follows:

The said John Wales, late of the City of New York, in the County of New York aforesaid, on the first day of July in the year of our Lord one thousand eight hundred and ninety-one at the City and County aforesaid, with force and arms,

one watch of the value of sixty five dollars

of the goods, chattels and personal property of one Nathaniel Gough then and there being found, then and there feloniously did steal, take and carry away, against the form of the statute in such case made and provided, and against the peace of the People of the State of New York and their dignity.

De Lancey Nicoll
District Attorney

0774

BOX:
445

FOLDER:
4104

DESCRIPTION:
Walsh, James

DATE:
07/29/91

4104

0775

BOX:
445

FOLDER:
4104

DESCRIPTION:
Kelly, James

DATE:
07/29/91

4104

Witnesses;

The force used against Complainant in the with case was not to complete the Robbery but as a means to escape and I therefore recommend the acceptance of the Plea of Petty Larceny

Aug 4/91 Wm Rudolph Jr
D. A. D. Atty

Counsel, Mr Coughlin #209

Filed 29 day of July 18 91

Pleads, Not Guilty (2d)

THE PEOPLE

vs.

James Walsh alias James Morrissey P

and P

James Kelly

Robbery, degrees.

[Sections 224 and 228, Penal Code].

DeLancey Nicoll
~~JOHN R. FELLOWS,~~

District Attorney.

A True Bill.

Aug 4/91

Foreman.

Both

Each Plead

Pen 1 yr.

0777

Police Court— 2 District.

CITY AND COUNTY OF NEW YORK, } ss

Thomas Broncato

of No. 257 West 30th Street, Aged 26 Years

Occupation Shoe dealer being duly sworn, deposes and says, that on the 24 day of ~~January~~ July 1887, at the 20 Ward of the City of New York, in the County of New York, was feloniously taken, stolen, and carried away, from the person of deponent by force and violence, without his consent and against his will, the following property, viz:

One pair of shoes of the value of five dollars ($5)

~~of the value of~~ DOLLARS,

the property of a customer and in deponents charge and that this deponent has a probable cause to suspect, and does ~~suspect~~ charge, that the said property was feloniously taken, stolen, and carried away, by force and violence as aforesaid by James Walsh and James Kelly (both now here) on said date, about the hour of 4.30 o'clock p.m. the defendants came to deponents store at 257 West 30th street and made some inquiries about shoes. The defendant Kelly seized a pair of shoes and ran out of the store and the said Walsh was

Sworn to before me this day of 188

Police Justice.

with him, and when deponent followed
them and endeavored to get the said
shoes back the defendants retained
the said shoes and each of defendants
struck deponent while defendants
were retaining said property. The
defendant Walsh struck deponent
on the head with a bottle. Said Kelly
has the said shoes on his feet now.

SWORN TO BEFORE ME
THIS 25 DAY OF July 1891
John E Kelly
POLICE JUSTICE.

+ Tommaso Bruncato.

Police Justice.

Police Court, ... District.

THE PEOPLE, &c.,
on the complaint of

vs.

1
2
3
4

Offence—ROBBERY.

Dated 188

Magistrate.

Officer.

Clerk.

Witness, ...

No. ..... Street,

No. ..... Street,

No. ..... Street,

$ ..... to answer General Sessions.

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named .....

guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of .....Hundred Dollars ..... and be committed to the Warden and Keeper of the City Prison of the City of New York, until he give such bail.

Dated ..... 188 .....
Police Justice.

I have admitted the above named .....
to bail to answer by the undertaking hereto annexed.

Dated ..... 188 .....
Police Justice.

There being no sufficient cause to believe the within named .....
guilty of the offence within mentioned, I order h to be discharged.

Dated ..... 188 .....
Police Justice.

0779

Sec. 198—200.

2 District Police Court.

CITY AND COUNTY OF NEW YORK, } ss.

James Walsh being duly examined before the undersigned according to law, on the annexed charge; and being informed that it is h right to make a statement in relation to the charge against h; that the statement is designed to enable h if he see fit to answer the charge and explain the facts alleged against h that he is at liberty to waive making a statement, and that h waiver cannot be used against h on the trial.

Question. What is your name?

Answer. James Walsh

Question. How old are you?

Answer. 21 years

Question. Where were you born?

Answer. U. S.

Question. Where do you live, and how long have you resided there?

Answer. 436 West 50th St. 1 year

Question. What is your business or profession?

Answer. Helper in a foundry

Question. Give any explanation you may think proper of the circumstances appearing in the testimony against you, and state any facts which you think will tend to your exculpation?

Answer. I am not guilty

James Morrissey

Taken before me this 21 *day of* June 1887

John Ryan

Police Justice.

0780

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named James Walsh & James Kelly

guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of Seven Hundred Dollars, Each and be committed to the Warden and Keeper of the City Prison, of the City of New York, until he give such bail.

Dated July 21 1881 John S Kelly Police Justice.

I have admitted the above-named

to bail to answer by the undertaking hereto annexed.

Dated 18 Police Justice.

There being no sufficient cause to believe the within named

guilty of the offence within mentioned. I order h to be discharged.

Dated 18 Police Justice.

0781

#209 764

Police Court--- 2 District.

THE PEOPLE, &c.,

ON THE COMPLAINT OF

Thomas Broneato
25 W. 30th St.

1 James Walsh

2 James Kelly

3

4

Offence R. Mary

BAILED,

No. 1, by

Residence Street.

No. 2, by

Residence Street.

No. 3, by

Residence Street.

No. 4, by

Residence Street

Dated July 25 1881

Kelly Magistrate.

Doughty Officer.

20 Precinct.

Witnesses

No. Street.

No. Street.

No. Street.

$1,000 Zand 1881

Witnesses

0782

Court of General Sessions of the Peace

OF THE CITY AND COUNTY OF NEW YORK.

THE PEOPLE OF THE STATE OF NEW YORK,
against
James Walsh, otherwise called James Mooney and James Kelly

The Grand Jury of the City and County of New York, by this indictment, accuse James Walsh, otherwise called James Mooney and James Kelly of the CRIME OF ROBBERY in the first degree, committed as follows:

The said James Walsh, otherwise called James Mooney, and James Kelly, both late of the City of New York, in the County of New York aforesaid, on the twenty-fourth day of July in the year of our Lord one thousand eight hundred and ninety-one, in the daytime of the said day, at the City and County aforesaid, with force and arms, in and upon one Thomas Francetto, in the peace of the said People, then and there being, feloniously did make an assault, and

two shoes of the value of two dollars and fifty cents each,

of the goods, chattels and personal property of the said Thomas Francetto, ~~from the person~~ in the presence of the said Thomas Francetto, against the will, and by violence to the person of the said Thomas Francetto, — then and there violently and feloniously did rob, steal, take and carry away, the said James Walsh, otherwise called James Mooney, and James Kelly, and each by them jointly then and there aided and an accomplice actually present, to wit: each by the other: —

against the form of the Statute in such case made and provided, and against the peace of the People of the State of New York and their dignity.

De Lancey Nicoll,
District Attorney.

0783

BOX:
445

FOLDER:
4104

DESCRIPTION:
Walters, Henry

DATE:
07/23/91

4104

Witnesses;

Counsel,

Filed 23 day of July 1891

Pleads,

16

THE PEOPLE

vs.

Henry Walters

Burglary in the Third degree, and Petit Larceny

[Section 498, 506, 528 P.C.].

~~DE LANCEY NICOLL,~~

~~JOHN R. FELLOWS,~~

District Attorney.

A True Bill.

Nicholas L. Coll

July 23, 1891 *Foreman.*

Plead Guilty

Burg 3 Ct ~~Burg 3 Ct~~

Pet Lar

0785

Police Court— 9 District.

City and County of New York, } ss.:

George Hoffman

of No. 1103 Third avenue Street, aged 23 years, occupation Restaurant Keeper being duly sworn deposes and says, that the premises No. 1103 3rd avenue ~~Street~~, 21st Ward in the City and County aforesaid the said being a dwelling house the store of

~~and~~ which was occupied by deponent as a restaurant

~~and in which there was at the time a human being, by name~~

were BURGLARIOUSLY entered by means of forcibly opening the window in the rear of the store and entering

on the 10th day of July 189 in the night time, and the following property feloniously taken, stolen, and carried away, viz:

About five dollars in money of the United States

the property of deponent

and deponent further says, that he has great cause to believe, and does believe, that the aforesaid BURGLARY was committed and the aforesaid property taken, stolen and carried away by

Henry Walters (now here)

for the reasons following, to wit: that deponent closed said premises at midnight and said property was therein. Deponent on the following morning found said window open and said property missing. Deponent is informed by John Gray (now here) a police officer that the defendant acknowledged to him that he broke into said

Police Court, ... District.

THE PEOPLE, &c.,
on the complaint of

.....

vs.

1 .....
2 .....
3 .....
4 .....

Offence—BURGLARY.

Dated 188

..... Magistrate.

..... Officer.

..... Clerk.

Witnesses,

No. ..... Street,

No. ..... Street,

No. ..... Street,

$ ..... to answer General Sessions.

.....

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named .....

guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of ..... *Hundred Dollars* ..... *and be committed to the Warden and Keeper of the City Prison of the City of New York, until he give such bail.*

Dated ..... 188 . ..... *Police Justice.*

I have admitted the above named .....
to bail to answer by the undertaking hereto annexed.

Dated ..... 188 . ..... *Police Justice.*

There being no sufficient cause to believe the within named .....
..... *guilty of the offence within mentioned, I order h to be discharged.*

Dated ..... 188 . ..... *Police Justice.*

Charged in the house of Jesse Hart, Pain street, Queens, to answer on July 19, 1891.

Thos. Dowling
Police Justice.
Geo. Ettinger

0787

Sec. 198—200.

4 District Police Court.

CITY AND COUNTY OF NEW YORK, } ss.

Henry Walter being duly examined before the undersigned according to law, on the annexed charge; and being informed that it is his right to make a statement in relation to the charge against him; that the statement is designed to enable him if he see fit to answer the charge and explain the facts alleged against him; that he is at liberty to waive making a statement, and that his waiver cannot be used against him on the trial.

Question. What is your name?

Answer. Henry Walter

Question. How old are you?

Answer. 16 years

Question. Where were you born?

Answer. Germany

Question. Where do you live, and how long have you resided there?

Answer. 41 Bowery 3 months

Question. What is your business or profession?

Answer. Waiter

Question. Give any explanation you may think proper of the circumstances appearing in the testimony against you, and state any facts which you think will tend to your exculpation?

Answer. I am guilty

Henry Walters

Taken before me this 19 *day of* July 1887

D. Dwyer

Police Justice.

0788

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named defendant guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of Fifteen Hundred Dollars, and be committed to the Warden and Keeper of the City Prison, of the City of New York, until he give such bail.

Dated July 19 18 91 H. Mulmahon Police Justice.

I have admitted the above-named

to bail to answer by the undertaking hereto annexed.

Dated 18 Police Justice.

There being no sufficient cause to believe the within named

guilty of the offence within mentioned. I order h to be discharged.

Dated 18 Police Justice.

0789

934

Police Court--- 4 District.

THE PEOPLE, &c.,
ON THE COMPLAINT OF

George Hoffmann
163 vs. 3 Ave
Henry Walters
1
2
3
4

Offence Burglary

Dated July 19 1891

McMahon Magistrate.

Gray Officer.

Park Precinct.

Witnesses Officer

No. Street.

No. Street.

No. Street.

$ 1500 to answer G. S.

Com 8 m

BAILED,

No. 1, by

Residence Street.

No. 2, by

Residence Street.

No. 3, by

Residence Street.

No. 4, by

Residence Street

0790

Court of General Sessions of the Peace

OF THE CITY AND COUNTY OF NEW YORK.

THE PEOPLE OF THE STATE OF NEW YORK,
against
Henry Walters

The Grand Jury of the City and County of New York, by this indictment, accuse

— Henry Walters —

of the CRIME OF BURGLARY IN THE THIRD DEGREE, committed as follows:

The said Henry Walters

late of the Nineteenth Ward of the City of New York, in the County of New York aforesaid, on the tenth day of — July — in the year of our Lord one thousand eight hundred and ninety-one, with force and arms, in the night — time of the same day, at the Ward, City and County aforesaid, ~~the dwelling house of one~~ a certain building, to wit: the restaurant of one George Hoffmann

there situate, feloniously and burglariously did break into and enter, with intent to commit some crime therein, to wit: with intent, the goods, chattels and personal property of the said George Hoffmann in the said ~~dwelling house~~ restaurant then and there being, then and there feloniously and burglariously to steal, take and carry away, against the form of the Statute in such case made and provided, and against the peace of the People of the State of New York and their dignity.

0791

SECOND COUNT—

AND THE GRAND JURY AFORESAID, by this indictment further accuse the said

Henry Walters

of the CRIME OF Petit LARCENY, committed as follows:

The said Henry Walters

late of the Ward, City and County aforesaid, afterwards, to wit: on the day and in the year aforesaid, at the Ward, City and County aforesaid, in the night time of said day, with force and arms,

the sum of five dollars in money, lawful money of the United States of America and of the value of five dollars

of the goods, chattels and personal property of one George Hoffmann

in the ~~dwelling house~~ restaurant of the said George Hoffmann

there situate, then and there being found, ~~from the dwelling house~~ in the restaurant aforesaid, then and there feloniously did steal, take and carry away, against the form of the statute in such case made and provided, and against the peace of the People of the State of New York and their dignity.

De Lancey Nicoll
District Attorney

0792

BOX:
445

FOLDER:
4105

DESCRIPTION:
Welch, Thomas

DATE:
07/07/91

4105

(500)

Witnesses:

Bail reduced to $3000 =

Bailed on appeal in $3000 by Geo W Plunkitt 323 W. 51

Counsel,

Filed 7 day of July 189/

Pleads, Not Guilty (8)

THE PEOPLE

vs.

Thomas Welch

Manslaughter, second degree. [Section 193, Penal Code]

Indicted & committed Oct 18/93

DE LANCEY NICOLL,
District Attorney.

A TRUE BILL.

Nicholas J Cox
Foreman.

Part 3. October 30/91 — Tried and convicted. With recommendation to the mercy of the Court — [illegible] 6 yrs. S P 5 yrs. Dec. [illegible]

0794

POOR QUALITY ORIGINAL

(501)

Witnesses:

Bail reduced to $3000 =

Bailed on appeal in $3000 by Geo W Plunkitt 323 W. 51

Counsel,

Filed 7 day of July 189/

Pleads, Not Guilty

THE PEOPLE

vs.

Manslaughter/Second degree. Section 193, Penal Code.

Thomas Welch

Remanded to commitment Oct 15/93

DE LANCEY NICOLL,
District Attorney.

A TRUE BILL.

Nicholas J Cal

Foreman.

Part 3. October 26 91 — Tried and Convicted — With recommendation to the mercy of the Court — 20 yrs — S.P. 5 yrs. Dec 21 Dec 7

COURT OF GENERAL SESSIONS, PART III.

The People of the State of New York, against Thomas Welch.	Before Hon. Rufus B. Cowing, and a Jury.

Indictment filed July 7, 1891.

Indicted for manslaughter in the second degree.

New York, October 28, 1891.

Appearances:

For the People,

Asst. District-Atty. Wauhope Lynn,

and Mr. Charles E. Simms, Jr.

For the Defendant,

Mr. Frank J. Keller.

JOHN L. ECCLES, a witness for the People, sworn, testified:

I am the owner of the yacht Amelia with which the tug F. W. Devoe collided. On the 14th. day of June 1891 I was aboard that yacht. My guests were Dr. Bahan, Michael Sharkey, Cushing and Campbell, Morgan and Frank Jenkins. On that day we went to Nyack on the Hudson. We arrived there at about half past four in the afternoon. We went to purchase a yacht for Dr. Bahan. We left Nyack at about five or a quarter past five in the afternoon on board of the Amelia. I think the wind was about south, wou'west. The side lights were lit at about half past six; it was bright; it was a good light. I ordered the lights lit not because they were needed at the time, but

I saw the lookouts and I told them they had better get their lights in position and be ready. After we left Nyack everything went along very nicely until about half past nine or ten o'clock. We noticed a great many tows in the river, and I said to the Captain --- I ordered the lookouts to be careful, as there were tows in the river. I put men on the lookout. One was Campbell; I think I put three men on the lookout; one was Campbell, Condon and Morgan. I put them on board on the forward part of the mast. Everything went along very well until I noticed a tug boat. which was about a thousand yards off, I should judge, when I first noticed it. At that time I was on the starboard tack. When I first noticed this tug it was about a thousand feet, I should judge -- to the south'ard. We were about the middle of the river when I first noticed them coming down, but they seemedto sheer in towards the New York shore, and I called the attention of the Captain and told him he had better look out. This tug was going up the river. We were going towards the New York shore, on the starboard tack. We were going obliquely across the river on the tack. I gave the Captain orders, I ordered him to look out for the tug, and he said "He sees our lights". Well, when we were within about a hundred feet of the tug the lookout called out and says, "I think the boat is going to strike us; I think the steamboat is going to strike us". I jumped up and hollered and so did some of the other crew, and while we were hollering to them they crashed into us. We tried to attract their attention as much as we could, and as I was

calling out the tug boat struck us and it knocked me down. It struck us on the starboard side right forward of the shrouds. When it struck us it went back and then came up again, and about that time I got on my feet and I called out to all hands to follow me and get on board of the tug. I wanted to get on board of the tug and to my surprise the tug wasn't stopped, and when I got on my feet, or when I got on to the tug, I threw myself on, I got up and I ranto the pilot house. The tug was still proceeding up the river still on their way. I went to the pilot house and that was what brought me up there. I asked the pilot -- this man there Mr. Welch was the pilot -- I says "Why don't you stop this tug, you ran over a yacht and there are nine or ten men in the water and they will be drowned". He says to me, "Where the hell were your lights? Why didn't you stay on the Jersey shore where you belonged"? I asked him why didn't he stop the tug and back it down. When I got aboard the tug was in motion then. At that time we were considerably away from the wreck, and while I was arguing with him I told him, I says "This is no place to argue this matter, back the boat". He was still going ahead -- and with that another man came out in his shirt sleeves. With that another man came out, a large man, and he says "Where were your eyes to do anything like this?" He said that to Mr. Welch, the prisoner, on the tug. I did not hear his reply. He seemed to be so stupid that he did not make any reply. So, when I saw there was intelligence

in the wheel house and the boat was being stopped as I heard the bell, and I presumed it was the man that took charge of the wheel that gave the bell, I ran down to the engine room to ask the engineer if he wouldn't hurry up and get the boat back. When I got there I saw him manipulating some of the valves and about that time the boat had come to a stop and they were backing it. We were half a mile at least from the place where the Amelia had gone down. So I went to the stern of the boat when I saw the boat was backing down, and I assisted in giving orders not to back down too fast, as the men were in the water and it might back over them, in fact to guide them by my voice. When we backed it down the crew of the tug assisted us in getting the men that were overboard; they brought us some oars, but they had no lines that were good there, but they had some big hawsers there. We had some large hawsers that we could not handle very well, but we got the oars out and threw them to the men in the water and in a small boat. Then we hauled the small boat up, she was half full of water and we dumped the water out of her. Then I told them, I says? "See if there is any one missing". At this time I did not know that any one was drowned and I said "Count heads and see who is missing". They said that Jenkins and young Bahan were missing. I ordered the small boat overboard and one of my men got in with me and we rowed around the wreck; the gut went one way and we went the other in search of them, thinking they might be swimming around in the water. I suppose we were around there for half an hour and stayed as long as my

boat would last because the bow was knocked out of her and she was half full of water. I signalled and they cae came and picked me up and we got in and went to 125th.St., North River. When I got there I spoke to the man in the wheel house. I asked him where they were going; he said they were bound for Newburg. I says, "I don't think you can get there to-night, I must have this man that ran us down go to the police station. There are two men drowned and we will have to report this matter to the police". He said "All right"; we went into 125th. St. and he told Welch that he would have to go to the station house and that he would report it to Mr. Rogers, the owner of the tug, and it would be all right. So I went up and spoke to Welch and I told him "You will have to go to the station house with us"; he was leaning up against a spike and he said "All right"; he says "What for?" and I told him, I says. "You will have to go up there and you will have to make your statement to the Captain of the precinct". So he came along with us, and when I went about two blocks I met an officer and I told the officer the circumstances and says "I would like you to take this man to the station house; I think he is under the influence of liquor; I don't want any violence used because I want him examined by a physician when he gets there to show what condition he is in". So he says, "I won't hurt him"; he took him up to the station house and when we got there they took our names and then I made a charge of drunkenness and criminal carelessness to the Sergeant and called the Sergeant's attention to his condition and

asked him wouldn't he send for a physician and have him examined, that I thought the man was not in his sound mind or had been under the influence of some drug, and seemed to be very stupid". So that is all I know about it. In my judgment he was drunk. I knew Frank Jenkins in his lifetime. My yacht was 44 feet, 6. She was struck about 6 inches forward on the shrouds on the starboard side. The Amelia was 16 years old, but she was rebuilt about five years ago. At the time this collision occurred she was sound, A 1, a comparatively new boat rebuilt five years ago with the exception of the keel;she had new decks and a new cabin. I have taken an action in the United States District Court libelling the tug F. W. Devoe for the sum of $3500 in connection with this accident. Captain VanWart was in charge of my yacht at the time of the accident; he was at the wheel. He had two drinks all day -- two glasses of brancy

Q Do you say there is no law under which your yacht on that night should have had a screen of three feet? A I didn't say that.

Q On the starboard side or the port side relative to the green and red lights ? A I didn't say there was no law as to that, but that is my idea.

Q You know of no regulation to that effect? A I know on larger boats what it is, but not on small boats, no sir.

Q Had your screen been three feet the effect would have been to have thrown your lights or the glimmer or shine of your lights, much further out into the water where they could be easily seen? A No sir, that would not.

Q Isn'tbthat the purpose of the screens ? A I believe so, yes sir.

Q A red and green light goes out on the water, and y our lights were there, isn't that a fact? A Yes sir, they were fastened to that bracket there, and can be taken right off. We had a torch but never carried it. It was a moonlight night and we were running before the wind.

The tug at the time it ran half a mile away was going down the river towards Albany. I don't know what was on that tug that night as regards cargo

Q Now, was Dr. Jenkins and Dr. Bahan's son asleey at the time of the collision? A Well, they were lying down in the cabin.

Q Those two persons who were drowned were lying down in the cabin at the time of the collision? A Yes sir, and several others were in the cabin.

Q Had you been drinking a little that day amongst yourselves in a pleasant, social way on the pleasure party? A Do you want me to tell you what we had on board. I think I took one or two drinks.

Q And the others of the party the same? A Some of them didn't drink and some of them were temperance men.

Q Welch was sober enough to say to you as soon as you got on the tug, "Why didn't you show your lights, and why the hell didn't you keep to the Jersey side of the shore?" A Yes sir; most any drunken man could say that.

Q And was Captain Welch any more drunk that night than you were ? A Yes, sir.

Q And any more drunk than anyone of the gentlemen upon the yacht ? A There was no one drunk aboard of my yacht.

Q And on the tugboat was there any one drunk with the exception of Captain Welch? A That is the only one I noticed drunk.

Q You swear to this jury, sir, that he was drunk? A Yes, sir; or under the influence of some drug.

Q Do you know that the danger signal to be given by one in charge of a tug to the engineer's room in case of extreme danger is a warning whistle-? A Yes, sir.

Q And four bells and a jingle bell? A I don't know so much about the four bells or the jingle bells. I know they give a bell to stop, one bell to stop I believe, and they give a couple of whistles for danger.

I will swear that the engine was going ahead and I will swear that at the time he struck us he gave us two short whistles when he struck into us. I am not a steamboat captain. I am not acquainted with the bells or whistles given by steamboat men, with the jingle bell which they give or the bells they ring to go forward, etc.. I heard the whistles just as the Devoe struck the yacht Amelia. At no time had I heard the whistles until she struck us, and when she was going through us she was still whistling. I think she was going eleven or 12 miles an hour. She was going pretty fast when she came on to us.

Q Kindly tell me just what liquor there was aboard on that

day and how much you drank? A I ordered the steward to put on a box of mixed stuff for me, consisting of beer, sarsaparilla and soda water. There was 12 bottles of beer and the balance in the box was sarsaparilla and soda water, making 24 bottles in all, and one bottle of brandy, and when the boat was raised there was half a bottle of that brandy there still.

A steamboat should give way to a sailboat, at all times.

The tide was running about young flood and the wind was from the southwest. The tide was running up the river. A y oung flod is the first of the flood tide, and it generally makes up the middle of the river. It is a slack tide. The tug appeared to go as if it was under a headway of steam. I don't think the tide at that time was running very strong because we were trying to beat down against it, and if it had been a strong tide we would have run along Jersey and laid there at anchor. We could not beat against it.

Q What sails did y ou have set at the time ? A Staysail and jib topsail and a mainsail.

Q All full working sails ? A Yes, sir.

THOMAS S. BAHAN, a witness for the People, sworn, testified:

I am a physician in the city of New York. I reside at No. 257 West 14th. St. I was aboard of the yacht Amelia on the 14th. and 15th. of June last with ten others. Among those ten others was my son Chester and William. My son Chester is in his seventeenth year and my son William was past fifteen. We went to Nyack. We

left Nyack in the neighborhood of four o'clock. We proceeded down the river. On our way down nothing special occurred until we arrived at about 110th. St. I was standing on the right of the Captain. He was at the wheel and sort of forward. He said he thought we were going to be hit and struck with this steamer coming towards us. Immediately I went to the cabin door and hallooed out, but before I went I heard the Captain say, "Our lights is all right and the tug will get under our stern". I immediately went to the cabin door and tried to rouse those who were sleeping in the cabin so as to get them out, and the next thing I stepped forward and found she was very near. And all at once I was struck against the top of the cabin and for a moment I was insensible. It struck my breast, and as a result of that blow two of my ribs were broken and my breast bone very badly injured, and I was injured internally so that I spat blood for five weeks after.. At first I took my hat off and tried to attract his attention as I was going towards the Captain. I yelled with all my might. The others yelled and tried to attract his attention, but he came right on. It appears as though that tug wassteering towards the New York side trying to head us off. It took a sheer towards us; it looked to me that way. After being thrown down I got up and found the front part of the yacht sunk, and I went towards the rail, the top rail of the cabin and immediately after she had made a lurch that way and went down. I was unconscious for a moment. It was in the water and most all the boat was

covered with the water and the water revived me. The yacht sank right from under me. By an effort that was made they all got out excepting my son and Dr. Jenkins. I saw Mr. Jenkins come up out of the cabin. He went down in the boat in the cabin; he must have been in the cabin, and he didn't come up until I got in this boat, after the Amelia had sunk. It must have been 10 or 15 minutes from the time the boat Amelia went down to the time we got on the tugboat. I saw the Captain on the wharf. The tugboat took us to the wharf I think at 125th. Street. We landed there. All that was rescued went ashore. As soon as I got on the dock I found that this was the pilot of the boat, and Mr. Eccles says to him, "You will have to go to the station house with us". Mr. Eccles made that remark to the pilot. So says he, "I am not going. I don't know why I should do that", he says. "What do you want me for?" I says "You have got to go. It don't make any difference, you have got to go", and at that time I examined him more carefully and I found he was drunk. He was in a dazed condition and did not answer the questions that were put to him in a correct manner. So he went after that and he went along to some blocks when we met a policeman who took him in charge, and he was then taken to the station house. I personally examined him at the station house, and I called the attention of the Sergeant who was at the desk at the time, and said "See the condition the man is in. He is drunk. I say he is drunk. He is so dazed that

that he cannot answer you intelligently any question you put to him", or words to that effect. The Sergeant recognized that at the time. I have been a physician over 30 years and during the course of my experience I have had occasion to examine a great many men under the influence of liquor. On that night he was intoxicated. I afterwards saw my son William; I saw him in his coffin. There was no drunken person on board of the yacht that day or no symptoms of it.

Cross-examination.

This was my son. I am not a seafaring man.

Q It is an error on your part, doctor, then, -- I say it is an error on your part when you say he could not answer the questions asked him by the Sergeant intelligently? A I said that it was not the Sergeant that askedhim; he did not answer my questions intelligently, but I don't know anything at all about his answers to the detailed questions the Sergeant asked him.

Q Have you ever said that you would spend a large amount of money to send this man here to State Prison? A No, sir.

Q Doctor, you personally have taken an action libelling the tug boat Devoe to the sum of $2,000 for personal injuries? A Yes, sir.

Q You have also been appointed administrator to your deceased son and have sued Captain Rogers and this defendant for the sum of $5,000? A Yes, sir.

Q And that makes an interest of $7,000 in connection with these two matters ? A Yes, sir.

DANIEL J. CUSHING, a witness for the People, sworn, testified:

I am a lawyer and reside in this city. On the 14th. day of June 1891 I was a guest of Mr. Eccles aboard the sloop yacht Amelia and I was aboard when the collision occurred on the morning of June 15th. On Saturday evening Mr. Eccles invited me to take a sail to Nyack on board the yacht Amelia, and about half past ten the following morning, Sunday morning, I met him and went to Hoboken; and we sailed from there, I think, about a quarter of twelve. We reached Nyack, I think, about four o'clock and remained there about an hour or an hour and a quarter and started on the train. We sailed all right until we reached about 110th. St. and a short time before that I went down in the cabin; it became rather monotonous we were so long on the trip, and I went down in the cabin and was reading a paper and dozed off asleep, and a quarter after twelce or thereabouts, between a quartefand half past twelve I was aroused by the water rushing into the cabin and the splinters flying. Now, there was a lamp lit before that, and it went out. I made a dash for the deck and I saw a sort of a cloud about 4 or 5 feet from the yacht -- I mean the tug; it was very black. It was about 5 or 6 feet from me and was then going on. I made a spring and caught hold of the gunwale and hung on for some time and finally I was pulled aboard by Mr. Campbell, or some of our crew. The tug kept going right on, and I rushed right up; I was pulled up on top of a pile of poles and finally I got up and rushed to the forward.of

the tug and I saw, I think, Mr. Eccles there and two or three others and mong the number was the pilot -- the defendant Thomas Welch -- and also Captain Hogan. I says to the pilot, "This is a nice fix we are in. There was some people out in the water, and it is lucky for me I am not out there". "Oh", he said, in a muttering way, "I didn't do it". At last Captain Hogan came along and I asked, "Eho is in charge of this boat?" and he wouldn't tell me. Then Eccles made some row about backing up the tug and going away from the yacht. I heard him yell, "Back up the tug" and told him there was some people in the water that required some assistance and it was only right he should afford it. The tug was in motion, going up the river away from the sunken yacht Amelia. They stopped her after she got about eight or nine blocks away from where they struck, that is about half a mile. Welch was on the tug boat and Bahan and four or five others were there, and said I to the Doctor, "You had better pay particular attention to the condition of this man, because in my opinion he is not in a condition to have charge of a steam boat", and the doctor says, "Oh, I see that". We landed at 129th. Street. Mr. Eccles insisted upon the defendant going ashore. I told Mr. Eccles and doctor, and some of the others, said I, "People have an impression when a yachting party go out for pleasure and return at such a late hour that of course they are more or less hilarious and of course are more or less intoxicated. Now,

we will go to the Station House and take this man there and show to everybody there that we are all right. Then hereafter they can't claim wewere not all right". So then they told this man, the defendant, they would take him there. "Oh",nsaid he, "I will go down there tomorrow, that will be all right" and we walked up the street and met I think the policeman, off cer Cody and they gave him in charge, gave the defendant in charge of him. We went to the Station House. We preferreda charge of criminal carelessness against him, and then the doctor and Mr. Eccles told the Sergeant to pay particular attention to the condition of the man. When we went up the street he was in a sort of staggering condition going along the street, and when we reached the station house he was leaning over the railing.

Cross-examination:

I am a member of the Bar. I am acquainted with Mr. Simms and also with Mr. Lynn

Re-Direct Examination.

I saw the light on that boat before I went down at a quarter of twelce, and the reason I went down was because it was kind of cool. I saw the starboard or green light in its proper position in the starboard shrouds and the port light in the port shrouds, and they were lit and burning brightly. It was a bright night--moon-light.

MICHAEL T. SHARKEY, a witness for the People, sworn, testified:

I am a member of the Bar and was one of the guests of Mr. Eccles aboard the yacht Amelia on the 14th. day of June last. I saw Mr. Eccles and Mr. Cushing in the barber shop just opposite my house that morning. We went over to Hoboken and from Hoboken we started, I think, about half pastten o'clock in the morning. It was a very warm day and whatever breeze there was we had with us, but it was very light. We went up to Nyack and reached Nyack, I presume, about half past four. I have heard the other witnesses say that and I presume that was about the time to the best of my recollection. We stayed in Nyack some time. Mr. Cushing and I went about the town while the others went investigating some sloop yacht, and finally we came down and started off again. The yawl that we had was on the davitts going up and was put on the stern of the boat in order to get in at the dock at Nyack; it was towed astern going down. We left there something after five. We had a very strong breeze blowing against us, a head wind, and we were compelled to tack continually from the time we left Nyack until the time we were struck. Some time after we had passed 125th. St. I went in the cabin. My friend, Mr. Cushing, had been occupying the bunk on the right hand side, the forward bunk; there were two bunks on each side of the centre-board and a forward bunk just forward of where the tug struck us was where he was occupying. I took that bunk myself. I was dozing away when I was awakened by

noise in our cabin and the noise of people hollering, and I stood up and the cabin was low, and of course I had to bend my head, moving slowly towards the cabin steps.While I had hold of the centre board the first crash came and I stood there. It came smashing as you would smash splinters or matches. Just as I had made one movement there was a rebound, the lights went out and I was knocked to the cabin steps. Then I rushedup and got at the stern of the boat, and everything was still and quiet; I heard no noise whatever. I looked to see what was the matterand I saw the tug boat going past us, just the stern end of the tug boat. Then I heard Dr. Dahan call down in the cabin. Then I directed my attention towards the bow of the boat. As I looked towards the bow I saw she was three-fourths under water and was going down very fast. I took to the water and swam as well as I could in the direction of the tug. The tug at the time I saw her first was possibly 10 feet away. When I jumped into the water she was still going away from me and I kept swimming after her, and the Captain of our sloop passed me; he was swimming and he kept calling out, "Back your boat Captain and I added my cries to his and I was crying at the top of my voice "Back your boat". I swam until the tug had got so far off that I gave up all hope of the tug and I turned in the opposite direction and turned around to see what there was on the other side and then I saw this yawl floating that we had towing astern and for some time I kept swimming away from the yawl; the

reason for that I can give if you wish me to, and finally I saw the yawl right itself and I made for it. As I did so the doctor and the boy that was saved got hold of the bow of the boat. They got in and I could have got in but I looked and saw she was half full of water and concluded it was just as safe in the water. At that time I heard the voice of Mr. Jenkins crying out. I didn't see Jenkins go down; I saw him with his head and hand out of water and then my attention was called to a conversation between the doctor and his boy, and then I turned again for the tug; the tug in the meantime had stopped and was backing down towards us. Somebody helped me in and I made for the engine room the first thing. Finally I went into the boiler room and stayed there until we landed at the dock. Someone lifted me from the tug on to the dock and I had been there a little while and the first time I saw this defendant was on the dock, I didn't know who he was; I saw him marching up and down. Mr. Cushing was bemoaning the loss of his coat, and I said I have left my vest -- I had worn a white vest -- and left it in the boiler room, and then Mr. Welch came up to me and patted me on the shoulder and said, "Did you leave your vest on the tug? That is all right. That will be all right; and then I looked at him and ~~[illegible]~~ saw the man was evidently under the influence of liquor. Then we walked down until we met an officer and from there we went to the police station, and we gave our names, and in the Police Station in the

presence of the defendant asked the Sergeant at the desk if he would take particular notice of the condition of the defendant.

Cross-examination:

I am a personal friend of Mr. Cushing; also a friend of Mr. Simms and Mr. Lynn. I haven't had any conversation with Mr. Simms about the affair; I have had no conversation with Mr. Lynn that I can recall except one and that was about a week ago when Mr. Lynn told me he was about bringing on that case. I have no interest in this civil action that has been brought, except that I would like to see the party that I think is right successful. I think the owner of the yacht, Mr. Eccles, is right in his action and also Dr. Bahan.

Re-Direct Examination by Mr. Simms:

We saw the lights on that boat put up before dusk. I was about 20 or 25 minutes in the water

HENRY CAMPBELL, for the People, sworn, testified:

I was in the employ of Mr. Eccles on the 14th. day of June and was aboard the yacht Amelia. I went to Nyack with him and was aboard at the time of the collision. We sailed from Hoboken up to Nyack and left Nyack to come down with a southwesterly wind blowing and of course we had to tack, crossing the river to and fre. Off 112th. St. this tug boat hove in sight. It was remarked that this steam boat was bearing down on us. She came pretty close and some one passed a remark to the Captain that she might run into us, but he said "This steam

boat is all right. If she sees our lights she will go astern of us". I turned around to look at our lights.

The starboard light and seen that burning. I looked across the boat and saw that the other light, the port light was burning all right. We kept on our bourse until the steam boat bore down and struck us. I was one of the lookouts. The tug was coming up the river--going towards Albany and she was approaching the starboard side of the yacht. I noticed this defendant Welch on the tug boat that night. I couldn't describe his condition as to sobriety. Just then I was trying to get in the small boat. I saw him afterwards on the dock. There he staggered.

Re-cross by MR. Keller:

No whistle was given until she struck. I could have heard a whistle, that is a dead certainty. When I stood forward I could have heard any whistle that blew.

CHESTER T. BAHAN, a witness for the People, sworn, testified:

I amthe son of Dr. Bahan. I am 17 years old. I was aboard the Amelia the day this accident happened. About half past eleven I got wet taking in some lines on the deck; they put out the lights before that and I went down to lie down and I fell fast asleep, and I never knew any more until I was woke up by the crash, and I was thrown against the centre-board and the back of my head

was hit and I lay in a stunned condition in the cabin and the rushing in of the water restored me and by the time I started to get out of the cabin I was up to my waist. I heard my father calling up on deck and when I got up there the boat was on its beam ends. We crawled over the cockpit and she righted herself again and then went down. My father and I swam to the yawl boat and paddled towards the tug boat, and after we got aboard the tug boat we went down in the engine room--Mr. Sharley and I went down in the engine room to get our clothes dried, and father went to look for my brother. When we reached the boat the tugwas quite a distance up the river because we could see a red light up there, when she was going away from us. I should judge, as other people say, she was about half a mile away at that time. In the meantime the tug had backed down and I paddled over and we got on to it, and after we got aboard we went down in the engine room while my father went out on the stern of the tug boat to look for my brother. After that we reached the dock. My brother William, who was lost,was a good swimmer. I did not see him after that alive. I did not see him in the water that night. He was aboard the boat, however. I was on the port side. I seen Mr. Jenkins when I came up; I seen him in the water. He held his hands up andhollered out loud three times and then went under. When the time came for the prisoner to be taken to the StationHouse we went out. As I looked at him he seemed to be in a dazed condition, kind of stupified, and we went up to the Station House where we saw

the Captain up there and when he was up at the Station House the Officer said "This is a nice mess you have got yourself in". "Well", he said, "it is done, and what are you going to do about it".

CHARLES VAN WART, a witness for the People, sworn, testified:

I was Captain on board the yacht Amelia on the 14th. and 15th. day of June 1891; I had charge of her then. I am 59 years old. I have had 40 years experience as a sailor on board of a yacht and on sailing vessels around this harbor. From the time that we returned from Nyack we got along all right until we got down to about 112th. St. and I saw this tug boat coming up. I stood on my course on the starboard tack. The wind was south, I guess, nearly, and not thinking any tug was going to hit us, I let her go on her course, using the little ebb tide that was left to get home, so that I didn't alter her course, and the owner Mr. Eccles said, "It looks as if she was going to run into us". "Well", I said, "if she sees our lights are all right, he will starboard a little bit and go under our stern". "Well", he said, "she don't sheer any". I said, "No". He said "Shall we holler to him?" I said, "Yes; you can holler" All hands that was forward I guesssung out to him but me; I was attending to my wheel. I didn't see anybody above the pilot house window until we landed into her. She struck a little forward of the main rigging on the starboard bow. At the time of the collision after we struck her the yacht went down very quick. The tug

boat hookerinto her bow and fouled with her and towed her a little ways. As soon as the tug swung alongside I said, "Jump on the tug". It knocked her off her course of course. I sung out to Mr. Eccles the owner, "Back down the tug boat. There are men aboard there". At this time I was overboard. I left there the small boat and told the doctor's son to get his father in and I untied her for him. I swam and got on the tug boat. I seen Thomas Welch aboard the tug and also on the dock. I think the man had been drinking.

It was my duty to hold right to my course that night when I got so close I couldn't get away, and I was on the starboard tack and I could not get away and I got no whistle until she walked into our vessel.

Cross-examination by Mr. Keller:

I am not a captain of any boat and never had a pilot license. I never had any license from the Harbor Commissioners as a pilot or a master, or anything of that kind. I am a boatman and know how to handle a fore and aft vessel in coasting. I never was on a canal boat only towing around the Harbor, towed around by tug boat.

Q Isn't it a fact, that you did not for some years drink any liquor at all? Didn't you say you hadn't taken twenty drinks in the last twenty years ? A That is correct.

Q But on this particular day you had two glasses of brandy? A One, I think so; I may have two; I don't think I did.

I know I had one, not a very big one at that; I don't like it. I saw the red light when I was over at the Jersey City side after I hove about. I could see the red light when I got close to her, under her bow. I could see the red light, also the reflection of the green light, for I was nearly on the bow.

Q Did you testify before the Coroner, or in the Police Court that you did not think that Welch was drunk enough but what he could handle his vessel? A Yes, sir; if he was awake. I said I had seen men drunk that could handle a vessel if they were awake. He had been drinking; I wouldn't swear he was drunk.

WILLIAM MORGAN, a witness for the People, sworn, testified:

I was invited by Mr. Campbell for a sail on the Amelia with Mr. Eccles and Captain VanWart on the 14th. day of June last. I didn't know where we were going, but he told me he thought it was up to Nyack. We went to Nyack, stopped there a short while and returned; and coming down off Harlem I seen this tug boat coming out, coming up the river, and I says to Mr. Campbell, I says -- I was on the front of the boat. I was standing by the right hand side under the green light and someone hollered out that there was going to be a collision and the Captain says "No; he sees our lights, he will go back of us". So the boat seemed to steer right over towards the sailing boat, and as soon as she hit us she blew a whistle and hit again and she turned the sail boat around, and when she did I jumped over on her and jumped in a pile

of coal at the engine room door, and I got up in a moment or two and when I was getting up Mr. Eccles was going down from the pilot house and they were hollering for to back down the boat, and the Captain and a couple of more I guess were in her; they were struggling and hollering also to back down the boat, then the Captain was taken out of the water and the others. Then the tug turned around and the yawl boat was rowed around to look for the bodies in the water; then they gave it up after awhile and we went to the shore and stood on the dock for a while, and then they talked of going to the Station House. I was one of the lookouts and I saw the tug boat Devoe coming towards us. I thought she was coming very fast. Someone said, "She sees our lights, she will go astern". I jumped on the tug boat. The tug boat went, I should judge, about a quarter to a half a mile from the sunken boat Amelia before she turned back. I didn't see the pilot till I got on the dock. He seemed to be ain a stupid condition on the dock, but I didn't hear anything. I went up to the Station House with him. They talked of going to the Station House. I walked with the Captain of the yacht, and when we got in the Station House the Sergeant at the desk took our addresses and names. The defendant seemed to stagger on the dock. I didn't pay much particular attention to him; I don't know whether it was the jumping off the boat that made him stagger, but it was getting off the tug boat when we got on to the dock. He seemed dazed.

JOHN J. COADY, a witness for the People, sworn, testified:

I am a police officer connected with the Metropolitan Police Force, attached to the 30th. precinct. On the morning of the 15th. of June I was out on post. I left the Station House at 12 o'clock -- 12 o'clock midnight. I was located on Manhattan St., from the Boulevard to 9th. Avenue. At about half past 12 or thereabouts I saw a party of gentlemen coming up through Manhattan Street--I didn't know whether they were gentlemen or whether they were rowdies. I saw a number. There was one of the party approached me, and asked where the nearest station house was. I told them where it was located, and out of a matter of curiosity I asked what was the matter. The defendant was there. One gentleman, whom I never saw before in my life; that is. Mr. Eccles I believe his name is, told me his yacht had been sunk or run into by a tug boat, and there was two bodies drowned. One gentleman approached me, Dr. Bahan, and he said that his son had been lost, but he did not know whether he was lost at the time or not. I went with the party and Mr. Eccles placed the man under my care. I brought him to the Station House and put him in front of the desk. While the gentlemen were explaining to the Sergeant in command at the time I was taking charge of my prisoner. The defendant Welch walked with an unsteady gait and he bunkedup against me once or twice and I merely asked him, what is the matter with you, are you tired? And he says "There is n thing the matter with me, do you

see," or "see", I don't know which one was the word. I would venture to say he was drunk.

WILLIAM DELANEY, a witness for the People, sworn, testified:

I am a member of the Metropolitan Police Force in this city connected with the 30th. Precinct. On the morning of the 15th. of June 1891 a gentleman came to the Station House and reported that a yacht had been sunk on the river, or had been run into by a tug boat, that two lives had been lost or they supposed them to be lost at that time. I examined all the witnesses there, the owner of the boat and the captain of the boat and all of them to find out, and until I came to the pilot of the tug boat, and when I found the pilot I made a prisoner of him, of course. Dr. Bahan told me he was a physician, and he says "This prisoner is intoxicated" and in fact all the gentlemen called my attention to his condition. I said I did not think he was drunk enough to lock him up for intoxication. I took his pedigree, told him he would have to stay with us, that I would make a prisoner of him. He pleaded with me to let him go, but of course I located him and made a prisoner of him and sent him to the cell. I saw that he seemed to be dazed, like a man that was stupid from some cause or purpose or other.

Cross-examination by Mr. Keller:

That defendant's appearance I will not say was from drink.

BENJAMIN V. WINTERBOTTOM, a witness for the People, sworn, testified:

I am an undertaker. My place of business is in this city, number 196 Spring St. I removed the remains of Frank Jenkins from the waters of the Hudson, and it was on or about June 21st. if my memory is right. He was the gentleman who was on board the yacht Amelia on the 14th. of June. I knew him personally before. That body that I removed was the body of Frank Jenkins whom I knew.

KENNIS E. HOGAN, a witness for the Defendant, sworn, testified:

I am a licensed pilot in the city of New York. I was born in Ireland. I am 38 years old. I have followed the waters 22 years. I have been a licensed pilot 11 years. I was in charge the day of the 15th. of June of the tug boat F. W. Devoe. I had been working that day up to half past 6 o'clock that evening with the tug. When the tug boat left that night the foot of 19th. St. Welch had charge of the tug. I spoke to him when he came on board of the boat. I saw him at half past 11 in the night. At that time he was perfectly sober. He remained on the boat from that time until the boat left. There was not a man in the crew that drank anything; they were all temperate men. From an experience of 22 years I say that Capt. Welch was in a perfect condition and able to take that tug out. He had sole charge. I laid in the pilot house; I never left it. I had my coat and hat off. After leaving 19th. Street I laid off on the

locker or a little bench in the pilot house and I heard four bells and the jingle bell, and the choo, choo, choo; that woke me and I jumped up and put my head out of the window. The four bells were to back her and stop, the other to back her quick. That was before the tug struck the yacht. When the bells woke me up and when the whistle woke me up I looked out of the window on the port side andacouple of seconds after we hit the yacht. He hit the yacht on the starboard side and we drove her back. The yacht swung around and struck the tug boat with her stern and a couple of gentlemen jumped aboard the tug boat. Welch went down a nd helped to get the people out of the water. I took charge of the boat. Captain Welch did everything in his power to save life that night as much as any man on that boat. He was perfectly sober to do it. The engines could be stopped but the boat could not. The engines could be reversed, but the boat keeps going till the strength of the sheels stops her and holds her. The boat kept going forward and the engines were going back, and the boat could be going back and the engines going forward. The heavier they are the more way they have got, and the harder it is to stop the tug. The yacht has no way of whistling to give them warning. It devolves on the tug boat to give the yacht or sailing vessel the caution--that is the general understanding of the river. They generally burn a torch,some sailing vessels. A sail-boat has the right of way. We carried a red light and a green light, a white light and

a vertical light. She did not carry the boards properly. You could see both lights at one time by not having the board long enough. It was not a real dark night. It had been moonlight before the moon went down.

Cross-examination by Mr. Lynn:

It is a fact that I know all the men on that boat were total abstainers from intoxicants.

Two seconds, I think, elapsed from the time I put my head out of the window until the time I struck the yacht, about that. We struck her pretty hard. I saw the yacht go down. She went down in a couple, of minutes. She was going about 12 knots an hour at the time she hit that yacht.. I am a member of the Pilot Association. One rule requires that a green and red light should be placed within board screens projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow. There was not a moment of time lost, or a single thing left undone to save life. The danger signals were not given until we were within two seconds of the yacht, as near as I can judge from the statement.

WILLIAM H. AARONS, a witness for the defendant, sworn, testified:

I am a printer. I reside at No. 72 Sheriff Street. Last summer a year ago I was engaged at Thomas L. Cranston's in Gold St. I know the defendant Capt. Welch. I made his acquaintance last summer a year ago on Labor Day; it was on a Sunday. I was on the Sound

in a pleasure yacht, with ten besides myself.

LOUIS H. SEELEY, a witness for the defendant, sworn, testified:

I have known the defendant ever since we were children together. I am a steamboat pilot. My office is No. 14 South Street. I am a licensed pilot. I don't know as I ever saw him at any time under the influence of liquor.

Cross-examination by Mr. Lynn:

I would not swear that he don't drink whiskey. I never saw him drink it .

ROBERT ROGERS, a witness for the defendant, sworn, testified:

I am the owner of the tug boat Devoe. The boat has been libelledupon certain actions for damages brought against it by Mr. Eccles. My counsel in those civil actions are Carpenter and Mosher of No. 61 Wall St. I know the defendant Welch. I have known him 5 or 6 years. He has worked for me off and on. His general reputation is very good. I would be quite willing to take him and trust him at any time. I never saw him under the influence of liquor.. I parted ownership with the boat a couple of months ago.

JOSEPH LAUGHLIN, a witness for the defendant, sworn, testified:

I am the owner at the present time of the tug boat Devoe--managing owner. My office is at 20 South St. I know Capt. Welch, the defendant in this case. I never heard his reputation and character questioned.

CHARLES S. HART, a witness for the defendant, sworn, testified:

I am a steamboat pilot--a licensed pilot. I have known this defendant about 3 years, I guess, 3 or 4 years. I have always heard of him being good. I never heard anything against his character. I had never had a drink with him.

JOSEPH E. CARR, a witness for the defendant, sworn, testified:

I am an engineer. I am twenty-six years old. I was the engineer on board of the tug boat Devoe on the night of this accident. My brother William Carr was the fireman. Welch was the pilot. William Soper was the other fireman. I was born at Cold Spring, L.I. I have been an engineer 4 years. I am a strict teetotaller. I never saw him with liquor and I never saw him in liquor; I never drank with him. I was perfectly sober that night The first time I saw Capt. Welch was when he came on deck, on the boat. He had charge of the boat when I leftthe dock. . His general character and reputation is good as far as I know. I never drank at a bar with him. There was not a drop of whiskey on board of that boat in any department that I know of on that night. I first saw Welch after the accident. I never saw Mr. Eccles until I met him in the Harlem Police Court; I never knew who he was, or what he wasuntil I met him in the Harlem Police Court. I was there as a witness when the defendant was tried in Harlem. I was not needed; I was there but was not required.

I was getting $70 a month. In my opinion and judgment Captain Welch was perfectly competent to take charge of that boat, and he did so. Captain Welch had charge of the wheel when we backed out of the 19th. St. slip. I have been four years an engineer. I passed two examinations. I passed one before the Marine Engineers' Association, and one before Mr. Marsdon, local inspector in the city here. I had been on the Devoe somewhere in the neighborhood from the first of last December, or the middle of it. I didn't feel a jar at all that night . I was wideawake. I was sitting, watching my engine, waiting for bells, any moment to spring right at it. I was on my way to Newburg. A couple of minutes after I heard the gong I heard the crash--somewhere in that neighborhood. It would take me about a second to reverse the engine.

WILLIAM CARR, a witness for the defendant, sworn, testified:

I am a brother of the last witness. I was a fireman at the time of this accident and I was helping my brother on the tugbbat Devoe. I am 19 years old. I don't drink anything. I know Captain Welch. I have known him 3 or 4 months. I saw him that night when he came on to the tugboat. He was perfectly sober. He said he was going to take charge of the boat that night and take it out from the slip. I did not see him. The fire room is right underneath the engine room and a ladder goes up to the deck, and I went down in the engine room. Mr. Welch went up in the pilot house and was there just until before the accident happened.

I could hear the signals and sounds in the engine room from the fire room. I heard the whistle tut, tut, tut, the signal of danger, and four gongs sounded, and a jinger-ling-aling in the engine room before the accident took place. To the best of my opinion it would be a minute and a half or two after I heard that before I heard the collision.

WILLIAM S. SOPER, a witness for the defendant, sworn, testified:

I was one of the assistant firemen there that night on the tugboat Devoe. I wasnot on duty. I had been working that day. I was just going off watch; I was supposed to go off watch at 12 o'clock, and as we started out just before 12 I went into the cabin. I was to start to work again at 6 o'clock in the morning on the tug when it reached Newburg. I am a teetotaller. He was perfectly sober. Thomas Welch had charge of that boat from the time it left the dock. I heard the danger signals tut, tut, tut and the whistle sound, four gongs and jinger-ling-aling bells before the collision. I It was a minute and a half or two minutes before the collision took place that I heard the danger signals. Captain Welch was as collected and self-possessed as I was. After we had the collision Captain Hogan took charge of the wheel and backed the boat up. Captain Welch went on deck and got the life boat and oars to get them ready to go to the people that were in the water, and then the captain said to him "There is no need; they are

all right; we are very near up to them", and he got the oars out; I don't know what he did with them. He was perfectly sober and competent. He couldn't have walked around the house if he was not sober. I had been on the Devoe before that night about two months. I did not notice Mr. Eccles on board of the tug after he had jumped from the yacht. At the time of the collision I was not helping Carr. The engine was reversed at the time of the collision. I couldn"t say exactly how long a time it was from the time the engine was reversed to the time it came to a stand-still, but she struck and went by hard a little, and as she got by 200 or 150 feet she got to a standstill and came backwards.

PETER CHERRY, a witness for the defendant, sworn, testified:

I am the Captain of the Emperor tug boat. My office is No. 20 South St. Captain Welch was pilot with me on the Emperor the week preceding the accident on the Devoe. He took sole charge when his watch was on. This was on the same waters with the Devoe. He had charge of the Emperor until the Sunday he went on the Devoe. I never saw Welch intoxicated in my life. I saw him on this particular Sunday. We were together from about 8 o'clock until 11 I should judge. During all that time Capt. Welch did not take a drink of intoxicating liquor, or beer or anything--not in my presence. When he left me at 11 o'clock that night he was perfectly sober.

Cross-examination by Mr. Lynn:

All those three hours we were at the corner of Whitehall St. and West. I went into the Philadelphia House with Welch. We had seltzer lemonade there. I could not tell you what Hart and Goodwin. We remained in there, I should judge, 15 or 20 minutes.

WILLIAM GOODWIN, a witness for the defendant, sworn, testified

I am 23 years old. I have been in New York City about 13 years. I am a deckhand on the Emperor. I know Captain Cherry, Captain Hart and Captain Welch. I saw him the 14th. of June last. We were all together. Capt. Welch went away somewhere between 10 and 11 o'clock, I can't say to the minute. He was perfectly sober as far as I can tell. He did not drink anything in your presence. I never saw him drink any intoxicating liquor or anything like that. I have seen him drink water and such as that, but nothing that would intoxicate.

Cross-examination by Mr. Lynn:

If I feel like it I take a drop once in awhile, of beer. I might have had one that day, but not a few. I work on the Emperor. I was with Welch three hours walking around the corner. There were four or five altogether..

THOMAS WELCH, the defendant, sworn, testified:

I am 32 years old. I was born in Oswego in the State of New York. This old gentleman here is my father. My father's business was steamboats and pilot. I took to the water at an early age. I have travelled on the water all the days of my life. I rode on a boat

in a cradle. I have a pilot's license. I have had charge of about five hundred different tugs and boats as Captain, and up to the time of my arrest I never had an accident before. I never drink whiskey. Sometimes I take a glass of beer now and then. On the Sunday night in question, the 14th. of June this year, I had two glasses of beer for the whole day, and nothing else in the shape of intoxicating liquor. I had one drink of Weiss beer. I never carried whiskey with me in my life. I was perfectly sober that night. I went on the tug F. W. Devoe in charge of Captain Hogan, under command of him. That night I took charge and I took her out. The first man I awoke in the pilot house was the second deck-hand. He was lying on one locker and the Captain Hogan on another. The Captain was awake, and I said, "Are we ready" and he said, smiling, "All ready, Cap." Then the deck hand went down and threw the lines off.Then I went on deck and said to the engineer's brother, the fireman, are you ready, and he said "All ready". I backed the boat out and we proceeded up the river. After I got clear of these ice barges off 23rd. Street west, there was a ferry-boat coming out of the slip, showing me a red light. He blowed me one whistle and I answered him with one blast of my whistle, ported my wheel and slowed the boat, then proceeded up the river. Then at 42nd. Street I saw a ferry-boat coming and showed both lights. I blew one whistle, and he answered with one whistle.Then when off 110th. St. about four points on the compass on the port bow, I ported my wheel and was on the right hand

side, as the law requests, and when I seen a red light I ported. When I see a red light bearing on to me I ported more. The red light seemed to come, and I was running on flood tide. The boat was full of coal and water and heavy, and I tooted my whistle, when I saw the boat coming and when I was within 200 feet of her I saw the yacht sails. I could show you right now on a picture in my pocket of the yacht on that tack. Just before the accident it showed a red light, and starboarded his wheel, and it was impossible for me to stop that boat in that time, and when she tacks she raises her stern and lifts the wheels, and it was pointing her bow to the starboard side, which is going to New York. Then the water in my vessel would run to the bow and make her hold her stern up more, and the head down.. My tug had out five lights. I saw a red light on the yacht. The yacht had ample time to get out of the road. If there was any green light on the yacht I did not see it.

Cross-examined by Mr. Lynn:

If he had ported his wheel we would have cleared. The wind was southwest. I got dazed from the wheel. I remained in that state probably 3 or 4 minutes. I felt weak from shock. I cannot say what speed I was going at, probably 8 or 9 miles an hour. I do not drink liquor unless I was sick and the doctor ordered me to drink it, or if I was weak I would take it.

When we first discovered the Amelia we were 200 feet away from her. When the yacht got within 200 feet of me the red light disappeared, and he came across the bow and my boat was backing for all she was worth. I was going in an opposite direction at 12 miles an hour.

SHERMAN PETRIE, a witness for the defendant, sworn, testified:

My place of business is 142 Broad Street in the city of New York. I know the defendant. I have known him since 1890 -- 21 years. His character for sobriety and honesty and truth and veracity is good. I never saw Captain Welch drink any whiskey. I never saw him under the influence of liquor in my life.

REBUTTAL.

WILLIAM A. CONDEN, a witness for the People, in rebuttal, sworn, testified:

I was on the yacht Amelia on the morning of June 15th. of this year. I was sitting aft, on her cabin top at the time of this collision with my face towards New York shore. I saw this tug boat coming. I called the attention of the captain to the light, and the tug boat coming. Our lights were lit that night. I saw the red light on the tug boat. It was about 500 yards away at the time. The green light of the Amelia was burning bright at the time the tug struck her and when it was going down in the water the water put the green light out. I never heard the jingle of bells, but I heard the toot of the whistle when she struck the Amelia. It was impossible to have seen the red light

from across the bow of that boat. I know they cannot be seen aft.

Cross-examination by Mr. Keller:

I am book-keeper with the Imperial Cloak Co. on Greene St. I was a guest of Mr. Eccles. I know Mr. Morgan and Mr. Campbell. They were on the lookout. I heard "Here's a vessel coming up shore with a red light". I cannot say which one gave the warning. Then I saw a red light on the tug. These lights were properly put on the shrouds. I don't know why Capt. Van Wart didn't port when he saw the red light. He had charge of the vessel. Mr. Eccles has not asked me to be a witness in the civil actions pending.

Re-direct examination by Mr. Simms:

To the best of my opinion the tug boat went beyond the Amelia that night about 7 or 8 blocks before she stopped; and I heard a cry when she struck the vessel, to go back and help the people in the water. I jumped aboard of the tug boat.

JOHN ECCLES, recalled as a witness for the People, testified:

I know how these side boards were attached to the shrouds of that yacht. They were intended to be parallel with the keel. And that screen, supposing this to be on the port side, would obscure the red light from the other side.

Cross-examination by Mr. Keller:

I could tell how the light shone out because I have been a great many times on that yacht.

The jury returned a verdict of manslaughter in the second degree.

Indictment filed July 7,1891.

COURT OF GENERAL SESSIONS

Part III.

THE PEOPLE &c.

against

THOMAS WELCH

Abstract of testimony on trial New York Oct. 28th and 29th 1891.

0836

STENOGRAPHER'S MINUTES.

District Police Court.

THE PEOPLE, &c. IN COMPLAINT OF

John L. Eccles

vs.

Thomas Welch

BEFORE HON.

Patrick Divver

POLICE JUSTICE,

June 29 & 30th 1891

APPEARANCES: For the People, Benedict & Benedict

For the Defence, Geo. M. Dean

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Official Stenographer.

0837

DISTRICT POLICE COURT.

THE PEOPLE
ON COMPLAINT OF
John L. Eccles
agst.
Thos. Welch

Examination had June 29 & 30 1891
Before Hon. Patrick Divver Police Justice.

I, George Fiegus Stenographer of the 5 District Police Court, do hereby certify that the within testimony in the above case is a true and correct copy of the original Stenographer's notes of the testimony of John L. Eccles & Chas. Van Hart as taken by me on the above examination before said Justice.

Dated July 2 1891

George Fiegus
Stenographer.

Police Justice.

FIFTH DISTRICT
POLICE COURT.

JOHN L. ECCLES, Complainant, against THOMAS WELCH, Defendant.	Before HON. PATRICK DIVVER, Justice.

New York, June 27th, 1891.

APPEARANCES:

Messrs Benedict & Benedict, for the Complainant

Edward Jacobs, Esq., of Counsel for Complainant.

George W. Dease, Esq., for Defendant.

JOHN L. ECCLES, the Complainant, being duly sworn, testified as follows:-

By the Court:-

Q. Where do you live ?

A. 20 Van Dam Street, New York City.

Q. What is your business ?

A. Steam contracting.

CROSS-EXAMINATION.

By Mr. Dease;

Q State what you know about this accident ?

A. On the night of the 14th of June, that was on Sunday night, last Sunday night a week ago, we were coming down from Nyack and on our starboard tack, that is from the Jersey to New York shore, we noticed a tugboat coming up the river. I called the attention of the Captain at the wheel to this boat. He said "That boat is all right; she will go under our stern" and we continued on our course. I says "I don't think she will go under our stern from the position she is in and we had better go forward and make some outcry" and with that I ran forward and the two lookouts they "hollered" "She's going to strike us" and we yelled at the top of our voice and while we were yelling the boat run into us. After the boat struck us she seemed to rebound and cut right through her. That brought the two storms together and I jumped on the stern and ran to the man in the wheel house, who I recognize

here as that man Mr. Welch, and I asked him wouldn't he back the boat down--didn't he realize he had run over a yacht and nine or ten people in the water. He says "I didn't see no lights; why in hell didn't you have your lights and keep out of the way" I said "This is no time to talk in that way; now back your boat down; there are human lives in the water ." By that time another man came down, which I think was that gentleman (Captain Hogan) and then there was all confusion. By that time the deck of the tug was covered with men. Three of my men jumped on and then some of the crew I suppose were in their underclothing and they commenced to yell to back the boat. By that time I got back to the engine room and saw the engineer having hold of some parts of the engine and by that time he seemed to reverse the engine and back; then they backed some more and rendered what assistance they could.

Q. You are not a practical steamboat man in any sense ?

A. No, sir.

Q. You say that you jumped on the end ?

A. Not on the extreme end-as she was in motion, as she was passing the engine house.

Q. Then she was in slow motion ?

A. I don't know; the moment I jumped on she seemed to be going very quick, for it threw me over on my shoulder.

Q. But it was not so fast that you thought there was danger in jumping on it ?

A. I thought there was danger. I hesitated first to jump on. After she rebounded she came on through and I jumped on. When she struck first she rebounded back and then I measured my distance and jumped.

Q. Then you made all those calculations before you jumped and still jumped upon the forward of the boat opposite the house ?

A. I jumped making those calculations I say. It was the only thing I could do.

Q. This was as the F. W. Devoe was passing you, after having collided ?

A. I jumped on after she struck.

Q. Before she backed ?

A. I didn't jump before she backed; as she came the second time, came on forward, when she was backing away I couldn't reach it. It seemed the concussion--I suppose that was the cause of it--threw her back and she came back and I swung on to her.

Q. Then if the Devoe never passed her entirely her stern was about to the bow of your boat ?

A. No, sir, she passed entirely after I got on.

Q. How far did she go past the yacht ?

A. I presume it was a thousand yards.

QL That is three thousand feet ?

A. Well, yes, three thousand feet; I should judge about four blocks.

Q. In what direction--towards the shore or up the river ?

A. Straight up the river.

Q. Then she backed ?

A. Yes, sir.

Q. How far was it before the collision that you observed the Devoe ?

A. When I first called the Captain's attention I think it must have been four or five hundred feet. I thought myself she would go under our stern, but she seemed to be sheering off; it seemed to be she was working towards the New York shore.

Q. That was apparent to you ?

A. It looked that way. When we got close on up at first it looked as though she was going to go under our stern and the Captain remarked to me "She will go under our stern; stay where you are Mr. Eccles." I was going to "holler." Then I said "You are mistaken; I think he is going to come on to us."

Q. When did you make that remark ? About four or five hundred feet away from them ?

A. Yes, sir, about that.

Q. And you told the Captain when you were four or five hundred feet away that the Devoe was going to collide with you ?

A. I thought she was coming on to us.

Q. If you kept your course she would collide ?

A. The Captain said "She will go under our stern; he sees our green light." With that I jumped up and said "You are mistaken Captain". About that time I noticed that the tugboat sheered--it looked that way.

Q. He was going to the right ? He sheered to the right ?

A. It was not exactly a sheer, like a swing around speedily, but when I stood up it appeared to me he was working towards the New York shore and it looked to me if he kept on that way he would come directly under our stern.

Q. On what part of that yacht did you stand ?

A. On the left hand side--that is on the port side.

Q. Who stood on the starboard ?

A. Doctor Bayne.

Q. Were you standing forward of the shrouds ?

A. I was standing in the cook pit aft; I was standing right at the wheel on the port side of the Captain speaking to him and I called his attention to this tug-

boat.

Q. You say there was some one calling out---where were they standing ?

A. Forward, the lookouts; we had two lookouts on the boat.

Q. They were forward of the shrouds ?

A. Yes, sir, they were lying up along side of the windlass; they were lying down in the windlass in a half inclined position and they stood up and I could see their hands--calling I think "They are going to strike us" and they commenced to yell; I yelled also and so did the doctor.

Q. How far were you then away, four or five hundred feet ?

A. Yes, sir, about that. Our Captain said "Don't worry; he sees our lights; he knows his business and he will go under our stern" and I said "I think you are mistaken" Then he struck us; she crashed into us.

Q. Was there any reason why you couldn't reverse your course

A. I don't know, sir, not at that time we couldn't.

Q. You positively say you couldn't have reversed your course if you tried ?

A. I don't think so.

Q. Have you got any nautical experience from which you can state whether you could change your course ?

A. I don't think we hardly would have had time, If we went

around on that tack I think we would have thrown our stem under the tugboat.

Q. You have had no nautical experience ?

A. Yes, some.

Q. What is the nature of it ?

A. Amateur boatman; belong to yacht clubs, sailing in and out of the harbor.

Q. You never were licensed as pilot or sailing master ?

A. No, sir. For that reason I always carry Mr. Van Wart.

Q. This was an excursion you went on ?

A. Nothing more than a pleasure trip.

Q. And you had many friends with you . You were the leading spirit in it ?

A. Yes, it was my invitation.

Q. Had you tickets for it ?

A. No, sir.

Q. How many people accompanied you ?

A. Eleven all told with the crew.

Q. What time did they leave in the morning ?

A. About half past eleven.

Q. You were on your return at this time ?

A. Yes, sir.

Q. This was a dark night ?

A. No, sir.

Q. Starlight ?

A. Moonlight.

Q. Swear to that ?

A. Yes, sir.

Q. What makes you know it was a moonlight night ?

A. Because Mr. Sharkey, Mr. Cushion, two of the gentlemen, were calling my attention to the moon; the moon was over on the Jersey shore and he says "Look at the difference in the moon now and when we started" The moon seemed to be going down. In fact the moon was so bright I could distinguish a man in the pilot house.

Q. At the time you were five hundred feet away ?

A. Yes, sir.

Q. Could the Captain do the same ?

A. I don't know whether he could or not; I was more excited than the Captain. He seemed to think these men knew their business. He says "They see our green light; they know what they are doing."

Q The Captain, what is his name ?

A. Charles Van Wart.

Q. He was in the stern of the boat in charge of the rudder?

A. At the wheel, yes, sir.

Q. Didn't you have liquors on board ?

A. Yes, sir.

Q. What was the nature of the liquors ?

A. A box of beer, a bottle of brandy and a box of segars.

Q. You people had been enjoying yourself in taking some liquor and some beer ?

A. O, yes, sir.

Q. What time did you expect to return that night ?

A. I expected to return about ten o'clock.

Q. What delayed you ?

A. We missed the tide; we were detained on business.

Q. What do you mean by business ?

A. Went up to purchase a yacht.

Q. Was it not in the nature of a pleasure excursion ?

A. Doctor Bayne asked me to go up and see about a yacht that was for sale and the doctor said he would accompany me and also Mr. Jenkins, one of the deceased; he was to buy a boat also.

Q. Then there was more than one yacht ?

A. There was two yachts we were to buy.

Q. What were the names of the yachts ?

A. I don't know; they belonged to Mr. Smith of the Smith yard at Nyack.

Q. Does he always keep boats for sale there ?

A. I suppose so; it was a Yacht Agency that sent me there.

Q. What is the name of the Yacht Agency ?

A. Hubby, 22 State Street, New York. Here is the letter I received. "I have a customer who has a very nice 45 ft. keel sloop yacht valued at $3,500, which he desires to exchange for a steam yacht and would take a steam launch in part payment. If you still own the Iroquois which you desired to part with in trade for a 45 foot sloop some time ago, I shall be pleased to hear from you at an early date."

I received the letter on May 26th and went to see him on the 27th of May. Doctor Bayne had asked me if I heard of a yacht to be on the lookout as he wished to purchase one. When I seen him about this trade he told me this yacht was for sale at Smith's yard and one of these yachts was one they wanted to take in trade. I told Doctor Bayne and he said it would be a nice excursion, we would go up and see the boat--that is what brought us to Nyack.

Q. Did the other parties want to buy a boat too ?

A. Yes, sir, Mr. Jenkins was talking about it and he said if he could get one cheap enough he would buy also.

Q. State the names of the persons on the trip with you ?

A. Doctor Bayne, Mr. Sharkey, John Cushion, Henry Campbell, Thomas Condon, Charles Van Wart and a young man named Morgan---I don't know whether his name is William or Henry-- I think it was William, Jenkins and Mr. Bayne's two sons.

Q. What were the names of the persons who were drowned ?

A. Mr. Jenkins and Mr. William Bayne.

Q. Where were they at the time of the collision ?

A. That I can't positively say, but I saw young Bayne sleeping on the right hand side--on the ~~xxxxxxx~~ starboard side of the boat ?

Q. On deck ?

A. No, sir, inthe cabin and Mr. Jenkins, I think, was lying close to the companion-way on the port side.

Q. What was the size of this yacht ? What is the name of it ?

A. Amelia.

Q. What was her size ?

A. She was 46 feet 6 inches on deck.

Q. Does she carry two sails ?

A. She carried a mainsail, a jib and topsail.

Q. The cabin-way was all open--it was not closed ?

A. O,yes, it was open.

Q. Could you see from the deck down inthe cabin ?

A. Yes, sir, it was an extremely low cabin.

Q. You say that when the boat first struck she ran away about four blocks and backed up again ?

A. Yes, sir.

Q. And then did some other persons from the yacht go aboard ?

A. There were three others aboard; I didn't know they were aboard until I met them.

Q. Did they get on at the time the vessel was backed ?

A. They must have; I didn 't see them; they were on board when I came down from the pilot house; I met them then.

Q. They didn't jump on with you when the boat went by in the first instance ?

A. They must have jumped on because I don't think they could have got on any other time.

Q. Was she not flooded when the Devoe backed up to her ?

A. No, sir, her stern was just sticking out of the water. I saw men swimming and I 'hollered' to them to untie the small boat and they said it was untied but knocked in; that is how the water came in the life boat; she was towing on the stern.

Q. Do you know who jumped on the boat as the Devoe went by the Yacht Amelia at the time of the collision ?

A. Yes, I jumped on.

Q. Did anybody else jump on at the time ?

A. That I can't positively say, but they must have jumped on because they couldn't have got to the boat as it went so far ahead of them.

Q. When you went back to the yacht did you notice them on it ?

A. When I went down to the engine room I saw them. Captain Hogan came out and seemed to be very cool and he said "Whatever were you doing to do anything like that"

Q. Who did he say that to ?

A. To Walter; he seemed to take command of the boat; when he took command the boat went along all right. He brought the boat back and seemed to use good judgment.

Q. Then you want to swear that this man Hogan was about that boat attending to his duties ?

A. After the collision.

Q. At the time you saw him he was about that boat attending to his duties ?

A. I saw him come up and speak to Walter. I won't ~~say~~ be positive it was Captain Hogan but it looks like him. Any way another man came up and he remarked to Welch "What were you doing to run over that yacht. What were you doing that you caouldn't see that yacht;" and I kept shouting all the time to back the boat and the crew came in their underclothes and they were 'hollering' to back the boat. Then I ran down stairs to see what was the matter with the engineer, to hurry him up. When I got there the engineer had just stepped up. When I got to him I said "Hurry up please, they are all in the water and the boat is sinking fast" and I looked over the water and saw the boat had disappeared withthe exception of the stern and I 'hollered' then to cut loose the small boat.

Q. You don't mean to say you were the only one that gave orders from the Devoe, do you ?

A. I gave those orders; there was a great deal of excitement.

Q. Didn't the Captain and the other people on the Devoe all give orders and do everything they could ?

A. I heard the crew yelling to back the boat; they seemed to be dazed; they certainly must have been in their bunks because they were in their underclothes .

Q. You don't know whether they were or not ?

A. From the position they were in and from the way they acted. They seemed to be running up and down the deck. I heard a conversation afterwards while we were going into the dock. I heard one man say to the other. I couldn't recognize any of the crew only Icould hear them talking. He says "My head got pretty well bumped from the collision. The first I knew I though we hit into a dock." I know there was no one on deck when they struck us except one man in the pilot house.

Q. Did you make an examination of the injury that was done to the yacht before you jumped on the Devoe ?

A. No, sir, I didn't have any time. When the crash came my hat was battered in. I could see the bow of the boat almost walking through her. When she struck us she kind of towed us up the river a little and then broke away. That is the way I think these other men got

on deck.

Q. Where were you struck ?

A. Right forward on the starboard side of the shrouds.

Q. Were you struck a glancing blow or direct ?

A. The tugboat seemed to be sheering a little and we were on the starboard tack. The tugboat was going up the river and were were going into the New York shore. We were going down the river.

Q. You were going about a southwest course ?

A. Yes, sir.

Q. And the course of the tug was about northeast by east ?

A. The course of the tug seemed to be north.

Q. More north than east ?

A. She seemed to be working towards the east shore when I noticed her first. When I first noticed her she seemed to be going in a proper course. Then when we got closer I said "Captain I think that boat seems to be going to shy off." He says "He sees us; he knows his business and he will go under our stern."

Q. He did go to port ?

A. It appeared so.

Q. You know what port is ?

A. He didn't go to port; he seemed to be going to the right side, the starboard side; he seemed to be going in towards the New York shore; it looked that way to me.

He seemed to be heading in towards the New York shore.

Q. Then the Captain observed his lights, the Captain of your yacht observed his ~~kkkk~~lights ?

A. I don't know whether he did or not.

Q. You said here she was going about north, directly up the river ? Didn't you tell that by an examination of her lights ?

Q. I could see her coming towards us. I could distinguish a man almost as I say right in the wheel house; the moon was very bright; I could see very plain.

Q. When you state you saw her going about directly up the river about how far were you away at that time ?

A. When I first noticed her ?

Q. Yes, sir ?

A. I think about four or five hundred yards; I suppose about that.

Q. Didn't you ascertain her course by seeing her lights ?

A. She looked to me like she was going straight on up the river.

Q. That is by seeing the red and blue light ?

A. I don't remember; I saw lights; whether they were red and blue I can't say.

Q. You are accustomed to navigation sufficiently to look for lights on a steamboat ?

A. We saw a boat and could hear the boat coming and saw lights but at the time of the excitement my attention was

was given so much to the Captain and he was saying "No he will go under our stem."

Q. Did the Captain say that from an examination of the lights ?

A. I don't know; he is here, you can ask him.

Q. State to me about the position of the persons on your yacht at the time you were about five hundred feet away when you claim there was danger of collision ?

A. There were two men formed; they were along side of the windlass, one on each side of the windlass, because we have to keep two men there forward, especially when sailing close the sheets used to catch in the pins and the wind was blowing a pretty good gale. We had to take in the topsail just about half way before that and in going about we had to keep two men forward to clear up the sheets and also to look out.

Q. They were standing up in the forward part of the boat ?

A. I don't think they were standing up; they were in an inclined position, because if they stood up in going about the jib would hit them and they would have to lie low; that was their position all the time.

Q. You don't mean to say that you and the Captain acted with coolness upon the yacht at that time ?

A. I acted cool enough to get aboard the tug.

Q. And that is all you endeavored to do ?

A. I endeavored to get aboard the tug with the intention of trying to take one of these halyards and make it fast to the tug, but the halyard was pulled out of my hand.

Q. Were not all the people on board of that vessel very much excited ?

A. They seemed so; Doctor Bayne 'hollered' to stop, he'd run over us and so did I and these two lookouts.

Q. Was there not a scene of commotion and excitement ?

A. I should judge so; I know I moved around pretty lively.

Q. Why didn't someof the members of the crew inform the people below that the vessel was about to collide ?

A. By yelling and 'hollering' they did, but these two men unfortunately were asleep.

Q. Nobody went down to inform them ?

A. I don't know that, because I was doing---

Q. As far as you know nobody undertook to inform them at all ?

A. That I can't say; we yelled and 'hollered'; in fact I 'hollered' for all hands to follow me the moment she struck.

Q. Did you begin to 'holler' when the vessel was approaching within four or five hundred feet ?

A. I had so much confidence in the Captain. He says "These

men know their business; he sees our light."

Q You were in position to call the captain ?

A I was on the left hand side of the Captain.

Q And you were behind the lights ?

A I was behind the lights. I generally attend the sheet, that was my position.

Q Then you don't know whether the lights were burning or not ?

A Yes, sir, I could see the reflection on the sail; they were extra large lights.

Q Who owns that yacht ?

A I do.

Q What are the size of the screens that you had on that yacht ?

A You mean the board it was fastened to ?

Q That the light was set in ?

A I think the board was about fourteen inches long and twelve or fourteen inches wide.

Q How were they set, the lights and the screens ?

A They were fastened on the board with a cleat and then made fast with a bit of marline to the shroud.

Q But how high up on the shroud from the deck ?

A I think about ten feet; I know they were so high a man would have to get onthe cross piece on his knee to hook it fast--to reach up to it; I won't be positive about it

being ten feet; I know it was over eight.

Q You mean to say that you saw both the lights burnging on that vessel from your position ?

A No, sir, I saw the lights, but---

Q I mean on the Amelia ?

A Yes, sir, I saw my lights burning.

Q You were standing on the port side in the stern, were you not ?

A I was at the time.

Q On this tack when the collision was imminent you say you were standing on the port side in the stern ?

A Yes, sir.

Q Didn't the sail intervene between you and the green light ?

A Yes, sir, but we could see a reflection.

Q It intervened between the position you were and the green light ?

A Not so much so that I couldn't see whether the lights xxx were burning or not.

Q Did the sail intervene between ?

A Why, yes, certainly.

Q You were on the port side and the sail intervened ?

A Yes, sir.

Q And the greenlight was on the other side of the sail ?

A Yes, sir.

Q All you know about whether that green light was burning or not is what ?

A By the reflection.

Q By the reflection of what ?

A I could see the reflection on the sail; the lights are extra large.

Q How were the lights thrown across the bow ?

A We could see the shadow of the light and every now and then the Captain would say "Boys always be careful about your lights; as long as the lights are burning there is no danger." The Doctor seemed to be anxious to get home. I said there was no danger as long as our lights were lit. The lights were extra large lights. I have owned them for a good long time and we were very careful to have our lights lit always.

Q Was the green light so diffused that it threw its light across the bow so that you could see it from the port side ?

A No, sir; it was so diffused that it would throw its light on the right hand side of the sail; it was about outside of the shroud.

Q Was it so diffused it would throw its light across the bow ?

A No, sir; it seemed to throw it on the right hand side

out from the shroud, but every now and then when the boat would work up we would notice the shadow and I could tell when the light was burning. The red light I could distinguish better.

Q From your experience did you recognize the red light to be the stronger light ?

A It looked that way from the shadow, the reflection seemed to be greater.

Q It is always greater so far as your experience is concerned ?

A I don't know; they were extra large lights; they were two hundred ton lights; in fact they were a little larger than a boat of that kind carries and may be that is why they reflected that way.

Q The screen that you placed there was not the statutory screen as required of vessels by the government ?

A It was a board about eighteen inches long and twelve or fourteen inches wide. It was lashed to the shrouds.

Q Do you know what the statutory requirement is for screene on vessels ?

A No, sir. I ordered an experienced boat builder to put these boards there.

By the Court:

Q When you ordered them did you ask him if they were the regulation size ?

A Yes, sir.

By Mr. Dease.

Q You know the regulation size is three feet, don't you ?

A No, sir.

Q Did the light rest on any board ?

A The lights were lashed against the shrouds and there was a cleat there and they set down into this cleat and then there was a bit of marline on top and they were made fast.

Q This board you speak of was not parallel with the keel of the vessel, it was rather slanting towards the bow, being fastened on the shrouds ?

A It was fastened on to two shrouds.

Q Was it on a parallel line with the keel ?

A It seemed to be very level; if anything it had a pitch towards the topmast, because the shrouds lay in an angle and the board was fastened on one shroud.

Q The boart pointed naturally to the bow of the boat, on the curve of the boat ?

A From the sheer of the boat it might; the board was lashed to the shrouds.

Q But were not these shrouds on the rounding part of the boat ?

A I don't know what term you call the boat; it was right at the shoulder.

Q Where the vessel round ?

A Yes, sir.

Q. So that part of the shroud near the bow would be in an angle to the bow ?

A. The forward shroud. I suppose that being narrower than the after shroud it would have a tendency to pitch towards the bow. The mast was very far back in this yacht and it brought the shrouds pretty well aft, more so than in ordinary boats.

By the Court;

Q. Where did you take your tack from ?

A. From the Jersey shore.

By Mr. Dease;

Q. The tug Devoe came back and done all it could to rescue the people ?

A. Yes, sir.

Q. Couldn't do any more after the injury that was done ?

A. No, sir; still if the boat had stopped at the time they would have saved more lives.

Q. And the vessel was then in charge of the defendant here as, pilot when she returned to your yacht ?

A. The other man seemed to be the coolest man.

Q When he returned to the yacht was he in charge as pilot ?

A. That I can't say; I was on the stern 'hollering' to him to go down slow.

Q You don't know who was in charge of the tug Devoe when she returned to the yacht after striking you ?

A. No, sir.

By the Court:

Q Do you know who was in charge when she did strike ?

A Yes, sir, from seeing this man (Welch) in the wheel house; I ran and spoke to him in the wheel house.

Q When you went down stairs again do you know whether he went down or not ?

A There was another man came up and spoke to him and asked him what was he doing to tun over us.

Q You don't know when he was backing who had charge?

A No, sir, but I think it was the other man.

By Mr. Dease:

Q Did you see the other man have charge ?

A. No, sir.

Q. When you were leaving the tug who had charge ? Was he in the wheel house when the whole thing was over ?

A. When we were going into 125th street ?

Q. After the yacht had sunk ?

A. Yes, sir.

Q You say that you saw the defendant in the wheel house

When you boarded the vessel and went in the wheel house ?

A I saw him, yes, sir; I spoke to him.

Q What did he say to you ?

A He said "Why in hell didn't you keep out of the way; I didn't see any lights" in a mumbling kind of voice. I thought the man was under the influence of some kind of drug.

Q Then did he starboard his wheel ?

A I don't know, sir.

Q Did he ring any bells?

A I don't know whether he rang the bell; I heard a bell ringing.

Q When you were in the pilot house ?

A I was not in the pilot house.

Q You didn't go in the pilot house ?

A No, sir; I was 'hollering' up, speaking to him.

Q From the deck ?

A Yes, sir, and he spoke down to me.

Q Did he have his hand on the wheel ?

A That I couldn't say, because the house is pretty high from the deck; he was leaning on the window of the pilot house looking out speaking to me, but the boat was still under way.

Q You were the only man that was speaking to him from the

crew Amelia ?

A At first I wasthe only one from the crew Amelia.

Q You never saw the defendant come down or get out of that pilot house before they went back to rescue the people from the yacht Amebra ?

A No, sir, I was too busily engaged.

Q Tell us what was done when the tug returned to the yacht--what was done by the crew of the tug ?

A They seemed to render every assistance; they took the men that were wet down in the boiler room: I suppose they allowed them to dry their clothes.

Q Now what else did the crew do ?

A All seemed to be trying to do all they could to help us.

Q They didn't act in any disrespectful manner towards your people ?

A No, sir.

Q Rather treated you with sympathy and done all they could under the circumstances ?

A Yes, sir.

Q This Captain didn't say anything improper to you after that first occasion you refer to ?

A No, sir, he seemed to be all muddled and surly; he didn't say anything to anybody.

Q There was nothing to indicate except you say he was surly and dazed ?

A Yes, sir, he seemed to be under the influence of some kind of drug or something; he didn't seem to be in his right senses to me. He didn't seem to be the man he is now.

Q You were very much excited ?

A Not very much.

Q Didn't the prisoner surrender himself, come and surrender himself after this accident when you reached the land ?

A No, sir; Doctor Bayne told me the condition of the man and he would insist upon him coming to the Station House. I spoke to the Captain in the wheel house. I think it was Captain Hogan. He said "There is the man that had charge of the wheel" (Welch). I said this man will have to come with me to the Station House" and with that he spoke up "You go up ahead with him and make out the reports" and with that he went on with his tug and I took him on up and I met an officer and turned him over to the officer.

Q You didn't have to lay any violent hands on this man ?

A No, sir.

Q He walked along side of you ?

A Yes, sir.

Q He didn't say he would not go with you ?

A No, sir. He seemed to be so dazed you could have led him almost any place.

Q Didn't he bring in that boat, the tug Dewoe, after taking youtpeople aboard ?

A No, sir, I don't think he did.

Q Do you know whether the defendant here when you were about to go to the dock, do you know whether he threw the line out to make fast to the dock ?

A No, sir.

Q There was nobody else on board the vessel that was under the influence of liquor so far as you could see ?

A No, sir, all seemed to be perfectly sober with the exception of this man; I don't know whether he was drunk or not, but he looked to be like a man who was not in his proper mind.

Q You didn't see him drink any liquor ?

A No, sir.

Q None of your people on board the vessel or yourself knew this defendant before this collision ?

A No, sir.

Q There is no reason that you know of why this man should maliciously injure you or try and run your vessel down ?

A No, sir, I don't think he would either if he had been right.

Q Was there anybody else in the pilot house when you went up ~~xxxxx~~ there ?

A No, sir.

Q You are sure of that ?

A Yes, sir.

Q This collision occurred about how far from shore and off about what point ?

A It seemed to be off 108th or 110th streets, about the middle of the river.

Q About the channel of the river ?

A I don't know whether it was the channel--about the middle of the river.

Q And that is about how many feet would you say from the New York shore ?

A I suppose it would be about one thousand feet or two thousand feet--something like that.

Q What was the tide ?

A The tide was flood.

Q What was the wind ?

A The wind was about southwest.

Q You don't know what orders if any were given to the engineer of the pilot in charge of the Devoe ?

A Only he yelled to back the boat; they all yelled that.

Q Do you know how a captain communicates with an engineer on a steam vessel ?

A No, sir; I heard say--I seen there was a little tube.

Q Do you know if there are any beels ?

A There are bells.

Q Do you know that that is the way ?

A That is the customary way.

Q You didn't hear any bells after you got on the vessel ?

A O,yes, I did; I heard the bells to back; I heard that distinctly; that satisfied me then there was some man come to his senses in the wheelhouse; then I rushed back to the engineer to see what delayed him so long and I saw a young man there working with some parts of the machinery.

Q Was he the engineer so far as you could tell ?

A He was a young man about twenty or twenty-two years of age.

Q He was attending to the engine ?

A Yes, sir.

Q Had the Captain of your vessel been drinking anything himself with your party that day ?

A I gave him myself two drinks; he was not in very good health; the night was chilly and I gave them to him.

Q For what purpose was this yacht, a mere pleasure yacht ?

A That is all.

Q You saw the prisoner then not only in the pilot house at the whell but upon the deck and then you walked with him to the Police Station, is that so ?

A I walked with him to the Police Station, yes, sir. He came to the Police Station in charge of a policeman.

Q From what point ?

A About two blocks after we left the deck. I explained the matter to the policeman. He was trailing along so slowly he couldn't seem hardly to navigate; he (Welch) was the slowest man in the party and I told the policeman "I want you to look after this man pretty sharp, because I don't want any violence, but I want his condition taken when I get to the Station House by the Surgeon" I didn't want him to sleep off the influence.

Q You had no reaon to believe that this man wouldn't come to the Station House with you ?

A No; he seemed to be willing to go anywhere. He didn't seem to care where he went.

Q What reports did your lookouts make to you on that occasion ?

A They 'hollered' there was a tugboat ahead and I called the Captain's attention to it. He said "They were all right; these men know their business; they see out lights."

Q What are the names of the men that were on the lookout ?

A Morgan; I don't know what his first names is, William or Henry, and Henry Campbell.

Q Were they experienced boatmen ?

A One was, Mr. Campbell; I don't think the other was.

Q Do you know anything about his Experience ?

A He has been with me going on five or six years; he always attended the jib.

Q Amateur boatman ?

A Yes, sir; the same as myself.

Q You don't know anything about the rules of navigation ?

A No, sir.

Q As prescribed by the laws of the United States ?

A No, sir.

Q You say it was a clear night and you could see the man in the wheelhouse before you came in collision ?

A I couldn't distinguish who he was.

Q He didn't come out of the wheel house till you boarded his vessel ?

A That I couldn't say, but I found this man in the wheel house.

Q There was only one man in the wheel house and you could see him clearly ?

A I could see there was only one man there.

Q Could you see whether he ported or starboarded his wheel or not ?

A No, sir, I couldn't distinguish that.

Q Did you see any material variation of the tug ?

A I imagined she was shying in towards the New York shore.

Q That would put her wheel hard a port ?

A I imagined that, because I 'hollered' out to my Captain "She seems to be holding her course" and as I said that she crashed into us.

Q As a matter of fact from the way you crashed into each other, must he not have deviated from the course directly up the river to go to the right ?

A I think if he had not gone off a little he would hit us right in our stern.

Q He would have hit you any how if he had kept on his course ?

A If he kept on his course I think he would have come under our stern and that was what our Captain said. He said "He will go under our stern."

Q Your Captain clearly saw the approaching vessel--that is from the conversation you had with the Captain ?

A Yes, sir, from the conversation.

Q And your Captain and you concluded from the course he was taking that he was going to clear you by going under your stern ?

A We thought he seen our lights--that that was his business to go under out stern.

Q You don't know whether he seen your lights or not ? You don't know what he saw ?

A I don't know what he saw.

Q You calculated then from his position andcourse he would clear you ?

A I calculated if he saw our lights and kept on his course he would go under our stern from the confidence I had in my Captain and the remarks we had made.

Q And that is the only reason ?

A Yes, sir.

Q That is the only way you relied upon avoiding the collission or the Devoe avoiding collision with you was that you thought your lights were sufficient to guide them ?

A And from the tack we were on if he could see us.

Q Then you say you 'hollered' to him?

A Yes, sir.

Q Did you swing any of your lights?

A No, sir.

Q Did you setoff any torch?

A No, sir.

Q Did you do anything in the nature of exhibiting a strange light?

A We had such big lights on our boat--

Q I am asking you this question: Did you do anything further than have your lights in the rigging?

A No, sir, only to 'holler'

Q You didn't swing any lantern?

A No, sir.

Q Didn't set off any fireworks or anything of that kind?

A No, sir, we had no time.

Q I am speaking when you were five hundred feet away from the vessel?

A We had no time.

Q You didn't do it?

A No, sir.

Q You didn't show any torch?

A No, sir, didn't have time.

Q You didn't have any torch?

A Yes, sir we had a torch.

Q Where?

A Down in the cabin; we never had any occasion to use it; we used to use that torch on the 4th of July or occasions of that kind; we always had such big lights.

Q Then you had a torch that you didn't use?

A We simply had a torch more for 4th of July or nights of that kind.

Q You could have lit up if you wanted?

A If we ran into any place in the dark we used to carry th that torch.

Q You could have lit that torch?

A No, sir, we didn't have time; we didn't think it was necessary.

Q Was there oil in it?

A Yes, sir, but the moon was shining so bright -- it was brighter than all the torches we could put there.

By Mr. Jacobs:

Q You say the course of this yacht couldn't have been changed?

A I don't think it could, sir.

Q As a matter of fact was your course changed?

A No, sir.

Q Where did Captain Hogan come from when you boarded this tug?

A He seemed to be in his shirt sleeves; he went up and spoke to the defendant and asked what was he doing; couldn't he see, or something of that kind; I know he seemed to be quite angry and seemed at the same time to be quite cool.

Q The morning following this accident this defendant was taken to the Coroner's, wasn't he?

A Yes, sir.

Q Did you hear him say anything there regarding the whereabouts of Captain Hogan and the balance of the crew at the time of this collision?

Objected to.

Objection overruled; exception.

A He said they were all asleep.

Q And the only person you saw in the pilot house at the time you boarded this tug was this defendant?

A Yes, sir; then I spoke to him; that is the only one I saw

Q Mr. Eccles how many years have you been a boat or yacht owner?

A Eighteen years.

Q You have been in the habit of sailing a boat all that time?

A Yes, sir.

Q Do you know from your boating experience whether or not this person in charge of the tug could at that distance from you have changed his course if he wanted to?

A Yes, sir. If he seen us he never would have hit us.

Q If he had changed his course couldn't he surely have cleared your stern?

Objected to.

Objection overruled/

Exception.

A If he had put his wheel one way or the other and he answreed the helm he could have cleared us.

By the Court:

Q Do you mean in five hundred feet?

A Yes sir.

By Mr. Jacobs:

Q Were you present when an examination was made of the condition of this defendant at the Station house?

Objected to.

Objection overruled.

Exception.

A Yes,sir.

Q Who made that examination?

A A Police Surgeon, I think, from his uniform.

Q Did Doctor Bayne examine him?

A No, sir, not in the Station House.

Q What did the Police Surgeon say in your hearing, in the presence and hearing of this defendant and yourself?

Objected to.

Objection overruled.

Exception.

A When he came in the Sergeant said something to the Surgeon and the Surgeon took the man into another room; then he came out and he said to the police Sergeant that he couldn't say the man was drunk, but that he was very much under the influence of liquor. I said "I am satisfied with that statement; please enter it that way." I said that to the Seargent

Br. Mr. Dease:

Q Where was this Surgeon?

A They sent for him; they letephoned for him.

Q Do you knoe his name?

A No, sir.

Adjourned to July 30th, at 2 P. M.

FIFTH DISTRICT
POLICE COURT.

JOHN L. ECCLES against THOMAS WELCH	Before HON PATRICK DIVVER, Justice.

New York, June 30th, 1891.

Met Pursuant to adjournment.

Present Counsel as before.

JOHN L. ECCLES examination continued.

By Mr Jacobs:

Q Do you recollect when the yacht struck about where she was situated ?

A Yes; it was about between 108th and 110th Street, near the New York shore .

Q This side of the middle of the stream ?

A Yes, sir.

Q Was one Frank Jenkins a passenger on this yacht at the time of this accident ?

A Yes, sir.

Q And also William H. Bahan ?

A Yes, sir.

Q They were both drowned by reason of this accident ?

A Yes, sir.

Q Have you seen their ded bodies since ?

A Yes, sir.

Q And recognized them as passengers of this yacht ?

A Yes, sir.

RE-CROSS EXAMINATION.

By Mr Dease:-

Q What do you think was the age of Mr Kenkins ?

A I think he was a man between forty and forty-five years of age.

Q What was the age of Mr Bahan ?

A I couldn't say; he looked to be a young man about fifteen or sixteen years of age.

Q Do you know where Mr Jenkins was lying in the cabin ?

A When I last saw him he waslying on the port side near the companion-way.

Q On abed ?

A On one of the cushions.

Q Was he asleep or awake or in what condition ?

A Before he went down he said "I feel very sleepy; I think I will go down and take a little nap."

Q What time did he go down ?

A About ten O'clock

Q Where was Young Bahan ?

A He was on the starboard side when I last saw him lying up near the water closet on the right hand side of the boat.

Q Neither of these people was at the point where the boat collided ?

A Yes, sir; young Bahan was--that is on the right hand side.

Q How about the locality ?

A Well, I should judge they must have been about two feet aft of where the collission occurred.

Q Then they were free from the point of collission ?

A I suppose so; there was the bulkhead of the water closet and that wasstove in, the bulkhead and the closet.

Q But the room in which they were located was not stove in ?

A Yes, sir, that part was stove in, the bulkhead where he was lying; I noticed that when I raised the boat; this

part was covered over where he was lying for we looked under there for the body. I went to the spot where I saw him lying last; whether he shifted from that position or not I don't know. When I last saw him he was lying there.

Q How many bunks were there and how were they located ?

A Eight all told.

Q Was one above the other ?

A Yes, sir.

Q There were two in each apartment ?

A Yes, sir.

Q In which of the bunks was young Bahan lying ?

A He was occupying the two bunks on the starboard side, on the right hand side, near the water closet; the two bunks they adjoin. It was one bunk but we used it with curtains between and these curtains I had put up because I just put the boat in commission about two weeks previous to the accident .

Q What was the reason he went below ?

A He said he felt sleepy; in fact they were up and down all through the night; there were other passengers in the cabin at the time of the collission.

Q How many were in there when the collission occurred ?

A Four.

//

Q Who were they ?

A Mr Sharkey and Mr Cushion.

Q Then you mean four including the people who were drowned, that you claim were drowned ?

A Yes, sir, four at the time of the collission.

Q How do you know this ?

A Because I was there.

Q You saw them when they came up ?

A I saw them when they went down in the cabin; I didn't see them when they came up; everything was in so much confusion.

Q What were they doing down there ?

A I think Mr Sharkey was reading a peper, or Mr Cushion, I know one of the gentleman had a paper.

Q Sitting in the cabin reading a paper ?

A I think ~~w~~ one was sitting down there; the other was lying down.

Q Was the cabin lit ?

A Yes, sir.

Q About what would you say was the dimension of the cabin ?

A I think the cabin was about fifteen feet long and about ten feet wide.

Q Could a person sitting in the cabin see any of the adjoining bunks ? It all opened up in the cabin ?

A Yes, sir.

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Q A person in the cabin could see everything else in the cabin ?

A If he was lying down he couldn't.

Q I mean if he was free in the centre of the room ?

A Yes, sir, he could see what was going on.

Q Have you got any suit pending for damages against the Devoe ?

Objected to

Objection sustained.

Exception.

Q Have you brought any suit for damages for collission against the Devoe or any person or member of her crew ?

Objected to as immaterial and irrelevant.

Objection sustained

Exception.

Q Do you remember when you asked the defendant to go with you on land to the Station House whether the balance of the crew remonstrated with him not to go ?

A No, sir.

Q Then nine of your party landed with the defendant and went with him to the Station House ?

A Yes, sir.

Q And they continued with him --you all kept together and went to the Station House ?

A Yes, sir.

Q You don't know what efforts, if any, were made by those on the yacht Amelia after you left her to save Mr Jenkins or Mr Bahan ?

A No, sir.

Q You don't know if any were made ?

A No, sir. I could hear one calling to the other to keep up and hold on to the small boat; I could hear that as I was coming back with the Devoe. I hear the old Captain 'hollering' encouraging them to hold on to the small boat.

Q Did you see Mr Kenkins or Mr Bahan on deck after the collission ?

A No, sir.

Q You say ~~kkatxwhex~~ the bow went under water first and the stern was out ?

A Yes, sir.

Q And the steps from the cabin were leading to the stern, were they not ?

A Yes, sir.

By Mr Wray:

Q In the other examination you say you say you saw the tug-boat when she was five hundred feet away and another time when she was five hundred yards away ?

A When I first saw her I presume it was about five hundred yards away.

Q And she was then bearing in towards the New York shore ?

/1/

A No, sir, she was then bearing in more towards the Jersey shore. Then when she got closer she seemed to straighten out and bearing more towards the New York shore and at that time I told the Captain "I think she is going to strike us."

Q You could see so plainly this moonlight night so you now say positively you did see her first about five hundred yards away and she seemed to be bearing towards the Jersey shore.?

A Yes, sir. When she came closer she seemed to straighten

Q out more to the stream and sheered towards the New York shore and I said to my Captain "I think she is going to strike us" and he said "He sees our green light and he knows what he is doing"

Q Could you see her colored lights ?

A I seen the light on top.

Q You don't know what lights you seen other than the pale light ?

A No, sir.

Q You don't remember the lights ?

A No, sir; we saw her deck so plainly we didn't look for lights.

Q When you saw her five hundred yards away did you make any signal ?

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A Only thr lookout called to me there's a tug.

Q Did you yourself make any signal ?

A Not at that time; when she got closer we ran forward and 'hollered'

Q What did you 'holler' ?

A I 'hollered' to keep off.

Q Who was at the wheel at that time ?

A Captain Van Wart.

Q And did he keep his course ?

A Yes, sir.

Q Kept right on his course ?

A Yes, sir.

Q From the time he saw her until the collission ?

A Yes, sir.

Q Did the tug blow any whistle or make any signal ?

A When she struck us she was blowing a whistle; I heard one or two whistles.

Q Did you hear any whistles before she struck ?

A No, sir.

Q When she came near you had you heard any whistles ?

A No, sir; when she crashed into us I heard a whistle.

Q Did she keep on her course or did she appear to hear you yell ?

A No, sir, she didn't hear us at all; she kept right on.

Q Who put up the lights that night ?

A Mr Campbell and Mr Conlan.

Q Are theybin Court ?

A No, sir.

Q Did you see them put up ?

A Yes, sir.

Q You know they were both burning at the time of this collission ?

A Yes, sir.

Q You know they both in the shrouds ?

A Yes, sir.

Q And the shrouds as I understood you the other day are at the bend of the bow ?

A Yes, sir.

Q And the screen back of the light on each side was fastenddd to the shroud ?

A Yes, sir.

Q So that it took the course of the shrouds--it followed the course of the shrouds ? It was fastened at both ends to the shrouds ?

A Yes, sir.

Q So that it took the line of the shrouds rather than the line of the vessel ?

A Yes, sir; there is a cleat on there that brings the light in line.

Q How thick was that cleat ?

A That cleat sets off one inch to an inch and a half.

Q How were the lights made fast to the screen board?

A In this cleat and the top was fastened to the shroud with a piece of marline.

Q How far below the bottom of the screen did the bottom of the light go ?

A It went in the centre; the cleat was in the centre.

Q And did the light rest on the cleat ?

A That was what fastened the light to the cleat; the cleat is in the centre of the lamp; the clamp is in the centre of the screen.

Q How far on the screen board ~~below~~ was the bottom of thislamp , of these colored lights ?

A I should think it would come on the width of the screen. The bottom would come most on a level with the bottom of the screen.

Q The bottom of the lamp ?

A Yes, sir.

Q Do you mean the bottom of the glass or the bottom of the frame ?

A The bottom of the frame. The glass would come about the centre, but ehe bottom of the frame of the lamp would be on about the bottom of the screen.

Q Have you measured the length of the glass in those lamps?

A No, sir.

Q How tall are the lamps ?

A I should think the lamps from the top to the bottom would measure about sixteen inches.

Q You testified before, Mr Eccles, that you had some refreshments on board when you went out with the yacht-- box of beer and a bottle of brandy ?

A Yes, sir.

Q What was the size of the bottle ?

A Just an ordinary bottle of brandy.

Q Did you drink any before you went down with the people on board ?

A Yes, sir, before we left we had several drinks on shore at Mr Houses Hotel.

Q Did any of you drink any going up ?

A Yes, sir, we drank probably half a dozen bottles of beer; the steward served us with beer going up.

Q Did you have any drinks on shore that day when you landed up at the other end of your trip ?

A No, sir.

Q Did you drink any coming down ?

A Yes, sir; we drank the balance of the box of beer. It was a mixed box; it had soda; it was not a full box of beer; about half beer and half soda and sarsaparilla.

Q Did you drink any of the brandy in the course of the day ?

A Yes, sir; I had two drinks.

Q Who else drunk brandy that day ?

A I think Doctor Bahan had a drink and Mr Sharkep and I gave the Captain a drink; he said he was feeling chilly when night was coming on.

Q I mean during the day ?

A No, sir, we didn't drink any brandy.

Q Was that before the two drinks of brandy that you testified to before that you gave the Captain ?

A He took one drink of brandy I think it was about five or six o'clock, and as we were leaving the shore he said he felt a little chilly and I asked him would he like to have a drink and I brought him out a drink of brandy.

Q So that he had three altogether ?

A No, sir, two; there was half a bottle of brandy innthe boat after we raised her, the same bottle.

Q Was any one on board intoxicated in any way ?

A No, sir.

Q A man could drink two glasses of brandy you think without becoming intoxicated ?

A They were not glasses; there was not more than a tablespoonful.

Q You don't think that would necessarily intoxicate a man ?

A No, sir, there was no one intoxicated on board; the men were not drinking men.

Q They are not drinking men at all ?

A No, sir.

Q And yet these two glasses of brandy and the beer that was drank didn't effect the senses of any man on board ?

A No, sir. In fact I believe we would have drunk more if we had it, but owing to the young boys there and doctor Bahan we took very little. I am accustomed to drink myself and keep the boat well provided with provisions and refreshments.

Q Who was standing at the wheel at the time of this collission and for a short time before that ?

A I was on the port side and doctor Bahan was on the other side with the captain.

Q Who was at the wheel ?

A The Captain.

Q Who was in charge of the management of the boat ?

A The Captain.

Q Is he your sailingmaster or is he the licensed master ?

A He is the sailing master and I am the owner.

Q You own the master's certificate ?

A Yes, sir.

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Q So that you were in command of the vessel at this time ?

A I always turned the command over to him.

Q You were the licensed master there ?

A Yes, sir, I am the owner.

Q You carry the master's certificate of your yacht ?

A Yes, sir.

Q So that you were in command of the vessel and he was there as your sailing master ?

A He was the sailing master.

Q Did you direct him to turn the wheel or alter the course of the vessel ?

A No, sir, I never interfered with him at all. I spoke to him and I said "Do you see the tug over there ?" He said "Yes, he sees our green light and if we go off our course it will only bother them; he knows his business and will come under our stern."

Q Nothing further was said about changing the course of the vessel ?

A No, sir, only I ran forward and commenced to shourt.

Q Do you know whether the vessel handles easily ?

A Yes, sir.

Q So that there was no fault in her steering apparatus to cause this collission ?

A No, sir, there was one of these patent steering apparatus es.

Q She minds her helm ?

A Yes, sir.

Q I believe you said you didn't show a light, a flash, over her side ?

A No, sir; we didn't have any torch lit.

Q You had a torch below ?

A Wehave a torch there in case we run before the wind we generally show it. We generally use it more going ashore at night or when we go into a dark whole.

Q Did you at any time see the man at the wheel on the tug-boat move the wheel in any direction ?

A No, sir, I didn't; he was too far away from me; when he came on to me the excitement was so great I didn't look. I know I could see a man in the wheel house; that is why I thought I could attract his attention by 'hollering

Q Could you tell who was at the wheel ?

A No, sir.

By Mr Dease:

Q Were you present when the yacht was raised ?

A Yes, sir.

Q What lights were missing on the yacht ?

A None at all; the red light was there, but the green

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light was fastened on to the shroud and the shroud was torn away; the green light was fastened with marline ; the red light was still on the screen.

Q But the green light was not on the screen ?

A It was knocked off the screen but was fastened with marline otherwise it would have been lost. I have got the green light.

Q You mean to say it was raised with the vessel ?

A Yes, sir.

Q Did the yacht strike where the light was ?

A It struck just about twelve or fourteen inches forward of the shroud. I suppose the blow must have been heavy.

Q You think that was the point of collission ? Did she strike a glancing blow or head on ?

A She struck head on; she struck us and then held on a little and then broke loose and went on up the river. When she first struck us she seemed to rebound for three or four inches and then came on ahead and fastened in to the rigging and towed us off for atleast I should judge fifteen or twenty feet; I think that is the way I managed to get on the tug; then she broke away and went on up the river until I called the pilot's attention and asked him whether he wouldn't go back.

///

Q Explain more fully about that green light how it was fastened on the shroud ?

A It was fastened on the same as the red light with a cleat.

Q But you say the screen was broken away ?

A You mean when she was raised ?

Q Yes ?

A When they raised the boat first the top of the cabin was broken away. I was anxious to find the bow and I jumped from the pontoon on to the top of the cabin. The cabin had floated up above the deck. I aaked the Captain to cut away part of the sail over the skylight as I thought the body might be under the skylight. Then I looked through after we had cut the hole through . The tide was falling. I noticed then that the red light was in its position and two gentlemen here and five others made a note of the position of the red light because that part was in tact, but the part that was on the starboard side that was under water and I couldn't see that, but the left side was out.

Q Then she was lying on her starboard side ?

A Yes, sir. When I got the red light off I said to the Captain on the pontoon "I wish you would look on the bottom of those shrouds because it was fastened with

marline and the lamp may be smashed up, but still the marline had hold of it and it might have slipped down." He said "All right he would." When I came there he told me he had got the green light.

Q I am asking you if you saw the green light on the shroud?

A No, sir.

Q Then you were not present when it was raised so that you could see the starboard side ?

A No, sir.

Q Who had charge of the pontoon ?

A I don't know; it was the Baxter Wrecking Company.

Q Do you know what date it was that you went to raise the vessel ?

A I think it was on Wednesday.

Q What date of the month ?

A About the 17th I presume or 18th of June.

Q That would be a couple of days later ?

A We started to raise it on ~~Thursday~~ Tuesday; on Thursday it was raised.

Q Then you don't know who was present there when it was raised, when that starboard side was visible ?

A No, sir, I was not there.

Q Then all you say how the light was hanging on the shrouds by any attachment is only hearsay, you didn't see it yourself ?

MM,

A No, the Captain brought me the light.

Q At the time you were five hundred yards away you say that the tug Devoe seemed to be coming head on or more inclined toward the Jersey shore ?

A From the position the boat was traveling it looked to me like the boat was going towards the Jersey shore.

Q Head on, right straight ahead of you ?

A No, not straight ahead, she was considerably further down the river.

Q When you first saw her in a line, aswe call head and head ?

A You mean head and head on ? No, when I first saw her she seemed to be working more out in the stream; when we got closer she seemed to straighten up the river and that brought her in line with us.

Q Were you coming straight down the river at the time you first saw her ?

A No, we were tacking across the river.

Q When you were five hundred yards away ?

A About five hundred yards it appeared to me she was going out in the middle of the stream.

Q Straight up the river ?

A I couldn't say; she seemed to be working out towards

the middle of the stream; then when we got closer she seemed to sheer around and straighten up towards like the New York shore.

Q What was your course at five hundred yards away ?

A We never changed our course; we kept on our course.

Q At what point did you go on a starboard tack ? How near the Jersey shore ?

A We were more on the New York shore. You mean what point we went on the tack ? We went on the starboard tack to the Jersey shore of course. The way the wind was blowing we couldn't go any other way.

Q About opposite what point did you take this tack on the Jersey shore ?

A I should judge it was about 130th or 125th Street, somewhere along there.

Q That is on the New York shore ?

A On the Jersey shore when we went on the starboard tack; I think it was about 125th street because I know we were working in pretty close to the Jersey shore to get a good long stretch as we were trying to count the tacks to get to our anchorage. We went pretty well into the Jersey shore and then went on the starboard tack.

Q Were there any vessels in the river at about the point you took the tack ?

A No, sir, not at that point, because we were pretty well

in shore--that is on the starboard tack.

Q Can you say what point you were heading for on that tack on the New York shore ?

A We were heading to get as far to the windward as we could in order to get home; we went as far as we could on that tack.

By Mr Jacobs:-

Q The defendant's counsel asked you what efforts you made to save any one on the yacht after the collission. What efforts were made, if any, by the defendant ?

A They all tried to help after they got the boat back.

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C H A R L E S V A N W A R T, called on behalf of the complainant, being duly sworn, testified as follows;-

By the Court:-

What is your business ?

A Boatman.

Q Where do you live ?

A 535 West 30th Street.

Q Will you state here so that everybody can hear you what occurred on the night of this collission ?

A I went to Nyack with this yacht Amelia. On the return home we were struck by the F. W. Devoe and sunk I was standing on the starboard tack; two men were drowned. The little small boat she was stove in. I don't want any small boat unless it is too far.

C R O S S - E X A M I N A T I O N.

By Mr Dease

Q How old are you ?

A Fifty nine last February.

Q Have you got a license as master and pilot ?

A No, sir.

Q Did you ever have one ?

A Never needed one in my business; my name is in the cus-- tom house for taking charge of brick vessels for forty years.on the Hudson.

Q You never held a license of any kind ?

A No, sir, not for costing.

Q Are you acquainted with navigation ?

A No, I am no navigator.

Q Your experience has then been confined to yachts and sloops on the Hudson river ?

A I have been to sea.

Q Before the mast ?

A Yes, that is all.

Q Were you ever examined for color blindness ?

A No, sir.

Q You don't know then whether you are color blind or not ?

A I don't think I am color blind; I never was examined.

Q Then you don't know whether you would ~~xxxx~~ pass an ex- amination for color blindness ?

A No, sir.

Q You know what I mean by color blindness--distinguishing lights on vessels in the water ?

A Yes, I can distinguish and name them.

Q On the night in question, at about the time of the collission, while you were about five hundred yards away from the point of collission, you were in charge of the helm of the yacht Amelia ?

A Yes, sir, I had the wheel.

Q And on the port side was Mr Eccles and on the starboard side was Mr Bahan ?

A I didn't notice where the guests were; they walked around where they liked.

Q Do you think that is right ?

A I think it is right.

Q You could see in the cabin, could you not ?

A Yes, sir, the doors were open; there was a good light in there.

Q There was a perfect view from your position ?

A Yes, sir, the two doors are large.

Q Upon your starboard tack your sail would obscure from your view the green light ?

A No, sir; hid the red light not the green light .

Q Then if Mr Eccles testified to the contrary he is mistaken .

A On the starboard tack the wind is southerly; the sail was not towards us at all.

///

Q As you were crossing from the Jersey shore just previous to the collission, didn't the sail intervene between your view and the position of the green light ?

A It didn't interfere with my seeing it.

Q Did it intervene between you and the green light ?

A No, sir.

Q What was your relative position as respects the boat ? Were you to the port side or starboard side ?

A I was sitting down at the wheel, back of the wheel.

Q What Mr Eccles has said in respect to the conversation with you that he told you the tug would probably collide with you and you said you would hold your course, that they would see your lights and that therefore you held your course, is correct ?

A Yes, sir, I stood on my tack.

Q How far back, five hundred yards ?

A I couldn't tell the distance I seen the tug; when I was on the port tack that was the only time you could see our red light. Not thinking anybody was going to foul me like that in a moonlight night I stood on my course.

Q Then you swear now that you observed the tug and her movements when you were on the port tack and before you made your starboard ?

A I saw a steamboat of some kind bound up.

Q She kept up the same motion as far as you could see ?

A Yes, I guess the boat was opened out for the best she could.

Q And you took a course directly across her ?

A I held my vessel full and by the wind.

Q You starboarded so that your course lay right across the course of the tug Devoe ?

A If she didn't clear she would have to run through us.

Q Your course was such that if the tug Devoe didn't steer from you there would have been a collission, is that so ?

A If the man had been awake he wouldn't hit me.

(Question repeated)

A Yes, if she got as close as that.

Q How many men boarded the tug Devoe when you came together and before the tug Devoe returned to the rescue ?

A Four men.

Q Three besides Mr Eccles ?

A Yes, sir; if I am not mistaken four all told; all jumped that could.

Q Did you observe how they jumped on the tug Devoe ?

A Scrambled aboard; she had her bunkers full of coal and they scrambled and fell over that coal.

Q Then that was as she was going about--as she was passing,

four of you men were there to jump on the Devoe ?

A She swung alone side; as she struck four men jumped aboard.

Q Did they jump from the stern of your vessel ?

A Somewhere near the rigging.

Q Who was left on board then of the yacht Amelia after they jumped on the tug ?

A Doctor Bahan, Doctor Bahan's son; in fact I didn't know any of their names until I was introduced to them.

Q Who were the others ?

A Mr Jenkins, Mr Sharkey, Mr Cushion. I never saw any of the gentlemen until I met them on the yacht.

Q What efforts were made by those who were left aboard or any of them to rescue Mr Bahan or Mr Jenkins~~Xxxxxxke~~?

A From the tugboat ?

Q By the men on board the yacht Amelia ?

A I untied the small boat; that was the means of saving the doctor's son and Mr Sharkey.

Q Did anybody wake up Mr Jenkins or try to wake him up ?

A 'Hollered' all they could.

Q Did you go down in the cabin ?

A. Not after she struck; we couldn't go down.

Q Why didn't you go down ?

A I don't know how a man could get down. She was full of

water in a minute. No man could get in that cabin; I wondered they didn't rush ~~up~~ out in the companion-way.

Q Was anybody in the cabin when she struck except Mr Jenkins and Mr Bahan ?

A I couldn't say that; I thought Mr Sharkey was.

Q Was not Mr Sharkey reading down there ?

A I think they were down there.

Q Didn't they come up ?

A I couldn't tell that.

Q Didn't you see them coming up after the collission ?

A I never saw a man come up. I grabbed the small boat to untie her before she went down. I saw one man overboard and 'hollered'; I think it was Jenkins.

Q So that he got out of the cabin and got overboard ?

A I think he got out of the cabin; by his voice I thought it was him.

Q You didn't notice this young man Bahan, whether he got out of the cabin or not ?

A No, sir., I couldn't tell that.

Q Did you see the yacht when she was raised ? Were you present when she was raised ?

A No, sir.

Q You didn't see the bodies recovered ?

A No, sir. ///

Q Do you recognize the prisoner here as the man who was in charge of that vessel as the pilot ?

A Yes, sir.

Q He was Captain of the vessel ?

A Yes, sir; he told me he was.

Q Did you recognize him in the pilot house when the vessel returned to rescue those that were in the water ?

A I know another man handled her--Captain Hogan.

Q Before she backed to you ?

A Yes, sir, backed her down.

Q Do you know that yourself ?

A I know that; I was right along side of her. I saw him back her down.

Q You think it was Captain Hogan that backed her down ?

A Yes, I think he was the man.

Q Can you tell a man's size in the pilot house ?

A He was not in the pilot house.

Q Who was in the pilot house ?

A Nobody there; they have a bell outside on the tug and they can handle her better that way.

A That was when she was returning ?

A Yes, sir, backing up.

Q What was the prisoner doing when you came back ?

A I didn't see him do anything.

Q Did you see him on the tug ?

A Yes, sir.

Q What was he doing ?

A I didn't see him do anything; I went in the engine house to get a little heat.

Q Did you see him throw a line when you got to the shore ?

A Somebody picked up a line.

Q When he had taken you all aboard ?

A No, sir; I didn't see that as I was in the engine house.

Q When you were nearing the dock didn't he make fast ?

A I don't know; I was in the engine house.

Q This man must have been on deck ?

A I couldn't tell you where he was. I was getting heat until I got ashore. When she got alongside of the dock I pounced on it; I didn't take notice of anybody.

QYou were in the party which accompanied him to the station House ?

A Yes, sir, we all went up together.

Q And the party was considerably excited, were they not ?

A They lost friends and were scared.

Q The prisoner walked for two or three blocks by himself? He didn't need any assistance to enable him to walk ?

A He didn't want any.

Q

Q Is it not a fact that Mr Eccles called a policeman and asked him to take him in when they got to a certain place ?

A Yes, sir, as soon as he met one.

Q This prisoner didn't intimate that he wouldn't go any further or anything of that kind ?

A No, sir; I didn't hear anything like that.

Q What was the idea of delivering him to a policeman, do you know ?

A I can' tell you that; I think the man had a little liquor in him; more than I had anyhow, but I don't think he was drunk enough but what he could handle his vessel.

Q If he had been watching his business he was not so drunk but what he could handle his vessel ?

A No, sir, I don't think so; I seen a man drunker and handle a vessel..

Q Is it not true that your party to had been using some liquors ?

A I didn't see any; all that was aboard wouldn't make one man drunk; I have not drunk twenty glasses of liquor in twenty years.

///

Q Did you hear any remarks passing between ~~the~~ Captain Eccles and the pilot on board the vessel when they collided ?

A No, sir, I was overboard then.

Q How did you maintain yourself in the water, by swimming or by something you had a hold of ?

A I didn't hold on anything; I was swimming.

Q You didn't hold on the side of the vessel in any way ?

A No, sir.

Q How were the other people rescueing themselves ?

A William, the doctor's son is a good swimmer; he saved the doctor and Mr Sharkey; it was the best I ever saw for a green hand ; it didn't bother him at all until he got ashore.

Q How many men did you notice on the tug Devoe when you boarded her ?

A I know one was putting on his clothes in the ~~kitchen~~ engine house and the engineer working her and Captain Hogan backing the boat.

Didn't you see the prisoner here ?

A Yes. A young man said, a deck hand, "The first thing I knew I was knocked out of my bunk."

Q That was one of the men on board ?

A Yes, sir.

Q No one else told you they were in their bunks or anything of that kind ?

A No, sir, he was a deck hand or something.

Q Do you know the dimensions of this tugboat ?

A No, I don't; I have seen her since she was built; she is a good puller.

Q She is a heavy boat ?

A I call her a good sound boat and good puller; I saw her last Sunday pull I guess sixteen hundred ton.

Q What would be her size, one hundred feet do you think ?

A Yes, sir, she is one hundred feet.

Q Do you know how long it takes to stop a vessel like that or change her course when under way ?

A No, sir; I am not a steamboat man; but I have seen it done by pilots I should think in about four lengths and the boat opened out.

Q That is in four hundred feet she could control herself ?

A Yes, sir.

~~Q She could back~~

Q She could back by that time in your opinion ?

A Yes, sir; give her the four bells at once.

Q Supposing she had four bells do you think she could reverse in four lengths ?

A Yes, sir.

Q Do you think she could be brought forward in that space of time ?

A It might stop her way.

Q Four hundred or five hundred feet you think it would take to stop her ?

A I should say it could be done.

Q What lights did you see on her ?

A I saw a red light when she struck.

Q What lights did you see when you were on the port tack ?

A I saw a red light; that was all the light I could see.

Q If she was heading up the river couldn't you see both of her lights ?

A Not unless I got pretty near under her bow; pretty near on her course to see the reflection of the green light.

Q Did you look for her lights Captain ?

A O, yes.

Q And you mean to say that all you ever saw of her lights was a red light ?

A That was all I could see.

Q I mean previous to the collission while you were on a port tack before you took a starboard tack ?

A I could see some steamer on the port tack; I saw both lights then; when I was on the starboard tack I saw a red light.

Q You could have sheered if you had desired, could you not ?

A If I ever thought myself there was such a man coming up the river like that.

Q If you had desired you could have gone about so that you could have cleared that vessel ?

A I could get that yacht about in four or five lengths.

Q You mean to say that in two hundred or two hundred and fifty feet you could have changed the course of that yacht if you thought it was proper ?

A That is too dangerous a position for me; I would stay on my course; with a steamboat opened out it is too close for me to make any alteration then.

Q If you desired to do it couldn't you do so ?

A I shouldn't think I should do it. I could make three or four short tacks, then he might hit me.

Q How long would it have taken you to change the course of your yacht from the time when you discovered there was liability of collission with this tug ?

A I didn't discover that until the last moment; I never thought of such a thing. People always do when it is too late.

Q From the time Captain Eccles told you, which he says was about five hundred feet away, could you not then if you so desired have changed your course ?

A No, she was coming very lively and we were going through the water very fast. It might have been done; I might have come head and head and killedall hands; I didn't think it prudent; it was too close.

Q Couldn't you have gone to port more than you did by the use of your rudder, your helm ?

A I kept her on the wind full.

Q You kept your same course throughout with your rudder ?

A We were trying to get home.

Q Didn't you certainly know there was going to be a collission when you were five hundred feet away and you were holding your course ?

A No, sir, I didn't; never thought of a collission when I seen a clear night like that.

Q Your attention was called by Captain Eccles that there was likely to be a collission ?

A It was too late then.

Q And you took no other precaution except you thought they would see your lights and clear you ?

A It was too late for me then to alter the vessel's course; there was a good breeze and the steamboat wasunder a

full head of steam.

Q How far away from the tug do you think you should be for you to make a safe manoeuvre to have cleared the tug ?

A I could clear her I think in a thousand yards if the tug was still; that tug was coming very fast.

Q Is that your best opinion Captain from the experience you have had in the sailing of vessels : Do you say yes or no to that question ?

A I couldn't tell you how much we would want; I never would have tried to when we got so close; I was on my tack and couldn't get away.

Q Do you still say that you would require a thousand yards from the tug standing still to have enabled you to have cleared that tug ?

A It would be safe a thousand yards.

Q Do you require one thousand yards to enable you to do so ?

A I suppose a man could do so in the day time and try and see how close he could get the yachtnaround.

Q Is it because you have not had any experience in such matters ?

A Yes; I never tried to stand right in a steamers way as close as I could and then clear her.

Q You think a thousand yards is the nearest that you could clear that tug standing still ?

A It would be safer to have that much.

Q And you can't give any more definite or clearer answer than that ?

A No, sir; I don't know how far it would take; I never tried to shave that close.

Q How many knots an hour was your boat going ?

A I suppose she was going through the water four of five, five or six.

Q Were you just employed for this special voyage or have you had charge of this yacht ?

A Any time he wanted me.

Q You were employed for this voyage ?

A No, sir; any time he wanted me.

Q Are you constantly on board that yacht Amelia ?

A No, sir; he didn't keep any one constantly on board.

Q But you have constant charge of her whether on board or on land ? You watch after that yacht ?

A No, sir; I don't have anything to do with her when she is laying in her moorings.

By the Court;-

Q All you do is when this gentleman employs you, you go

with him that day ?

A Yes, sir.

By Mr Dease:-

Q You didn't examine the lights on your yacht just previous to the collission ?

A I could see the reflection; they were all right.

Q The only way you know they were brightly burning was by the reflection ?

A Yes; I know they were burning.

Q You are well acquainted with the yacht Amelia ?

A Yes, sir.

Q Does not her lights slope in so as to throw the reflection across the bow a little ?

A Not anything that I could speak of.

Q But there is a slight inclination towards the bow ?

A No, sir; those frames are about alike.

Q But don't they kind of slant in towards the bow of the boat ?

A Never to interfere with the lights.

Q But they do a little ?

A I couldn't say; I think the two frames are alike; I don't think there was an inch difference.

Q They sloped in towards the bow ?

A I don't think they did anything of the kind.

Q Do you know which of the two lights, the green or red light, is the stronger ?

A The red light I like to see the best.

Q And don't you know that the red light is so much stronger that it obscures the other lights ?

A If you are in the wake of them it might.

Q When they cross, don't they, and you are behind them ?

A Yes.

Q Then you can't positively say whether the green light was burning or not ?

A Yes; I saw the reflection of it and Campbell was watching them every five minutes.

Q Who is Campbell ?

A Mr Eccles man that was aboard.

Q Where was he stationed ?

A Forward.

Q Was he standing up ?

A Yes, sir; I always told him to take a look at the lights every time he came around; he always reported they were all right.

Q How long before this collission was it that he made such a report X to you ?

A On the same tack. He took a look at the green light; I know myself it was burning; he said the lights were all

right. I asked him how the red light was; he said all right.

Q Did you ask him how the green light was ?

A He told me.

Q You say he was standing up forward ? On the port side or starboard side ?

A Walking around the deck.

Q Was he standing on the starboard side at the same time ?

A He had been there too.

Q Is it not the best place to be on the starboard side to look ?

A No, sir, on the lee where the beam is low; the man at the wheel can see everything to windward.

Q Was anybody else on the lookout except Campbell ?

A Yes, sir, Conlin; I never seen him in the cabin; he was forward all the time; he is handy around sheets.

Q When you got abord the tug you went to the engine room ?

A Yes, sir.

Q And they done all they could for you under the circumstances ?

A Backed her down.

Q I mean you personally. They did all they could for you. You went in the engine room to keep warm ?

A Yes, sir.

///

Q Did you notice who passed the oars out from the tug Devoe to you ?

A No, sir; I didn't; I heard some one say "Here's a pair of oars"

Q Do you know whether that was the defendant here or not ?

A No; I didn't look; Itwas on the upper deck; it might have been; very likely he was up there.

Q Who were the oars passed to, to you ?

A No, sir; I didn't touch anything; I went in the engine house.

By Mr Wray:

Q Did you ever steer this boat at all, the Amelia ?

A Yes, sir.

Q You are familiar with her ?

A Yes, sir.

Q Do you know whether she minds her helm easily ?

A Yes, sir, she is well hung.

Q When you got your tack. When you reached this point near the Jersey shore, where you made your turn, she came right around ?

A Yes, sir.

Q. Do you suppose that if you had a fair breeze going under the lee helm that you could turn her in a couple of lengths ?

A No vessel will carry a lee helm on a good breeze.

Q In how many lengths of herself did she turn when you made the turn from the port to starboard tack ?

A How many ?

Q Do you know ? How many lengths of herself was it after you put the wheel over that she was brought around ?

A I never took any notice of that--how far she would reach.

Q You now say you don't remember ?

A I don 't know how far she would go in stays.

Q If you should put her wheel over to starboard or to the port,would she respond or would she not ?

A Yes, sir; she would mind her helm.

Q Did you see this tugboat when she was any distance from you ?

A I seen her over to the Jersey shore.

Q After you went down on your starboard tack when did you first see the tug ?

A I don't know what distance it was.

Q Do you know anything about distance at sea, on the water?

A Yes, sir; I know how far I can see.

Q How far can you judge distance on the water by sight ?

A I don't know what I could see very far; I might see five miles of a good clear day.

Q On this particular night in question, how far could you see, do you know ?

A I could see the tugboat's light a mile.

Q Was she a mile away when you saw her first ?

A No, sir; I didn't think she was.

Q I mean after you were on the starboard tack ?

A No, sir.

Q How far away was she ?

A I can't tell you.

Q Then you don't know that ?

A No, sir; I don't know the distance.

Q Then you can't judge of distance on the water ?

A I can judge as good as any man.

Q How is it that you are unable to state how far this tug was away from you on this occasion ?

A I couldn't tell you.

Q How is it that you can't state how far she was away when you say you can judge distances and could see that night a mile away ?

A I couldn't tell exactly how far she was away.

Q Well, to the best of your recollection how far was she away after you were on your starboard tack ?

A She might have been nearly a mile.

Q Then you saw her a mile away ?

A I think I could see her nearly a mile away.

Q Then you were on your starboard tack ?

A Yes, sir.

Q Where was she heading ?

A Coming up the river.

Q What colored lights did you see ?

A I could see her red light.

Q Did you see her green light at all that night ?

A I could when I first saw her; I could see her green light was burning.

Q You seen a green light and a red light that night .?

A Yes, sir.

Q Do you know how she was heading when she was within five hundred yards of you ?

A I thought she was heading for just where she struck; I think the wheel was not over to the starboard; I think a little to port.

Q You think her wheel was a little to port and she was heading for about where she struck when you first saw her five hundred yards away ?

A She was running along all right then.

Q Where was the yacht headed for ? What point on the land ?

A I couldn't see the dock.

Q Was it a dark night ?

A There was no docks there.

Q Is there any land mark along there ?

A All that ridge; I couldn't tell one house from the other.

Q How far away from land were you when you first saw her five hundred yards away? I mean to say when the tug was five hundred yards away from you how far from land were you away ? ?

A I don't know; there was a little ebb tide.

Q Did the tug come on under a port wheel all the way on-- five hundred yards away ? Did you see her change her course ?

A Not till just before she hit us.

Q She kept on under her port wheel ?

A I didn't see her shift any wheels; I didn't see her roll a wheel.

Q You could have seen it if he had done it from that distance ?

A Not five hundred yards.

Q Could you five hundred feet ?

A Yes, sir.

Q And he didn't shift his wheel at all ?

A I didn't see him.

Q And kept on going a little to the starboard ?

A Yes, sir.

Q You know something about the rules of navigation, do you Captain ?

A I know nothing about navigating. I have only been sailing a little of late years; I am not able to follow it now. I use to follow it for thirty five years steady and never lost a year.

Q If another vessel should come along when you had the righ of way would you give way to her ?

A If I thought best to clear her and she was not going to clear me.

Q What would you do ? ?

A What would you want me to do .?

Q Suppose on this night in question you knew a tug saw you and wouldn't give you the right of way, what would you do ?

A I should right about and get out of the way if I knew they wouldn't.

Q Did you make any signal to this tug on this night with a torch ?

A No, sir.

Q Did youbcall to the tug ?

A There was enough 'hollering'; I don't think I 'hollered'; I handled my wheel.

Q Was there any response to your 'hollering' ?

A No, sir, I didn't hear any.

Q Do you know whether that tug saw you ?

A I don't know.

Q As a matter of fact you did hold on your course right straight along ?

A Yes, sir.

Q Did you hear any bells as the tug was nearing you ?

A No, sir, not until she was on top of us.

Q Until she was right near you ?

A No, sir.

Q And then do you know how many bells you heard ?

A No, I couldn't swear I heard any.

Q What did you mean then when you said just in answer to the question before last you didn't hear any until she came right on you ?

A I heard some jingling; it might have been a bell; I don't know what.

By Mr Dease:-

Q Do you remember whether the moon was up at the time you

///

struck or only previous to the time you struck ?

A The moon was shining all night.

Q What time did the moon go down that night, do you know ?

A I think it was pretty well behind the hill at one o'clock

Q That is your opinion ?

A Yes, sir; I don't know what time it sat that night.

Q On the hill on the Jersey shore those bluffs are pretty high ?

A Yes, sir, pretty straight up.

Q Did you notice whether the tug had slowed up any before she came in collission ?

A No, sir; I don't think she did.

Q Did you observe how her wheel was moving ?

A No, sir; I couldn't see her wheel moving.

Q Did you notice her back water ?

A Yes, I think she was opened out; going at full speed.

Q Did you see her back water ?

A I could see her wake after her.

Q Did you see any quick water ?

A I couldn'tvtell that.

Q You have no experience at all in the navigation of a steam vessel ?

A No, sir; I am no steam boat man.

Q You wouldn't know how to manage a steamboat vessel yourself if placed in the pilot house ?

A Yes, I could steer her I suppose.

Q You never had any experience in the navigation of steam vessels ?

A No, sir, no more than going up when the Captain was eating his dinner.

Defendant's counsel moves to dismiss the complaint on the ground that no culpable negligence has been shown by the witnesses on behalf of the People; that the negligence, if any, was evidently upon the part of the yacht, for the reason that the gist of this charge is the principles of navigation and that there has been no evidence thus far tending to show any departure from the rules and regulations governing steamboat pilots and the navigation

of vessels and no competent evidence has been offered by any person capable of determining the rules and regulations as to whether they have been followed or violated in this instance and that the evidence shows that the tug had been complying with the rules and regulations governing steamboat pilots by taking a course to the right and such as was calculated to avoid this collission. if the yacht had taken a similar precaution. And further, that the yacht didn't change its course and take measures in time to avoid the collission with the tug, which was by the evidence imminent and unavoidable unless the Captain did so.

Motion denied.

Exception.

Defendant's counsel waives further examition.

District Police Court.

John L. Eccles

vs.

Thos. Welch

STENOGRAPHER'S TRANSCRIPT.

Jan 30th 1891

BEFORE HON.

Patrick Divver

Police Justice.

George Tiger

Official Stenographer.

B.141
3 C.

Coroners Office, New York County.

Inquest into the death - of - Frank Jenkins and William H. Bahan.	Before HON. LOUIS W. SCHULTZE, and a Jury.

New York, July 2nd, 1891,
10.30, A. M.

The Coroner: Gentlemen of the Jury: You are to inquire into the death of Frank Jenkins and William Bahan, who died from asphyxia by drowning on board the yacht Amalia, having been run down by the tug boat F. W. Devoe, off 110th Street, North River.

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JOHN L. ECCLES, duly sworn, testified as follows:-

I live No. 20 Vandam Street, New York.

Q State to the Jury all that you know about the case of Frank Jenkins and William Bahan? A. On the morning of the 14th, Sunday, we started to Nyack for an excursion trip, and on our return the wind was southwest, flood tide, we saw from the New York shore a tug boat - the tug boat Devoe that run into us bearing down on us; we had all our signal lights set and beating to windward and a pretty heavy breeze blowing at the time. I said to my captain that tug boat acts very strangely and I think we had better

keep a sharp eye on it, and he said to look at our lights and he sent up to the lookout - we had two lookouts forwards and they said they were all right; he said we will keep our course if we go off the course we may bother him, and there will be a collision. I looked again; I said it is too late he will strike us sure, and while I said that the tug boat struck us; it knocked me down and I called for the crew to follow me, to get aboard the tug boat and my intention was to make fast to one of their cleets they went off through the water so rapidly, I ~~[illegible]~~ pulled the rope out of my hands; I saw he didn't intend to stop; I went to the captain and appealed to him to turn back; I said there is nine or ten lives in the water and they will be drowned - I was watching the rope and I saw she was sinking very rapidly; he made some surly answer, he seemed to be in a state of intoxication or under some drug, and with that another man came out in shirt sleeves and it appeared as if he got out of the bunk; he made the remark, "What were you doing, you couldn't see the boat;" he went into the wheel house and gave the bells to back the boat; I went to the engineer and asked him would he hurry up, and asked him something seemed to be the matter with the machinery, it didn't respond quickly, we got back, and when we got back the boat had sunk; the rest of my crew was in the water struggling and some held on to the lifeboat, we got back with the tug and ~~the~~ pulled the others in, there were two missing, Dr. Jenkin and Dr. Bahan's son.

By a Juror:-

Q What is your opinion about the captain of the tug boat,

do you think he did it intentionally? A. I hardly think that any man would do it intentionally.

Q Could he have avoided it? A. Yes, sir; he could avoid it.

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DR. THOMAS H. BAHAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q Where do you live? A. No. 287 West 14th Street.

Q Tell the Jury what you know about this case? A. We went up to Nyack, on the 14th, and on our return opposite 110th Street, it was then about a little after twelve o'clock, on the 15th, Monday morning, when my attention was attracted by Mr. Eccles, who said that he thought this tug was approaching, and it would run into us, and we were but a short distance from the tug at the time and the captain was of the same impression, he couldn't get out of the way, the tug was coming at a rapid rate of speed, the first thing we did was to get those in the cabin to get out, and hollered to them and made an attempt to wake those that were in the cabin up, and tried to get them out, and ~~xxxx~~ wait for the crash to come; and the crash came and I was struck by the upper part of the cabin, the roof of the cabin; about here; I was senseless for a moment, the next thing I found myself hanging on to the yacht, and soon after the yacht went down; and my son and Mr. Jenkins, they must

have been in the cabin and went down with it; we made our way to a boat, I felt the effect of the injury I had received so much, that I could just barely get to it.

Q Did you notice the condition of the pilot? A. When I first saw the pilot he was under the influence of liquor; he was dazed, he couldn't explain anything; I spoke to those that were present to look at this man, he is drunk, I really believe he was under the influence of liquor at the time or this could not have happened; one little twist of his wheel would have saved us.

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CHESTER T. BAHAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q where do you live? A. No. 257 West 14th Street.

Q Tell the Jury all that you know in regard to this accident? A. On that night I was lying in the cabin on the port side of the boat, my brother was on the starboard side when the crash came, I was knocked against the center board and knocked the back of my head and got my shoulder hurt from the effects of the crash, and I run up from the cabin while I was down in the cabin I was up to my neck in the water; it was difficult to get out, I had to grope my way along the center board, I jumped up out of the water and the boat was on its beam end, I got up on the port side, my father crawled over the cock with to me, we stayed there until it was

going under and then we dove off and swam to the yawl, I got a piece of the flooring and paddled it over to the tug, and was taken aboard by the crew.

Q What was the condition of the pilot - what was his condition? A. He was dazed.

Q Did you notice his condition? A. He was dazed, he didn't seem to know that he struck us, he was dazed.

Q He didn't know he struck you? A. No, sir.

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DANIEL J. CUSHING, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q What is your full name? A. Daniel J. Cushing.

Q Where do you live? A. No. 322 West 42nd Street.

Q Tell the Gentlemen of the Jury what you know about this matter? A. On the morning of the 14th we sailed for Nyack and on our return, about 15 minutes after twelve o'clock I was in the cabin asleep and the first thing I knew the light went out and splinters were flying, and the water flowed into the cabin; somehow I got on the deck and I saw the black cloud of the tug alongside and she was going right away from us and I jumped a little distance and grabbed him on the gunnel and after a while was dragged aboard; she kept on for about five or six blocks after she struck us; the yacht immediately went down and I commenced to holler for someone to back her up, they didn't pay any attention and kept right on the course, Mr. Eccles did the same thing,

and finally they started to back her up and when we got near where the wreck was the captain came alongside and said you are a nice man to have charge of a boat of this kind, it is a wonder you wouldn't back up, you ought to be ashamed of yourself, there are at least two or three men drowned. He saidI didn's see your light; he didn't seem to be able to talk at all; after awhile we got back to 130th Street and we landed, and I then told - I said to Dr. Bahan, look at the condition of this man, he is a nice individual to have charge of a boat, with so many lives at stake; we went about four or five blocks and gave him in charge of an officer; we took him to the station house and had him examind by the Police Surgeon and the police surgeon said he was not sober.

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WILLIAM A. CONDON, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q What is your full name? A. William A. Condon.

Q Where do you live? A. No. 165 Tenth Avenue.

Q State to the Jury all that you know about this case?

A. I have been one of the party on the cruise on that day on June 14th, with a party that went to Nyack, we were bound homeward and we were facing towards the New York shore on the tack, and I spied this tug boat, some distance away;

I saw his red light and saw our green light was burning, and I said to the captain of the vessel, I said Captain I see the boat coming up, seeing his red light - and he said we have the right of way, he sees our green light and he wil give way to us, I watched the tug boat coming and I had no doubt if it had kept on its course its regular course it would have passed in our stern, but it would have been a very close shave; I noticed she made a shear towards the New York shore and with that I said, "Good God, she is going to hit us;" I jumped for the yawl boat in order to get the painter ready to have it ready; we only had a yawl boat with us, when I loosened the painter of the yawl I was knocked in the cock pit - on the broad of my back, and somebody stepped on my chest, and I laid there; when I got up again I thought what lives was in the cabin, it is possible to get them out; when I got up I was standing up to there in the water in the boat; and after that I ordered the tug boat back, to back up to pick up the drowned crew, he came back and I was aboard of her then; she was sinking then, and I saved myself; when I got aboard of the boat I noticed him, the pilot, he didn't seem to have any control - any protection about himself.

The Coroner: What do you mean by that?

(Answer continued) He didn't have any control at all, he staggered around the deck; we went down on the deck and there was a gentleman in his underdrawers there he had his nightclothes on, he was at the wheel; he evidently got out of bed; well, we took him to the station house; MR. Eccles

told him he must take him to the station house, and there the doctor said, well my boy, you ~~xxx~~ brought a bad piece of business on my family. Well, he said, it cannot be helped, it is done now; that is all he said.

----------oCo----------

WILLIAM MORGAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q Where do you live? A. No. 160 Sands Street, Brooklyn

Q State to the Jury all that you know about this case?

A. On the 14th of June I was invited for a sail to Nyack, on our return trip, one of the lookouts - there were two of them, seen this tugboat, I seen the red light, and I said to the other lookout - I was one of the lookouts and I said to the other lookout that was with me, don't this look funny, this tug boat coming up; he said it is all right, the captain sees it; she was coming along and a very lively speed; I held on the rigging on the side and went over to the cabin and looked at the other light and seen the red light was burning brightly, and also the green light. I came back again and said to him, she looks as though she was coming pretty close to us; he said I guesswe are all right, the captain sees us. We were going from the Jersey shore to New York, and then the tug was very close onto us and if he had kept on his course out the river - up the rive

he would have cleared us but in place of that he went right into her bow, and the boat then of course started to sink and the tug boat turned it around some, I jumped from the sail boat, I was knocked down on my hands and knees; I jumped up and from that on the tug boat; I heard them hollering to back the boat because there was some men in the water it seemed to go ahead and at last it seemed after a while it did seem to back up a little, but it went quite a ways before it thought of coming back.

Q Did you notice the condition of the pilot? A. Yes, sir; he didn't seem to know where he was; he didn't seem to know he had stopped or anything at all. He seemed to be in a very staggering way; and a couple of men on the boat were in their underclothes as far as I could see.

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OFFICER JOHN J. CODY, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q To what precinct are you attached, officer? A. To the 30th Precinct.

Q Tell the Jury what you know about this case? A. On the morning of the 15th I was sent out on the last tour and it was after threequarters of an hour of my tour and I heard a number of gentleman - I didn't know whether they were gentlemen or rowdies - I was asked by two or three

or four of the party where the nearest station house was; I asked them why, I was told there was a yacht sunk and I think if I remember correctly it was Mr. Eccles that handed the prisoner over to me. I took the prisoner in charge and brought him to the station house and had him there - there was a police surgeon or ambulance surgeon from the Manhattan Hospital sent to examine him; the surgeon couldn't say he was drunk or was he sober; I myself know that he was in a dazed condition; I didn't put my hands on him to make an arrest - the only time I put my hands on him was going up the stoop to go into the station house to the desk.

Q What condition was the pilot in when you met the party?

A. In a very dazed condition.

----------ooo----------

THE CORONER: Gentlemen of the Jury - These persons came to their deaths from asphyxia by drowning; their bodies were found several days after; one on June 20th and the other on the 21st. Dr. Conway states that in his testimony that they met their deaths -- the cause of death is asphyxia from drowning. It remains for you to say how they came to their deaths, and also who is responsible for the cause of death. You have heard the testimony of the witnesses; they all swear in giving their evidence that the pilot was dazed; he evidently was intoxi-

icated. There is no doubt in my mind that ~~that~~ had pilot been sober that this accident would never have happened.

----------oOo----------

VERDICT: We, the Jury, find that Frank Jenkins and William H. Bahan came to their deaths from asphyxia by drowning, during a collision between the yacht "Amalaia" and the steam tug "F. W. Devoe", off 110th Street, North River, on June 15th, 1891, and we further find that it was through the negligence of the pilot of the tug boat, Thomas Welch, and we hold him criminally responsible for their deaths.

----------oOo----------

Peo

"

Walsh

Jas and Cooper

0944

Number One Hundred and Nineteen.

THE NEW ENGLAND ALMANAC, AND FARMER'S FRIEND,

FOR THE YEAR OF OUR LORD CHRIST,

1891:

Being the third after Bissextile or Leap Year, and the

One Hundred and Fifteenth of American Independence.

Calculated for the Meridian of New London, Latitude 41° 21′ N., Long. 72° 05′ W.

—BY—

DAVID A. DABOLL, A. M.
Centre Groton, Conn.

Containing besides the Astronomical Calculations, a variety of matter both Useful and Entertaining.

"Sow truth, if thou the true wouldst reap;
Who sows the false shall reap the vain;
Erect and sound thy conscience keep;
From hollow words and deeds refrain.
Sow love, and taste its fruitage pure;
Sow peace, and reap its harvests bright;
Sow sunbeams on the rock and moor,
And find a harvest-home of light."

NEW LONDON:
PUBLISHED AND SOLD BY CARL J. VIETS,
No. 4 Main Street.

THE NEW ENGLAND ALMANAC.

1891.

Number One Hundred and Nineteen of the Series.

Chronological Cycles.

Lunar Cycle or Golden Number,	11	Solar Cycle,	24
Dominical Letter,	D	Roman Indiction,	4
Epact,	20	Julian Period,	6604

The year 5652 of the Jewish Era, commences Oct. 3, 1891.

Names and Characters of the Planets, &c.

☉ ☹ Sun,	♂ Mars,	● New Moon,
☾ ☽ Moon,	♃ Jupiter,	☽ First Quarter,
☿ Mercury,	♄ Saturn,	○ Full Moon,
♀ Venus,	♅ Uranus,	☾ Last Quarter.
⊕ ♁ Earth,	♆ Neptune,	

Explanation of Characters & Letters used in Calendar.

7*, seven stars, *☵ Sirius or dog star, r, rises, s, sets, Sou., south, M, morning, h, hours, m, minutes, sl, slow, f, fast, c, clock.

Names and Characters of the Signs of the Zodiac.

0s ♈ Aries, 1s ♉ Taurus, 2s ♊ Gemini, 3s ♋ Cancer, 4s ♌ Leo, 5s ♍ Virgo, 6s ♎ Libra, 7s ♏ Scorpio, 8s ♐ Sagittarius, 9s ♑ Capricornus, 10s ♒ Aquarius, 11s ♓ Pisces.

Names and Characters of the Aspects.

☌ Conjunction, or Planets situated in the same Longitude.
□ Quadrature, when they are 90 deg. distant from each other.
☍ Opposition when they are 180 degrees distant.
☊ Ascending node. ☋ Descending node.

The Planets.

MORNING STARS.—*Those rising after midnight and before the Sun.*
EVENING STARS.—*Those setting after the Sun and before midnight.*
EVENING AND MORNING STARS.—*Those which shine both before and after midnight.*

Venus (♀) will be Morning Star until Sept. 18th, then Evening.

Mars (♂) will be Evening Star until July 29th, then Morning Star.

Jupiter (♃) will be Evening Star until Feb. 13th, then Morning until June 16th, then Evening and Morning until Nov. 23d, then Evening.

Saturn (♄) will be Evening and Morning Star until June 13th, then Evening until Sept. 12th, then Morning until Dec. 20th, then Evening and Morning.

TIME.

Three kinds of time are generally reckoned by Astronomers.

1. *Sidereal time.*—Measured by the daily motion of the Stars.
2. *Solar or Apparent Time.*—Measured by the daily motion of the Sun.
3. *Mean time,* (i. e. uniform or equal time) which should be shown by a perfectly regulated Clock or time-keeper.

The Rising and Setting of the Sun, which were formerly given in *Apparent* or *Solar Time,* are now given in *Mean* or *Clock time,* so that

All calculations are now in mean time for the meridian of New London.

This alteration was deemed expedient for convenience of changing this local time to "Standard Mean Time," which has been adopted—corresponding to the 75th meridian, West Longitude.

The "Standard Time," thus adopted, is 11 minutes, 37 seconds slow of mean time at New London, consequently 11 minutes, 37 seconds must be subtracted from the New London time to reduce it to Standard time. (12 minutes being near enough for most practical purposes.)

The day's length is found by subtracting the Sun's rising from 12h and adding the difference to the time of his *setting* on any given day.

Owing to the *unequal* motion of the earth in its orbit and the inclination of its axis, *Solar time* and *Mean time* vary at most seasons of the year and this variation is called the *Equation of time.*

When on any day of the year, the Sun is on the *true meridian* of a place, it is then *Apparent Noon* at that place; and if the *equation of time* be 0 on said day, the clock should then stand at precisely 12h; or, if the Sun be 5 minutes fast, the clock ought to then stand at 11h 55m. But if the Sun be 5 minutes slow, then the clock should stand at 12h 5m. And so for any day of the year, by subtracting the equation from the apparent time, when fast, or adding it when slow, the true *mean time* may be obtained.

The Equation of time for each day of the year is given in the calendar for the nearest minute and tenth, in the column marked: ⊙ fast, ⊙ slow.

Solar time and *Mean time* agree (i. e. the Sun and clock are together) about April 15th, June 15th, August 31st, and December 24th. At other seasons of the year, the sun is either fast or slow of the *Mean* or *clock time;* the greatest variations being about Feb. 10th, when the sun is nearly 14¼ minutes slow, and Nov. 3d when he is nearly 16¼ minutes fast of *mean time.*

MOON'S SOUTHING.

Table of the Moon's *Nightly* Transit over the Meridian, 1891.

JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.	
D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.
	morn.		morn.		morn.		morn.		eve.		eve.
2	5 25	1	5 25	1	4 06	1	5 24	16	7 14	16	7 53
3	6 06	2	6 09	2	4 52		eve.	17	7 56	17	8 35
4	6 48	3	6 58	3	5 41	16	7 03	18	8 36	18	9 20
	eve.		eve.		eve.	17	7 51	19	9 17	19	10 08
15	1 57	15	6 06	17	6 36	18	8 36	20	9 58	20	11 01
16	5 45	16	6 57	18	7 28	19	9 18	21	10 42	21	11 59
17	6 33	17	7 49	19	8 19	20	10 00	22	11 28		morn.
18	7 20	17	8 41	20	9 08	21	10 40		morn.	23	0 59
19	8 10	19	9 33	21	9 54	22	11 21	24	0 19	24	2 00
20	9 01	20	10 23	22	10 38		morn.	25	1 13	25	3 00
21	9 52	21	11 11	23	11 20	24	0 03	26	2 11	26	3 38
22	10 45	22	11 57		morn.	25	0 47	27	3 10		
23	11 36		morn.	25	0 01	26	1 24	28	4 10		
	morn.	24	0 40	26	0 42	27	2 25				
25	0 26	25	1 22	27	1 23	28	3 20				
26	1 14	26	2 02	28	2 05	29	4 17				
27	1 59	27	2 42	29	2 50						
28	2 42	28	3 23	30	3 38						
29	3 23			31	4 29						
30	4 03										
31	4 44										

JULY.		AUGUST.		SEPT.		OCTOBER.		NOV.		DEC.	
D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.	D.	h. m.
	eve.		eve.		eve.		eve.		eve.		eve.
16	7 58	14	7 29	12	7 10	10	5 59	7	4 50	6	4 38
17	8 48	15	8 25	13	8 09	11	6 56	8	5 47	7	5 30
18	9 43	16	9 25	14	9 09	12	7 54	9	6 41	8	6 21
19	10 42	17	10 27	15	10 08	13	8 50	10	7 34	9	7 10
20	11 44	18	11 28	16	11 05	14	9 44	11	8 25	10	7 58
	morn.		morn.	17	11 59	15	10 37	12	9 16	11	8 48
21	0 46	20	0 27		morn.	16	11 29	13	10 07	12	9 40
22	1 46	21	1 23	19	0 53		morn.	14	10 59	13	10 35
23	2 42	22	2 16	20	1 46	18	0 22	15	11 54	14	11 33
24	3 35	23	3 07	21	2 38	19	1 16		morn.		morn.
25	4 26	24	3 58	22	3 21	20	2 12	17	0 51	16	0 32
		25	4 49	23	4 27	21	3 09	18	1 50	17	1 31
				24	5 23	22	4 08	19	2 50	18	2 28
						23	5 05	20	3 47	19	3 21
						24	5 59	21	4 41	20	4 10
								22	5 31	21	4 54
								23	6 17	22	5 36
								24	7 00	23	6 16
										24	6 55

TIDE TABLE,

To find the time of High Water at the following places.

Find the time of Full Sea at New London, as given in the Calendar of this Almanac in the *eighth* column of each month—to, or from which, add or subtract the amounts respectively in this Table, and you will have (approximately) the times of High Water at those places.

a. Signifies Add. s. Subtract.

Names of Places.	h. m.	*Names of Places.*	h. m.
Amboy, N. J.	s 2.00	New Bedford, Mass.	s 1.31
Annapolis, Md.	a 7.10	Newport, R. I.	s 1.43
Astoria, Oregon.	a 3.28	New Haven, Conn.	a 1.48
Boston, Mass.	a 2.00	New York,	s 1.15
Bird Isl. Light, Mass.	s 1.24	Newcastle, Del.	a 2.25
Block Island, R. I.	s 1.56	Oyster Bay, L. I.	a 1 39
Baltimore, Md.	a 9.05	Old Point Comfort, Va	s 1.11
Beaufort, N. C.	s 2.02	Portsmouth, N. H.	a 1.55
Bridgeport, Conn.	a 1.43	Portland, Me.	a 1.57
Cape May Landing,	s 1.09	Point Judith, R. I.	s 1.56
Cold Spr'g Inlet, N. J.	s 1.56	Philadelphia, Pa.	a 3.50
Cape Fear, N. C.	s 2.09	Point Lookout, Md.	a 3.30
Charleston, S. C.	s 2.15	Richmond, Va.	a 7.00
Cape Florida,	s 1.12	St. John's, Newfound.	a 3.28
City Point, James R.	a 4.46	Salem, Mass.	a 1.45
Delaware Breakwater,	s 1.28	Stonington, Conn.	s 0.21
Doboy Lt. House, Ga.	s 1.55	Saybrook, Conn.	a 0.25
Edgartown, Mass.	a 2.48	Sands' Point, L. I.	a 1.45
Egg Isl. Lt. H., N. J.	s 0.24	Sandy Hook, N. J.	s 2.00
Fort Pulaski, Ga.	s 2.08	St. Simons, Ga.	s 2.05
Fort Clinch, Fla.	s 1.35	St. John's River, Fla.	s 1.37
Holmes' Hole, Mass.	a 2.15	St. Augustine, Fla.	s 0.56
Hell Gate, N. Y.	a 0.38	St. Mark's, Fla.	a 4.05
Hatteras Inlet, N. C.	s 2.24	San Diego, Cal.	a 0.22
Kennebec, Me.	a 1.48	San Pedro, Cal.	a 0.47
Key West, Fla.	s 0.06	San Francisco, Cal.	a 2.38
Little Gull Isl. N. Y.	a 0.10	Tarpaulin Cove, Mass.	s 1.24
Machias, Me.	a 1.25	Tarrytown, N. Y.	a 0.29
Montauk Point, L. I.	s 1.08	Throg's Neck, "	a 1.52
Monterey, Cal.	a 1.00	Tortugas, Fla.	a 0.28
Newburyport, Mass.	a 1.54	Watch Hill, R. I.	s 0.28
Nantucket, Mass.	a 2.56		

Eclipses in the Year 1891.

There will be two Eclipses of the Sun and two of the Moon, and a Transit of Mercury across the Sun's disc in the year 1891.

I. The Transit of Mercury will be May 9th, beginning at 7 h., 6 m. in the afternoon (sunset), and ending at 2 m. past midnight. Consequently invisible on our meridian.

II. The Moon will be totally Eclipsed May 23d, beginning at 11 h., 53 m., A. M., and ending 3 h., 29 m., P. M., on this meridian. Therefore invisible.

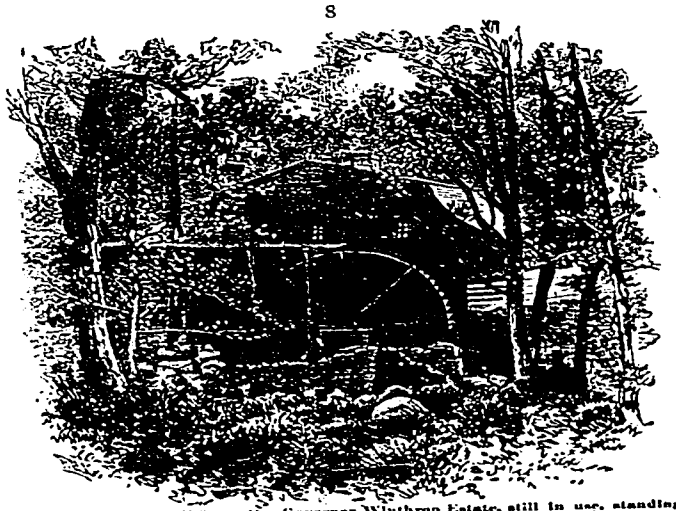
III. There will be an *Annular* Eclipse of the Sun June 6th *Invisible* on this Continent.

IV. A Total Eclipse of the Moon, November 15th. Visible as follows:

Beginning of Eclipse,	at 5 h., 47 m.	
Beginning of Total Phase,	at 6 h., 49 m.	Mean time, afternoon.
Middle of Eclipse,	at 7 h., 31 m.	
End of Total Phase,	at 8 h., 12 m.	
End of Eclipse,	at 9 h., 15 m.	

V. A Partial Eclipse of the Sun, November 30th. Invisible to us.

In Latitude 64°, 13′ S. and Longitude 140°, 54′ W. from Greenwich. The Sun will be $6\frac{4}{10}$ digits eclipsed.



Old Mill built in 1650, on the Governor Winthrop Estate, still in use, standing near Main Street at the head of Mill or Winthrop Cove, and now owned by C. A. G. Lewis, Esq.

FACTS FOR BUILDING.

1000 lath will cover 70 yards of surface, and 11 pounds of lath nails will nail them on.

Eight bushels of good lime, 16 bushels of sand, and 1 bushel of hair will make enough good mortar to plaster 100 square yards.

One-fifth more siding and flooring is needed than the number of square feet of surface to be covered, because of the loss in the siding and matching.

1000 shingles, laid 4 inches to weather, will cover 100 square feet of surface, and 5 lbs. of shingle nails will fasten them on.

A cord of stone, 3 bushels of lime, and a cubic yard of sand will lay 100 cubic feet of wall.

Five courses of brick will lay 1 foot in height on a chimney. Sixteen bricks in a course will make a flue 4 inches wide and 12 inches long, and eight bricks in a course will make a flue 8 inches wide and 16 inches long.

Cement 1 bushel and sand 2 bushels will cover 3½ square yards 1 inch thick, 4½ square yards ¾ inch thick, and 6¾ square yards ½ inch thick. One bushel cement and one of sand will cover 2¼ square yards 1 inch thick, 3 square yards ¾ inch thick, and 4½ square yards ½ inch thick.

WEIGHTS AND MEASURES.

MEASURE OF LENGTH.

1760 Yards / 5280 Feet	make	1 Mile.

MEASURE OF SURFACE.

144	Square Inches	make	1 Square Foot.
9	Square Feet	"	1 Square Yard.
30¼	Square Yards	"	1 Rod, Perch, or Pole.
40	Square Rods	"	1 Square Rood.
4	Square Roods	"	1 Square Acre.
10	Square Chains	"	1 Square Acre.
640	Square Acres	"	1 Square Mile.
43,560	Square Feet	"	1 Acre.

TROY WEIGHT.

24 Grains	make	1 Pennyweight	or	24 Grains.
20 Pennywts.	"	1 Ounce	or	480 "
12 Ounces	"	1 Pound	or	5760 "

AVOIRDUPOIS WEIGHT.

16 Drachms	make	1 Ounce (oz.) or	437½ Grains.
16 Ounces	"	1 Pound (lb.) or	7000 "
28 Pounds	"	1 Quarter (qr.).	
4 Quarters	"	1 Hundred-Weight (cwt.).	
20 Cwts.	"	1 Ton.	
2240 Pounds	"	1 Ton.	

APOTHECARIES WEIGHT.

20 Grains	make	1 Scruple.	8 Drachms	make	1 Ounce.
3 Scruples	"	1 Drachm.	12 Ounces	"	1 Pound.

LIQUID MEASURE.

4 Gills	make	1 Pint.	31½ Gallons	make	1 Barrel.
2 Pints	"	1 Quart.	54 Gallons	"	1 Hhd.
4 Quarts	"	1 Gallon.			

DRY MEASURE.

8 Quarts	make	1 Peck.	8 Bushels	make	1 Quarter.
4 Pecks	"	1 Bushel.	36 Bushels	"	1 Chaldron.

1 Bushel equal to 2315½ cubic in. nearly.

DAY'S LENGTH.

A table showing the length of each day throughout the year.

D.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
1	9.14	10 04	11.16	12 42	14.00	14.58	15.06	14.22	13 08	11.46	10.24	9.24
2	9.15	10 06	11 18	12 44	14.02	14 58	15 06	14 20	13.04	11.42	10.22	9 24
3	9.16	10 08	11 20	12.48	14 04	15.00	15 06	14.18	13.02	11.40	10.20	9.22
4	9.17	10.10	11 24	12.50	14 06	15 02	15 04	14.16	13 00	11.38	10.16	9.20
5	9 18	10 14	11.26	12 52	14.08	15.02	15.04	14.14	12 56	11.34	10 14	9 20
6	9.19	10 16	11 30	12 56	14.12	15.04	15.04	14 12	12 54	11.32	10.12	9.18
7	9 20	10.18	11 32	12 58	14 14	15.04	15 02	14.10	12.52	11.30	10.10	9.18
8	9.21	10.20	11 34	13 00	14.16	15.04	15.02	14 08	12.50	11.26	10 08	9 16
9	9 22	10 24	11 38	13 04	14 18	15.06	15.00	14.06	12.46	11.24	10 06	9 16
10	9 24	10 26	11.40	13.06	14 20	15.06	15.00	14 02	12 44	11 22	10 02	9 14
11	9.26	10.28	11.44	13 08	14.22	15 08	14.58	14 00	12.40	11.18	10 00	9.14
12	9 26	10.30	11.46	13.12	14 24	15 08	14.56	13.58	12 38	11.16	9.58	9.12
13	9.28	10.32	11.48	13.14	14 26	15 08	14 56	13.56	12 36	11 12	9.56	9.13
14	9 30	10.36	11.52	13.16	14 28	15 08	14.54	13.54	12 32	11.10	9.54	9 12
15	9 30	10.38	11 54	13 20	14 30	15.10	14.52	13 50	12 30	11 08	9 52	9.12
16	9 32	10.40	11 56	13 22	14 32	15 10	14.52	13 48	12 26	11 06	9 50	9.12
17	9 34	10 42	12 00	13.24	14.34	15 10	14 50	13.46	12 24	11.02	9.48	9.10
18	9.36	10 46	12 02	13 28	14 36	15.10	14.48	13.44	12 22	11.00	9 46	9 10
19	9 38	10.48	12.06	13 30	14.38	15.10	14.46	13.42	12.18	10.58	9.44	9.10
20	9 40	10 52	12.08	13.32	14 40	15 10	14.46	13 38	12 16	10.54	9 42	9.10
21	9 42	10 54	12.10	13.34	14 42	15.10	14.44	13.36	12.14	10 52	9.40	9.10
22	9 42	10.56	12.14	13.38	14 44	15.10	14 42	13 34	12 10	10.48	9 38	9 10
23	9.44	11.00	12 16	13.40	14 46	15.10	14 40	13.30	12 08	10.46	9 36	9 10
24	9.46	11.02	12 20	13.42	14 46	15.10	14.38	13.28	12.06	10.44	9 34	9 10
25	9 48	11 04	12.22	13.44	14 48	15 10	14.36	13 26	12 02	10 42	9 32	9.10
26	9.50	11 08	12 24	13.48	14.50	15.10	14.34	13.24	12.00	10 38	9.30	9.10
27	9.52	11.10	12.28	13 50	14.52	15.10	14 32	13.20	11.56	10.36	9 30	9.12
28	9.54	11.12	12 30	13 52	14 52	15.10	14 30	13 18	11.54	10.34	9.28	9.12
29	9.56		12.34	13.54	14 54	15 08	14 28	13.16	11.52	10.32	9.26	9.12
30	9.58		12.36	13.58	14 56	15.08	14 28	13.12	11.48	10.28	9.24	9.12
31	10.00		12.38		14.56		14.24	13.12		10.26		9.14

JANUARY has 31 days, beginning on Thursday. [1891.]

"Stern Winter!
Before thy frown fast disappear
The brown hills and the rocks,
And snow-drifts gathering in the rear,
Are massive as thy locks."

☾ Last qr. 3d 5h 24m morn. | ☽ First qr. 17d 1h 29m morn.
● New 10d 10h 36m morn. | ○ Full 24d 7h 37m. after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ slow.	☉ dec south	Full Sea.	☾ p'l	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	aft.	s °	h. m.
1	T.	7*sou. 8.53. *pleasant.*	7.27	4.41	3^{7}	23.00	1.51	19	10.53
2	F.	♀ r. 4.34 M.	7.27	4.41	4^{3}	22.54	2.36	R.	11.52
3	S.	*♄ r. 6.45. *snow.*	7.27	4.43	4^{7}	22.49	3.21	14	morn
4	D	2 S. aft. Christmas. *fogs.*	7.27	4.44	5^{1}	22.43	4.11	26	0.57
5	M.	♂ s. 9.41. *pleasant.*	7.27	4.45	5^{6}	22.35	5.01	S.	1.58
6	T.	Epiphany.	7.27	4.45	6	22.29	5.58	22	3.04
7	W	♃ s. 7.05. ♀ ☌ ☾. *cold.*	7.27	4.46	6^{5}	22.21	6.58	T.	4.14
8	T.	Da. br. 5.34. ♀ gr. brill'y.	7.26	4.47	6^{9}	22.13	7.56	19	5.26
9	F.	♀ r. 4.19 M. ☾ Low. *pleas-*	7.26	4.48	7^{2}	22.04	8.52	K	6.36
10	S.	♄ r. 9.29. High Tid. *ant.*	7.26	4.49	7^{7}	21.56	9.46	18	☾ set
11	D	1 S. aft. Epiph. ☾ Peri	7.25	4.51	8^{2}	21.46	10.42	L	6.01
12	M.	7*sou. 8.04. ♃ ☌ ☾. *fine.*	7.25	4.51	8^{5}	21.37	11.34	18	7.20
13	T.	♂ s. 9.40. *cooler.*	7.25	4.53	8^{9}	21.27	morn	F.	8.40
14	W	♃ s. 6.46. *blustering.*	7.24	4.54	9^{3}	21.16	0.22	18	9.57
15	T.	♂ ☌ ☾. *snow*	7.24	4.55	9^{6}	21.05	1.15	H	11.10
16	F.	♀ r. 4.11 M. *squalls.*	7.24	4.56	10	20.54	2.05	16	morn
17	S.	♄ r. 9.00. *moderate.*	7.23	4.57	10^{3}	20.42	2.58	N.	0.20
18	D	2 S. aft. Epiph. *cool.*	7.23	4.58	10^{6}	20.30	3.53	1[illegible]	1.30
19	M.	*♄ r. 5.36. *mild.*	7.22	5.00	10^{9}	20.18	4.50	26	2.38
20	T.	♂ s. 9.39. *rain.*	7.21	5.01	11^{2}	20.05	5.50	A.	3.43
21	W	♃ s. 6.27. ♂ □ ☉. *pleas-*	7.21	5.02	11^{5}	19.51	6.48	22	4.47
22	T.	♄ r. 8.39. ☾ High. *ant.*	7.20	5.03	11^{8}	19.39	7.42	Bt	5.45
23	F.	♀ r. 4.08 M. *fine.*	7.20	5.04	12^{1}	19.24	8.33	16	6.39
24	S.	Da. br. 5.25. *blustering.*	7.19	5.05	12^{3}	19.09	9.15	29	☾ ris
25	D	Septuagesama Sun. *snow.*	7.18	5.06	12^{5}	18.55	9.59	H'	5.44
26	M.	7*s. 7.05 *pleas-*	7.18	5.08	12^{8}	18.40	10.41	22	6.44
27	T.	♄ ♂ ☾. ☾ Apog. *ant.*	7.17	5.09	13	18.24	11.20	B.	7.45
28	W	♂ s. 9.38. *snow.*	7.16	5.10	13^{2}	18.08	11.55	10	8.45
29	T.	♃ s. 6.06. *cold*	7.15	5.11	13^{3}	17.52	aft 31	28	9.43
30	F.	♀ r. 4.09 M. *and*	7.14	5.13	13^{5}	17.36	1.10	R.	10.43
31	S.	*blustering.*	7.13	5.15	13^{6}	17.20	1.51	22	11.44

FEBRUARY has 28 days, beginning on Sunday. [1891.]

"Come, sunshine, come! thee nature calls!
Give to the grape its vermeil hue;
Dispel the frost, the cloud, the storm—
Come, sunshine, come! the year renew!"

☾ Last qr. 1d 11h 54m after. ☽ First qr. 15d 1h 41m after.
● New 8d 9h 24m after. ○ Full 23d 2h 30m after.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ slow	☉ dec south	Full Sea.	☾ p'l	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	h. m.
1	D	4 S. aft. Epiph. *cold*	7.12	5.16	13°	17.02	2.35	S.	morn
2	M.	Day br 5.16. *and*	7.11	5.17	13°	16.45	3.25	17	0.48
3	T.	*♄sou. 9.32. *some*	7.10	5.18	14	16.27	4.24	T.	1.55
4	W	♀ r. 4.10 M. *snow.*	7.09	5.19	14²	16.09	5.25	13	3.04
5	T.	♂ s. 9.37. ♀ ♂ ☾. ☾ Low.	7.07	5.21	14³	15.51	6.31	27	4.11
6	F.	♃ s. 5.44. ☿ ♂ ☾. *fogs.*	7.06	5.22	14³	15.33	7.37	K.	5.19
7	S.	♄ r. 7.31. *cool.*	7.05	5.23	14⁴	15.14	8.40	26	6.19
8	D	Quinquag. S. *pleasant.*	7.04	5.24	14⁴	14.55	9.30	L.	☾ set
9	M.	♃ ♂ ☾. ☾ Perigee. *blus*	7.02	5.25	14⁴	14.36	10.26	26	6.12
10	T.	7*s 1.35 M. *tering.*	7.01	5.27	14⁴	14.17	11.14	F.	7.33
11	W	Ash Wed. *cold winds.*	7.00	5.28	14⁴	13.57	11.59	27	8.49
12	T.	Da. br. 5.06. ♂ ♂ ☾. *fine.*	6.59	5.29	14⁴	13.37	morn	H	10.05
13	F.	♂ s. 9.34. ♃ ♂ ☉. *lowery.*	6.58	5.30	14⁴	13.17	0.44	26	11.18
14	S.	St. Valen. *rain and snow.*	6.56	5.32	14⁴	12.57	1.34	N	morn
15	D	Quadrages. 1 S. in Lent.	6.55	5.33	14⁴	12.35	2.25	23	0.39
16	M.	♀ r. 4.15 M. *cool*	6.54	5.34	14³	12.15	3.21	A	1.35
17	T.	*♄ sou. 8.36. *fine.*	6.53	5.35	14³	11.54	4.23	19	2.41
18	W	♄ r. 6.44. ☾ high.	6.51	5.37	14¹	11.33	5.24	Bt	3.42
19	T.	♃ r. 6.47 M. *pleasant.*	6.50	5.38	14	11.12	6.25	14	4.36
20	F.	♂ s. 9.34. *springlike.*	6.48	5.40	13°	10.50	7.22	26	5.24
21	S.	7*s. 0.52 M. *bluster-*	6.47	5.41	13°	10.29	8.12	H'	6.14
22	D	2 S. in Lent. Da. br. 4.57.	6.46	5.42	13°	10.07	8.54	19	6.48
23	M.	♀ r. 4.19. ☾ Apog. *ing.*	6.44	5.44	13°	9.45	9.32	B.	☾ ris
24	T.	♃ r. 6.31 M. ♄ ♂ ☾. *mild.*	6.42	5.44	13⁴	9.23	10.12	13	6.37
25	W	♄ r. 6.14. *rain.*	6.41	5.45	13³	9.01	10.48	25	7.37
26	T.	♂ s. 9.32. *high winds*	6.39	5.47	13¹	8.38	11.23	R.	8.36
27	F.	*♄ s. 0.53 M. *and*	6.38	5.48	12°	8.16	11.55	19	9.36
28	S.	♀ r. 4.20 M. *blustering.*	6.37	5.49	12°	7.53	aft 31	S.	10.39

MARCH has 31 days, beginning on Sunday. [1891.]

"Come, sunshine, come! the torpid earth
Beneath thy kisses will awake:
Her blush, her bloom, shall truly tell—
She loves thee for thy own love's sake."

☾ Last qr. 3d 2h 49m after. ☽ First qr. 17d 4h 23m morn.
● New 10d 7h 3m morn. ○ Full 25d 8h 24m morn.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ slow	☉ dec south	Full Sea.	☾ pl.	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	h. m.
1	D	3 S. in Lent. St. David.	6.34	5.50	12°	7.30	1.13	13	11.44
2	M.	♂ s. 9.31. *snow.*	6.33	5.51	12°	7.07	2.00	26	morn
3	T.	♃ r. 6.08 M. *pleas-*	6.32	5.52	12¹	6.44	2.54	T.	0.50
4	W	♄ ☿ ☉. ☿ ♂ ♃. *ant.*	6.30	5.54	11°	6.21	3.54	22	1.57
5	T.	♀ r. 4.21 M. ☾ low. *cold.*	6.29	5.55	11°	5.58	5.02	K.	3.03
6	F.	Da. br. 4.42. *bluster-*	6.27	5.56	11°	5.34	6.15	20	4.03
7	S.	7*s. mind't. ♀ ♂ ☾. *ing.*	6.25	5.57	11°	5.11	7.24	L.	4.57
8	D	4 S. in Lent. ♃ ♂ ☾. *pleas-*	6.24	5.58	11	4.48	8.14	19	5.41
9	M.	♂ s. 9.30. ☾ Peri. *ant.*	6.22	6.00	10°	4.24	9.14	F.	☾ set
10	T.	*♄ sou. 7.18. *rain*	6.21	6.01	10°	4.01	10.02	20	6.21
11	W	♃ r. 5.40 M. High tid. *or*	6.19	6.02	10°	3.37	10.48	H	7.39
12	T.	♀ r. 4.21 M. *snow.*	6.17	6.03	9°	3.14	11.32	20	8.55
13	F.	♂ ♂ ☾. *fine.*	6.16	6.04	9°	2.50	morn	N.	10.09
14	S.	♄ sou. 11.31. *mild.*	6.14	6.05	9°	2.26	0.15	19	11.20
15	D	5 S. in Lent. *rain.*	6.12	6.06	9°	2.03	1.04	A	morn
16	M.	♂ s. 9.28. *cool.*	6.11	6.07	8°	1.39	1.56	15	0.20
17	T.	St. Patrick. ☾ High.	6.09	6.08	8°	1.15	2.55	28	1.33
18	W	*♄ s. 11.52. *snow.*	6.07	6.09	8°	0.52	3.57	Bt	2.32
19	T.	♀ r. 4.20 M. *squalls.*	6.05	6.10	7°	0.28	4.58	23	3.21
20	F.	☉ enters ♈. Spring com.	6.04	6.12	7°	S.04	5.59	H'	4.05
21	S.	♃ r. 5.07 M. *cold.*	6.02	6.13	7°	N.20	6.56	16	4.40
22	D	Palm Sunday. ☾ Apo.	6.00	6.14	7	0.43	7.44	28	5.14
23	M	♄ s. 5 30 M. ♃ ♂ ☾. *snow*	5.59	6.15	6°	1.07	8.27	B.	5.42
24	T.	♂ s. 9.26. *storm.*	5.57	6.16	6°	1.30	9.03	22	6.01
25	W	Annuciat'n, Lady Day.	5.55	6.17	6¹	1.54	9.36	R.	☾ ris
26	T.	♀ r. 4.16 M. High tides.	5.54	6.18	5°	2.18	10.14	16	7.31
27	F.	Good Friday. *sleet*	5.52	6.19	5°	2.41	10.49	28	8.33
28	S.	7*s. 10.43. *and snow.*	5.50	6.20	5°	3.05	11.26	S.	9.37
29	D	Easter Sunday. *fine.*	5.48	6.22	4°	3.28	aft 02	23	10.42
30	M.	♃ r. 4.37 M. *rain and*	5.47	6.23	4°	3.51	0.45	T.	11.49
31	T.	*♄ s. 11.00. ☽ Low. *sleet.*	5.45	6.24	4°	4.14	1.36	19	morn

APRIL has 30 days, beginning on Wednesday. [1891.]

"As o'er his furrowed fields which lie
Beneath a coldly dropping sky,
Yet chill with winter's melting snow,
The husbandman goes forth to sow."

☾ Last qr. 2d 1h 42m morn. | ☽ First qr. 15d 8h 52m after.
● New 8d 4h 09m after. | ○ Full 24d 0h 17m morn.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ slow.	☉ dec north	Full Sea.	☾ pl.	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s. °	morn.
1	W	♀ r. 4.13 M. *snow squalls.*	5.43	6.25	4	4.38	2.34	K	0.55
2	T.	♃ r. 4.27 M. *blustering.*	5.42	6.26	3[3]	5.01	3.39	15	1.55
3	F.	Day br. 4.04. *pleasant.*	5.40	6.27	3[4]	5.24	4.51	29	2.51
4	S.	7*s. 10.18. *frosty.*	5.38	6.28	3[1]	5.47	6.02	L.	3.35
5	D	Low Sun. ♀ ♂ ☾. *mild.*	5.37	6.29	2[5]	6.10	7.06	28	4.16
6	M.	♂ s. 9.22. *springlike.*	5.34	6.30	2[5]	6.32	8.03	F	4.48
7	T.	♄ s. 4.28 M. ☾ Perigee.	5.33	6.31	2[2]	6.55	8.51	28	5.17
8	W	♀ r. 4.08 M. *lowery.*	5.32	6.32	1[9]	7.17	9.34	H	☾ set
9	T.	♃ r. 4.03 M. High tides.	5.30	6.33	1[7]	7.40	10.21	28	7.42
10	F	*☯s. 10.23. *thunder, rain.*	5.28	6.34	1[4]	8.02	11.05	N	8.57
11	S.	♂ ♂ ☾. *fogs.*	5.27	6.35	1[1]	8.24	11.50	27	10.09
12	D	2 S. after Easter. *frosty.*	5.25	6.37	0[8]	8.45	morn	A	11.18
13	M.	♂ s. 9.19. *rain.*	5.24	6.38	0[4]	9.07	0.37	24	morn
14	T.	♄ sou. 9.22. ☾ High. *fine.*	5.22	6.38	0[3]	9.29	1.32	Bt	0.21
15	W	♀ r. 4.01 M. *blustering.*	5.20	6.40	fast	9.50	2.29	19	1.16
16	T.	♃ r. 3.39 M. *snow squalls.*	5.19	6.41	0[2]	10.12	3.29	H[1]	2.03
17	F.	7*s. 9.31. *frost.*	5.17	6.42	0[1]	10.33	4.29	13	2.42
18	S.	♄ s. 3.43 M. *chilly.*	5.15	6.43	0[6]	10.54	5.28	25	3.15
19	D	3 S. aft. Eas. ☾ Apogee.	5.14	6.44	0[9]	11.15	6.19	B	3.43
20	M.	♂ s. 9.16. ♁ ☿ ☉. *smoky.*	5.13	6.45	1[1]	11.35	7.06	19	4.07
21	T.	♄ sou. 8.53. *hazy.*	5.12	6.46	1[3]	11.56	7.50	R.	4.29
22	W	♀ r. 3.54 M. *rain.*	5.10	6.48	1[5]	12.16	8.28	13	4.51
23	T.	St. George. *frost.*	5.08	6.49	1[7]	12.36	9.03	25	☾ ris
24	F.	*☯s. 9.31. High tides.	5.07	6.49	1[9]	12.56	9.38	S.	7.28
25	S.	♃ r. 3.08 M. *warm.*	5.06	6.50	2[1]	13.15	10.19	20	8.34
26	D	4 S. after Easter. *brisk*	5.04	6.52	2[3]	13.35	10.59	T.	9.41
27	M.	♂ s. 9.13. *winds.*	5.03	6.53	2[4]	13.54	11.41	16	10.46
28	T.	♄ s. 3.03 M. ☾ Low.	5.01	6.54	2[6]	14.13	aft	28	29 11.51
29	W	♀ r. 3.46 M. *cool.*	4.59	6.55	2[7]	14.32	1.24	K.	morn
30	T.	Day br. 3.24. *and frost.*	4.58	6.56	2[8]	14.50	2.25	26	0.51

MAY has 31 days, beginning on Friday. [1891.]

"Hark! hark to the robin! its magical call
Awakens the flowrets that slept in the dells,
The snowdrop, the primrose, the hyacinth, all
Attune at the summons their silvery bells."

☾ Last qr. 1d 9h 03m morn | ☽ First qr. 15d 2h 16m after.
● New 8d 1h 28m morn. | ○ Full 23d 1h 38m after.
☾ Last qr. 30d 2h 7m after.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ fast.	☉ dec north	Full Sea.	☾ pl.	r ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s. °	morn.
1	F.	Day break 3.23. *cool.*	4.57	6.57	3	15.08	3.30	L.	1.34
2	S.	♂ s. 9.11. *rain.*	4.56	6.58	3[1]	15.26	4.39	24	2.13
3	D	Roga. S. ♃ ♂ ☾. *chilly.*	4.55	6.59	3[2]	15.44	5.43	F.	2.48
4	M.	♃ r. 2.25 M. *squally.*	4.54	7.00	3[3]	16.01	6.43	23	3.17
5	T.	*☯s. 8.50. ☾ Perig. *blus-*	4.53	7.01	3[4]	16.19	7.36	E	3.42
6	W	♀ r. 3.38 M. *tering.*	4.51	7.02	3[5]	16.35	8.26	22	4.10
7	T.	Ascen. 7*s. 8.15. *rain.*	4.49	7.03	3[6]	16.52	9.08	N	☾ set
8	F.	♃ r. 2.22 M. High tides.	4.48	7.04	3[6]	17.09	9.47	21	7.46
9	S.	☿ Transit across ☉. *very*	4.47	7.05	3[7]	17.25	10.42	A	8.56
10	D	6 S. aft. Easter. *warm.*	4.46	7.06	3[7]	17.40	11.29	18	10.05
11	M.	♂ s. 9.05. ☾ High. *rain.*	4.45	7.07	3[7]	17.56	morn	Bt	11.04
12	T.	Day break 3.07. *fog.*	4.44	7.08	3[7]	18.11	0.16	14	11.56
13	W	♀ r. 3.30 M. *clouds.*	4.43	7.09	3[7]	18.26	1.09	27	morn
14	T.	♄ s. 1.59 M. *grows*	4.42	7.10	3[7]	18.41	2.02	H[1]	0.40
15	F.	♃ r. 1.57 M. *dry.*	4.41	7.11	3[7]	18.55	2.57	21	1.14
16	S.	♄ sou. 7.14. ♄ ♂ ☾. *frost.*	4.40	7.12	3[7]	19.09	3.51	B.	1.45
17	D	Whit. Sun. ☾ Apogee.	4.39	7.13	3[7]	19.23	4.42	15	2.10
18	M	7*s. 7.31. *cool.*	4.38	7.14	3[7]	19.36	5.33	27	2.34
19	T.	♂ s. 9.00. *rain and*	4.37	7.15	3[7]	19.49	6.19	R.	2.54
20	W	♀ r. 3.23 M. *thunder.*	4.36	7.16	3[7]	20.01	7.05	21	3.16
21	T.	*☯s. 7.47. *fine.*	4.35	7.17	3[6]	20.14	7.48	S.	3.37
22	F.	♃ r. 1.32 M. *fine.*	4.34	7.18	3[5]	20.26	8.30	16	4.01
23	S.	☾ Eclip. Hi.tid. *thunder.*	4.34	7.19	3[5]	20.37	9.08	29	☾ ris
24	D	Trinity Sun. *unsettled.*	4.33	7.20	3[4]	20.48	9.53	T.	8.38
25	M.	♂ s. 8.55. *rain.*	4.33	7.21	3[3]	20.59	10.40	25	9.45
26	T.	Day br. 2.51. *cloudy.*	4.32	7.22	3[2]	21.10	11.30	K	10.43
27	W	♄ s. 1.09 M. ♀ ♂ ☉. *rain.*	4.31	7.23	3[1]	21.20	aft	19	23 11.33
28	T.	♀ r. 3.16 M. *fine.*	4.31	7.23	3	21.30	1.17	L.	morn
29	F.	7*r. 3.48 M. *cool*	4.30	7.24	2[9]	21.39	2.15	21	0.16
30	S.	♃ r. 1.03 M. ♃ ♂ ☾. *and*	4.29	7.25	2[7]	21.48	3.15	F.	0.50
31	D	1 S. aft. Trinity. *rain.*	4.28	7.26	2[5]	21.57	4.17	19	1.21

JUNE has 30 days, beginning on Monday. [1891.]

"The love-thrilling wood-birds are wild with delight;
Like arrows loud whistling the swallows flit by;
The rapturous lark, as he soars out of sight,
Sends a flood of rich melody down from the sky."

● New 6d 11h 38m morn. | ✪ Full 22d 0h 24m morn.
☽ First qr. 14d 7h 46m morn. | ☾ Last qr. 28d 6h 28m after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ fast	☉dec north	Full Sea.	☾ pl.	r. ☾ s. sets.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	M.	♄s.0.49M.♃ □ ☉. *pleas-*	4.30	7.26	2[4]	22.05	5.17	H	1.48
2	T.	♃r. 0.42 M. *ant, fine.*	4.29	7.27	2[3]	22.13	6.13	18	2.13
3	W	♀ r.3.11M. *flying clouds.*	4.28	7.28	2[1]	22.21	7.08	N.	2.39
4	T.	♀ ♂ ☾. *rain.*	4.27	7.29	2	22.28	8.00	16	3.07
5	F.	♂ s. 8.45. *lowery.*	4.27	7.29	1[4]	22.35	8.49	29	3.40
6	S.	7*r. 3.16 M. ☉Eclipse.	4.26	7.30	1[4]	22.41	9.33	A.	☾ set
7	D	2 S. aft. Trin. High tid.	4.26	7.31	1[4]	22.47	10.25	27	8.50
8	M.	♄ s.0.22M. ♂ ♂ ☾. *rain*	4.26	7.31	1[3]	22.52	11.21	Bt	9.46
9	T.	Day break 2.41. *and*	4.26	7.32	1	22.57	11.57	22	10.33
10	W	♀ r. 3.08 M. *thunder.*	4.26	7.32	0[4]	23.02	morn	H[1]	11.12
11	T.	♃r. 0.18 M. *warm.*	4.26	7.33	0[3]	23.07	0.43	17	11.45
12	F.	♂s. 8.37. *pleasant.*	4.26	7.34	0[2]	23.11	1.31	29	morn
13	S.	♄ s. midn't. ☾Apogee.	4.26	7.34	0[2]	23.14	2.17	B.	0.12
14	D	3 S.aft.Trin. *th. showers.*	4.26	7.34	slow.	23.17	3.04	23	0.36
15	M	♃r. 0.04 M. *fine.*	4.25	7.35	0[2]	23.20	3.52	R.	0.57
16	T.	7*r. 2.36 M. *pleasant*	4.25	7.35	0[4]	23.22	4.40	17	1.19
17	W	♀ r. 3.05 M. *weather.*	4.26	7.36	0[6]	23.24	5.29	29	1.39
18	T	♄ s. 11.40. *sultry.*	4.26	7.36	0[8]	23.26	6.18	S.	2.02
19	F.	♂ s. 8.29. *distant*	4.26	7.36	1	23.26	7.08	25	2.28
20	S.	♃r. 11.40. *thunder.*	4.26	7.36	1[2]	23.27	7.57	T.	2.59
21	D	☉enters ♋. sum'r com.	4.26	7.36	1[4]	23.27	8.47	21	☾ ris
22	M.	♀ ♂ ♆. High tides.	4.26	7.37	1[5]	23.27	9.34	K.	8.34
23	T.	♄ s. 11.21. *warm.*	4.27	7.37	1[6]	23.27	10.29	18	9.28
24	W	St. John Baptist. *fogs.*	4.27	7.37	2[1]	23.26	11.21	L.	10.13
25	T.	♀ r. 3.06 M. *rain.*	4.27	7.37	2[2]	23.24	aft 10	17	10.53
26	F.	7*r. 1.54 M. ☾Perigee.	4.27	7.37	2[3]	23.23	1.05	F.	11.23
27	S.	♃r. 11.14. *fog*	4.28	7.38	2[5]	23.20	1.57	16	11.50
28	D	5 S. aft. Trinity. *and*	4.28	7.38	2[6]	23.18	2.53	H	morn
29	M.	Day break 2.39. *very*	4.29	7.37	3[1]	23.14	3.49	14	0.16
30	T.	♂ s. 8.14. *warm.*	4.29	7.37	3[3]	23.11	4.45	28	0.43

JULY has 31 days, beginning on Wednesday. [1891.]

"The bird that soars on highest wing
Builds on the ground her lowly nest,
And she that doth most sweetly sing,
Sings in the shade when all things rest."

● New 5d 11h 11m after. | ✪ Full 21d 9h 06m morn.
☽ First qr. 14d 0h 41m morn. | ☾ Last qr. 27d 11h 45m after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ slow	☉dec north	Full Sea.	☾ pl.	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	W	♀ r. 3.07 M. *clear,*	4.30	7.37	3[1]	23.07	5.45	N	1.10
2	T.	♂ s. 8.09. *warm*	4.31	7.37	3[1]	23.02	6.44	26	1.39
3	F.	☉ in Apogee. *weather.*	4.31	7.37	3[0]	22.58	7.38	A	2.14
4	S.	7*r. 1.21 M. *thun'r, rain.*	4.32	7.36	4[1]	22.53	8.32	22	2.55
5	D	6 S. aft. Trin. ☾ High.	4.32	7.36	4[2]	22.47	9.17	Bt	☾ set
6	M.	Da.br. 2.43. ♂ ♂ ☾. *fine.*	4.32	7.36	4[4]	22.42	10.07	28	8.27
7	T.	♃r. 10.35. High Tides.	4.33	7.36	4[6]	22.35	10.52	H[1]	9.09
8	W	♀ r. 3.13 M. *warm.*	4.34	7.36	4[8]	22.28	11.35	13	9.43
9	T.	♂ s. 7.58 M. *foggy.*	4.35	7.35	4[9]	22.21	morn	25	10.13
10	F.	♄ ♂ ☾. *sultry.*	4.35	7.35	5[1]	22.14	0.13	B.	10.39
11	S.	♄ s. 10.14. ☾Apogee.	4.36	7.34	5[2]	22.06	0.54	19	11.00
12	D	7 S. aft.Trin. *th.showers.*	4.37	7.33	5[3]	21.58	1.35	R.	11.21
13	M.	♃r. 10.12. *sultry.*	4.38	7.33	5[5]	21.49	2.17	13	11.48
14	T.	7*r. 0.39 M. *foggy.*	4.39	7.33	5[6]	21.41	3.01	25	morn
15	W	♀ r. 3.21 M.	4.40	7.32	5[7]	21.31	3.49	S.	0.05
16	T.	♂ s. 7.47. *rain.*	4.40	7.32	5[8]	21.21	4.40	19	0.28
17	F.	Day break 2.51. *fine.*	4.41	7.31	5[9]	21.11	5.36	T.	0.55
18	S.	♄ s. 9.48. *fogs.*	4.42	7.30	5[9]	21.01	6.32	15	1.30
19	D	8 S. aft. Trin. ☾ Low.	4.43	7.29	6	20.50	7.32	29	2.13
20	M.	♂ □ ☉. *cooler.*	4.43	7.29	6[1]	20.39	8.30	K	3.08
21	T.	♃r. 9.39. High tides.	4.44	7.28	6[1]	20.27	9.21	27	☾ ris.
22	W	♀ r. 3.31 M. *rain.*	4.45	7.27	6[1]	20.15	10.18	L.	8.50
23	T.	♂ s. 7.34. ☾ Peri. *light*	4.46	7.26	6[2]	20.03	11.09	27	9.24
24	F.	7*r. midnight. *showers.*	4.47	7.25	6[2]	19.51	11.55	F.	9.52
25	S.	Dog days begin. *warm.*	4.48	7.24	6[3]	19.39	aft 42	26	10.20
26	D	9 S. aft. Trinity. *rain.*	4.49	7.23	6[3]	19.25	1.33	H	10.46
27	M.	♄ s. 9.15. *pleas-*	4.50	7.22	6[3]	19.11	2.24	25	11.15
28	T.	♀ r. 3.42 M. *ant.*	4.51	7.21	6[3]	18.58	3.19	N	11.42
29	W	♂ ♂ ☾. *lowery.*	4.52	7.20	6[3]	18.44	4.20	23	morn
30	T.	Day break 3.08. *fogs.*	4.52	7.20	6[3]	18.29	5.20	A	0.14
31	F.	♃r. 8.59. *rain.*	4.54	7.18	6[3]	18.14	6.22	19	0.53

JUNE has 30 days, beginning on Monday. [1891.]

"The love-thrilling wood-birds are wild with delight;
Like arrows loud whistling the swallows flit by;
The rapturous lark, as he soars out of sight,
Sends a flood of rich melody down from the sky."

● New 6d 11h 38m morn. | ⊕ Full 22d 0h 24m morn.
☽ First qr. 14d 7h 46m morn. | ☾ Last qr. 28d 6h 28m after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ fast	☉dec north	Full Sea.	☾ pl.	r. ☾ s. sets.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	M.	♄s.0.49M. ♃ □ ☉. *pleas-*	4.30	7.26	2[4]	22.05	5.17	H	1.48
2	T.	♃r. 0.42 M. *ant, fine.*	4.29	7.27	2[3]	22.13	6.13	18	2.13
3	W	♀ r.3.11M. *flying clouds.*	4.28	7.28	2[1]	22.21	7.08	N.	2.39
4	T.	♀ ♂ ☾. *rain.*	4.27	7.29	2	22.28	8.00	16	3.07
5	F.	♂ s. 8.45. *lowery.*	4.27	7.29	1[8]	22.35	8.49	29	3.40
6	S.	7*r. 3.16 M. ☉Eclipse.	4.26	7.30	1[6]	22.41	9.33	A.	☾ set
7	D	2 S. aft. Trin. High tid.	4.26	7.31	1[4]	22.47	10.25	27	8.50
8	M.	♄ s. 0.22M. ♂ ♂ ☾. *rain*	4.26	7.31	1[2]	22.52	11.21	Bt	9.46
9	T.	Day break 2.41. *and*	4.26	7.32	1	22.57	11.57	22	10.33
10	W	♀ r. 3.08 M. *thunder.*	4.26	7.32	0[8]	23.02	morn	H	11.12
11	T.	♃r. 0.18 M. *warm.*	4.26	7.33	0[7]	23.07	0.43	17	11.45
12	F.	♂s. 8.37. *pleasant.*	4.26	7.34	0[5]	23.11	1.31	29	morn
13	S.	♄ s. midn't. ☾Apogee.	4.26	7.34	0[3]	23.14	2.17	B.	0.12
14	D	3 S.aft.Trin. *th. showers.*	4.26	7.34	slow	23.17	3.04	23	0.36
15	M	♃r. 0.04 M. *fine.*	4.25	7.35	0[2]	23.20	3.52	R.	0.57
16	T.	7*r. 2.36 M. *pleasant*	4.25	7.35	0[4]	23.22	4.40	17	1.19
17	W	♀ r. 3.05 M. *weather.*	4.26	7.36	0[6]	23.24	5.29	29	1.39
18	T	♄ s. 11.40. *sultry.*	4.26	7.36	0[7]	23.26	6.18	S.	2.02
19	F.	♂ s. 8.29. *distant*	4.26	7.36	1	23.26	7.08	25	2.28
20	S.	♃r. 11.40. *thunder.*	4.26	7.36	1[2]	23.27	7.57	T.	2.59
21	D	☉enters ♋. sum'r com.	4.26	7.36	1[4]	23.27	8.47	21	☾ ris
22	M.	♀ ♂ ♆. High tides.	4.26	7.37	1[6]	23.27	9.34	K.	8.34
23	T.	♄ s. 11.21. *warm.*	4.27	7.37	1[8]	23.27	10.29	18	9.28
24	W	St. John Baptist. *fogs.*	4.27	7.37	2[1]	23.26	11.21	L.	10.13
25	T.	♀ r. 3.06 M. *rain.*	4.27	7.37	2[3]	23.24	aft 10	17	10.53
26	F.	7*r. 1.54 M. ☾Perigee.	4.27	7.37	2[5]	23.23	1.05	F.	11.23
27	S.	♃r. 11.14. *fog*	4.28	7.38	2[7]	23.20	1.57	16	11.50
28	D	5 S. aft. Trinity. *and*	4.28	7.38	2[9]	23.18	2.53	H	morn
29	M.	Day break 2.39. *very*	4.29	7.37	3[1]	23.14	3.49	14	0.16
30	T.	♂ s. 8.14. *warm.*	4.29	7.37	3[3]	23.11	4.45	28	0.43

JULY has 31 days, beginning on Wednesday. [1891.]

"The bird that soars on highest wing
Builds on the ground her lowly nest,
And she that doth most sweetly sing,
Sings in the shade when all things rest."

● New 5d 11h 11m after. | ⊕ Full 21d 9h 06m morn.
☽ First qr. 14d 0h 41m morn. | ☾ Last qr. 27d 11h 45m after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ slow	☉dec north	Full Sea.	☾ pl.	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	W	♀ r. 3.07 M. *clear,*	4.30	7.37	3[5]	23.07	5.45	N	1.10
2	T.	♂ s. 8.09. *warm*	4.31	7.37	3[7]	23.02	6.44	26	1.39
3	F.	☉ in Apogee. *weather.*	4.31	7.37	3[9]	22.58	7.38	A	2.14
4	S.	7*r. 1.21 M. *thun'r, rain.*	4.32	7.36	4[1]	22.53	8.32	22	2.55
5	D	6 S. aft. Trin. ☾ High.	4.32	7.36	4[3]	22.47	9.17	Bt	☾ set
6	M.	Da.br. 2.43. ♂ ♂ ☾. *fine.*	4.32	7.36	4[4]	22.42	10.07	28	8.27
7	T.	♃r. 10.35. High Tides.	4.33	7.36	4[6]	22.35	10.52	H	9.09
8	W	♀ r. 3.13 M. *warm.*	4.34	7.36	4[8]	22.28	11.35	13	9.43
9	T.	♂ s. 7.58 M. *foggy.*	4.35	7.35	4[9]	22.21	morn	25	10.13
10	F.	♄ ♂ ☾. *sultry.*	4.35	7.35	5[1]	22.14	0.13	B.	10.39
11	S.	♄ s. 10.14. ☾Apogee.	4.36	7.34	5[2]	22.06	0.54	19	11.00
12	D	7 S. aft.Trin. *th.showers.*	4.37	7.33	5[3]	21.58	1.35	R.	11.21
13	M.	♃r. 10.12. *sultry.*	4.38	7.33	5[5]	21.49	2.17	13	11.48
14	T.	7*r. 0.39 M. *foggy.*	4.39	7.33	5[6]	21.41	3.01	25	morn
15	W	♀ r. 3.21 M.	4.40	7.32	5[7]	21.31	3.49	S.	0.05
16	T.	♂ s. 7.47. *rain.*	4.40	7.32	5[8]	21.21	4.40	19	0.28
17	F.	Day break 2.51. *fine.*	4.41	7.31	5[9]	21.11	5.36	T.	0.55
18	S.	♄ s. 9.48. *fogs.*	4.42	7.30	5[9]	21.01	6.32	15	1.30
19	D	8 S. aft. Trin. ☾ Low.	4.43	7.29	6	20.50	7.32	29	2.13
20	M.	♂ □ ☉. *cooler.*	4.43	7.29	6[1]	20.39	8.30	K	3.08
21	T.	♃r. 9.39. High tides.	4.44	7.28	6[1]	20.27	9.21	27	☾ ris.
22	W	♀ r. 3.31 M. *rain.*	4.45	7.27	6[1]	20.15	10.18	L.	8.50
23	T.	♂ s. 7.34. ☾ Peri. *light*	4.46	7.26	6[2]	20.03	11.09	27	9.24
24	F.	7*r. midnight. *showers.*	4.47	7.25	6[2]	19.51	11.55	F.	9.52
25	S.	Dog days begin. *warm.*	4.48	7.24	6[3]	19.39	aft 42	26	10.20
26	D	9 S. aft. Trinity. *rain.*	4.49	7.23	6[3]	19.25	1.33	H	10.46
27	M.	♄ s. 9.15. *pleas-*	4.50	7.22	6[3]	19.11	2.24	25	11.15
28	T.	♀ r. 3.42 M. *ant.*	4.51	7.21	6[3]	18.58	3.19	N	11.42
29	W	♂ ♂ ☾. *lowery.*	4.52	7.20	6[3]	18.44	4.20	23	morn
30	T.	Day break 3.08. *fogs.*	4.52	7.20	6[3]	18.29	5.20	A	0.14
31	F.	♃r. 8.59. *rain.*	4.54	7.18	6[3]	18.14	6.22	19	0.53

AUGUST has 31 days, beginning on Saturday. [1891.]

"The bending trees brimful of gems,
Sparkle with every wind that blows;
And rolling down the slender stems,
Each drop with radiant beauty glows."

● New 4d 0h 24m after. ☽ First qr. 12d 4h 24m after. | ○ Full 19d 4h 40m after. ☾ Last qr. 26d 7h 21m morn.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ slow.	☉ dec north	Full Sea.	☾ pl.	r. ☽ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	S.	♀ r. 3.50. M. ☾ Hi. *low'y.*	4.55	7.17	6¹	17.59	7.22	Bt	1.39
2	D	10 S. aft. Trin. *rain.*	4.56	7.16	6	17.44	8.17	15	2.31
3	M.	7*r. 11.20. ♀ ♂ ☾ *pleas-*	4.57	7.15	6	17.29	9.03	27	3.28
4	T.	Day br. 3.15. ♂ ♂ ☾ *ant.*	4.58	7.14	5⁹	17.13	9.45	H¹	☾ set
5	W	♂ r. 4.49. M. High tides	4.59	7.13	5⁸	16.57	10.29	21	8.15
6	T.	♃ r. 8.34. ♄ ♂ ☾ *some*	5.00	7.12	5⁷	16.40	11.06	B.	8.41
7	F.	*♆r. 4.37 M. *foggy.*	5.01	7.11	5⁶	16.23	11.40	15	9.04
8	S.	♀ r. 4.05 M. ☾ Apogee.	5.02	7.09	5⁵	16.06	morn	27	9.27
9	D	11 S. aft. Trin. *hot*	5.03	7.08	5⁴	15.49	0.15	R.	9.45
10	M.	♄ s. 8.22. *and*	5.04	7.06	5²	15.32	0.52	21	10.06
11	T.	♃ r. 8.14. *dry.*	5.05	7.05	5	15.14	1.32	S.	10.28
12	W	♂ r. 4.45 M.	5.06	7.04	4⁹	14.56	2.14	15	10.54
13	T.	♄ s. 8.12. *lt. rain.*	5.07	7.03	4⁷	14.38	3.03	27	11.24
14	F.	7*r. 10.35.	5.08	7.01	4⁵	14.19	3.58	T.	morn
15	S.	♀ r. 4.22 M. *thunder.*	5.09	6.59	4³	14.01	4.59	23	0.03
16	D	12 S aft. Trin. *fog*	5.10	6.58	4¹	13.42	6.06	K.	0.52
17	M.	Day br. 3.30. *and rain.*	5.11	6.57	3⁹	13.23	7.14	21	1.53
18	T.	*♆r. 3.55 M. *fine.*	5.12	6.56	3⁷	13.03	8.16	L.	3.05
19	W	♂ r. 4.41 M. High tides.	5.13	6.55	3⁵	12.44	9.08	21	☾ ris
20	T.	♃ r. 7.36. ☾ Peri. *thunder*	5.14	6.53	3³	12.24	10.00	F.	7.52
21	F.	♀ in Perihel. *showers.*	5.15	6.51	3¹	12.04	10.56	21	8.21
22	S.	♀ r. 4.38 M. ♀ ♂ ♂.	5.16	6.50	2⁹	11.44	11.34	H	8.46
23	D	13 S. aft. Trin. *fine.*	5.17	6.48	2⁵	11.24	aft 17	21	9.14
24	M.	7* r. 10.01. *pleasant.*	5.18	6.46	2²	11.03	1.05	N	9.43
25	T.	♂ gr. Hel. Lat. N.	5.19	6.45	2	10.43	1.56	19	10.14
26	W	♂ r. 4.36 M. *sultry.*	5.20	6.44	1⁷	10.22	2.54	A.	10.52
27	T.	Day br. 3.45. *rain.*	5.21	6.42	1⁴	10.01	3.56	16	11.40
28	F.	♄ s. 7.16. ☾ High. *fine.*	5.22	6.40	1¹	9.40	4.59	29	morn
29	S.	♀ r. 4.55 M. *pleasant.*	5.23	6.39	0⁹	9.18	6.05	Bt	0.26
30	D	14 S. aft. Trin. *rain.*	5.24	6.37	0⁶	8.57	7.05	24	1.21
31	M.	♃ r. 6.50. *cooler.*	5.25	6.36	0²	8.35	7.57	H¹	2.22

SEPTEMBER has 30 days, beginning on Tuesday. [1891.]

"The grapes in purple clusters hang
Upon the clinging vine,
And in the orchard, 'mid the leaves,
The ruby apples shine."

● New 3d 3h 28m morn. ☽ First qr. 11d 6h 19m morn. | ○ Full 18d 0h 16m morn. ☾ Last qr. 24d 6h 19m after.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ fast.	☉ dec north	Full Sea.	☾ pl.	r. ☾ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	T.	Da. br. 3.54. ☿ □ ☉. *cooler.*	5.26	6.34	0¹	8.14	8.43	18	3.25
2	W	♂ ♂ ☾. ♀ ♂ ☾. *fine.*	5.28	6.32	0³	7.52	9.18	B.	☾ set
3	T.	*♆r. 2.56 M. Dog D. end.	5.28	6.30	0⁵	7.30	9.57	12	7.09
4	F.	♀ r. 5.10 M. ☾ Apogee.	5.29	6.29	1	7.08	10.33	24	7.30
5	S.	♃ sou. midn't. *clouds*	5.31	6.27	1³	6.46	11.07	R.	7.50
6	D	15 S. aft. Trin. *and*	5.31	6.25	1⁷	6.23	11.39	18	8.13
7	M.	♂ r. 4.28 M. *fog.*	5.32	6.24	2	6.01	morn	S.	8.31
8	T.	♄ s. 6.36. *very*	5.33	6.23	2³	5.38	0.14	12	8.55
9	W	♃ sou. 11.42. *warm.*	5.34	6.21	2⁷	5.15	0.53	24	9.25
10	T.	♀ r. 5.24 M. *clear*	5.35	6.19	3	4.53	1.39	T.	9.57
11	F.	Day br. 4.09. *and pleas-*	5.36	6.17	3³	4.30	2.29	19	10.41
12	S.	7*r. 8.48. ☾ low. *ant.*	5.37	6.15	3⁷	4.07	3.29	K	11.34
13	D	16 S. aft. Trin. *rain.*	5.38	6.14	4¹	3.44	4.38	15	morn
14	M.	♂ r. 4.23 M. ♀ ♂ ♄.	5.39	6.12	4⁴	3.21	5.48	29	0.39
15	T.	♃ sou. 11.16 *clouds and*	5.40	6.10	4⁸	2.58	6.57	L.	1.54
16	W	♄ r. 5.30 M. *showery.*	5.42	6.08	5¹	2.35	7.56	29	3.14
17	T.	♃ s. 4.41 M. *lowery.*	5.43	6.07	5⁴	2.12	8.50	F.	☾ ris
18	F.	♀ sup. ♂ ☉. ☾ Perigee.	5.44	6.05	5⁶	1.48	9.34	29	6.45
19	S.	*♆r. 1.58 M. High Tid	5.45	6.03	6²	1.25	10.24	H	7.14
20	D	17 S. aft. Trin. *thunder*	5.46	6.01	6⁴	1.02	11.09	29	7.41
21	M.	♂ r. 4.18 M. *showers.*	5,46	6.00	6⁶	0.38	11.52	N	8.12
22	T.	☉ enters ♎. aut'mn com.	5.48	5.58	7⁰	N .15	aft 39	29	8.49
23	W	♄ r. 5.06 M. *warm.*	5.48	5.56	7⁴	S. .08	1.34	A.	9.30
24	T.	♃ s. 4.09. M. *fog*	5.49	5.55	7⁶	0.32	2.33	26	10.21
25	F.	♀ s. 6.00. ☾ high. *and*	5.51	5.53	8²	0.55	3.36	Bt	11.15
26	S.	Day br. 4.28. *rain.*	5.51	5.51	8⁴	1.18	4.41	21	morn
27	D	18 S. aft. Trin.	5.53	5.49	9	1.42	5.44	H¹	0.15
28	M.	7*r. 7.54. *fine.*	5.54	5.48	9³	2.05	6.44	15	1.18
29	T.	St. Michael. Michaelmas	5.54	5.46	9⁶	2.29	7.29	27	2.13
30	W	♀ s. 5.54. *pleasant.*	5.56	5.44	10	2.52	8.12	B.	3.22

OCTOBER has 31 days, beginning on Thursday. [1891.]

"Leaves, yielding up the silvery crown,
Sail through the air like fairy things;
While the bright stream a-twinkling down,
To the departing glory sings."

● New 2d 2h 08m after. ☽ First qr. 10d 6h 09m after. | ✪ Full 17d 8h 57m morn. ☾ Last qr. 24d 9h 08m morn

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ fast.	☉ dec south	Full Sea.	☾ pl.	r. ☽ s. rises.
			h. m.	h. m.	m.	° ′	after.	s °	morn.
1	T.	Da. br. 4.34. ☾ Apogee.	5.57	5.43	10[8]	3.15	8.49	21	4.21
2	F.	♂ r. 4.11 M. High tides.	5.58	5.41	10[6]	3.39	9.21	R.	☾ set
3	S.	♄ r. 4.33 M. ♀ ♂ ☾. *frost.*	5.59	5.39	10[9]	4.02	9.56	15	6.17
4	D	19 S. aft. Trinity. *clear.*	6.00	5.38	11[2]	4.25	10.33	27	6.37
5	M.	♀ s. 5.48. *cool.*	6.01	5.36	11[5]	4.48	11.08	S.	7.00
6	T.	♃ s. 3.16 M. *flying*	6.02	5.34	11[8]	5.11	11.44	21	7.25
7	W	♂ r. 4.08 M. *clouds.*	6.03	5.33	12[1]	5.34	morn	T.	7.58
8	T.	♄ r. 4.16 M. *rain.*	6.04	5.31	12[4]	5.57	0.26	16	8.36
9	F.	7*r. 7.11. ☾ Low. *pleas-*	6.05	5.29	12[7]	6.20	1.14	28	9.27
10	S.	*♅ r. 0.43 M. *ant.*	6.06	5.28	12[9]	6.43	2.10	K	10.25
11	D	20 S. aft. Trin. *squally.*	6.08	5.26	13[2]	7.06	3.13	25	11.33
12	M.	♀ s. 5.41. ♂ ♂ ♄. *frost*	6.09	5.25	13[4]	7 28	4.18	L.	morn
13	T.	♄ r. 3.59 M. *rain.*	6.10	5.23	13[7]	7.51	5.32	23	0.48
14	W	♃ s. 2.41 M. *cool.*	6.11	5.21	13[9]	8.13	6.36	F.	2.07
15	T.	♂ r. 4.02 M. *blustering.*	6.12	5.20	14[2]	8.35	7.32	22	3.20
16	F.	♄ r. 3.50 M. ☾ Perigee.	6.13	5.19	14[4]	8.57	8.26	H	4.45
17	S.	♀ ♂ ♅. High tides. *lt.*	6.14	5.17	14[6]	9.20	9.09	23	☾ ris
18	D	21 S. aft. Trin. *showers.*	6.15	5.15	14[7]	9.41	9.55	N	6.07
19	M.	♀ s. 5.33. *clear.*	6.16	5.14	15	10.03	10.43	23	6.42
20	T.	7*r. 6.28. *pleasant.*	6.18	5.12	15[1]	10.25	11.30	A	7.21
21	W	♃ s. 2.11 M. *frosty.*	6.19	5.11	15[4]	10.46	aft 18	21	8.10
22	T.	Day br. 5.01. ☾ High.	6.20	5.09	15[6]	11.07	1.15	Bt	9.05
23	F.	♂ r. 3.56 M. *fine.*	6.21	5.07	15[8]	11.29	2.13	17	10.04
24	S.	♄ r. 3.23 M. *lowery.*	6.22	5.06	15[7]	11.49	3.13	H[t]	11.07
25	D	22 S. aft. Trin. ♁ ♂ ☉.	6.23	5.05	15[6]	12.10	4.15	12	morn
26	M.	♀ s. 5.28. *light showers.*	6.25	5.03	15[5]	12.31	5.10	24	0.16
27	T.	♄ r. 3.12 M. *rain.*	6.26	5.02	16	12.51	6.04	B	1.16
28	W	♃ s. 1.43 M. ☾ Apogee.	6.27	5.01	16[1]	13.11	6.59	18	2.14
29	T.	*♅ r. 11.27. *frosty.*	6.28	5.00	16[3]	13.31	7.32	R.	3.14
30	F.	♂ r. 3.45 M.	6.30	4.58	16[3]	13.51	8.11	12	4.12
31	S.	♀ s. 5.25. *cloudy.*	6.31	4.57	16[3]	14.11	8.48	24	5.13

NOVEMBER has 30 days beginning on Sunday. [1891.]

"Now through the forests, o'er the hills,
A voice comes whispering low;
It murmurs of the wintry winds,
And of the falling snow."

● New 1d 1h 45m after. ☽ First qr. 9d 3h 58m morn. | ✪ Full 15d 7h 28m after. ☾ Last qr. 23d 3h 38m morn.

M	W	Calendar, &c.	☉ rise.	☉ sets.	☉ fast.	☉ dec south	Full Sea.	☾ pl.	r. ☽ s. sets.
			h. m.	h. m.	m.	° ′	after.	s °	h. m.
1	D	23 S. aft. Trin. *pleasant*	6.32	4.56	16[3]	14.30	9.21	S.	☾ set
2	M.	♄ r. 2.52 M. *fine.*	6.33	4.55	16[3]	14.49	10.00	18	5.29
3	T.	♃ station. *rain.*	6.34	4.54	16[3]	15.08	10.41	T.	5.59
4	W	♀ s. 5.23. *frosty.*	6.36	4.52	16[3]	15.26	11.25	13	6.36
5	T.	7*r. 5.28. *rains.*	6.37	4.51	16[3]	15.45	morn	25	7.22
6	F.	Day br. 5.16. ☾ Low.	6.38	4.50	16[3]	16.03	0.08	K	8.18
7	S.	♂ r. 3.45 M. *lowery.*	6.39	4.49	16[2]	16.21	1.01	21	9.22
8	D	24 S. aft. Trin. *fine.*	6.40	4.48	16[2]	16.38	1.57	L.	10.34
9	M.	*♅ r. 10.43. *chilly.*	6.41	4.47	16[1]	16.56	3.00	19	11.48
10	T.	♃ ♂ ☾. *frost.*	6.43	4.45	16	17.13	4.04	F.	morn
11	W	♀ s. 5.33. *fine.*	6.44	4.44	15[9]	17.29	5.05	17	1.04
12	T.	♃ s. 0.44 M. *cloudy.*	6.45	4.43	15[7]	17.46	6.07	H	2.19
13	F.	♄ r. 2.14 M. *pleasant.*	6.46	4.42	15[6]	18.02	7.04	16	3.36
14	S.	♂ r. 3.40 M. ☾ Peri. *rain.*	6.47	4.41	15[5]	18.17	7.57	N	4.52
15	D	25 S. aft. Trin. ☾ Eclip.	6.49	4.41	15[3]	18.33	8.45	16	☾ ris
16	M.	High tides. *cool.*	6.50	4.40	15[1]	18.48	9.29	A	5.12
17	T.	7*sou. 0.15 M. *frosty.*	6.51	4.39	14[9]	19.03	10.21	15	5.56
18	W	♀ s. 5.24. ☾ Hi. *snow sq'ls.*	6.52	4.37	14[7]	19.17	11.11	29	6.50
19	T.	♄ r. 1.53 M. *lowery.*	6.54	4.37	14[5]	19.31	aft 02	Bt	7.49
20	F.	♃ s. 0.15 M. *pleasant.*	6.55	4.37	14[3]	19.45	0.54	25	8.52
21	S.	♂ r. 3.35 M. *light*	6.56	4.36	14	19.58	1.48	H[t]	9.57
22	D	26 S. aft. Trin. *rain.*	6.57	4.35	13[9]	20.11	2.42	20	11.01
23	M.	♃ s. midnight. *clear.*	6.59	4.35	13[7]	20.24	3.33	B.	morn
24	T.	*♅ r. 9.42. *frosty.*	7.00	4.34	13[5]	20.36	4.26	15	0.03
25	W	♄ ♂ ☾. ☾ Apogee. *fine.*	7.01	4.33	12[9]	20.48	5.13	26	1.02
26	T.	♀ s. 5.30. *rain.*	7.02	4.32	12[6]	20.59	6.01	R.	2.03
27	F.	7*sou. 11.29. ♂ ♂ ☾.	7.03	4.32	12[3]	21.11	6.46	20	3.02
28	S.	♂ r. 3.30 M. ♀ ♂ ☉. *snow*	7.04	4.32	11[9]	21.21	7.29	S.	3.44
29	D	1 S. in Advent. *storm.*	7.05	4.31	11[6]	21.32	8.12	14	4.46
30	M.	St. Andrew. ☉ Eclipse.	7.07	4.31	11[3]	21.42	8.53	27	☾ set

DECEMBER has 31 days, beginning on Tuesday. [1891.]

"Yet one smile more, departing, distant sun!
One mellow smile through the soft vapory air,
Ere o'er the frozen earth, the loud winds run,
Or snows are sifted o'er the meadows bare."

● New 1d 6h 57m morn. | ○ Full 15d 8h 5m morn.
☽ First qr. 8d 0h 25m after. | ☾ Last qr. 22d 0h 50m after.
● New 30d 10h 32m. after.

M	W	CALENDAR, &c.	☉ rise.	☉ sets.	☉ fast.	☉ dec south	Full Sea.	☾ pl.	r. ☾ s sets.
—	—		h. m.	h. m.	m.	° ′	after.	♈ °	h. m.
1	T.	Da.b.5.32. ♃ □ ☉. *snow.*	7.07	4.31	10^{9}	21.51	9.33	T.	☾ set
2	W	♃s. 11.28. ♀ ♂ ☾. *thun.*	7.08	4.31	10^{5}	22.00	10.23	22	5.17
3	T.	♀ s. 5.38. ☾ Low. *pleas-*	7.09	4.31	10^{1}	22.09	11.11	K.	6.11
4	F.	♂ r. 3.26 M. *ant.*	7.10	4.30	9^{7}	22.17	morn	18	7.20
5	S.	7*sou. 10.54. *snow.*	7.11	4.30	8^{3}	22.25	0.09	L.	8.25
6	D	2 Sun. in Advent. *mild.*	7.12	4.30	8^{9}	22.32	0.50	15	9.38
7	M.	*♄r. 8.46.	7.13	4.30	8^{4}	22.39	1.45	29	10.52
8	T.	♃ ♂ ☾. *rain.*	7.14	4.30	8	22.45	2.41	F.	morn
9	W	♃s. 11.04. *and snow.*	7.15	4.30	7^{5}	22.51	3.40	27	0.07
10	T.	♀ s. 5.50. *cold.*	7.16	4.30	7^{1}	22.57	4.38	H	1.21
11	F.	♀ in Aphel. ☾ Perigee.	7.16	4.30	6^{6}	23.02	5.36	26	2.33
12	S.	♂ r. 3.20 M. *snow squalls.*	7.18	4.30	6^{2}	23.07	6.32	N	3.47
13	D	3 S. in Advent. *fine.*	7.18	4.30	5^{7}	23.11	7.29	25	5.02
14	M.	♄ r. 0.23 M. *pleasant.*	7.18	4.30	5^{2}	23.15	8.24	A	☾ ris.
15	T.	♂ ♂ ♄. High tides.	7.20	4.30	4^{7}	23.18	9.13	23	4.34
16	W	♃s.10.42. ☾ High. *snow.*	7.21	4.31	4^{2}	23.21	10.05	Bt	5.31
17	T.	♀ s. 6.03. *pleasant.*	7.22	4.31	3^{7}	23.23	10.56	20	6.34
18	F.	♂ r. 3.16 M. *snow*	7.22	4.32	3^{3}	23.25	11.43	H'	7.40
19	S.	Da. br. 5.38. *storm.*	7.23	4.32	2^{8}	23.26	aft 29	16	8.46
20	D	4 S. in Advent. *pleasant.*	7.25	4.33	2^{3}	23.27	1.17	28	9.49
21	M.	☉ enters ♑. Winter com.	7.24	4.33	1^{8}	23.27	2.01	B	10.51
22	T.	7*sou. 9.40. *cold*	7.24	4.34	1^{3}	23.27	2.48	22	11.51
23	W	♃s. 10.19. ☾ Apog. *and*	7.25	4.34	0^{8}	23.27	3.32	R.	morn
24	T.	♀ s. 6.19. *blustering.*	7.25	4.35	0^{3}	23.26	4.20	16	0.49
25	F.	Christmas Day.	7.25	4.35	slow.	23.25	5.07	28	1.50
26	S.	♂r.3.11M. ♂ ♂ ☾. *snow.*	7.26	4.36	0^{7}	23.23	5.57	S.	2.52
27	D	1 Sund. aft. Christmas.	7.26	4.37	1^{2}	23.20	6.48	22	3.55
28	M.	*♄r. 7.13. *more mod-*	7.26	4.38	1^{7}	23.17	7.38	T.	5.01
29	T.	♄ r.11.27. ☾ Low. *erate.*	7.26	4.38	2^{2}	23.14	8.29	18	6.08
30	W	♀ ♂ ☾. High tides.	7.26	4.38	2^{7}	23.10	9.17	K.	☾ set
31	T.	♀s. 6.36. *snow.*	7.26	4.40	3^{2}	23.06	10.08	14	5.01

COURTS IN CONNECTICUT.

SUPREME COURT OF ERRORS.

FIRST DISTRICT.—Counties of Hartford, Tolland, Middlesex, Windham, and Litchfield—on the first Tuesday of January, March, May, and October, at Hartford.

SECOND DISTRICT.—County of New London—on the last Tuesday of May and third Tuesday of October, at Norwich.

NEW HAVEN CO.—At New Haven on the first Tuesday of June and the first Tuesday of December.

FAIRFIELD CO.—At Bridgeport on the third Tuesday of March and the fourth Tuesday of October.

The place for holding Court is designated by the chief or presiding Judge, and is to be duly notified by the Clerk of the Court.

SUPERIOR COURT

Opens as indicated below and is "deemed in session daily" from 10 A. M. to 4 P. M., except Sundays, legal holidays, and months of July and August.

HARTFORD CO.—At Hartford on the second Tuesday of October. Terms for criminal business only, on the second Tuesday of September and on the first Tuesdays of March, June, and December.

NEW HAVEN CO.—At New Haven on the fourth Tuesday of September. Term for criminal business on the first Tuesdays of January, April, July, and October. At Waterbury, commencing the first Tuesday of November, and for criminal business only, on the fourth Tuesday of April.

FAIRFIELD CO.—At Bridgeport on the first Tuesday of December; at Danbury on the third Tuesday of September, for civil business only. At Bridgeport on the third Tuesday of February, second Tuesday of September; at Danbury on second Tuesday of May and third Tuesday of October, for criminal and assigned civil cases.

NEW LONDON CO.—At New London on the third Tuesday of September, and at Norwich on the first Tuesday of November. For criminal business only, at New London on first Tuesday of September, and at Norwich on first Tuesday of January and May.

WINDHAM CO.—At Brooklyn on the first Tuesday of May; for criminal business, first Tuesday of September. At Windham on the first Tuesday of December. May sit at Windham or Putnam.

LITCHFIELD CO.—At Litchfield on the first Tuesday of September, for civil cases only; first Tuesday of April for criminal business only.

MIDDLESEX CO.—At Middletown on the second Tuesday of November, first Tuesday of April and December for criminal business only; at Haddam on the fourth Tuesday of September.

TOLLAND CO.—At Tolland on the second Tuesday of April, first Tuesday of June, September, and December.

COURT OF COMMON PLEAS.

HARTFORD CO.—At Hartford on the first Monday of January, March, May, September, and November. Hon. DAVID S. CALHOUN, Judge.

NEW HAVEN CO.—At New Haven on the first Monday of January, March, May, and November, and on the third Monday of September. Criminal jurisdiction since March 22, '87. Terms first Monday of each month. Hons. JOHN P. STUDLEY and LUCIUS P. DEMING, Judges.

NEW LONDON CO.—At New London on the first Tuesday of August and April; at Norwich on the first Tuesday of October and February. Hon. JOHN G. CRUMP, Judge.

FAIRFIELD CO.—At Bridgeport on the first Monday of January, March, May, September, October, and November; at Danbury on the first Monday of February, April, June, and December. Hon. FREDERIC B. HALL, Judge.

LITCHFIELD CO.—At Litchfield on the first Monday of May and fourth Monday of September; at Winchester on the first Mondays of January, April, and September; at Canaan on the first Monday of March, July, and November; at New Milford on the first Monday of February and August. Hon. DONALD J. WARNER, Judge.

DISTRICT COURT.

WATERBURY.—Embracing the towns of Waterbury, Plymouth, Thomaston, Watertown, and Woodbury. ALBERT P. BRADSTREET, Judge.

UNITED STATES COURTS.

Circuit Court at New Haven on fourth Tuesday in April, and at Hartford on third Tuesday September—Judge, Hon. HENRY LASCOMBS, New York. District Court at Hartford on fourth Tuesday in May and first Tuesday in December; at New Haven on fourth Tuesday in February and August—Judge, NATHANIEL SHIPMAN, Hartford, Conn. District Attorney, GEO. G. SILL, Hartford, Conn.

Clerk of Circuit and District Court, E. E. MARVIN, Hartford, Conn.

Marshal, EMORY L. STRONG, Bridgeport, Conn.

COURTS IN RHODE ISLAND.

SUPREME COURT.

NEWPORT.—Third Monday in March and September.
BRISTOL.—First Monday in March and second Monday in September.
EAST GREENWICH.—Second Monday in March, fourth Monday in August.
PROVIDENCE.—Fourth Monday in March and first Monday in October.
SOUTH KINGSTON.—Third Monday in February and August.

COURT OF COMMON PLEAS.

NEWPORT.—Third Monday in May and November.
BRISTOL.—First Monday in May and last Monday in October.
PROVIDENCE.—First Monday in March, June, September, and December.
EAST GREENWICH.—Second Monday in October and April.
SOUTH KINGSTON.—Second Monday in May and first Monday in November. Adjourned term held in Westerly.

U. S. CIRCUIT COURT.

PROVIDENCE.—Fifteenth of June and Fifteenth of November.

U. S. DISTRICT COURT.

NEWPORT.—Second Tuesday of May and third Tuesday of October.
PROVIDENCE.—First Tuesday in February and August.

RATES OF POSTAGE.

DOMESTIC.

Letters, prepaid by stamps, 2 cents each ounce or fraction thereof, to all parts of the United States; forwarded to another Post-office without charge, on request of the person addressed. If not called for, returned to the writer free, if endorsed with that request. Drop Letters, 2 cts. each oz., if delivered by carrier; not so delivered, 1 ct. each oz.

Postal cards, furnished only by government, one cent each, which may be sent to Canada, Germany, and Switzerland, by affixing a one cent stamp.

All mail matter delivered by carriers free. Advertised letters free.

All postal matter for delivery within the United States and Dominion of Canada, *must* be prepaid by stamps, or it is forwarded to the Dead Letter Office, and returned to the writer.

All packages of mail matter, not charged with letter postage, must be so arranged that the same can be *conveniently* examined by the Postmasters, or letter postage will be charged, and must be fully prepaid or will not be sent forward. No package will be forwarded by mail which weighs over four pounds, except a book. All liquids, poisons, glass, explosive materials, obscene books, and lottery circulars, shall be exluded from the mails.

Pamphlets, unsealed circulars, books, photographs, printed cards, prints, engravings, handbills, maps, proof sheets, regular publications designed primarily for advertising purposes, or for free circulation at nominal rates, one cent for every two ounces or fraction thereof. Transcient newspapers, magazines, and other periodicals, 2 cents each 4 ounces or fraction.

Blanks, lithographs, seeds, cuttings, bulbs, roots, flexible patterns, samples, merchandise, sample cards, photographic paper, and other flexible material, and all other mailable matter of the fourth class not otherwise mentioned, one cent for each ounce, or fractional part thereof.

REGISTRATION OF LETTERS.

Valuable Letters should always be registered. The fees (additional to pastage) are 10 cents. Any mail matter may now be registered.

FOREIGN POSTAGE. *Liable to Changes.*

Austria, Azores, Brazil, Belgium, Chili, Cuba, Denmark, Egypt, France and its Colonies, Great Britain and its Colonies, (except in North America) German Empire, Italy, Japan, Mexico, Netherlands, New Foundland, Portugal, Panama, Peru, Prussia, Switzerland, Sweden, Sandwich Islands, Spain, and Turkey, 5 cents; Canada, Nova Scotia, and New Brunswick, 2 cents; St. Helena, 15 cents; Cape of Good Hope, 15 cents each ½ oz. or fractions.

MONEY ORDERS.

Money orders can be obtained upon Post-offices in all parts of the United States, for the following fees, viz.:

On orders not exceeding.....	$5..5c.	Over $40 and not exceeding	$ 50..25c.
Over $ 5 and not exceeding....	10...8c.	" 50 " " "	" 60..30c.
" 10 " " "	....15..10c.	" 60 " " "	" 70..35c.
" 15 " " "	....30..15c.	" 70 " " "	" 80..40c.
" 30 " " "	....40. 20c.	" 80 " " "	..100..45c.

No single order issued for less than one cent or more than one hundred dollars, or more than three in one day payable to the same person.

Money Orders up to $50 upon Post-offices in all parts of various foreign counties as follows, or viz.:

Algeria, Belgium, British India, Canada, Denmark, France, German Empire, Great Britain and Ireland, Jamaica, Luxemburg, Norway, New Foundland, New Zealand, New South Wales, Portugal, Sweden, Sandwich Islands, The Netherlands, Tasmania, and Victoria. The rates for these orders will be given at any Money Order Office.

MISCELLANEOUS.

THE LENGTH OF DAYS.—At London, England, and at Bremen, Prussia, the longest day has 16½ hours. At Stockholm in Sweden, 18½ hours. At Hamburg, Germany, and at Dantzig, Prussia, the longest day has 17 hours, and the shortest 7 hours. At St. Petersburg in Russia, the longest day has 19 hours, and the shortest 5 hours. At Wardneys in Norway the day lasts from May 21st to July 2d without interruption. At New York, the longest day, June 20th, has 14 hours and 56 minutes. At Montreal, 15½ hours.

MEASURES OF TIME.—A generation is the interval of time that elapses between the birth of a father and the birth of his son, and was generally used in computing considerable portions of time both in sacred and profane history. Thirty-three years have usually been allowed as the mean length of generations.

ESTIMATING A STORM'S DISTANCE.—Observe how many seconds elapse between a flash of lightning and the thunder. Multiply them by 1142, the number of feet sound travels in a second; the product will be the distance in feet. In the absence of a watch, the pulsation of the wrist may be counted as seconds by deducting one from every seven or eight. Thunder can scarcely be heard more than twenty or thirty miles from the flash that produces it. Lightning, on the other hand, may be seen (or at least the reflection called sheet lightning) a distance of one hundred or one hundred and fifty miles.

BIBLE STATISTICS.—The following interesting particulars respecting the Bible are valuable, and the knowledge of them will tend to endear the book to those who love its truths:

	OLD TEST.	NEW TEST.	TOTAL.
Books,	39	27	66
Chapters,	929	260	1,189
Verses,	23,214	7,959	31,173
Words,	592,439	181,253	773,692
Letters,	2,728,800	838,000	3,566,800

The middle book of the entire Bible is Micah. The middle chapter (and smallest) is Psalm xii. The middle verse is the eighth of Psalm cxviii. The middle line is in 2 Chron. iv, 16.

The largest book is that of the Psalms. The largest chapter is Psalm cxix. The name Lord (Jehovah) occurs 6,859 times. The word "and" occurs 46,227 times. The number of writers of the Bible is 50. The middle book of the Old Testament is the Proverbs. The middle chapter is Job xxix. The middle verse is in 2 Chron. xx, between the 17th and 18th verses. The shortest book is that of Obadiah. The shortest verse is 1 Chron. i, 25.

2 Kings xix and Isaiah xxxvii are alike. Ezra ii and iii, first verse, is the same as Nehemiah vii, 6, 73, saving only difference of translation and a few variations caused by carelessness in transcription. Psalm xiv and liii are alike except in verse 5. Psalm lx from verse 5, and Psalm cviii, from verse 6, are alike.

The Book of Esther does not contain the name of God or Lord. Being a translation of part of the civil records of the Persian Empire as far as relates to the Jewish Esther, who was Queen Ahasuerus, the absence of God's name is not surprising.

SIZES OF BOOKS.—The various sizes of ordinary printed books are usually designated by the number of folds in a sheet of paper 19 x 24 inches, as follows:

When folded in 2 leaves it is called Folio size.
" " 4 " " " Quarto or 4to.
" " 8 " " " Octavo or 8vo.
" " 12 " " " Duodecimo or 12mo.
" " 16 " " " Sixteenmo or 16mo.

When other sizes of paper are used, as in blank books, diaries, etc., the name representing the size of paper is prefixed to that designating the number of folds, as—Cap, 8vo, Crown Quarto, Demy, Folio, etc.

The Census by States. It shows a Total Population of 62,480,540.

Diminished Rate of Increase as Compared with the Previous Ten Years. How This is in Part Explained.

WASHINGTON, Oct. 31.—The twelfth in the series of census bulletins was issued to-day on the population of the United States. The bulletin says:—

The population of the United States on June 1, 1890, as shown by the first count of persons and families, exclusive of white persons in Indian Territory, Indians on reservations and Alaska, was 62,480,540. These figures may be slightly changed by later and more exact compilations, but such changes will not be material. In 1880 the population was 50,155,783. The absolute increase of the population in the ten years intervening was 12,324,757, and the percentage of increase was 24.57. In 1870 the population was stated as 38,558,371. According to these figures, the absolute increase in the decade between 1870 and 1880 was 11,597,412, and the percentage of increase was 30.08. Upon their face these figures show that the population has increased between 1880 and 1890 only 727,345 more than between 1870 and 1880, while the rate of increase has apparently diminished from 30.08 to 24.57 per cent. If these figures were derived from correct data they would be indeed disappointing. Such a reduction in the rate of increase in the face of the enormous immigration during the past ten years would argue a great diminution in the fecundity of the population or a corresponding increase in its death rate. These figures are, however, easily explained when the character of the data used is understood. It is well known, the fact having been demonstrated by extensive and thorough investigation, that the census of 1870 was grossly deficient in the southern states, so much so as not only to give an exaggerated rate of increase in the population between 1870 and 1880 in the states, but to effect very materially the rate of increase in the country at large. These omissions were not the fault nor were they within the control of the census office. The census of 1870 was taken under a law which the superintendent, General Francis A. Walker, characterized as "clumsy, antiquated, and barbarous." The census office had no power over its enumerators save a barren protest, and its right was even questioned in some quarters. In referring to these omissions the superintendent of the tenth census said in his report in relation to the taking of the census in South Carolina: "It follows, as a conclusion of the highest authority, either that the census of 1870 was grossly defective in regard to the whole of the state, or some considerable parts thereof, or else that the census of 1870 and 1880 was fraudulent. Those, therefore, who believe in the accuracy and honesty of the tenth census, and that was thoroughly established, must accept the other alternative offered by General Walker, namely that the ninth census was "grossly defective." What was true in South Carolina was also true in a greater or less degree of all the southern states. There is of course no means of ascertaining accurately the extent of these omissions, but in all probability they amount to not less than 1,500,000. There is but little question that the population of the United States in 1870 was at least 40,000,000 instead of 38,558,371, as stated. If this estimate of the extent of the omissions in 1870 be correct, the absolute increase between 1870 and 1880 was only about 10,000,000, and the rate of increase was not far from 25 per cent. These figures compare much more reasonably with similar deductions from the population in 1880 and 1890. Omitting from consideration these states in which the census of 1870 is known or is presumed to have been faulty, the rate of increase between 1870 and 1880 in the remaining states has been very nearly maintained in the decade between 1880 and 1890. Referring to the principal table of the bulletin, the census of 1870 is known or is presumed to have been deficient in nearly all the States of the South Atlantic and Southern Central divisions, while in the North Atlantic, Northern Central, and Western divisions no evidence of incompleteness has been detected.

The population of these three last-named divisions in 1870, 1880, and 1890, the absolute increase for the two decades, and the rate of increase is set forth in the following table:—

Year.	Population.	Increase in population.	Percentage of increase.
1870	26,270,351		
1880	33,639,215	7,368,864	28.1
1890	42,693,682	9,054,467	26.9

[*Continued on page 40.*]

(*Continued from Page* 38.)

It will be seen that the absolute increase between 1880 and 1890 exceed that between 1870 and 1880 by 1,685,603, and the proportional increase was but 1.2 per cent.

The following table shows the population of the several states as found by the census enumeration of the years 1890, 1880, and 1870:—

States and Territories.	1890.	1880.	1870.
United States,	62,180,540	50,155,783	38,558,371
North Atlantic Division,	17,364,329	14,507,407	12,298,739
Maine,	660,261	648,936	626,915
New Hampshire,	375,527	346,991	318,300
Vermont,	332,205	332,286	330,551
Massachusetts,	2,223,407	1,783,085	1,457,351
Rhode Island,	345,313	276,531	217,353
Connecticut,	745,861	622,700	537,454
New York,	5,981,934	5,082,871	4,382,759
New Jersey,	1,441,017	1,131,116	90,096
Pennsylvania,	5,248,574	4,282,891	3,521,951
South Atlantic Division,	8,430,759	7,595,197	5,853,610
Delaware,	167,871	146,608	125,015
Maryland,	1,040,431	934,943	780,894
District of Columbia,	229,796	177,624	131,700
Virginia,	1,648,911	1,512,515	1,225,163
West Virginia,	760,148	618,457	442,014
North Carolina,	1,617,240	1,399,570	1,071,361
South Carolina,	1,147,161	995,577	705,606
Georgia,	1,834,366	542,180	1,184,109
Florida,	390,435	269,493	187,748
Northern Central Division,	22,322,151	17,364,111	12,981,111
Ohio,	3,666,719	3,198,062	2,665,260
Indiana,	2,189,020	1,978,301	1,680,637
Illinois,	3,818,226	3,077,871	2,539,891
Michigan,	2,089,792	1,636,937	1,184,059
Wisconsin,	1,683,297	1,315,497	1,054,670
Minnesota,	1,300,017	780,773	439,706
Iowa,	1,906,729	1,624,615	1,194,020
Missouri,	2,677,080	2,168,380	1,721,295
North Dakota,	182,425	36,909	14,181
South Dakota,	327,818	98,238	
Nebraska,	1,056,793	452,402	122,993
Kansas,	1,423,485	996,096	364,399
Southern Central Division,	10,948,253	8,919,371	6,434,410
Kentucky,	1,855,436	1,648,690	1,321,011
Tennessee,	1,767,723	1,542,359	1,258,520
Alabama,	2,508,073	1,262,505	996,992
Mississippi,	1,284,887	1,131,597	827,922
Louisiana,	1,116,828	939,946	726,915
Texas,	2,232,220	1,159,149	818,579
Indian Territory,	.....	.....	.....
Oklahoma,	61,701	.....	.....
Arkansas,	1,125,385	802,525	484,471
Western Division,	3,008,948	1,768,398	990,110
Montana,	131,769	39,159	20,595
Wyoming,	60,589	20,789	9,118
Colorado,	410,671	194,327	39,864
New Mexico,	114,862	119,565	91,874
Arizona,	59,691	40,440	9,658
Utah,	206,498	143,963	86,786
Nevada,	41,327	62,266	42,491
Idaho,	84,229	32,610	14,999
Alaska,	.....	.....	.....
Washington,	349,516	75,116	23,955
Oregon,	312,190	174,768	90,923
California,	1,204,002	864,694	560,247

MISCELLANEOUS PHENOMENA.

1871.—Highest temperature 86°, July 12; lowest temperature 6.0° below zero, Feb. 5; greatest precipitation 4.34 inches, Oct. 12.

1872.—Greatest precipitation 3.76 inches, Nov. 7; rainy days 121.

1873.—Greatest precipitation 3.36 inches, Nov. 24; rainy days 121.

1874.—First frost, Oct. 5; highest temperature 87° July 15; lowest temperature 5° Dec. 31; greatest precipitation 11.90 inches Aug. 7; rainy days 111.

1875.—First frost, Sept. 21; last frost, May 17; highest temperature 88°, June 28; lowest temperature 1° below zero, Dec. 20; greatest precipitation 2.21 inches, Sept. 16; rainy days 151.

1876.—First frost, Sept. 6; last frost, April 21; highest temperature 93°, July 9; lowest temperature 2°, Feb. 24; greatest precipitation 4.49 inches, April 3; rainy days 159.

1877.—First frost, Sept. 20; last frost, May 3; highest temperature 87°, July 25, and 26; lowest temperature 1°, Jan. 4; greatest precipitation 4.22 inches, June 6; rainy days 101.

1878.—First frost Aug. 24, last frost, Mar. 30; highest temperature 93°, July 19; lowest temperature 3°, Jan. 8; greatest precipitation 2.16 inches, Oct. 12; rainy days 136.

1879.—First frost, Sept. 20; last frost, May 11; highest temperature 91°, July 16; lowest temperature zero, Jan. 3; greatest precipitation, 4.16 inches, Aug. 18; rainy days 139.

1880.—First frost, Aug. 16; last frost, Mar. 23; highest temperature 89°, June 23 and Sept. 5; lowest temperature 1° below zero, Dec. 30; greatest precipitation 2.27 inches, Aug. 4; rainy days 165.

1881.—First frost, Sept. 5; last frost, Apr. 7; highest temperature 92°, Sept. 7; lowest temperature zero, Jan. 1 and Feb. 3; greatest precipitation 4.04 inches, Jan. 9; rainy days 140.

1882.—First frost, Oct. 27; last frost, May 3; highest temperature 90°, July 24; lowest temperature 10° below zero, Jan. 24; greatest precipitation 4.42 inches, Sept. 12; rainy days 136.

1883.—First frost, Oct. 5; last frost, Apr. 29; highest temperature 89°, July 7; lowest temperature 7.5° below zero, Dec. 23; greatest precipitation 2.84 inches, May 22; rainy days 148.

1884.—First frost, Oct. 10; last frost, June 15; highest temperature 89°, Sept. 10; lowest temperature 5.2 below zero, Dec. 20; greatest precipitation 5.97 inches, June 25; rainy days 161.

1885.—First frost, Oct. 23; last frost, June 10; highest temperature 92°, July 18; lowest temperature 1°, Jan 29; greatest precipitation 2.51 inches, Oct. 13; rainy days 121.

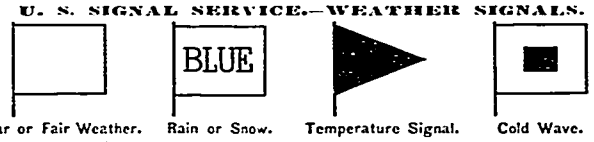
1886.—First frost, Sept. 21; last frost, April 9; highest temperature 88°, July 7; lowest temperature 4.2° below zero, Feb. 6; greatest precipitation 6.66 inches, Feb. 12; rainy days 141.

1887.—First frost, Sept. 27, last frost April 18; highest temperature 89°, July 13; lowest temperature 0.1° below zero, Jan. 19; greatest precipitation 1.99 inches, June 23; rainy days 125.

1888.—First frost, Aug. 28; last frost, May 16; highest temperature 92°, June 23; lowest temperature 3° below zero Jan. 22; greatest precipitation 2.85 inches, Dec. 31 and Jan. 1. March 11, 12, 13, and 14, "BLIZZARD." Rainy days 138.

1889.—First frost Sept. 23; last frost March 31; highest temperature 86°, July 8; lowest temperature 1.0°, Feb. 24; greatest precipitation, 2.60 inches, Oct. 27 and 28; rainy days 159.

U. S. SIGNAL SERVICE.—WEATHER SIGNALS.



Clear or Fair Weather. Rain or Snow. Temperature Signal. Cold Wave.

When black triangular flag is placed above white or blue flag, it indicates warmer weather; when placed below, colder weather; when omitted, stationary temperature. Displayed from Liberty pole on Parade.

WIND DIRECTION AND VELOCITY SIGNALS.

Cautionary Yellow Flag. With white square in center, indicates that the winds expected are not so severe but well found and sea-worthy vessels can meet them without great danger.

Storm Red Flag. With black square in center, indicates that the storm is expected to be of marked violence.

Red pennant above red or yellow flag indicates northeast wind. Red pennant below red or yellow flag indicates southeast wind. White pennant above red or yellow flag indicates northwest wind. White pennant below red or yellow flag indicates southwest wind.

Night. A red lantern will indicate easterly winds, and a red and white lantern westerly winds. If white lantern is above red lantern it indicates northwesterly winds, and if below southwesterly winds.

Information Signal. A yellow pennant indicates that important information to mariners has been received from the central office at Washington and is intended to call mariners attention to this fact before sailing.

Displayed from roof U. S. Signal Office, Custom House.

GOVERNORS OF CONNECTICUT.

The supreme executive power of the State is vested by the constitution in the governor. He has power to administer oaths, sign writs, and issue process. He is directed to see that the laws are faithfully executed. On special emergencies he may convene the general assembly in special session at any place in the State. He is commander-in-chief of the militia of the State. All commissions must be signed by him. He has power to veto all bills passed by the assembly, but his veto may be over-ridden by a majority vote in both houses upon a reconsideration. Any bill not returned by him within three days, Sundays excepted, after being presented to him, becomes a law, in like manner as if signed by him, unless the general assembly, by its adjournment, prevents its return, in which case it does not become a law.

The governor presided over the general assembly before it was divided into two houses in 1698. From that date until the adoption of the constitution of 1818, he presided in the council or upper house, with a casting vote, but no veto power.

The title of "his excellency" was given to the governor by an act passed in May, 1777.

The governor holds his office for two years, and receives an annual salary of $4,000.

		Term.
James Haynes,	Hartford,	1639, '41, '43, '45, '47, '49, '51, '53— 8 yrs.
Edward Hopkins,	Hartford,	1640, '44, '46, '48, '50, '52, '54— 7 "
George Wyllys,	Hartford,	1642–'43— 1 yr.
Thomas Welles,	Hartford,	1655–'58— 2 yrs.
John Webster,	Hartford,	1656–'57— 1 yr.
John Winthrop,	New London,	1657, '59–76—18 yrs.
William Leete,	Guilford,	1676–'83— 7 "
Robert Treat,	Milford,	1683–'98—15 "
Fitz John Winthrop,	New London,	1698–1708—10 "
Gurdon Saltonstall,	New London,	1708–'25—17 "
Joseph Talcott,	Hartford,	1725–'42—17 "
Jonathan Law,	Milford,	1742–'51— 9 "
Roger Wolcott,	Windsor,	1751–'54— 3 "
Thomas Fitch,	Norwalk,	1754–'66—12 "
William Pitkin,	Hartford,	1766–'69— 3 "
Jonathan Trumbull,	Lebanon,	1769–'84—15 "
Matthew Griswold,	Lyme,	1784–'86— 2 "
Samuel Huntington,	Norwich,	1786–'96— 9 " and 8 m.
Oliver Wolcott,	Litchfield,	1796–'97— 1 yr. " 11 m.
Jonathan Trumbull,	Lebanon,	1797–1809—11 yrs. " 8 m.
John Treadwell,	Farmington,	1809–'11— 1 yr. " 5 m.
Roger Griswold,	Lyme,	1811–'12— 1 " " 5 m.
John Cotton Smith,	Sharon,	1812–'17— 4 yrs. " 7 m.

[*Continued on page 46.*]

[*Continued from page 45.*]

			Term.
Oliver Wolcott,	Litchfield,	1817–'27—	10 yrs.
Gideon Tomlinson,	Fairfield,	1827–'31—	4 "
John S. Peters,	Hebron,	1831–'33—	2 "
Henry W. Edwards,	New Haven,	1833–'34—	1 yr.
Samuel A. Foot,	Cheshire,	1834–'35—	1 "
Henry W. Edwards,	New Haven,	1835–'38—	3 yrs.
William W. Ellsworth,	Hartford,	1838–'42—	4 "
Chauncey F. Cleaveland,	Hampton,	1842–'44—	2 "
Roger S. Baldwin,	New Haven,	1844–'46—	2 "
Isaac Toucey,	Hartford,	1846–'47—	1 yr.
Clark Bissell,	Norwalk,	1847–'49—	2 yrs.
Joseph Trumbull,	Hartford,	1849–'50—	1 yr.
Thomas H. Seymour,	Hartford,	1850–'53—	3 yrs. and 1 m.
Charles H. Pond,	Milford,	1853–'54—	1 yr.
Henry Dutton,	New Haven,	1854–'55—	1 "
William T. Minor,	Stamford,	1855–'57—	2 yrs.
Alexander H. Holley,	Salisbury,	1857–'58—	1 yr.
Wm. A. Buckingham,	Norwich,	1858–'66—	8 yrs.
Joseph R. Hawley,	Hartford,	1866–'67—	1 yr.
James E. English,	New Haven,	1867–'69—	2 yrs.
Marshall Jewell,	Hartford,	1869–'70—	1 yr.
James E. English,	New Haven,	1870–'71—	1 "
Marshall Jewell,	Hartford,	1871–'73—	2 yrs.
Charles R. Ingersoll,	New Haven,	1873–'77—	4 "
Richard D. Hubbard,	Hartford,	1877–'79—	2 "
Charles B. Andrews,	Litchfield,	1879–'81—	2 "
Hobart B. Bigelow,	New Haven,	1881–'83—	2 "
Thomas M. Waller,	New London,	1883–'85—	2 "
Henry B. Harrison,	New Haven,	1885–'87—	2 "
Phineas C. Lounsbury,	Ridgefield,	1887–'89—	2 "
Morgan G. Bulkeley,	Hartford,	1889	

RESULTS OF SAVING SMALL AMOUNTS OF MONEY.

The following shows how easy it is to accumulate a fortune, provided proper steps are taken. The table shows what would be the result at the end of fifty years by saving a certain amount each day and putting it at interest at the rate of six per cent:

Daily Savings.	The Result.	Daily Savings.	The Result.
One cent	$ 950	Sixty cents	$57,024
Ten cents	9,504	Seventy cents	66,528
Twenty cents	19,006	Eighty cents	76,032
Thirty cents	28,512	Ninety cents	85,537
Forty cents	38,015	One dollar	95,041
Fifty cents	47,520	Five dollars	475,208

Nearly every person wastes enough in twenty or thirty years to make a family quite independent; but the principle of small savings has been lost sight of in the general desire to become wealthy.

JOHN RUSKIN'S REMARKS TO GIRLS ABOUT DRESS.

Dress as plainly as your parents will allow you, but in bright colors (if they become you) and in the best materials—that is to say, in those which will wear the longest. When you are really in want of a new dress, buy it (or make it) in the fashion, but never quit an old one merely because it has become unfashionable. And if the fashion be costly, you must not follow it. You may wear broad stripes or narrow, bright colors or dark, short petticoats or long, (in moderation,) as the public wish you; but you must not buy yards of useless stuff to make a knot or flounce of, nor drag them behind you over the ground, and your walking dress must never touch the ground at all. I have lost much of the faith I once had in the common sense, and even in the personal delicacy, of the present race of average English women, by seeing how they will allow their dresses to sweep the streets, if it is the fashion to be scavengers. Learn dressmaking yourself, with pains and time, and use a part of every day in needlework, making as pretty dresses as you can for poor people who have not the time or taste to make them nicely for themselves. You are to show them in your own wearing what is most right and graceful, and help them to choose what will be prettiest and most becoming in their own station.

Who would believe that the fashion of a lady's dress, 850 B. C., was very much the same as it is now, A. D. 1875? But here is the evidence from Hesiod (Works and Days, Part I). In his counsels on marriage he says:

"Let no fair woman tempt thy sliding mind
With garments gathered in a knot behind."

Look on this picture and then on that. If a man should wear his pantaloons so long that whenever he appeared on the street he should be obliged to reach around behind and grab hold of the slack or basement and hold them up, wouldn't the ladies laugh? And yet half the ladies you meet do just the same thing with their dresses. And it don't look pretty either.

Wanted—Old Almanacs, for which good prices will be paid by T. S. Collier, New London, Conn.

The longest reach of railway without a curve is in South America, on the new Argentine Pacific road, from Buenos Ayres to the foot of the Andes, the distance being 211 miles, without a bend or curve, and no cut or embankment exceeding three feet.

MASSACHUSETTS LAWS IN OLDEN TIME.—Under date of September 3, 1634, the General Court said: "That no person, either man or woman, shall hereafter make or buy any apparel, either woolen, silk or linen, with any lace on it, silver, gold, silk, or thread, under the penalty of forfeiture of said clothes. Also, all gold or silver girdles, hat-bands, belts, ruffs, beaver hats, are prohibited. Also, immoderate great sleeves, slashed apparel, immoderate great rayles, long-wing," &c. The lawgivers of the colony, having thus effectually prevented the extravagance of their wives in articles of dress, next turned their attention to the fashion which should positively regulate the length and width of the sleeves of their garments. On September 9, 1639, the General Court decreed that "Hereafter, no garment shall be made with short sleeves, whereby the nakedness of the arm shall be discovered in the wearing thereof; and, hereafter, no person whatever shall make any garment for women, or any of their sex, with sleeves more than half an ell wide in the widest part thereof, and so proportionally for bigger or smaller persons."

A FEW WORDS TO GIRLS.

The pastor of a church in one of our large cities said not long ago: "I have officiated at forty weddings since I came here, and in every case save one, I felt that the bride was running an awful risk." Young men of bad habits and "fast" tendencies never marry a girl of their own sort, but demand a wife above suspicion. So pure, sweet women, kept from the touch of evil through the years of childhood, give themselves with all their costly dower of womanhood, into the keeping of men who, in base associations, have learned to undervalue all that belongs to them, and then find no repentance in the sad after years.

There is but one one way out of that that I can see, and that is for you to require in associations, and marriages, purity for purity, sobriety for sobriety, and honor for honor.

There is no reason why the young men of this Christian land should not be just as virtuous as its young women: and if the loss of your society be the price they are forced to pay for vice, they will not pay it.

BORROWED JEWELS.

Olive Logan writes very bright letters from Long Branch to the Graphic. *Speaking of diamonds in one of them, she indulges in some slight reminiscences:* "I am less impressed with the financial importance of those persons wearing gems than I was before I heard about Josephine Mansfield's solitaires. Remember them? I never envied her them to be sure, because, unfortunately for myself, perhaps, my illusions are past about such magnificence. When diamonds are family jewels and form part of the decorations of a great ancestral name, then I grant their possession carries weight. But in this country diamonds merely mean money, and it is just a question whether you will put your money in diamonds or in something else. If I were to sell some dirt I own in New York ('all that parcel of land,' etc.), I could hang myself with brilliants which would outflash the flashiest. Some people think that diamonds are a good investment. I don't. I've seen diamond ornaments that cost thousands sold for a few hundreds to the very jeweler who sold them in the first place. But I was speaking of Josephine's solitaires. How brilliant they were! As she sat in the box at the Grand Opera House with Fisk on one side and Stokes on the other, her coal black eyes sparkling with merriment, her coral lips smiling, there was something almost barbaric in her beauty. I don't suppose those solitaires were really larger than an English walnut, be the same more or less; but sometimes, when the waves of light played on them in a certain way, the earrings looked bigger than the chandelier. When the trouble eventuated and the poor woman was left in so destitute a condition that I heard a variety-hall songstress had taken pity on her and supplied her with funds, I said to one who knew, 'Why does not Mansfield sell those earrings that Fisk gave her?' 'He didn't give her those earrings—they weren't his to give—he hired them.' Thus it seems that it is not even necessary to own these jewels. You can hire them.

TABLE OF WAGES.

For One Week, Two Weeks, Three Weeks, or Four Weeks.

	Days.	$1.00	$1.50	$2.00	$2.50	$3.00	$3.50	$4.00	$4.50	$5.00	$5.50	$6.00
1st Week.	1	.16⅔	.25	.33⅓	.41⅔	.50	.58⅓	.66⅔	.75	.83⅓	.91⅔	1.00
	2	.33⅓	.50	.66⅔	.83⅓	1.00	1.16⅔	1.33⅓	1.50	1.66⅔	1.83⅓	2.00
	3	.50	.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00
	4	.66⅔	1.00	1.33⅓	1.66⅔	2.00	2.33⅓	2.66⅔	3.00	3.33⅓	3.66⅔	4.00
	5	.83⅓	1.25	1.66⅔	2.08⅓	2.50	2.91⅔	3.33⅓	3.75	4.16⅔	4.58⅓	5.00
	6	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00
2d Week.	7	1.16⅔	1.75	2.33⅓	2.91⅔	3.50	4.08⅓	4.66⅔	5.25	5.83⅓	6.41⅔	7.00
	8	1.33⅓	2.00	2.66⅔	3.33⅓	4.00	4.66⅔	5.33⅓	6.00	6.66⅔	7.33⅓	8.00
	9	1.50	2.25	3.00	3.75	4.50	5.25	6.00	6.75	7.50	8.25	9.00
	10	1.66⅔	2.50	3.33⅓	4.16⅔	5.00	5.83⅓	6.66⅔	7.50	8.33⅓	9.16⅔	10.00
	11	1.83⅓	2.75	3.66⅔	4.58⅓	5.50	6.41⅔	7.33⅓	8.25	9.16⅔	10.08⅓	11.00
	12	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00
3d Week.	13	2.16⅔	3.25	4.33⅓	5.41⅔	6.50	7.58⅓	8.66⅔	9.75	10.83⅓	11.91⅔	13.00
	14	2.33⅓	3.50	4.66⅔	5.83⅓	7.00	8.16⅔	9.33⅓	10.50	11.66⅔	12.83⅓	14.00
	15	2.50	3.75	5.00	6.25	7.50	8.75	10.00	11.25	12.50	13.75	15.00
	16	2.66⅔	4.00	5.33⅓	6.66⅔	8.00	9.33⅓	10.66⅔	12.00	13.33⅓	14.66⅔	16.00
	17	2.83⅓	4.25	5.66⅔	7.08⅓	8.50	9.91⅔	11.33⅓	12.75	14.16⅔	15.58⅓	17.00
	18	3.00	4.50	6.00	7.50	9.00	10.50	12.00	13.50	15.00	16.50	18.00
4th Week.	19	3.16⅔	4.75	6.33⅓	7.91⅔	9.50	11.08⅓	12.66⅔	14.25	15.83⅓	17.41⅔	19.00
	20	3.33⅓	5.00	6.66⅔	8.33⅓	10.00	11.66⅔	13.33⅓	15.00	16.66⅔	18.33⅓	20.00
	21	3.50	5.25	7.00	8.75	10.50	12.25	14.00	15.75	17.50	19.25	21.00
	22	3.66⅔	5.50	7.33⅓	9.16⅔	11.00	12.83⅓	14.66⅔	16.50	18.33⅓	20.16⅔	22.00
	23	3.83⅓	5.75	7.66⅔	9.58⅓	11.50	13.41⅔	15.33⅓	17.25	19.16⅔	21.08⅓	23.00
	24	4.00	6.00	8.00	10.00	12.00	14.00	16.00	18.00	20.00	22.00	24.00

	Days.	$6.50	$7.00	$7.50	$8.00	$9.00	$10.	$11.	$12.	$13.	$14.	$15.
1st Week.	1	1.08⅓	1.16⅔	1.25	1.33⅓	1.50	1.66⅔	1.83⅓	2.00	2.16⅔	2.33⅓	2.50
	2	2.16⅔	2.33⅓	2.50	2.66⅔	3.00	3.33⅓	3.66⅔	4.00	4.33⅓	4.66⅔	5.00
	3	3.25	3.50	3.75	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50
	4	4.33⅓	4.66⅔	5.00	5.33⅓	6.00	6.66⅔	7.33⅓	8.00	8.66⅔	9.33⅓	10.00
	5	5.41⅔	5.83⅓	6.25	6.66⅔	7.50	8.33⅓	9.16⅔	10.00	10.83⅓	11.66⅔	12.50
	6	6.50	7.00	7.50	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00
2d Week.	7	7.58⅓	8.16⅔	8.75	9.33⅓	10.50	11.66⅔	12.83⅓	14.00	15.16⅔	16.33⅓	17.50
	8	8.66⅔	9.33⅓	10.00	10.66⅔	12.00	13.33⅓	14.66⅔	16.00	17.33⅓	18.66⅔	20.00
	9	9.75	10.50	11.25	12.00	13.50	15.00	16.50	18.00	19.50	21.00	22.50
	10	10.83⅓	11.66⅔	12.50	13.33⅓	15.00	16.66⅔	18.33⅓	20.00	21.66⅔	23.33⅓	25.00
	11	11.91⅔	12.83⅓	13.75	14.66⅔	16.50	18.33⅓	20.16⅔	22.00	23.83⅓	25.66⅔	27.50
	12	13.00	14.00	15.00	16.00	18.00	20.00	22.00	24.00	26.00	28.00	30.00
3d Week.	13	14.08⅓	15.16⅔	16.25	17.33⅓	19.50	21.66⅔	23.83⅓	26.00	28.16⅔	30.33⅓	32.50
	14	15.16⅔	16.33⅓	17.50	18.66⅔	21.00	23.33⅓	25.66⅔	28.00	30.33⅓	32.66⅔	35.00
	15	16.25	17.50	18.75	20.00	22.50	25.00	27.50	30.00	32.50	35.00	37.50
	16	17.33⅓	18.66⅔	20.00	21.33⅓	24.00	26.66⅔	29.33⅓	32.00	34.66⅔	37.33⅓	40.00
	17	18.41⅔	19.83⅓	21.25	22.66⅔	25.50	28.33⅓	31.16⅔	34.00	36.83⅓	39.66⅔	42.50
	18	19.50	21.00	22.50	24.00	27.00	30.00	33.00	36.00	39.00	42.00	45.00
4th Week.	19	20.58⅓	22.16⅔	23.75	25.33⅓	28.50	31.66⅔	34.83⅓	38.00	41.16⅔	44.33⅓	47.50
	20	21.66⅔	23.33⅓	25.00	26.66⅔	30.00	33.33⅓	36.66⅔	40.00	43.33⅓	46.66⅔	50.00
	21	22.75	24.50	26.25	28.00	31.50	35.00	38.50	42.00	45.50	49.00	52.50
	22	23.83⅓	25.66⅔	27.50	29.33⅓	33.00	36.66⅔	40.33⅓	44.00	47.66⅔	51.33⅓	55.00
	23	24.91⅔	26.83⅓	28.75	30.66⅔	34.50	38.33⅓	42.16⅔	46.00	49.83⅓	53.66⅔	57.50
	24	26.00	28.00	30.00	32.00	36.00	40.00	44.00	48.00	52.00	56.00	60.00

RICHMOND

AGENTS FOR EASTERN CONNECTICUT:

JOHN P. BARSTOW & CO.,	Norwich.
B. H. HILLIAR,	New London.
F. B. SMITH,	Mystic River.
NELSON APPLEBY,	Lyme.
W. H. SMITH,	Saybrook and Centerbrook.
S. A. WILLIAMS,	Deep River.
W. H. STAFFORD,	Clinton.
F. T. AVERY,	Colchester.
OLDS & WHIPPLE,	Hartford.

H. N. HEFFLON,	East Haddam.
JAMES ALEXANDER,	Moodus.
KEIGWIN & CLARK,	Willimantic.
FERRIS BROS.,	South Manchester.
ANTHONY ADAMS,	Stafford Springs.
SAMUEL WHITFORD,	Jewett City.
CHARLES E. BARBER,	Central Village.
GEO. JENCKS,	Danielsonville.
PERRY & BROWN,	Putnam.
JAMES DONOVAN,	Middletown.

RICHMOND

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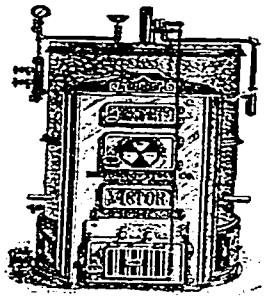

B. H. HILLIAR,

STEAM and GAS FITTER,

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Hot Air Furnaces,

Steam Heaters.

21 Bank Street,

NEW LONDON, CONN.

SOLE AGENT FOR

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Ranges, Stoves,

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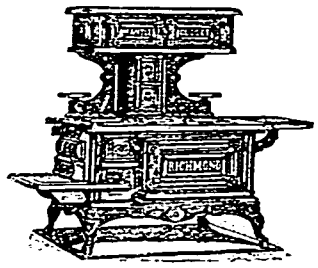

B. H. HILLIAR,

21 Bank Street, New London, Conn.

TELEPHONE CONNECTION.

RICHMOND

Meteorological data compiled from the records of the U. S. Signal office at New London, Conn., from 1871 to 1889 inclusive.

MEAN TEMPERATURE.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	23.2	27.0	25.2	33.0	23.8	33.4	26.1	31.0	26.6	37.7
February,	27.2	27.3	26.1	29.3	23.3	31.2	34.0	33.0	26.7	34.4
March,	40.1	26.7	32.8	35.0	32.3	35.1	36.7	41.5	36.7	35.9
April,	47.6	44.7	43.5	39.9	44.4	45.5	47.1	50.2	44.3	46.7
May,	56.1	57.1	54.1	56.1	54.8	55.7	56.8	58.0	57.7	61.3
June,	64.6	66.7	65.9	65.7	65.3	68.0	66.4	63.9	65.8	68.1
July,	70.2	74.1	71.1	71.0	70.2	74.6	70.9	72.6	70.6	71.7
August,	70.9	72.4	68.7	67.5	70.1	71.0	72.9	70.1	68.9	69.5
September,	58.4	62.9	61.7	64.6	62.1	61.4	64.9	64.9	62.0	64.2
October,	54.1	50.8	52.0	53.1	52.2	49.9	53.6	56.2	58.4	52.2
November,	36.4	39.6	33.7	41.2	38.5	43.6	44.8	42.1	42.0	39.5
December,	27.9	23.7	33.8	33.3	32.1	25.1	37.5	32.5	36.4	28.2
	Mean Annual 48.1	Mean Annual 47.8	Mean Annual 47.4	Mean Annual 49.1	Mean Annual 47.4	Mean Annual 49.2	Mean Annual 51.0	Mean Annual 51.3	Mean Annual 49.7	Mean Annual 50.8

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	24.3	29.4	26.6	26.1	29.1	27.8	28.6	23.3	36.2
February,	28.8	33.3	30.4	33.6	27.7	27.8	31.5	30.2	27.2
March,	37.4	38.1	32.2	35.8	29.7	35.1	34.0	32.3	39.2
April,	44.3	44.7	45.2	45.4	47.0	48.1	45.0	44.6	48.8
May,	56.7	51.5	50.6	55.8	51.5	56.8	58.3	55.4	58.7
June,	62.0	65.9	67.4	65.1	65.4	63.1	64.3	67.2	67.0
July,	69.9	71.2	71.2	67.5	71.4	70.2	73.2	68.5	69.9
August,	70.2	70.4	67.9	68.5	68.4	67.9	69.2	70.0	69.0
September,	68.3	64.8	61.1	66.9	61.0	64.6	61.2	60.7	63.8
October,	56.8	56.8	50.9	54.6	52.9	53.4	53.1	49.4	50.2
November,	45.3	40.0	44.1	42.9	44.7	44.4	42.5	45.0	45.8
December,	39.3	31.3	31.5	31.5	35.0	29.9	35.0	34.4	40.0
	Mean Annual 50.3	Mean Annual 49.8	Mean Annual 48.8	Mean Annual 49.7	Mean Annual 48.5	Mean Annual 49.1	Mean Annual 49.7	Mean Annual 48.4	Mean Annual 51.3

TOTAL PRECIPITATION IN INCHES AND HUNDREDTHS.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	1.45	2.46	6.38	2.65	4.13	1.83	3.67	5.18	3.32	2.44
February,	1.75	0.96	3.31	2.85	4.09	4.83	1.60	1.23	2.81	3.43
March,	6.23	3.69	2.24	2.96	4.02	7.01	10.96	2.22	5.96	4.97
April,	2.67	2.30	2.88	10.85	2.95	5.74	2.52	1.63	6.48	3.44
May,	2.74	3.16	5.38	5.26	2.68	2.85	2.11	0.98	1.47	1.39
June,	4.58	2.78	0.58	2.63	3.21	0.68	7.70	2.76	4.76	2.16
July,	1.39	5.35	1.38	5.05	6.36	5.65	3.98	3.11	6.04	5.59
August,	3.71	6.06	3.69	16.44	3.55	0.48	4.90	5.44	7.75	6.53
September,	1.35	6.98	2.28	2.08	4.11	5.00	1.21	1.52	4.70	3.06
October,	8.25	3.77	5.62	0.91	4.06	1.44	6.78	3.75	1.16	1.14
November,	5.50	5.46	5.52	3.67	4.16	5.26	5.15	5.80	2.22	2.05
December,	2.78	4.04	2.90	4.21	1.47	2.43	0.73	5.74	4.38	4.03
	Mean Annual 3.54	Mean Annual 3.92	Mean Annual 3.52	Mean Annual 4.95	Mean Annual 3.73	Mean Annual 3.60	Mean Annual 4.28	Mean Annual 3.28	Mean Annual 4.25	Mean Annual 3.60

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	6.76	6.90	4.38	6.12	5.44	7.39	4.73	4.78	3.54
February,	7.06	5.26	6.02	5.62	4.03	11.98	5.88	2.33	2.47
March,	8.07	3.56	3.35	5.53	1.55	4.64	4.65	5.96	2.37
April,	2.23	3.40	3.61	3.99	3.34	3.63	3.63	2.26	4.02
May,	4.85	4.13	5.73	5.64	5.02	3.45	1.36	4.90	3.84
June,	3.75	4.85	3.30	6.29	2.12	2.14	4.69	1.28	4.13
July,	2.73	3.02	7.81	6.02	2.67	3.82	5.47	1.35	6.91
August,	2.08	2.10	2.76	7.13	7.69	5.04	4.19	3.81	4.15
September,	1.37	8.99	3.24	1.32	1.44	3.69	2.32	7.32	4.93
October,	3.56	4.99	7.33	3.53	6.16	4.14	4.28	3.77	5.25
November,	5.16	1.76	3.19	2.78	5.69	4.57	2.19	5.46	6.19
December,	4.03	1.50	3.62	7.36	3.92	4.37	4.62	2.39	1.90
	Mean Annual 4.34	Mean Annual 4.20	Mean Annual 4.53	Mean Annual 5.11	Mean Annual 4.09	Mean Annual 4.90	Mean Annual 4.00	Mean Annual 3.80	Mean Annual 4.14

Meteorological data compiled from the records of the U. S. Signal office at New London, Conn., from 1871 to 1889 inclusive.

MEAN TEMPERATURE.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	23.2	27.0	25.2	33.0	23.8	33.4	26.1	31.0	26.6	37.7
February,	27.2	27.3	26.1	29.3	23.3	31.2	34.0	33.0	26.7	34.4
March,	40.1	26.7	32.8	35.0	32.3	35.1	36.7	41.5	36.7	35.9
April,	47.6	44.7	43.5	39.9	44.4	45.5	47.1	50.2	44.3	46.7
May,	56.1	57.1	54.1	56.1	54.8	55.7	56.8	58.0	57.7	61.3
June,	64.6	66.7	65.0	65.7	68.3	68.0	66.4	63.9	65.8	68.1
July,	70.2	74.1	71.1	71.0	70.2	74.6	70.9	72.6	70.6	71.7
August,	70.9	72.4	68.7	67.5	70.1	71.0	72.9	70.1	68.9	69.5
September,	58.4	62.9	61.7	64.6	62.1	61.4	64.9	64.9	62.0	64.2
October,	54.1	50.8	52.0	53.1	52.2	49.9	53.6	56.2	58.4	52.2
November,	36.4	39.6	33.7	41.2	38.5	43.6	44.8	42.1	42.0	39.5
December,	27.0	23.7	33.8	33.3	32.1	25.1	37.5	32.5	36.4	28.2
	Mean Annual 48.1	Mean Annual 47.8	Mean Annual 47.4	Mean Annual 49.1	Mean Annual 47.4	Mean Annual 49.2	Mean Annual 51.0	Mean Annual 51.3	Mean Annual 49.7	Mean Annual 50.8

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	24.3	29.4	26.6	26.1	29.1	27.8	28.6	23.3	26.2
February,	28.8	33.3	30.4	33.6	27.7	27.8	31.5	30.2	27.2
March,	37.4	38.1	32.2	35.8	29.7	35.1	34.0	32.3	39.2
April,	44.3	44.7	45.2	45.4	47.0	48.1	45.0	44.6	48.8
May,	56.7	51.5	56.6	55.8	51.5	56.8	58.3	55.4	58.7
June,	62.0	65.9	67.4	65.1	65.4	63.1	64.3	67.2	67.0
July,	69.9	71.2	71.2	67.5	71.4	70.2	73.2	68.5	69.9
August,	70.2	70.4	67.9	68.5	68.4	67.9	69.2	70.0	69.0
September,	68.3	64.8	61.1	66.9	61.0	64.6	61.2	60.7	63.8
October,	56.8	56.8	50.9	54.6	52.9	53.4	53.1	49.4	50.2
November,	45.3	40.0	44.1	42.9	44.7	44.4	42.5	45.0	45.8
December,	39.3	31.3	31.5	34.5	35.0	29.9	35.0	34.4	40.0
	Mean Annual 50.2	Mean Annual 49.8	Mean Annual 48.8	Mean Annual 49.7	Mean Annual 48.5	Mean Annual 49.1	Mean Annual 49.7	Mean Annual 48.4	Mean Annual 51.3

TOTAL PRECIPITATION IN INCHES AND HUNDREDTHS.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	1.45	2.46	6.38	2.65	4.13	1.83	3.67	5.18	3.32	2.44
February,	1.75	0.96	3.31	2.85	4.09	4.83	1.60	1.23	2.81	3.43
March,	6.23	3.69	2.24	2.96	4.02	7.01	10.96	2.22	5.96	4.97
April,	2.07	2.30	2.88	10.85	2.95	5.74	2.52	1.63	6.48	3.44
May,	2.74	3.16	5.38	5.26	2.68	2.85	2.11	0.98	1.47	1.39
June,	4.58	2.73	0.58	2.63	3.21	0.68	7.70	2.76	4.76	2.16
July,	1.39	5.35	1.38	5.05	6.36	5.65	5.98	3.11	6.04	5.59
August,	3.71	6.06	3.69	16.44	3.55	0.48	4.90	5.44	7.75	6.53
September,	1.35	6.98	2.28	2.08	4.11	5.00	1.21	1.52	4.70	3.06
October,	8.35	3.77	5.62	0.91	4.06	1.44	6.78	3.75	1.16	1.14
November,	5.50	5.46	5.52	3.67	4.16	5.26	5.15	5.80	2.22	2.05
December,	2.78	4.04	2.90	4.24	1.47	2.43	0.73	5.74	4.38	4.03
	Mean Annual 3.54	Mean Annual 3.92	Mean Annual 3.52	Mean Annual 4.95	Mean Annual 3.73	Mean Annual 3.60	Mean Annual 4.28	Mean Annual 3.28	Mean Annual 4.25	Mean Annual 3.60

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	6.76	6.90	4.38	6.12	5.44	7.39	4.73	4.78	3.54
February,	7.06	5.26	6.02	5.62	4.03	11.98	5.88	2.33	2.47
March,	8.07	3.56	3.35	5.53	1.55	4.64	4.65	5.96	2.37
April,	2.23	3.40	3.61	3.99	3.34	3.63	3.63	2.26	4.02
May,	4.85	4.13	5.73	5.64	5.02	3.45	1.36	4.90	3.84
June,	3.73	4.85	3.30	6.29	2.12	2.14	4.69	1.23	4.13
July,	2.72	3.02	7.84	6.02	2.67	3.82	5.47	1.35	6.91
August,	2.08	2.10	2.76	7.13	7.69	5.04	4.19	3.81	4.15
September,	1.37	8.99	3.24	1.32	1.44	3.69	2.32	7.32	4.93
October,	3.56	4.99	7.33	3.53	6.16	4.14	4.28	3.77	5.25
November,	5.16	1.76	3.19	2.78	5.69	4.57	2.19	5.46	6.19
December,	4.03	1.50	3.62	7.36	3.92	4.37	4.62	2.39	1.90
	Mean Annual 4.31	Mean Annual 4.20	Mean Annual 4.53	Mean Annual 5.11	Mean Annual 4.09	Mean Annual 4.90	Mean Annual 4.00	Mean Annual 3.80	Mean Annual 4.11

Meteorological data compiled from the records of the U. S. Signal office at New London, Conn., from 1871 to 1889 inclusive.

MEAN TEMPERATURE.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	23.2	27.0	25.2	33.0	23.8	33.4	26.1	31.0	26.6	27.7
February,	27.2	27.3	26.1	29.3	28.3	31.2	34.0	33.0	26.7	34.4
March,	40.1	26.7	32.8	35.0	32.3	35.1	36.7	41.5	36.7	35.9
April,	47.6	44.7	43.5	39.9	44.4	45.5	47.1	50.2	44.3	46.7
May,	56.1	57.1	54.1	56.1	54.8	55.7	56.8	58.0	57.7	61.3
June,	64.6	66.7	65.0	65.7	65.3	68.0	66.4	63.9	65.8	68.1
July,	70.2	74.1	71.1	71.0	70.2	74.6	70.9	72.6	70.6	71.7
August,	70.9	72.4	68.7	67.5	70.1	71.0	72.9	70.1	68.9	69.5
September,	58.4	62.9	61.7	64.6	62.1	61.4	64.9	64.9	62.0	64.2
October,	54.1	50.8	52.0	53.1	52.2	49.9	53.6	56.2	58.4	52.2
November,	36.4	39.6	32.7	41.2	38.5	43.6	44.8	42.1	42.0	39.5
December,	27.9	23.7	33.8	31.3	32.1	25.1	37.5	32.5	36.4	28.2
	Mean Annual 48.1	Mean Annual 47.8	Mean Annual 47.4	Mean Annual 49.1	Mean Annual 47.4	Mean Annual 49.2	Mean Annual 51.0	Mean Annual 51.3	Mean Annual 49.7	Mean Annual 50.8

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	24.3	29.4	26.6	26.1	29.1	27.8	28.6	23.3	36.2
February,	24.8	33.3	30.4	33.6	27.7	27.8	31.5	30.2	27.2
March,	37.4	38.1	32.2	35.8	29.7	35.1	34.0	33.3	39.2
April,	44.3	44.7	45.2	45.4	47.0	48.1	45.0	44.6	48.8
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June,	62.0	65.9	67.4	65.1	65.4	63.1	64.3	67.2	67.0
July,	69.9	71.2	71.2	67.5	71.4	70.2	73.2	68.5	69.9
August,	70.2	70.4	67.9	68.5	68.4	67.9	69.2	70.0	69.0
September,	68.3	64.8	61.1	66.9	61.0	64.6	61.2	60.7	63.8
October,	56.8	56.8	50.9	54.6	52.9	53.4	53.1	49.4	50.2
November,	45.3	40.0	44.1	42.9	44.7	44.4	42.5	45.0	45.8
December,	39.3	31.3	31.5	31.5	35.0	29.9	35.0	34.4	40.0
	Mean Annual 50.3	Mean Annual 49.8	Mean Annual 48.8	Mean Annual 49.7	Mean Annual 48.5	Mean Annual 49.1	Mean Annual 49.7	Mean Annual 48.4	Mean Annual 51.3

TOTAL PRECIPITATION IN INCHES AND HUNDREDTHS.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	1.45	2.46	6.38	2.65	4.13	1.83	3.67	5.18	3.32	2.44
February,	1.76	0.96	3.31	2.85	4.09	4.83	1.40	1.27	2.81	3.43
March,	6.28	3.60	2.24	2.96	4.02	7.01	10.96	2.22	5.06	1.97
April,	2.67	2.30	2.88	10.85	2.96	5.74	2.52	1.63	6.48	3.44
May,	2.74	3.16	5.38	5.26	2.68	2.85	2.11	0.98	1.47	1.39
June,	4.58	2.78	0.58	2.63	3.21	0.68	7.70	2.76	4.76	2.16
July,	1.39	5.35	1.38	5.05	6.36	5.65	3.98	3.11	6.04	5.59
August,	3.71	6.06	3.69	16.44	3.55	0.48	4.90	5.44	7.75	6.53
September,	1.35	6.98	2.28	2.08	4.11	5.00	1.21	1.52	4.70	3.06
October,	8.25	3.77	5.92	0.91	4.06	1.44	6.78	3.75	1.16	1.14
November,	5.50	5.46	5.52	3.67	4.16	5.26	5.15	5.80	2.22	2.05
December,	2.78	4.04	2.90	4.21	1.47	2.43	0.73	5.74	4.38	4.61
	Mean Annual 3.51	Mean Annual 3.92	Mean Annual 3.52	Mean Annual 4.95	Mean Annual 3.73	Mean Annual 3.60	Mean Annual 4.28	Mean Annual 3.28	Mean Annual 4.25	Mean Annual 3.60

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	6.76	6.90	4.38	6.12	5.44	7.39	4.73	4.78	3.54
February,	7.06	5.26	6.02	5.62	4.03	11.98	5.88	2.33	2.47
March,	8.07	3.56	3.85	5.53	1.55	4.64	4.65	5.96	2.37
April,	2.23	3.40	3.61	3.99	3.31	3.63	3.63	2.26	4.02
May,	4.85	4.13	5.73	5.64	5.02	3.45	1.36	4.90	3.84
June,	3.75	4.85	3.30	6.23	2.12	2.14	4.69	1.28	4.13
July,	2.72	3.02	7.84	6.02	2.67	3.82	5.47	1.35	6.91
August,	2.08	2.10	2.76	7.13	7.69	5.04	4.19	3.81	4.15
September,	1.37	8.99	3.24	1.32	1.44	3.69	2.32	7.32	4.93
October,	3.56	4.99	7.33	3.53	6.16	4.14	4.28	3.77	5.25
November,	5.16	1.76	3.19	2.78	5.69	4.57	2.19	5.46	6.19
December,	4.03	1.50	3.62	7.36	3.92	4.37	4.62	3.29	1.90
	Mean Annual 4.31	Mean Annual 4.20	Mean Annual 4.53	Mean Annual 5.11	Mean Annual 4.09	Mean Annual 4.90	Mean Annual 4.00	Mean Annual 3.60	Mean Annual 4.14

FACTS ABOUT RAILROADS.

The railroads of the world are worth from 25 to 30 billions of dollars.

The world's whole stock of money—gold, silver, and paper—would purchase only one-third of its railroads.

The United States has 156,000 miles of railway.

Nine billion dollars are invested in the railways of the United States.

The railways of the United States earn $930,000,000 per annum.

The average capitalization of each mile of railway in the United States is $58,135.59; of English railways, $218,000 per mile.

The railways of the United States earn 3.40 per cent. interest on their capitalization.

English railways cost four times more per mile than in the United States.

A well constructed railway has 2,640 ties per mile.

There are twenty-eight telegraph poles to each mile.

The weight of the average steel rail is 56 pounds to the yard. On roads with heavy traffic rails weighing from 67 to 78 pounds per yard are coming into use.

The usual length of a steel rail is 30 feet.

There are 176 30-foot rails in one mile of track.

How to tell how fast a train moves:—The number of clicks passed over in twenty seconds equals velocity in miles per hour.

Under heavy traffic the average life of an iron rail was from 3 to 6 years. Under the same conditions a Bessemer steel rail will last 12 years.

The contraction and expansion and constant jarring cause much trouble from rails "crawling." Sometimes rails will crawl up hill exclusively, but oftener down hill.

An inclination of 10 feet per mile is practically no grade for a railway; from 20 to 31.5 feet is a moderate gradient; from 40 to 75 feet is high, and from 75 to 212 is excessive.

The expense of operating a railway increases enormously when gradients are from 31.5 to 212 feet per mile. An ordinary 50 to 60 ton, 3-driver Mogul freight engine will haul at 15 miles per hour, 70 cars of 20 tons each on a grade of less than 10 feet per mile; 40 loaded cars on a grade of 31.5 feet per mile; 18 loaded cars on a grade of 60 feet per mile, and 3 loaded cars on grade of 212 feet per mile, which is the highest traction railway grade known.

The lines of the Great Northern Railway are so level in the Red River Valley that one engine hauls 100 to 133 loaded cars, containing 600 bushels of wheat each, making a train over one mile long, containing 79,800 bushels of grain.

Over five hundred miles of track on the Great Northern Railway have gradients of less than 10 feet per mile.

Curves on a railway to be operated cheaply should not be over 4 degrees radius; the highest curve on a standard gauge railway to be operated safely is 10 degrees radius. Many mountain railways have curves of 10 degrees radius and over.

On a smooth track, without curves, the more rapid the speed the less danger of the wheels leaving the track. This is based on a well-known physical law.

The rate of speed of passenger trains in England is much greater than in this country. A number of lines have time cards of 45 and 51 miles per hour. In the United States the average time made on trunk lines is 21 to 23 miles per hour, including stops. The passenger, nevertheless, often rides at the rate of a mile a minute between stations.

THE LOUD CALL.

The parting Sabbath now arrived,
And all his simple flock contrived
To hear their Priest's farewell.
He plied them long in righteous strain—
Bade them from darling sins refrain,
And shun the soul's seducer,
Glittering gold.

The service o'er, before the door
The parish gentry gathered round,
Smiling, the good man came among them,
Seized on their offered hands and wrung them.
"A saint on earth!" the grannies cried,
Then rolled their eyeballs up and sighed,
And dropped their farewell curtsies on the ground.

Among the rest to bid the Priest "good-bye,"
In nature's sooty garments dressed,
Old Cæsar came, (a wag and mighty sly.)
Bowing, the stick of ebony began
A confab with the gold-despising man.
'Ah, how good Massa Parson do!
I hope he find him berry well,'
'Well, Cæsar, well—and how do you?'
'Ah, massa! Cæsar hardly tell—
Dis good long twenty year
Wid you he worship here,
And now he sorry from you frock you go.'

'Ah, honest Cæsar! yes, it must be so!
I'm sorry too, that I am called away;
But then you know 'twould never do
The Lord's loud call for me to disobey.'
'Who! Massa—who, you say? De *Lor*, call you away!
Massa, how many poun' a year,
Do peoples pay for preachin' here?'
'Two hundred.'

'Toder place gib any more?
'Why, Cæsar—yes, I think—they offer four.'
'Ah, Massa! may be *'tis* de Lor, who call:
But don' you tink more loud you let him bawl
Yes, call and call till all be blue—
Fore you come back *from four to two!*
De *Lor*—he hollow till he dumb
Fore de Parson ever come!'

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AND

CENTRE GROTON, CONN.

POPULATION OF CONNECTICUT.

Official Figures.—Total, 745,861—The Increase is nearly 20 per cent.

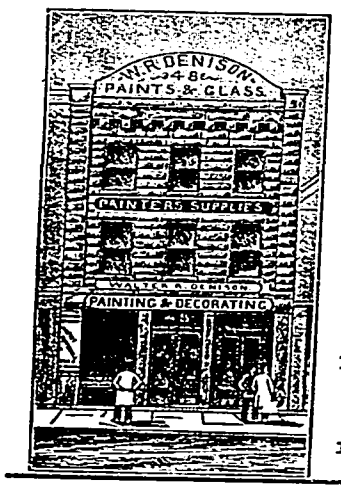
The Census Office announces the result of the Census of Connecticut. The total population of the State is 745,861, an increase during the ten years of 124,217, or 19.73 per cent. The following exhibits the population by counties:

Counties.	Population 1890.	Increase.
Hartford	147,171	21,789
New Haven	208,904	52,381
Fairfield	149,855	37,813
New London	76,772	4,676
Windham	45,088	1,292
Litchfield	53,592	1,458
Middlesex	39,535	3,936
Tolland	25,044	932

The populations of the principal towns and cities are as follows:

Cities and Towns.	Population in 1890.	Increase.	Per Ct.
Bridgeport	48,866	21,218	76.44
Danbury	19,385	7,719	66.17
Derby	8,975	5,675	48.71
Greenwich	10,120	2,228	28.23
Meriden	21,230	5,690	36.62
New Haven	85,981	23,669	24.73
Norwalk	17,559	3,783	27.11
Stamford	15,685	4,388	34.84
Wallingford	6,578	1,852	39.52
Waterbury	28,591	10,785	60.57
Winchester	6,180	1,038	20.19
Bristol	7,374	2,027	37.91
Enfield	7,196	441	6.53
Groton	5,511	383	7.47
Hartford	53,182	11,167	26.58
Killingly	7,025	104	1.50
Manchester	8,215	1,755	27.16
Middletown	15,012	2,186	32.02
New Britain	19,010	7,210	61.10
New London	13,759	3,222	30.58
Norwich	26,192	1,080	7.15
Plainfield	4,519	498	12.38
Portland	4,682	525	12.63
Putnam	3,611	684	11.74
Southington	5,499	88	1.63
Stafford	4,530	75	1.68
Stonington	7,346	*9	*.12
Thompson	5,593	512	10.73
Vernon	8,804	1,892	27.36
Windham	10,025	1,769	21.81

The only place in the above list that shows any loss is Stonington, New London County, which shows a decrease of 9, the figures being marked with a star.



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See "Weekly Review" for Agents.

NUMBER OF YEARS SEEDS RETAIN THEIR VITALITY.

Vegetables.	Years.
Asparagus	2 to 3
Beans	2 to 3
Carrots	2 to 3
Celery	2 to 3
Corn (on cob)	2 to 3
Leek	2 to 3
Onion	2 to 3
Parsley	2 to 3
Parsnip	2 to 3
Pepper	2 to 3
Tomato	2 to 3
Egg Plant	1 to 2
Cucumber	8 to 10
Melon	8 to 10
Pumpkin	8 to 10
Squash	8 to 10
Broccoli	5 to 6
Cauliflower	5 to 6

Vegetables.	Years.
Artichoke	5 to 6
Endive	5 to 6
Pea	5 to 6
Radish	4 to 5
Beets	3 to 4
Cress	3 to 4
Lettuce	3 to 4
Mustard	3 to 4
Okra	3 to 4
Rhubarb	3 to 4
Spinach	3 to 4
Turnip	3 to 6
HERBS.	
Anise	3 to 4
Caraway	2
Summer Savory	1 to 2
Sage	2 to 3

AVERAGE ANNUAL RAINFALL IN THE UNITED STATES.

Place.	Inches.
Neah Bay, Washington	123
Sitka, Alaska	83
Fort Hoskins, Oregon	66
Mt. Vernon, Alabama	66
Baton Rouge, Louisiana	60
Meadow Valley, California	57
Fort Tonson, Indian Ter	57
Fort Meyers, Florida	56
Washington, Arkansas	54
Huntsville, Alabama	55
Natchez, Mississippi	53
New Orleans, Louisiana	51
Savannah, Georgia	48
Springdale, Kentucky	48
Fortress Monroe, Virginia	47
Memphis, Tennessee	45
Newark, New Jersey	44
Boston, Massachusetts	44
Brunswick, Maine	44
Cincinnati, Ohio	44
New Haven, Connecticut	44
Philadelphia, Pennsylvania	44
Charleston, South Carolina	43
New York City, N. Y	43
Gaston, North Carolina	43
Richmond, Indiania	43
Marietta, Ohio	43
St. Louis, Missouri	43
Muscatine, Iowa	42
Baltimore, Maryland	41
New Bedford, Massachusetts	41
Providence, Rhode Island	41
Fort Smith, Arkansas	40

Place.	Inches.
Hanover, New Hampshire	40
Fort Vancouver	38
Cleveland, Ohio	37
Pittsburgh, Pennsylvania	37
Washington, D. C	37
White Sulpher Springs, Va	37
Fort Gibson, Indian Ter	36
Key West, Florida	36
Peoria, Illinois	35
Burlington, Vermont	34
Buffalo, New York	33
Fort Brown, Texas	33
Fort Leavenworth, Kansas	31
Detroit, Michigan	30
Milwaukee, Wisconsin	30
Penn Yan, New York	28
Fort Kearney, Nebraska	25
Fort Snelling, Minnesota	25
Salt Lake City, Utah Ter.	23
Mackinac, Michigan	23
San Francisco, California	21
Dallas, Oregon	21
Sacramento, California	21
Fort Massachusetts, Colorado	17
Fort Marcy, New Mexico Ter	16
Fort Randall, Dakota	16
Fort Defiance, Arizona	14
Fort Craig, New Mexico Ter	11
San Diego, California	9
Fort Colville, Washington	9
Fort Bliss, Texas	9
Fort Bridger, Utah Ter	6
Fort Garland, Colorado	6

YEARS OF AGE WHICH VARIOUS ANIMALS ATTAIN.

Cow	20
Bear	20
Deer	20
Pigs	20
Cat	15
Fox	15
Dog	20
Sheep	10
Rabbit	7
Squirrel	8
Whale	1,000
Elephant	400
Swan	300
Tortoise	100
Eagle	100
Raven	100
Camel	100
Lion	70
Porpoise	30
Horse	25 to 30

PREVAILING WIND DIRECTION.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January,	N. W.	N	N. W.	S. W.	N. W.	N. W.	W.	N. W.	N. W.	N.
February,	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.
March,	N.	N. W.	N. W.	N. W.	N.	N. W.	N. W.	N. W.	N.	N. W.
April,	S. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N.	S. E.	N. W.	S. W.
May,	N. W.	N. W.	S. E.	S. W.	S. E.	S.	N. W.	N. W.	S.	S. W.
June,	S. W.	S. W.	S. E.	N. W.	S. W.	S.	S. W.	S. W.	S. W.	S. W.
July,	S. W.	S. W.	S. W.	S. E.	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.
August,	S. W.	S. W.	N.	N.	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.
September,	N.	N. W.	S. W.	N.	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.
October,	S. W.	N. W.	N.	S. W.	N. W.	N. W.	S. W.	S. W.	S. W.	W.
November,	N. W.	N. W.	N. W.	N. W.	N. W.	W.	N. W.	S. W.	N. W.	N.
December,	N. W.	N. W.	N. W.	N. W.	W.	N. W.	N. W.	N. N. W.	N. W.	W.
	A. D. S. W. & N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.	A. D. S. W. & N. W.	Annual Direc'n N. W.	Annual Direc'n S. W.

MONTH.	1881	1882	1883	1884	1885	1886	1887	1888	1889
January,	N. W.	N. W.	N. E.	N. W.	S. W.	N.	N.	S. W.	W.
February,	N	N. W.	W.	N. W.	W.	W.	N. W.	N. W.	W.
March,	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N.	N. W.	N. W.
April,	N. W.	W.	N. & S	W.	N.	S. E.	N.	N. W.	N. E.
May,	S. W.	N. E.	S.	S. W.	N. E.	S. W	S. E.	S.	N. N. W.
June,	S.	S. W.	S. W.	S. W.	W.	S. W.	S.	S & S W	S. W.
July,	W.	S. W.	S. W.	S. W.	S.	S. W.	F. W.	S. W.	S.
August,	W.	S.	S. W.	S.	S. W.	N. W.	N.	W.	S. W
September,	N.	N.	N.	S. W.	S.	N	S. W	N.	N. E.
October,	N. E.	N.	S. W.	S. W.	N. W.	N. E.	N. W.	N. E.	W.
November,	W.	N. W.	N.	W.	N.	N.	N. W.	W.	W.
December,	N. W.	N. W.	S. W.	S. W.	N. W.	N.	N. W.		
	W.	N. W.	W.	W. N. E	N. W.	N.	N. W.		
	Annual Direc'n N. W.	Annual Direc'n N. W.	Annual Direc'n S. W.	Annual Direc'n S. W.	A. D. W. & S. W.	A. D. N. N W & S.W.	A D. N. & N. W.	Annual Direc'n N. W.	Annual Direc'n N. W.

HIGHEST VELOCITY OF THE WIND, IN MILES PER HOUR AND DIRECTION.

Month.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889
Jan.	25	25	34	32	32	30	40	52	40	28	29	34	30	42	42	40	34	48	54
Feb.	24	25	30	36	40	46	38	80	36	36	36	28	24	38	48	43	46	34	30
Mch.	28	23	46	36	28	54	60	34	35	29	38	34	26	32	28	32	28	50	30
April.	38	24	40	32	30	36	30	38	36	31	24	28	21	28	29	30	26	36	35
May.	22	27	36	21	37	30	27	36	22	27	23	25	32	28	32	31	21	32	30
June.	18	32	36	24	26	21	30	33	22	16	24	28	21	24	23	22	25	22	29
July.	24	13	20	24	20	23	31	30	25	20	20	24	40	26	23	23	24	24	36
Aug.	20	23	36	35	27	21	28	33	37	16	18	20	23	22	27	27	48	48	22
Sept.	18	31	20	22	24	35	26	38	24	19	27	23	24	23	23	24	26	30	26
Oct.	24	25	44	32	36	22	48	60	25	28	30	23	36	25	31	22	32	36	27
Nov.	27	24	52	40	41	28	63	48	32	32	27	24	32	49	52	48	32	36	54
Dec.	28	32	32	29	29	40	34	60	25	30	10	28	32	40	45	24	60	40	36
high'st during year.	38	32	52	40	41	54	63	80	40	36	40	34	40	49	52	48	60	50	58

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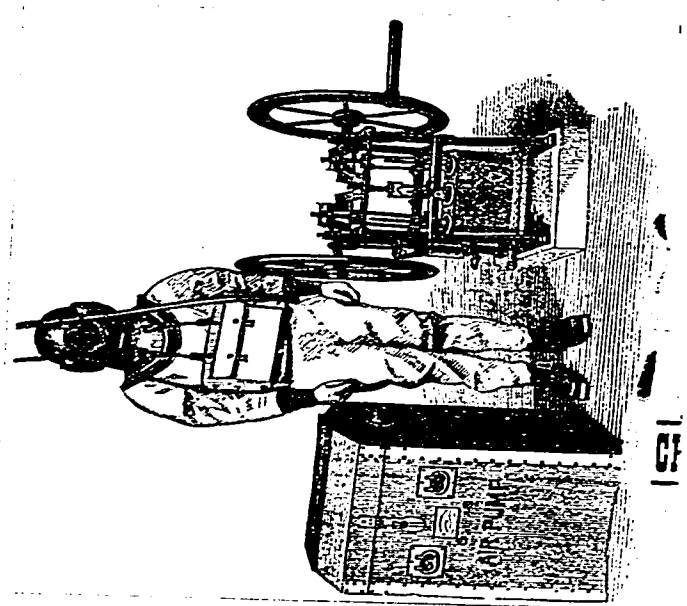

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0986

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0987

No. 2.

409

TO THE CHIEF CLERK.

~~Please send me the Papers in the Case of~~

PEOPLE

vs.

Thomas Welch

Place this case on the Calendar in Part III on Wednesday the 28th inst & subpoena all witnesses except those with a check before their names for that day

District Attorney.

C E Simmons

0988

§ 136 - Crim Code
§ 1 - Consol Act

The People &c
vs
Thomas Welch

Witnesses

John L. Eccles. No 20 Vandam St. City
Thomas H. Bahan ✓ " 257. West 14th St "
Chester J. Bahan ✓ " 257. West 14th St. "
✓ Daniel J. Cushing " 322. West 42d St. "
✓ William J. Condon " 165 10th Ave "
✓ William Morgan " 160 Sands St Bklyn
✓ John J. Cody (Officer) 30th Precinct Station - City
Wm A. Conway M.D. ✓ Coroner's Office. "
Michael J. Sharkey ✓ 335. Broadway "
✓ Chas. Van Wart (Capt of Yacht) 535. West 30th St "
Dr. Thos. L. Ward. Manhattan Hospital 131st St & 10th Ave
Benj. Winterbottom Spring St bet Thompson & Sullivan
✓ Henry Campbell 113 John St. Bklyn
Sergt Mc Delaney ✓ 30th Precinct
Photographer. ✓ Hoboken
Wm Turk. Hudson River Yacht Club ~~72 1st St North River~~
Mr. Adamson (~~Cook~~) No 1 & 3 Beaver St. City
Mr Coff Rescher Dept.

BAHAN & SMITH.

ATTORNEYS AND COUNSELLORS,

261 WEST 14TH ST., N. Y.

WALTER W. BAHAN. RICHARD H. SMITH.

6860

0990

Police Court, 5 District.

City and County of New York, } ss.

Charles Van Ness

of No. 535 West 30 Street, aged 57 years, occupation Yacht Sailor being duly sworn, deposes and says, that on the 15 day of June 1891, at the City of New York, in the County of New York, he was Captain of the said Yacht and was sailing her on said date, he had the necessary lights exhibited on said Yacht and she was sailing down the North River, the tide was on the "Starboard" tack "the wind ~~to~~ being S.S.W. he saw a tug boat coming up the river, the said tug boat was not sailing in its proper course, ~~is keeping to the left~~ those on the yacht upon seeing the tug approaching yelled for the defendants to "look out" the said tug-boat struck the said Yacht on the starboard bow and he Van Ness believes that if the defendants were not asleep or drunk he had time to avoid said collision by turning his wheel. The defendants were in a state of intoxication he Van Ness believes when he was in charge of said tug-boat.

Charles Van Ness

Sworn to before me this 16th day of July 1891

Wm Steele

Police Justice

0991

Police Court, 5 District.

City and County of New York, } ss.

Thomas P. Bahan

of No. 257 - W - 14 Street, aged years,

occupation Physician being duly sworn, deposes and says,

that on the 15 day of June 1891, at the City of New York, in the County of New York, he was on the

said Yacht as was his son William H. Bahan, one of the jurymen herein, the tug-boat pushed the Yacht. The deceased was in the cabin of said Yacht and was drowned in the said river as he Thomas P. Bahan has not since seen or heard from the deceased. Deponent says that he visited others shortly to the defendants when he saw the defendants boat coming towards the said Yacht but the defendants did not heed the warning. Deponent believes that at the time the defendants was in charge of said boat that he defendants was intoxicated. Deponent examining the defendants in the Station House and says that the defendants was intoxicated

Sworn to before me this 16th day of June 1891

T. P. Bahan

Wm. Wheeler

Police Justice

0992

Sec. 198—200

CITY AND COUNTY OF NEW YORK, } ss.

District Police Court.

Thomas Welch being duly examined before the undersigned according to law, on the annexed charge; and being informed that it is his right to make a statement in relation to the charge against him; that the statement is designed to enable him if he see fit to answer the charge and explain the facts alleged against him that he is at liberty to waive making a statement, and that his waiver cannot be used against him on the trial.

Question. What is your name?

Answer. Thomas Welch.

Question. How old are you?

Answer. 32 years.

Question. Where were you born?

Answer. New York

Question. Where do you live and how long have you resided there?

Answer. 81 Jay - Town F. M. Klem. 2 years.

Question. What is your business or profession?

Answer. Clerk

Question. Give any explanation you may think proper of the circumstances appearing in the testimony against you, and state any facts which you think will tend to your exculpation?

Answer. I am innocent of the charge.

Thos. Welch

Taken before me this 5 *day of* January 1885

Police Justice.

0993

CITY AND COUNTY OF NEW YORK } ss.

POLICE COURT, 5 DISTRICT.

Thos. F. Eccles

of No. 20 Varick Street, aged ..... years,

occupation ..... being duly sworn, deposes and says

that on the 20th day of June 1891

at the City of New York, in the County of New York

the boy of Francis Jennings and Eccles lights was being the boy of the Francis Jennings mentioned in the annexed affidavit.

Thos. F. Eccles

Sworn to before me, this ..... day of June 1891

Police Justice

0994

CITY AND COUNTY OF NEW YORK } ss.

POLICE COURT, 5 DISTRICT.

Thomas S. Bakan

of No 257 - W - 14 Street, aged years,

occupation Physician being duly sworn, deposes and says

that on the 23 day of June 189 1

at the City of New York, in the County of New York the same

the body of his son William H. Bakan, entirely, being was found in the North River.

Thomas S. Bakan

Sworn to before me, this 24 day of June 189 1

Police Justice

0995

Police Court, 5 **District.**

City and County of New York, } ss.

of No. 20 Vandam Street, aged 34 years, occupation Steam Contractor being duly sworn, deposes and says, that on the 18 day of June 188[illegible], at the City of New York, in the County of New York, Thomas F. Welch

did feloniously, willfully and intentionally by an act dangerous to others and evincing a depraved mind regardless of human life cause the death by drowning of Francis Jenkins and William H. Bahan for the reasons following to wit: at about the hour of midnight on said date as deponent, ~~and~~ Mr Bahan, Michael Hussey, Daniel Cushing, William Campbell, William Cowdery, Chester Bahan, William Morgan, Charles Van Nort, and the two deceased persons were sailing down the North River in a yacht called "Amelia" the said yacht was struck by the tug Frank F. Norris of which tug-boat the defendant Thomas Welch was the pilot and was in his charge, causing the said yacht to sink and the said Francis Jenkins and William H. Bahan to be drowned. Deponent says that when he saw the tug-boat approaching he with several others shouted to the defendant to "look out" the defendant paid no attention to the ordinary cautions of the tug and continued on its course. Deponent further says that after the said tug-boat struck the said yacht he deponent

0996

Police Court, ... District.

City and County of New York, } ss.

of No. ..... Street, aged ..... years,
occupation ..... being duly sworn, deposes and says,
that on the ..... day of ..... 188 , at the City of New York, in the County of New York,

Prevented the said tug-boat and ordered the defendant to turn the boat and go back to where the origin was which order defendant refused to obey. Deponent says that he believes that the defendant was intoxicated when he had charge of said boat. Deponent says that the necessary lights were exhibited on said boat.

Sworn to before me this 16th day of June 1891

John J. Eccles

Wm. Wells
Police Justice

0997

The People vs Thomas Welch } Manslaughter 2nd Degree

Witnesses

1 John L. Eccles. owner of yacht. 20 Vandam St.
3 Chas. Van Wart Captain " " 535 West 30th St.
4 Thomas F. Bahan M.D. (Gnr.) 257 West 14th St.
10 Chester T. Bahan " " " " "
5 Daniel J. Cushing " 322 W. 42nd St.
9 Wm. A. Gordon (Contr.) No 165 - 10th Ave.
7 Henry Campbell. " 113 John St. Bklyn
6 Wm Morgan. " 160 Sands St. Bklyn
8 Michael T. Sharkey. (Gnr.) 335 Broadway City
11 John J. Cody. (Police Officer) 30th Precinct - "
12 Dr. Thos L. Ward (Dr) Manhattan Hospital 138th St & 10th Ave "
13 Sergt Delaney Sergt 30th Precinct Station. "
14 Benj. Winterbottom Underway Spring St. bet Thompson & Sullivan
16 Wm Turk. (saw side lights) H.R.R.R.
17 Adamson 103 Beaver St. (Character of Welch)
15 Wm A. Conway M.D. Coroner's Office 124 - 2nd Ave.
2 Photographer - Hoboken N.J.

0998

Witnessed

0999

Daniel J. Cushing . June 14/91. Capt Eccles
Van. Warr. , Sharkey. , Cushing Dr Bahan &
Chester & Wm Bahan , Francis Jenkins , Condon
Morgan & Campbell

Starts 10 30 A. M. Hoboken
Arrived at Nyack. about 4 P. M. Tied yacht. —
Started to return about 5 30. P. M.
On starboard tack opposite 110 St. . I &
Sharkey in Cabin Asleep & Jenkins & two
Bahan boys were in Cabin asleep.
I was asleep & did not hear yells,
but I was awakened by the noise
& making of water in the Cabin.
Got out of cabin & saw tug & jumped
on it. Eccles & Wm & Chester Campbell were
on tug — Eccles shouted back the
boat as she rose in the water.
I saw Welch come out of the
Pilot house & I said Willie you
are in a nice condition, Why don't
you back the boat. & he said why
did you show your lights — He
muttered this — ~~I said~~ Then the
Capt came out & said what is the
matter with you & he said I did
not see the lights. — Then we went
to 129 St dock. — He went ashore &
brought Welch to Station house — Met
Officer Coady — Handed Welch to him

1000

went to station Bahan, Blackley said Welch was full & wanted his exd – sent for surgeon – Dr Ward examined him

Daily Cochinego Statement

Campbell & Morgan were lookouts. —
Condon lit the lights & Campbell assisted in putting them up.
Eccles - saw port light when she went down. — The starboard light was lit but put out when collision occurred.
Crew of another yacht saw the lights when Devoe struck - Amelia. - Crew of the Yacht Mermaid Hudson R.Y.C

I, JOHN F. CARROLL, Clerk of the Court of General Sessions of the Peace, and Clerk of the Court of Oyer and Terminer held in and for the City and County of New York (each being a Court of Record and having a Common Seal), do hereby certify that the annexed is a copy of

An Undertaking to Answer on Appeal from General Sessions

now on file in the Clerk's Office, and that the same has been compared by me with the original, and is a correct transcript therefrom and of the whole of such original.

GIVEN UNDER my hand and attested by the seal of the said Court this Eleventh *day of* March *in the year of our Lord one thousand eight hundred and ninety* three.

John F. Carroll

3d Vol. R[illegible] 74, p. 687.

1003

State of New York, City and County of New York, ss:

An indictment having been found in the Court of General Sessions of the Peace of the City and County of New York, charging Thomas Welch with the crime of Manslaughter in the second degree and he having been at a term of said Court began and holden at the City Hall in said City of New York, on the first Monday of October in the year one thousand eight hundred and ninety one in due form of law convicted by the verdict of a jury of the crime of Manslaughter in the second degree whereupon, to wit, on the 21st day of December 189 1 then next ensuing, it was considered by the said Court and ordered and adjudged that said Thomas Welch for the crime aforesaid, whereof he was so convicted as aforesaid, be imprisoned in State Prison for the term of five years

And Notice of an Appeal to the Supreme Court from said conviction and judgment having been duly filed with the Clerk of said Court of General Sessions of the Peace, with the certificate of a Justice of the Supreme Court endorsed thereon, that there is a reasonable doubt whether said judgment should stand, and the said defendant having been thereupon duly admitted to bail upon said appeal in the sum of Three thousand Dollars;

We, Thomas Welch defendant and appellant, residing at No. 36 Grand Street, Brooklyn, L.I. and George W. Plunkitt residing at No. 323 West 51st Street, in the City of New York, by occupation Contractor surety, hereby jointly and severally undertake that the above-named Thomas Welch defendant and appellant, will in all respects abide and render himself amenable to the orders and judgments of the Appellate Court upon said appeal, and surrender himself in execution of the judgment so appealed from as aforesaid upon its being affirmed or modified, or upon the appeal being dismissed; or if he fail to perform any of these conditions, that we will pay to the People of the State of New York the sum of Three Thousand Dollars.

Taken and acknowledged before me, this 17 day of October 1892

Thomas H. Welch PRINCIPAL.

G. W. Plunkitt SURETY.

George L. Ingraham

Justice of the Supreme Court.

And we, the undersigned, Principal and Surety in the annexed Recognizance, do hereby **Stipulate, Agree and Consent,** That in case said Recognizance shall be forfeited, that a copy of the order of the Court forfeiting the same, together with this Recognizance, be filed in the office of the Clerk of the City and County of New York, and that judgment may be entered for the several sums set forth in said Recognizance, and that execution issue forthwith thereon according to law.

WITNESS Henry H. Tiger

Thomas A. Fobel PRINCIPAL.

F. H. Pinckett SURETY.

State of New York, City and County of New York, ss:

.....

the above-named Surety, being duly sworn, deposes and says, that he is a resident, and and a freeholder within the said City, County and State; that he is worth the sum of .....Dollars, exclusive of property exempt by law from execution.

Sworn to before me this.....day of.....189

Justice of the Supreme Court.

1005

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK, } SS.

1769

I, George W. Plunkett the surety mentioned in the annexed undertaking to answer, do hereby authorize and empower any Policeman of the City of New York, or.....
or either of them, in my name, place and stead, to take, seize and surrender the said Thomas Welch (in the said undertaking held as defendant) to the Court wherein he is bound to appear for trial, or deliver him to the custody of the authorities of said city and county, in my exoneration as surety therein.

Dated New York October 10 1893

G. W. Plunkett Surety.

New York Supreme Court,
FIRST DEPARTMENT.

THE PEOPLE, ETC.,
ON THE COMPLAINT OF
vs.
Thomas Welch

Undertaking on Appeal from General Sessions.

Taken the 17 day of Oct 1892

Approved as to Form and Sufficiency.

Dated Oct 17 1892

Frank Rice
District Attorney.

Identified by.....

Filed 17 day of Oct 1892

COURT OF GENERAL SESSIONS

NEW YORK COUNTY.

THE PEOPLE ETC :

AGST. :

THOMAS WELCH :

Sir:

Please take notice that the above named defendant will move this Court in Part I thereof, on Monday the 14th day of September inst. at eleven A. M., or as soon thereafter as counsel may be heard, for the reduction of bail herein to the sum of $2000 , and that in support of said motion the annexed affidavit will be produced.

September 12th 1921.

Harold A. Keller

Atty. for Defendant,

21-26 Park Row,

World Bldg.,

N. Y. City.

To Hon. DeLancey Nicoll,

District Attorney of the

City and County of New York.

COURT OF GENERAL SESSIONS

NEW YORK COUNTY.

~~THE PEOPLE~~

THE PEOPLE ETC., :

AGST. :

THOMAS WELCH :

City and County of New York, S.S.
Thomas Welch being duly sworn saith:

I. I am the defendant herein and am entirely innocent of the charge against me contained in the Indictment, and was guilty of no negligence whatever and have a perfect defence to the present action.

II I was never arrested in my life prior to the present time and have always borne an excellent character, and have worked hard for my living.

III I have been confined in the City Prison of the City of New York from the 15th of June 1891, and have always been and now am ready to meet my trial upon the Indictment found against me of Manslaughter in the Second degree.

IV I am informed by my counsel Frank J. Keller, and verily believe, that the District Attorney declines fixing any day for my trial, and is not prepared to proceed with my case after the papers have been in his hands for a long time

V That Bail was fixed at the time of my arrest in the sum of $5000 which bail I am unable to give, but can give the sum of $2000 and no more, and that unless this Court will come to my relief, and order my immediate trial, which I am fully prepared and ready to meet, on any day which the Court may name, or reduce the Bail to the sum of $2000, I shall suffer great injustice, hardship and wrong.

Thomas Welch

Sworn to before me this ... of September 189[illegible] Robt Abbott Notary Public N.Y. Co

COURT OF GENERAL SESSIONS

NEW YORK COUNTY.

Part I

THE PEOPLE ETC.,

AGST.

THOMAS WELCH

MOTION TO REDUCE BAIL

AND AFFIDAVIT

FRANK J. KELLER,

ATTY. FOR DEFENDANT,

61-65 PARK ROW,

WORLD BL'DNG.,

N. Y. CITY.

8001

John L. Eccles.

Owner yacht Amelia – 47 ft long.
Started June 14. to Nyack –
On return W and Southwest.
On ~~st~~ starboard tack opp. 110th St.
Saw tug – Lights set
Said to Capt Van Wan tug acts strangely
Two lookouts forward – side lights
Tug. struck twice ~~about~~ 12 20 on 15th June
Called to all to jump on tug – follow me.
Saw tug did not intend to stop
Went to Capt ~~appealed~~ to him to turn back
Said there are nine lives in the water &
Welch made surly ans. Why dont you ~~not~~
show lights – Why the hell didn't you stay on N J shore
where you belong –
Capt Hogan came in & said What were
you doing that you could not see the
boat.
Capt. ~~Capt~~ gave bells to back the boat.
Went back – 1 Boat sunk
~~Those to~~ were in water others clinging to the life boat.
Two missing.
Got ~~out~~ in small boat & searched.
Landed ~~Capt~~ at 129 St.
~~Capt~~ Pilot Welch under influence of liquor
Conversation with Welch at Dock
Police Surgeons examin at Station

10 10

Saw Jenkins' dead body - Recognized it.
Heard Welch say at Coroner's Office - "Rum has fixed me this trip."

Photograph

1011

Dr Thos H. Baham

On board Amelia with son Chester Wm
Little after 12. midnight on June 15 - Opp 110 St.
Saw tug coming at a rapid rate
Yelled to those in tug
Yelled to those in Cabin
Devoe struck
Dr. struck chest agst Cabin breaking
his breast bone & fracturing two ribs.
Knocked senseless
Revived by Water
Clung to yacht with son Chester.
Yacht sunk.
Swam to small boat.
Son pulled him in
Sharkey had hold of Gunwale
Dr. Heard Jenkins cry "Help" 3 times saw
him sink.
Saw Pilot - Was under influence
of liquor - Dazed.
Called attention of those present to
look at ~~Welch~~ this man he is drunk
Met Officer Cody.
Went to Station house
Demanded that he be exd by a physician
Welch leaning on rail
Saw son after in Coffin

21

Dan'l J. Cushing

On 14th June sailed to Nyacks ~~on~~ Amelia
On return about 12½ A.M – was in
Cabin · asleep.
Light went out sparks flying –
Water flowed in cabin
Got on deck saw the black cloud of
ting alongside & she was going right
away from us.
Jumped caught hold of gunwale dragged along & was
Kept on for 5 or 6 blocks –
Yacht went down.
I commenced to hallow to back her up
Eccles cried out to back her.
Got back to wreck
Capt. Van Wart said you are nice man to
have charge of a boat like this – you
ought to be ashamed. There are 2 or 3 men drowned
Welch said I did not see your light
He did not seem to be able to
talk at all.
Went to 129th st dock
Called Dr Bahan's attention to his condition
Gave him to Officer Cody.
Went to Station house.

Chester T Balan

On the night of the collision he was in Cabin on Port side of boat
Wm on Starboard side -
Knocked ager centre-board - Hit head
Cabin filled with water up to neck.
Ran up out of cabin. - Boat on beam ends
Got on port side - father crawled up with him
Staid on until she sunk under us
Dove off & got in yawl.
Got piece of flooring & paddled to tug -
Saw pilot he was dazed -
Went ~~to~~ Station house
Heard ~~father~~ say. this man is drunk.
Saw Welch leaning over station rail in a drunken condition.

3

Wm A. Condon

Was on Yacht Amelia June 14th 1891
Went to Nyack.
Was returning home, facing N.Y. Shore
Saw tug boat
Saw his read light
Saw our green light was burning.
Told Capt Van Wart
Van Wart said we have right of way (he sees our light)
If tug had kept on his course he would have gone under our stern.
Noticed she made a shear toward N.Y Shore. I said "Good God she is going to hit us.
Jumped for yawl to get painter.
Knocked in cock-pit – Some one stepped on my chest
Got in yawl. – Cried for tug to come back
Noticed pilot.
Did not seem to have any control of himself
He didn't have any control of himself & he staggered around the deck.
Gentlemen at wheel with night clothes on (in his underdrawers).
Took Welch to Station house.
Dr spoke to Welch &
Welch said it can't be helped. It is done now.

1015

Wm. Morgan

On June 14 invited to sail to Nyack
On return one of the look outs - I was one of the look outs - Said something to other look out
Saw Tug - Coming along at a lively speed
Saw that the green and red lights were burning brightly - held on to rigging & looked over side to see lights
Said something to other look out
If tug had kept on his course up the river he would have cleared us but he struck bow of yacht
Boat started to sink
Turned boat around alongside of tug.
Knocked down, then I jumped from sail boat to tug
Heard yells to back tug - Went on for a distance then backed up.
Pilot did not seem to know where he was - he did not seem to know he had stopped
He seemed to be in a staggering way
Saw men on boat in under clothes
Went to station house.

Officer Jno J Cody. -
On June 15. on last tour.
Was asked where station house was
Told that a yacht was sunk.
Mr Eccles handed prisoner over to me

Brought Welch to Station house
Surgeon from Manhattan Hospital called
Surgeon could not say he was
drunk or sober.
The bunked agst me & staggered
in walking to the station house
Said to him at Station - This
is a nice mess that you have
got yourself into the said - Well
it is done know what can they
do about it.

Memorandum.

Thos. Welch was a licensed pilot. at time of ~~collision~~ & up to Aug 27-1891 when it expired and was not renewed

People v Melsh

Memorandum

1019

No. 2. 409

TO THE CHIEF CLERK.

Please send me the Papers in the Case of

PEOPLE

vs.

Dr. Balian testified that he was drunk

Eccles

~~Bushing~~

Sharkey

Campbell

~~Chester Balian~~

Capt Van Wart.

Wm A Condon

Morgan District Attorney.

Officer Cody

Sergt Delaney.

1020

No. 2. 409

TO THE CHIEF CLERK.

Please send me the Papers in the Case of

PEOPLE

—vs.—

Kennedy Hearn — Capt.
In charge on June 111 —
up the Cape Fear.

Welch in charge when
she left.

Frog. Welch perfectly
sober.

✓ Laid in pilot house —
coat that off —
cargo. ~~[illegible]~~
4 bells & finger
~~8 toot~~ toot District Attorney.
Head out of window
when she struck.

2 seconds after
the danger signals the
tug hit yacht

1021

NEW JERSEY YACHT CLUB,

Foot of 10th Street.

HOBOKEN, N. J., June 19th 1891

John L. Eccles Esq
20 Vandam St
NYC

Dear Sir, Enclosed please find a letter rec'd from crew of yacht "Mermaid" who were witnesses to the accident of your yacht Sunday thinking it might be of some value to you, I take pleasure in forwarding same.

Yours respect
Louis Wunder
Corr.-Sec'y

1022

Coroner's Office,

CITY AND COUNTY OF NEW YORK } ss.

Thomas A Welsh being duly examined before the undersigned, according to law, on the annexed charge, and being informed that he was at liberty to answer or not, all or any questions put to him, states as follows, viz.:

Question—What is your name?

Answer— Thomas A. Welsh

Question—How old are you?

Answer— 32

Question—Where were you born?

Answer— New York State

Question—Where do you live?

Answer— 136 Broome St. Hoboken

Question—What is your occupation?

Answer— Pilot

Question—Have you anything to say, and if so, what, relative to the charge here preferred against you?

Not having counsel. I have nothing to say

Taken before me, this 20 day of July 1881

Louis Schultz, CORONER.

1023

MEMORANDA.

AGE	PLACE OF NATIVITY	WHERE FOUND	DATE When Reported
15 Years 3 Months 13 Days	N.Y.	227 Bowery 110th St. N.R.	June 21/91

Inq. June 11 1893 – 1891

HOMICIDE.

AN INQUISITION,

On the VIEW of the BODY of William Fahey

wherein it is found that he came to his Death by the hands of Thomas Welsh

Inquest taken on the 21 day of July 1891

before Coroner.

Committed

Bailed

Discharged

Date of death

2nd Quar 1143 – 1891

HOMICIDE.

AN INQUISITION.

On the VIEW *of the* BODY *of*
William H. Bahan

whereby it is found that he *came to* his *Death by the hands of*
Thomas Welch

Inquest taken on the 2d *day of* July —— 1891
before Louis W. Schultze Coroner.

Committed

Bailed

Discharged

Date of death

MEMORANDA.

AGE	PLACE OF NATIVITY	WHERE FOUND	DATE When Reported
15 Years 3 Months 13 Days	N.Y.	227 Bowery 110th St. N.R.	June 21/91

1025

MEMORANDA.

AGE			PLACE OF NATIVITY	WHERE FOUND	Date When Reported
15 Years	3 Months	3 Days	N.Y.	Foot 100th St. E.R.	June 2/89

was drowned on board Yacht Rumlin off 110th St North River June 15th 1889 Caused by collision with Tug F. W. Devoe.

Pilot of Tug Thos. Walsh was arrested by 30th Pct. Police.

Geo. Schultz has list of witnesses.

L. W. S. No. 1143

No. .....

..... Quar. 189

AN INQUISITION

On the VIEW of the BODY of

William H. Baham,

whereby it is found that he came to his death by

Inquest taken on the 2nd day of July 1889, before

LOUIS W. SCHULTZE, Coroner.

1143

MEMORANDA.

AGE			PLACE OF NATIVITY	WHERE FOUND	Date When Reported
15 Years	3 Months	2 Days	N.Y.	East River	June 1889

Foundling 1102 E.R.

was drowned on board Yacht Rumalia off 110th St North River June 15th 12 m. Caused by collision with tug F. W. Devoe.

Pilot of tug Thos. Wattles was arrested by 30th Pct. Police.

Geo. Schultz has list of witnesses.

L. W. S. June

No. .....

..... Quar. 189

AN INQUISITION

On the **VIEW** *of the* **BODY** *of*

William H. Balian,

whereby it is found that he came to h death by

Inquest taken on the 2nd *day of* July 189, *before*

LOUIS W. SCHULTZE, Coroner.

1143

1027

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss.

AN INQUISITION,

Taken at the ~~house of~~ Coroners Office No. 124 Second Avenue ~~Street~~, in the 17th Ward of the City of New York, in the County of New York, this 2d day of July in the ~~year of~~ our Lord one thousand eight hundred and 91 before Louis W. Schultze Coroner, of the City and County aforesaid, on view of the Body of William H. Bahan lying dead at

Upon the Oaths and Affirmations of Eight good and lawful men of the State of New York, duly chosen and sworn, or affirmed and charged to inquire on behalf of said people, how and in what manner the said William H. Bahan came to his death, do upon their Oaths and Affirmations, say: That the said William H. Bahan came to his death by

From asphyxia by Drowning, during a collision between the yacht "Amalia" and the steam tug "F. W. Devoe", off 110th Street, North River on June 15 189[illegible] and we further find that it was through the negligence of the pilot of the tugboat, Thomas Welsh, and we hold him criminally responsible for his death.

In Witness Whereof, *We, the said Jurors, as well as the* **CORONER**, *have to this Inquisition, set our hands and seals, on the day and place aforesaid.*

JURORS.

Wm Doras	57 Grand St
Gustav E. Steckert	828 Murray N.Y.
Ernest F. Schmeler	215 W. 33rd St
Martin H. Hartmann	817 Pkway.
Henry Dirking	375 Canal St
Matthew J. Ellis	2113 3rd Av.
B. Sickelspiel	859 Pkway
Simon Ingris	214 West 132 St.

Louis W. Schultze
CORONER, N. Y.

1028

It appearing to me by the within depositions and statements that the crime therein mentioned has been committed, and that there is sufficient cause to believe the within named .....

.....

guilty thereof, I order that he be held to answer the same and he be admitted to bail in the sum of Fifty *Hundred Dollars,* ..... *and be committed to the Warden and Keeper of the City Prison, of the City of New York until he give such bail.*

Dated ..... *18* ..... *Police Justice.*

I have admitted the above-named .....

to bail to answer by the undertaking hereto annexed.

Dated ..... *18* ..... *Police Justice.*

There being no sufficient cause to believe the within named .....

..... *guilty of the offence within mentioned. I order he to be discharged.*

Dated ..... *18* ..... *Police Justice.*

1029

The justice presiding during my absence will hear and determine the within case.

Wm. Rudolph
Police Justice

BAILED,

No. 1, by

Residence Street

No. 2, by

Residence Street

No. 3, by

Residence Street

No. 4, by

Residence Street

Po[illegible] Court--- 5 District.

THE PEOPLE, &c.,
ON THE COMPLAINT OF

[illegible] Eccles
[illegible] Vaughan St.
Thomas Black

2

3

4

Offence [illegible]

Dated June 6 1891

[illegible] Magistrate.

[illegible] Officer.

30 Precinct.

Witnesses Charles Van Wart

No. 535 W. 30th Street.

Thomas P. Bahan

No. 25 [illegible] 44th Street.

No. [illegible] Street.

30 to answer 2 P.M.

26 2 P.M.

24 2 P.M.

$500.

DISTRICT ATTORNEY'S OFFICE
JUL 1891
RECEIVED

1030

Police Department of the City of New York,

Precinct No. 11

New York, Nov 7 Police time 1891
Nov 8 Calender time

Fire occurred 12 45 a m.
The following is the Blotter Entry, of arrest

1 20 a m Harris Plitt 26 white Russia trimmings Store married Reading 414 allen St
Charged with setting fire to the Cellar of his place of business containing tailors trimmings 414 allen St and was witnessed by Jacob Kurinsky 17 yrs old of 81 allen St Kurinsky also informed Philip Garfonkel of 416 allen St that He Saw Harris Plitt set fire to the place and pour oil on the wood and set it on fire Kurinsky also informed Frank Handman 948 - 1st are employed at Reilly also Chief McGill smelled the oil of his hands and a number officers of this Precinct Sell. Sheehan, Dotel Klute and. Henry
Insurance Patrol James Mahoney found Gas turned on (in hallway) through the House not burning -

Sergt John McEnerney.

1031

11 Pict —
Enclosure Arson Case
44 Allen St —
Nov 8/92
Harris Platt

Your fortune and interest
I have been pleased with
and my association in business

The importance of this case

Times change

No opportunity before this to show
Know the defn

My heart in this case + not

He must go to Jail
is an absolute misstatement

Look at this Dave, 20 yrs, 15 hrs gas do

Stuter has life on it

Dave
Brute brutes will do that

Strong humanity

Jenkins

1033

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss.

AN INQUISITION,

Taken at the ~~house of~~ Coroners Office No. 124 Second Avenue ~~Street~~, in the 17th Ward of the City of New York, in the County of New York, this 2d day of July in the year of our Lord one thousand eight hundred and 91 before Louis W. Schultze Coroner, of the City and County aforesaid, on view of the Body of Frank Jenkins lying dead at

Upon the Oaths and Affirmations of Eight good and lawful men of the State of New York, duly chosen and sworn or affirmed and charged to inquire, on behalf of said people, how and in what manner the said Frank Jenkins came to his death, do upon their Oaths and Affirmations, say: That the said Frank Jenkins came to his death by

From asphyxia by drowning, during a collision between the yacht "Amalia" and the steam tug "F. W. Dwoc", off 110th Street North River, on June 15th 1891, and we further find that it was through the negligence of the pilot of the tugboat, Thomas Welch, and we hold him criminally responsible for his death

In Witness Whereof, We, the said Jurors, as well as the CORONER, have to this Inquisition, set our hands and seals, on the day and place aforesaid.

JURORS.

Gustav E. Stechert 828 Broadway N.Y.
Wm Loos 57 Grand St.
Martin H. Hartmann 817 Broadway
Ernest P. Ansler 2 Murray St.
Henry Dreikorn 375 Canal St
Matthew J. Ellis 213 3d Ave
B. Kniskelspiel 839 Broadway
Simon Morgan 214 West 132 St

Louis W. Schultze, CORONER, L. S.

B.141
3 C.

Coroners Office, New York County.

Inquest into the death - of - Frank Jenkins and William H. Bahan.	Before HON. LOUIS W. SCHULTZE, and a Jury.

New York, July 2nd, 1891,
10.30, A. M.

The Coroner: Gentlemen of the Jury: You are to inquire into the death of Frank Jenkins and William Bahan, who died from asphyxia by drowning on board the yacht Amalia, having been run down by the tug boat F. W. Devoe, off 110th Street, North River.

----------oOo----------

JOHN L. ECCLES, duly sworn, testified as follows:-

I live No. 20 Vandam Street, New York.

Q State to the Jury all that you know about the case of Frank Jenkins and William Bahan? A. On the morning of the 14th, Sunday, we started to Nyack for an excursion trip, and on our return the wind was southwest, flood tide, we saw from the New York shore a tug boat - the tug boat Devoe that run into us bearing down on us; we had all our signal lights set and beating to windward and a pretty heavy breeze blowing at the time. I said to my captain that tug boat acts very strangely and I think we had better

keep a sharp eye on it, and he said to look at our lights and he sent up to the lookout - we had two lookouts forwards and they said they were all right, he said we will keep our coure if we go off the course we may bother him, and there will be a collision. I looked again; I said it is too late he will strike us sure, and while I said that the tug boat struck us; it knocked me down and I called for the crew to follow me, to get aboard the tug boat and my intention was to make fast to one of their cleets they went off through the water so rapidly, I ~~appeared~~ pulled the rope out of my hands; I saw he didn't intend to stop; I went to the captain and appealed to him to turn back; I said there is nine or ten lives in the water and they will be drowned - I was watching the rope and I saw she was sinking very rapidly; he made some surly answer, he seemed to be in a state of intoxication or under some drug, and with that another man came out in shirt sleeves and it appeared as if he got out of the bunk; he made the remark, "What were you doing, you couldn't see the boat;" he went into the wheel house and gave the bells to back the boat; I went to the engineer and asked him would he hurry up, and asked him something seemed to be the matter with the machinery, it didn't respond quickly, we got back, and when we got back the boat had sunk; the rest of my crew was in the water struggling and some held on to the lifeboat, we got back with the tug and ~~they~~ pulled the others in, there were two missing, Dr. Jenkin and Dr. Bahan's son.

By a Juror:-

Q What is your opinion about the captain of the tug boat,

do you think he did it intentionally? A. I hardly think that any man would do it intentionally.

Q Could he have avoided it? A. Yes, sir; he could avoid it.

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DR. THOMAS H. BAHAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q Where do you live? A. No. 257 West 14th Street.

Q Tell the Jury what you know about this case? A. We went up to Nyack, on the 14th, and on our return opposite 110th Street, it was then about a little after twelve o'clock, on the 15th, Monday morning, when my attention was attracted by Mr. Eccles, who said that he thought this tug was approaching, and it would run into us, and we were but a short distance from the tug at the time and the captain was of the same impression, he couldn't get out of the way, the tug was coming at a rapid rate of speed, the first thing we did was to get those in the cabin to get out, and hollered to them and made an attempt to wake those that were in the cabin up, and tried to get them out, and wait for the crash to come; and the crash came and I was struck by the upper part of the cabin, the roof of the cabin; about here; I was senseless for a moment, the next thing I found myself hanging on to the yacht, and soon after the yacht went down; and my son and Mr. Jenkins, they must

have been in the cabin and went down with it; we made our way to a boat, I felt the effect of the injury I had received so much, that I could just barely get to it.

Q Did you notice the condition of the pilot? A. When I first saw the pilot he was under the influence of liquor; he was dazed, he couldn't explain anything; I spoke to those that were present to look at this man, he is drunk, I really believe he was under the influence of liquor at the time or this could not have happened; one little twist of his wheel would have saved us.

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CHESTER T. BAHAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q Where do you live? A. No. 257 West 14th Street.

Q Tell the Jury all that you know in regard to this accident? A. On that night I was lying in the cabin on the port side of the boat, my brother was on the starboard side when the crash came, I was knocked against the center board and knocked the back of my head and got my shoulder hurt from the effects of the crash, and I run up from the cabin while I was down in the cabin I was up to my neck in the water; it was difficult to get out, I had to grope my way along the center board, I jumped up out of the water and the boat was on its beam end, I got up on the port side, my father crawled over the cock pit with me, we stayed there until it was

going under and then we dove off and swam to the yawl, I got a piece of the flooring and paddled it over to the tug, and was taken aboard by the crew.

Q What was the condition of the pilot - what was his condition? A. He was dazed.

Q Did you notice his condition? A. He was dazed, he didn't seem to know that he struck us, he was dazed.

Q He didn't know he struck you? A. No, sir.

----------oOo----------

DANIEL J. CUSHING, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q What is your full name? A. Daniel J. Cushing.

Q Where do you live? A. No. 322 West 42nd Street.

Q Tell the Gentlemen of the Jury what you know about this matter? A. On the morning of the 14th we sailed for Nyack and on our return, about 15 minutes after twelve o'clock I was in the cabin asleep and the first thing I knew the light went out and splinters were flying, and the water flowed into the cabin; somehow I got on the deck and I saw the black cloud of the tug alongside and she was going right away from us and I jumped a little distance and grabbed him on the gunnel and after a while was dragged aboard; she kept on for about five or six blocks after she struck us; the yacht immediately went down and I commenced to holler for someone to back her up, they didn't pay any attention and kept right on the course, Mr. Eccles did the same thing,

and finally they started to back her up and when we got near where the wreck was the captain came alongside and said you are a nice man to have charge of a boat of this kind, it is a wonder you wouldn't back up, you ought to be ashamed of yourself, there are at least two or three men drowned. He saidI didn's see your light; he didn't seem to be able to talk at all; after awhile we got back to 130th Street and we landed, and I then told - I said to Dr. Bahan, look at the condition of this man, he is a nice individual to have charge of a boat, with so many lives at stake; we went about four or five blocks and gave him in charge of an officer; we took him to the station house and had him examind by the Police Surgeon and the police surgeon said he was not sober.

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WILLIAM A. CONDON, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q What is your full name? A. William A. Condon.

Q Where do you live? A. No. 165 Tenth Avenue.

Q State to the Jury all that you know about this case?

A. I have been one of the party on the cruise on that day on June 14th, with a party that went to Nyack, we were bound homeward and we were facing towards the New York shore on the tack, and I spied this tug boat, some distance away;

I saw his red light and saw our green light was burning, and I said to the captain of the vessel, I said Captain I see the boat coming up, seeing his red light - and he said we have the right of way, he sees our green light and he wil give way to us, I watched the tug boat coming and I had no doubt if it had kept on its course its regular course it would have passed in our stern, but it would have been a very close shave; I noticed she made a shear towards the New York shore and with that I said, "Good God, she is going to hit us;" I jumped for the yawl boat in order to get the painter ready to have it ready; we only had a yawl boat with us, when I loosened the painter of the yawl I was knocked in the cock pit - on the broad of my back, and somebody stepped on my chest, and I laid there; when I got up again I thought what lives was in the cabin, it is possible to get them out; when I got up I was standing up to there in the water in the boat; and after that I ordered the tug boat back, to back up to pick up the drowned crew, he came back and I was aboard of her then; she was sinking then, and I saved myself; when I got aboard of the boat I noticed him, the pilot, he didn't seem to have any control or any protection about himself.

The Coroner: What do you mean by that?

(Answer continued) He didn't have any control at all, he staggered around the deck; we went down on the deck and there was a gentleman in his underdrawers there he had his nightclothes on, he was at the wheel; he evidently got out of bed; well, we took him to the station house; MR. Eccles

told him he must take him to the station house, and there the doctor said, well my boy, you ~~are~~ brought a bad piece of business on my family. Well, he said, it cannot be helped, it is done now; that is all he said.

----------oOo----------

WILLIAM MORGAN, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q Where do you live? A. No. 160 Sands Street, Brooklyn

Q State to the Jury all that you know about this case?

A. On the 14th of June I was invited for a sail to Nyack, on our return trip, one of the lookouts - there were two of them, seen this tugboat, I seen the red light, and I said to the other lookout - I was one of the lookouts and I said to the other lookouts that was with me, don't this look funny, this tug boat coming up; he said it is all right, the captain sees it; she was coming along and a very lively speed; I held on the rigging on the side and went over to the cabin and looked at the other light and seen the red light was burning brightly, and also the green light. I came back again and said to him, she looks as though she was coming pretty close to us; he said I guesswe are all right, the captain sees us. We were going from the Jersey shore to New York, and then the tug was very close onto us and if he had kept on his course out the river - up the rive

he would have cleared us but in place of that he went right into her bow, and the boat then of course started to sink and the tug boat turned it around some, I jumped from the sail boat, I was knocked down on my hands and knees; I jumped up and from that on the tug boat; I heard them hollering to back the boat because there was some men in the water it seemed to go ahead and at last it seemed after a while it did seem to back up a little, but it went quite a ways before it thought of coming back.

Q Did you notice the condition of the pilot? A. Yes, sir; he didn't seem to know where he was; he didn't seem to know he had stopped or anything at all. He seemed to be in a very staggering way; and a couple of men on the boat were in their underclothes as far as I could see.

----------oOo----------

OFFICER JOHN J. CODY, being called as a witness by the Coroner, was duly sworn, and testified as follows:-

By the Coroner:-

Q To what precinct are you attached, officer? A. To the 30th Precinct.

Q Tell the Jury what you know about this case? A. On the morning of the 15th I was sent out on the last tour and it was after threequarters of an hour of my tour and I heard a number of gentleman - I didn't know whether they were gentlemen or rowdies - I was asked by two or three

or four of the party where the nearest station house was; I asked them why, I was told there was a yacht sunk and I think if I remember correctly it was Mr. Eccles that handed the prisoner over to me. I took the prisoner in charge and brought him to the station house and had him there - there was a police surgeon or ambulance surgeon from the Manhattan Hospital sent to examine him; the surgeon couldn't say he was drunk or was he sober; I myself know that he was in a dazed condition; I didn't put my hands on him to make an arrest - the only time I put my hands on him was going up the stoop to go into the station house to the desk.

Q What condition was the pilot in when you met the party?

A. In a very dazed condition.

----------oOo----------

THE CORONER: Gentlemen of the Jury - These persons came to their deaths from asphyxia by drowning; their bodies were found several days after; one on June 20th and the other on the 21st. Dr. Conway states that in his testimony that they met their deaths -- the cause of death is asphyxia from drowning. It remains for you to say how they came to their deaths, and also who is responsible for the cause of death. You have heard the testimony of the witnesses; they all swear in giving their evidence that the pilot was dazed; he evidently was intoxi-

icated. There is no doubt in my mind that ~~that~~ had pilot been sober that this accident would never have happened.

----------oOo----------

VERDICT: We, the Jury, find that Frank Jenkins and William H. Balian came to their deaths from asphyxia by drowning, during a collision between the yacht "Amalaia" and the steam tug "F. W. Devoe", off 110th Street, North River, on June 15th, 1891, and we further find that it was through the negligence of the pilot of the tug boat, Thomas Welch, and we hold him criminally responsible for their deaths.

----------oOo----------

1045

TESTIMONY.

Wm A Conway M. D., being duly sworn, says:
I have made an examination of the body of
Frank Jenkins now lying dead at
196 Spring Street and from such examination
and history of the case, as per testimony, I am of opinion the cause of
death is Asphyxia from Drowning

Wm A. Conway,
M. D.

Sworn to before me
this 7th day of June 1891.
Louis F. Schulz, CORONER.

1046

MEMORANDA.

AGE	PLACE OF NATIVITY	WHERE FOUND	Date When Reported
42 Years — Months — Days	England.	196 Sherman Ave. foot 96th St. N.R.	June 20th

Louis W. S.

~~M.J.B.M.~~

No. .....

..... Dun 189

AN INQUISITION

On the VIEW *of the* BODY *of*

Frank Jenkins

whereby it is found that he came to his death by Accidental from Drowning on board Yacht "Amalie" said Yacht having been run down by the boat "F.W. Devoe" off 110th St North River about 2 A.M. June 15/91.

Inquest taken on the 2nd *day of* July 1891 *before*

~~MICHAEL J. B. MCGEMER~~, Coroner.

Louis W. Schultze.

V 1170

Ret — James Horne
[illegible]
22 [illegible]

MEMORANDA.

AGE	PLACE OF NATIVITY	WHERE FOUND	Date When Reported
42 Years — Months — Days	England.	196 Spring St	June 20 '03
		foot 96th St N. R.	

L.W.S.

~~M.J.B.M.~~

No. .....

..... Quar. 189

AN INQUISITION

On the **VIEW** *of the* **BODY** *of*

Frank Jenkins

whereby it is found that he came to his death by Asphyxia from Drowning on board Yacht "Amalie" said Yacht having been run down by the boat "F.W. Devoe" off 110th St North River about 2 A.M. June 15/01.

Inquest taken on the 2nd *day of* July 1891 *before*

~~MICHAEL J. B. MESSEMER~~, Coroner.

Louis W. Schultze.

1470

1401

1048

MEMORANDA.

AGE			PLACE OF NATIVITY	WHERE FOUND	DATE When Reported
42 Years	Months	Days	England	196 Spring St Jrons 96 Street NR	June 20

Jun 20 1870 — 1891

HOMICIDE.

AN INQUISITION,

On the VIEW of the BODY of Frank Jenkins

Whereby it is found that he came to his Death by the hands of Thomas Welsh

Inquest taken on the 20 day July 1891

Before me, [illegible] Coroner.

Committed

Bailed

Discharged

Date of death

1049

2nd Quar 1170 – 1891

HOMICIDE.

AN INQUISITION.

On the VIEW of the BODY of

Frank Jenkins

whereby it is found that he came to his Death by the hands of

Thomas Welch

Inquest taken on the 2d day of July — 1891

before Louis W Schultz Coroner.

Committed

Bailed

Discharged

Date of death

MEMORANDA.

AGE			PLACE OF NATIVITY	WHERE FOUND	DATE When Reported
Years	Months	Days			
42			England	196 Spring St found 96 Street NR	June 20th

1050

Court of General Sessions of the Peace

OF THE CITY AND COUNTY OF NEW YORK.

THE PEOPLE OF THE STATE OF NEW YORK,

against

Thomas Walsh

The Grand Jury of the City and County of New York, by this Indictment accuse Thomas Walsh

of the crime of manslaughter in the second degree,

committed as follows:

Heretofore, to wit: on the eighteenth day of June, in the year of our Lord one thousand eight hundred and ninety one, the said Thomas Walsh, late of the City and County aforesaid, at the City and County aforesaid, upon the North or Hudson River, there, in and upon one Francis Quinn, in the peace of the said People, and in a certain sail-boat known as a day-yacht, called "Amelia", upon the said river then and there feloniously, wilfully and feloniously did make an assault; and the said Thomas Walsh, then being in a certain steam-vessel known as a tug-boat, called the "E. W. Dewe", upon the said river, did then and there wilfully and feloniously propel and force the said

Tug-boat, unto and against the said yacht, wherein the said Francis Jenkins then was as aforesaid; and did thereby then and there wilfully and feloniously cast and force the said Francis Jenkins from and out of the said yacht, into the said river, by means of which said propelling and forcing the said Tug-boat unto and against the said yacht, and casting and forcing the said Francis Jenkins from and out of the said yacht into the said river, the said Francis Jenkins, in, by and with the waters of the said river was then and there choked, suffocated and drowned, of which said choking, suffocating and drowning the said Francis Jenkins did then and there die.

And so the Grand Jury aforesaid do say: That the said Thomas Welch, him the said Francis Jenkins, in the manner and form aforesaid, and by the means aforesaid, wilfully and feloniously did kill and slay; against the form of the Statute in such case made and provided, and against the peace of the People of the State of New York, and their dignity.

DeLancey Nicoll,
District Attorney.