

## RETURN

(87)

To an ORDER of the HOUSE OF COMMONS, dated the 30th January, 1890, for a copy of report made and evidence taken by the Court of Enquiry ordered by the Department of Marine to investigate the loss of the steamer "Quinté," which was burned on the Bay of Quinté in the autumn of 1889.

By Order.

J. A. CHAPLEAU,

*Secretary of State.*

OTTAWA, 27th February, 1890.

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- No. 1. Copy of Evidence.
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#### No. 1.

#### REPORT OF EVIDENCE

Taken at the investigation held pertaining to burning of steamer "Quinté," of Deseronto, before Commissioners Thomas F. Taylor and Edward Adams.

DESERONTO, Thursday, 28th November, 1889.

Court opened at 9.30 a.m., present: Mr. G. A. Browne, Captain D. B. Christie, and Commissioners. T. F. Taylor read the authority of the court to those present in open court. Also Section 9 of 49 Victoria, Chapter 81 of the Wreck and Salvage Act.

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Captain DUNCAN B. CHRISTIE, sworn.

Resides at Picton; holds a certificate of competency as master of steamer on minor inland waters, No. 310; was master of steamer "Quinté," of Deseronto, evening of 23rd October, 1889; was on the route between Picton and Trenton; left Picton at 6 a.m. that day, and was on my return to Picton at the time the boat took fire, which was about 5.45 p.m.; generally arrives at Picton at 7 p.m. and lays there all night; was a day boat, as a passenger and freight boat; carried eleven of a crew altogether, viz., captain, mate, purser, one engineer, one fireman, three deck hands, one cook and assistant, and one ladies' maid, no watchman, no wheelman; the whole crew was on board when fire took place; also had about nine passengers on board; was in my room when fire just started, it was second room on starboard side on main deck from forward gangway. My first intimation of the fire was I heard a racket on deck; came out of my room and saw flames running up in front of boiler around the steam drum on port side; after leaving Deseronto about five minutes, I went into my room. There was no sign of fire then. Was

in my room about five minutes when I came out and saw the fire; before I went to my room I was on the hurricane deck in charge of the boat; I left Mr. Collier, the mate, in charge of the boat in the wheelhouse; when I first saw the fire I picked up the hose and tried to put it in the fire hold, there was water coming through them at that time, those were the hose from the hand pump. I am not aware that any other stream was turned on the fire at that time but heard the pony pump working; the deck hands were working the hand pump; could not say how many of them on account of density of smoke, when I put hose in the fire hold batch I stepped down about one foot on to the wood; there was then no flames coming up; the wood we used was known as bunched wood; as soon as I stepped on the wood the flames came rushing up through it and drove me away; I then went up to wheelhouse and told mate to run her ashore. At the time I left main deck I saw no fire aft; but was full of smoke. I went up forward on the stairs leading to promenade deck; from the time I came out of my room and saw the fire and told the mate to run her ashore would be about three minutes; what little wind there was, was right aft; it was almost a dead calm; we were about three hundred yards from shore on port side which was the nearest shore when I gave orders to the mate; gave no orders to the engineer, but the engine was working in the usual manner; after I gave the orders to the mate I went downstairs to the main deck the same way as I had come up. I then tried to get back aft to see about the passengers; when I left the mate to go down I saw no fire above; I could not get aft to the passengers on account of fire forward; I then went back on to the promenade deck; up to this time I saw nothing of the crew nor did I give any orders only what was given to the mate, when I could not get aft on account of smoke and fire breaking through. I then sang out to the men to come and get a boat ready to lower; I knew the deck hands were forward; there was only one man came to help to lower the boat in the water; the boat we went to lower was on the starboard side forward of the paddle box on hurricane deck; was a wooden boat; had a metallic life boat; got the wooden boat ready to lower, but did not lower it for the reason of fire and smoke; I had to leave it on account of fire and go down to the promenade deck. The steamer herself had at that time grounded; I then jumped overboard from the promenade deck into the water; I had never seen any of the passengers up to this time; I then saw some of the passengers in the water and also some of the deck hands on shore; my face and neck was partly burned by the flames before getting off. I think it was trying to lower the boat I got burned; when I saw the passengers from shore I swam out to the paddle wheels on the steamer which were stopped at that time, to try and save some of the passengers. I helped Col. Strong up into the paddle wheel out of the water, when a yawl boat came to our assistance; when I first discovered the fire it did not occur to me to give orders to the crew to provide for the safety of the passengers by getting the boats ready; had never given any instructions to my men whereby they would have had a knowledge of those things themselves without orders from me, had never drilled my men in the handling of the life boats; don't know that I had the boats lowered all season; the cork life preservers were on the promenade deck loosely piled in two separate rooms at the head of stairs; those rooms were labelled life preservers; the wooden floats were piled on the main deck forward of the shaft on each side of passage way; there was no life preservers in the cabin on main deck where the passengers were; there was a printed form hung up in this cabin stating where the life preservers were; don't know that the passengers had any life preservers on; don't know that any person gave them, the passengers, any information about life preservers nor I gave no orders to do so; after getting on shore found there were five of the passengers missing; there has only been two of those bodies found since; they were both found in the water, one was burned, the other not; I do not consider this bunched wood any more dangerous to use than any other fuel; have always burned this fuel since I have been on her; have no idea how fire originated; cannot assign any cause for it; consider I had a sufficient crew to manage the boat in case of an emergency; had three life boats; I think two men could lower metallic life

boat safely; have never done it with two; generally had four men to do it; I think I had sufficient men to handle the three boats; during the excursion season when likely to have full complement of passengers we carry an extra engineer and fireman and part of the time an extra deck hand; the boat at that time is running longer hours; keep no watchman; I hire deck hands and mate and cook and ladies' maid; my mother and brother were passengers and were among those who were lost; when I came out of my room the smoke was so dense I could not see if any other stream was playing on the fire unless the one I had hold of; when I jumped from the forward part of the boat into the water, it was for the purpose of saving my own life; the boat being all in a blaze at that time. The registered tonnage of "Quinté" was 276 tons, was owned by the Deseronto Navigation Company; from the time the boat left the dock at Deseronto, until the passengers were on the beach, would be less than twenty minutes, and from the time I saw the fire until I jumped overboard, was, in my opinion, about five minutes; the distance from Deseronto to where the boat was grounded is about two miles by the course taken. I could not reach any other boat at the time I went to lower them only the one mentioned in my previous evidence; the full complement of life preservers were on board; don't remember the exact number; Form No. 7, provision for the safety of passengers on steamers, was posted throughout the steamer. My master's certificate and all other personal effects were lost.

DUNCAN B. CHRISTIE.

THOMAS SHORT, sworn.

Resides at Hawkesbury, Ontario; holds 2nd class chief engineer's certificate, No. 344; was engineer in charge of steamer "Quinté" on the evening she was burned; was on her all season; fitted her out; I was in the engine room when a passenger came and told me the boat was on fire; I then went out of engine room to forward end of boiler on port side and looked through the hole I had for trying my gauge cocks, when I saw a small fire, which, I think was the floor ceiling of the boat on port side; when I saw that I started the hand pump with the fireman and two deck hands; I then took hold of the hose myself and put the nozzle in through the small hole at gauge cocks down into the fire hold; the hand pump stood forward of the boiler; I then went and started the pony pump and sang out for the men that were working the hand pump to look out for the pony hose; by that time the fire and smoke was coming up through the engine room; I don't know whether they got the pony hose to work on fire or not; the smoke and fire broke through immediately; I had just a fireman and myself in the engine department; the fireman was in the mess room when I called him to take hold of the pump; there was no fireman in the hold when I discovered it to be on fire; when I saw there was no chance to save the boat I called out where is the captain, better run the boat ashore; I then told one of the deck hands to tell the captain to run the boat ashore; not seeming to go quick enough I went myself up to the promenade deck and saw the captain in front of pilot house, and found he was just giving orders to the man at the wheel to put her hard over to run her ashore. I then went back to engine room and found I could not remain; I then went away and turned back again and put the feed on the boiler full; I then went aft through the passage way on main deck and climbed up over the side on the promenade deck close to one of the boats; I got from that on to the hurricane deck and ran forward and jumped back on to the promenade deck; I passed through the flame to get there; I then went forward to the stern of the boat and let myself down on to the anchor and then dropped down into the water; at this time the boat was ashore; the water was about three feet deep; my face was scorched; I did not stop the engine, but when I got ashore seen the engine had stopped; there was some small boats came to our assistance by this time and was taking the passengers from off the wheel; we used bunched wood for fuel; I consider it as safe as the general run of pine wood as used; the wood was generally kept five or six feet from the boiler; I cannot assign any cause for the fire. I consider if there was another fire-

man it would have been better as there would have been a man on watch all the time. When I go to my meals the fireman looked after the engine; he was not a competent man, had no certificate. When I was off duty there should be a competent man to take my place, consider it safer, am on duty from 5.30 a. m. until 8 p. m. on our regular trips. My fire pumps were all in good order, had one 4-inch pony pump double acting and one hand pump double acting, not positive of the size of it. The hose was all in good order; don't know the size of the hose. I don't know that the passengers got any intimation of the boat being on fire; don't know that they had any life preservers. The only time I saw the captain was when I went up to the hurricane deck; heard no orders given; I don't know of any arrangement of discipline among the crew either of handling the life boats or fire apparatus on board in case of an emergency. I seen the pumps were kept in order, also the hose; I never saw the life boats lowered at any time during the season; might have been lowered without my knowledge; never seen the crew drilled to the use of the fire apparatus; all the discipline I knew of was I had charge of the pumps; knew of no other arrangements; cannot say whether there was any Forms No. 7, provision for the safety of the passengers or not; never received any orders from the captain concerning pumps or life boats; after I got ashore, saw the captain in a small boat rescuing the passengers. When we left Deseronto by my engine room clock it was then 5.40 p. m.; don't know what time it was when I got ashore off the burning boat. So far as my own department was concerned, I consider it necessary and safer to have another man; should be a second engineer; never heard the captain complain of needing more help; in the excursion season I had two firemen and a second engineer; don't know of any inflammable material being kept in the fire hold or beneath decks; had nothing but an oil hand lamp for use in the fire hold; had been down in the hold using it at furnace doors before leaving dock previous to the accident; left it burning below in charge of the fireman; don't know anything of the lamp after that; we used lard oil in this lamp; I was in the habit of trimming those lamps myself; have seen the firemen trimming them once in a while; not usual for the engineer to trim lamps, but done it considering that the fireman had enough to do without it; this refers to the hand lamps which are open trim lamps; I lost all my personal effects and my engineer's certificate.

THOMAS SHORT.

JAMES COLLIER, sworn.

Resides at Picton; holds master's certificate of service, No. 318, for steam and sail on the great inland waters; was mate on steamer "Quinté" the evening of 23rd October, 1889, when she was burned; had been mate on her for about two months; when the fire took place I was at the wheel steering and navigating the boat; it was part of my duty to steer the boat; the captain and I done it between us; had no wheelman; the first knowledge I had of the boat being on fire one of the deck hands came up with the signal lights to put them in place, when I heard some one call out fire. I then told him to go down and see what was wrong, which he done, at the same time I heard the pony pump start. I then left the wheel and looked down through the gallow's frame of the engine; when I seen the boat was all on fire. I then went back to the wheelhouse and met the deck hand, who told me the boat was all on fire. I then put the helm starboard and headed for the shore, the deck hand went away and left me; just about that time the captain halloed to me, for God's sake port your helm and put her ashore, the boat is all on fire. I then turned her heading for the port shore and did not change my course. I stood to the wheel, the boat brought up on shore, when the captain halloed to me there was no fire on the hurricane deck, any person could have went aft at that time; when the boat struck shore and before I left the wheelhouse, the flames were then coming up through the wheelhouse. I then left for the bow of the boat passing through heavy smoke mixed with occasional streaks of flame. I did not get to the extreme part of the bow, but brought up on the side of the boat and jumped overboard; got my whiskers

and eyebrows badly singed. I waded ashore out of the water, it was very near a calm; after I got ashore I met the captain, we heard a woman screaming, the captain then said: My God, that is mother? He, the captain, then jumped into the water and swam out to the wheel of the steamer, a boat from a schooner at that time came along, when I ran down and sang out to them to go to the wheel of the boat and take the people off. Before the boat reached the wheel Captain Christie jumped into her and shoved off to assist another woman, who had then jumped out of the cabin window into the water, whom they picked up and landed on shore by towing her through the water. She was burned; don't know to what extent. I helped to carry her out of the water on to the shore. I then went back to the yawl boat and the men belonging to the yawl boat got out, saying they were afraid of the boiler bursting and would not go out again. Captain Christie, myself and John St. Pater, a deck hand, took the yawl and went to the stern of the steamer to see if any person else was there, saw no person, but heard a man hallooing from under the guard on starboard side, which we had great difficulty in rescuing owing to the extreme heat; did not know the man, but he was one of the passengers; don't know if there was any effort made by the crew to assist the passengers previous to the boat grounding; I never left the wheelhouse; the captain left me as soon as we left the dock at Deseronto, to go to his supper; I never saw him again until I saw him on the shore after the boat was beached; as I stated before I heard him halloo to me to put the boat ashore but did not see him from the time I first heard the cry of fire until boat was beached; would be about five minutes; I never saw any of the cork life preservers on the boat, but supposed they were in two rooms which were labelled "life preservers;" those rooms were on the promenade deck at the head of the stairs; while I was on board there was never any exercise in lowering the boats or drill for fire with hose, used the hose for washing decks, never got any orders from the captain to exercise the men that way; never saw the life boats lowered while I was on the boat; the boat was well supplied with pumps and hose for fire purpose and was in good order; I consider the "Quinté" for the route she was on had sufficient of a crew; have been on board of "Quinté" as mate when she had her full complement of passengers allowed on board; captain and mate would take turns at the wheel when an excursion was on board; as a rule we were both at the wheel; I mean by this one was in the wheelhouse while the other was outside forward of wheelhouse; we left the care of the passengers to the purser; he, the purser looked after the gangways and the passengers until the captain got down, by which time there would be a number of passengers ashore; the fuel used on this steamer was bunched wood; it is more liable if a spark should drop among it to take fire than any other fuel; consider that it was stowed far enough away from the boiler to ensure safety: the boiler deck, I think, was about eight inches from the boiler; I think if an effort had been made when fire was discovered there was time enough to launch a life boat; I think when I looked down and saw the fire, the better plan to save the passengers was the one we took to beach the boat; the fire was pretty far under headway when I looked down and seen it; have no idea whatever how the fire originated; there was no watchman kept on this boat; I consider it necessary that a watchman should be carried on a passenger steamer of that size; always had one on any passenger steamer I was in charge of; the duties of the watchman were to attend to the lamps, help to wood, and keep a general supervision over the boat from sunset to sunrise; when the "Quinté" took fire it was a good bit after sundown about dusk; when the "Quinté" had her full complement of passengers on board there was two more of a crew, viz.:—second engineer and fireman; there was no extra deck hand; was on the "Quinté" from 14th August until the 23rd of October, which was the night she was burned. Captain Christie and myself was both on watch when full complement of passengers were on board; if anything occurred or was required among the passengers the purser always came and notified the captain; he, the captain, would then go down and attend to the matter; I could not say that the boat was always safely tied up to the dock before the gangway shutters were taken out; the captain's orders were they should not be, but often heard him grumbling

about that, meaning passengers jumping ashore before the shutter was removed, the captain being at the bell pull on the promenade deck; the bell pulls and whistle cord were both inside and outside of the wheelhouse. I lost all personal effects and think I have lost my certificate.

JAMES COLLIER.

Court adjourned 10 p.m.

DESERONTO, 29th November, 1889.

Court opened at 9.30 a.m.

JOHN SAINT PETER, SWORN.

Resides at Picton, Ont.; was on board the steamer "Quinté" the evening she was burned; was deck hand; had been on her for four seasons; when I first seen the fire it was about five minutes after the steamer left Deseronto dock; when I first heard the alarm I was on the hurricane deck putting up the signal lamps; had them in place; when I heard the alarm of fire I hurried down to the main deck; the appearance there was she was all on fire under the main deck; I saw no person there, if any person was on the forward deck I could have seen them; flames was then bursting through the hatchway full size; nor did not see any person on my way down from hurricane deck, when I saw the boat was on fire; I then went back to the hurricane deck; when I went up there I heard the captain sing out: "Put her ashore." I did not see the captain—supposed he was calling to the mate; the smoke was pretty dense; from the tone of his voice I thought he was on the hurricane deck. I was then in the pilot house and took hold of the wheel and put it to starboard, the mate being there at the same time, but had let go of the wheel; he (the mate) was in the act at that time putting the wheel over, after the wheel was put to starboard. I then saw the captain on the promenade deck forward; he sang out to me to cut the lifeboat loose, which I done. It was some marline that lashed the boat to the deck. By that time the captain had got alongside of me; I shook out one of the falls and the captain the other. I then turned round and sang out: "Come up here, boys, and give us a hand," meaning the other deck hands, but did not see them at that time—no person came to our assistance. I turned to go back to the boat again but did not get there; the flames and smoke was so great I could not see the boat, nor did I see the captain. I then went down on the promenade deck. I called the boys up of my own accord; the captain gave me no orders to do so; my reason for calling them was that one man could go in the boat, this was a wooden boat and two men could lower her; could not get at any of the other boats, they were all on fire; after I got on promenade deck I started to go aft through the saloon; I could not get aft on account of the smoke and flames; only got one step inside of door; one of the doors was open and I opened the other. I then went out on the forward deck; the boat was then about striking the shore; I could see it close up; I had no difficulty getting to the forward deck; I done nothing when I got on forward deck but stand still for the purpose of bracing myself while the boat struck the beach. When the boat struck the beach, I jumped ashore into about a foot of water; from the time I heard the alarm of fire until we struck shore could not be more than five minutes; from the time I left captain at the life boat until I jumped on shore I saw no person but one of the deck hands; he was then running forward to get ashore; he jumped before I did, we were the two first men off the boat, I jumped off on starboard side of stern and ran around on shore to the port side; saw a small boat coming and called out for him to come in which they done by going to the paddle wheel of the steamer where there was five persons hanging on or about the wheel; the wheel at this time was stopped; Captain Christie who was at the paddle wheel got into this small boat and went to stern of steamer to pick up a woman that was in the water; after I jumped ashore the Captain was the next man to jump ashore after me, he the Captain then ran around to the port side of steamer and swam out to the wheel; I also saw the mate jump ashore, he, the mate, was about the last man off the boat,

the small boat came ashore after picking up the woman at stern of steamer; by that time another small fish boat had come and took the people that were about the paddle wheel of steamer, hanging on to the shore. I was on the shore when those people were brought in; none of them had any life preservers on. Captain Christie, the mate and myself, got into schooner's yawl boat. I went in by captain's orders; we went around stern of steamer to starboard side, where we found a man hanging on to the braces underneath the guard in the water, it was with great difficulty we got him, owing to extreme heat; when we took him ashore we remained there ourselves for some time; the crew to my knowledge was never exercised in lowering the life boats; I never got any orders to do such a thing; I never saw the life boats lowered this season into the water; never was any exercise on steamer with regard to using the hose or other fire appliance in case of fire; never was assigned to any particular position on board of boat in case of an accident; there was life preservers on the boat, they were kept in two rooms at the head of the stairs leading into saloon on promenade deck; we had no life preservers in fore-castle where the men slept; never saw any life preservers in the after cabin, had wooden floats on board, were kept on main deck forward of the shaft; were handy to get, the fuel used on board was bunched wood, the greater part was stowed in the firehold and some on main deck, the wood stowed in firehold would be over three feet from boiler; what was stowed on deck was close forward; there was some on deck at time of fire; my opinion is that bunched wood owing to its fineness is more inflammable than the ordinary firewood. I have no idea how the fire originated. I got no orders during the fire from any of the officers in charge of steamer regarding the passengers, one of the crew was missing, viz., the ladies' maid, also three of the passengers were missing; one body that I know of was found badly burned; never heard any complaints among the hands about being short of help, except on excursions at night; on those occasions have heard the fireman grumbling and saying he would not fire her at night; never heard the engineer saying anything about being short handed; when the fireman grumbled there was another man put on to help him; when steamer was on regular route the fireman's hours were from 5 a.m. until 7 p.m.; were in the habit of running night excursions occasionally after our regular trip; as a general rule there was always another fireman put on for these occasions.

JOHN SAINT PETER.

THOMAS KENSLEY, SWORN.

Resides at Picton, Ontario; was on board of "Quinté" the evening she was burned; I was fireman; had been on her all season; when I heard the boat was on fire I was in the mess room getting my tea, when the engineer called me out and said there was a fire in the hold; it was not over four minutes from the time I came up out of the fire hold until he called me; I was filling up my fire when steamer left the dock at Deseronto, after which I washed myself in the fire hold and then came on deck; did not notice any signs of fire in the hold on my coming up; burned bunched wood in the boiler furnace; the wood was stowed within 3 or 4 feet of the boiler, which was the way it had been stowed all season; was no cotton waste in the fire hold; was a bag of new waste about 10 feet abaft the boiler; no coal oil nor any other inflammable material except the wood was kept in the firehold; don't know of any being kept on deck unless what was in the lamp room; lamp room was lined inside with tin or galvanized iron; was in the habit of having a hand-lamp in fire hold; had one down that evening; it was burning; was always kept burning while steamer was running; this lamp was sitting up underneath the steam-gauge, alongside of a stanchion, when I left the fire hold; the distance from it to deck was about  $2\frac{1}{2}$  or 3 feet; before leaving the dock at Deseronto, the engineer and myself were using another hand-lamp, fixing the furnace doors (the witness, on consideration, is not positive to this statement, rather thinks it was first lamp mentioned under steam-gauge that was used at furnace doors); am positive when I left fire hold this lamp was in its usual place and burning, which was four

minutes before the engineer called me that the boat was on fire; when I came out of the mess room I ran straight to fire hold hatch and jumped down on to the wood, I suppose it was about 3 feet to the wood; I looked down and saw the vessel was on fire on port side; the fire appeared to be coming out from underneath the wood, close to the skin and side of the vessel; sometimes when I opened the furnace doors to renovate my fires sparks would fly out, fly in different directions; the last time I stirred up my fire I think was at Northport; it is possible that some of the sparks at that time came out of the furnace door and lodged among the bunched wood; from the time I stirred my fire at Northport until the boat was discovered to be on fire would be about one hour; the pile of wood that was on fire when I discovered it was the driest on board, and had been in the fire hold for some time, as that pile was only used in case of an emergency; the wood was all good and dry; with this kind of wood there is quite a lot of small dust and chips accumulate around the fire hold which is very liable to take fire easily; kept a broom and scoop in fire hold for the purpose of keeping this dust swept up; this bunched wood is more inflammable than any other fuel I ever used: have been using bunched wood on and off for seven seasons; when I was firing on steamer "Armenia" bunched wood was used, it took fire down in the hold one night when I was off watch, but was put out before any damage was done, one pile was badly scorched; never knew the "Quinté" to be on fire in the fire hold before the night she was burned; when I found I could do nothing in fire hold after jumping down on wood pile, I then came back and told the engineer that I could do nothing down there, he told me to then put on the pump, I then opened out the hose on the deck on port side and commenced to work the hand pump, assisted by Jim Juby, a deck hand; we worked at hand pump until the fire and smoke drove us out; am quite certain it was the engineer put the hand pump hose through the hole in boiler deck at try cocks into the firehold; don't know that it was ever taken out of that place while I was there; while pumping I saw the captain come in through the starboard passage-way door; I did not hear captain say anything but went straight out again; that was just before we were forced to leave the pump; when we left the pump we went out forward on main deck; regarding the hose from pony pump I did not know which nozzle was being used, as there was two nozzles on starboard side and one on port side, could not say whether there was any water from the pony pump playing on the fire, might be done and me not know it; I know the pony pump was working by the sound of it; at no time did I see the captain handling hose; he might have done so without my knowledge; when we went out forward on main deck we stood a few seconds, when the captain came down the steps forward from promenade deck: he sang out all hands on deck; I then rushed upstairs after him but could not see him for smoke; thinking he had gone to the hurricane deck I went up there, but could not see him; I stood on hurricane deck a second or two when engineer came along; at that time the boat was about grounding; when she struck I jumped to the promenade deck and from that jumped into the water, which was about four feet deep, and found I had broken my leg in the jump and had great difficulty in getting ashore; I called for assistance, but got none until I reached the shore, my face and head was considerably burned; there was some of the crew ashore before I was, the purser among the number; saw no passengers ashore at that time; saw no person with a life-preserver on; saw one life-preserver lying on the beach close to the water when I landed on shore; never seen any life-preservers in fore-castle; I know there was life-preservers on board; I don't know that any of the crew went to notify the passengers that the boat was on fire, nor did I hear any orders to that effect; I was the only fireman at that time; had to go to work at five a.m. to get up steam; generally got through work when on our regular trips at 7.30 p.m. I had to keep engine clean besides firing; also help to stow the wood; I was at the call of the engineer at any time between the hours stated; it was understood by my engagement when the steamer was on her regular route I was to be the only fireman; this engagement was made by Mr. G. A. Browne who is supposed to be manager of the company; never had any correspondence or arrangements with the engineer regarding my situation as fireman; I think it would be safer to have two firemen, as one would be on watch



while the other was at meals; with dry wood it was not hard work to fire, but with green she fired harder than I expected; sometimes after firing all day I was pretty well used up; I never said to the engineer I required any help until the excursion season when I spoke to him; I then got an assistant during the excursion season; I never knew of any rules of discipline being established on the boat; never seen any of the life boats lowered this season. In firing with bunched wood I could leave the fire-hold about fifteen minutes after putting on fire and go up on deck. Question—Do you consider one fireman sufficient for steamer "Quinté" on the route between Picton and Trenton as a daily boat? Answer—No, sir, not as she steamed this year.

THOS. KEMSLEY.

PHILIP HELE HAMBLY, sworn.

Resides at Belleville, Ontario; was on board the steamer "Quinté" the evening she was burned; was purser; was on her all season; the first I heard of the steamer being on fire a gentleman passenger named Ward came and told me; I was then coming out of my office; it was aft in the forward part of the ladies' saloon on starboard side; when I heard the boat was on fire I went forward on main deck to see the extent of the fire; I got as far as the engine room door on the port side of the boat; the smoke was very thick at that time; saw no flame coming up but saw a reflection from the fire-hold at the forward part of the boiler; I then heard the engineer calling for a hose; I took down the hose that was right aft of the engine room door on port side; I threw it down on deck and turned on the valve; the smoke was then so dense I had to leave; I went aft from there to foot of staircase leading up into saloon; when I was forward I saw the men working hand pump; there was two of them; I think they were 15 or 20 feet from me; saw the engineer in the engine room and no one else but the men at the pump; did not see the captain; the engineer was then going towards pony pump; pony pump was then working; when I reached the foot of staircase the smoke was then quite dense having come from forward; I then went upstairs on promenade deck; I went over the top of port life-boat and called to a schooner that we were passing to send their yawl, that our steamer was on fire; Mrs. Anderson, the cook, came on deck close to where I was at this time; I asked her where was the ladies' maid; she said she did not know; I then went into the saloon, saw no fire, but it was full of smoke; I went over to the starboard side of the saloon and groped my way to the life-preserver locker; I opened the door, caught hold of one of the life-preservers when a number of them came out with the one I had hold of; the smoke was so thick then I had to go with the one I had hold of; I then went out on deck to look for Mrs. Anderson but did not see her; then the two Hart brothers asked me where the life-preservers were; those men were on deck when I went to look for Mrs. Anderson; they were passengers; I went to the saloon with them and showed them where the life-preservers were, but they could not get to them for smoke; I threw the one I had on top of hurricane deck, the Hart brothers having gone aft on promenade deck; when I threw it on hurricane deck I went up myself after it; I then took off my boots and while so doing saw the engineer climbing up over paddle box on to hurricane deck; he ran forward and I followed him taking life-preserver with me; I had it on; before I got on hurricane deck I saw Hart brothers getting over the stern rail; following the engineer I went to forward end of hurricane deck; we both jumped together from there to promenade deck; the fire at that time was coming up through where walking beam worked; on reaching promenade deck the boat struck the beach, the shock of which threw us down; I then ran to the side of the vessel and jumped into the water from promenade deck; the water was about three feet six inches deep. I then waded to shore where I found two deck hands and fireman, the fireman's leg was broken; I helped him up on the side of the hill, after which I saw the captain coming out of the water; he then went to port side of boat and swam out to the paddle wheel where there were people hanging on. I think all the male part of the crew except the mate were on shore before the captain. When I

first heard of boat being on fire I think there was only two lady passengers in saloon aft on main deck; there was no other lady passengers; nearly all the gentlemen passengers were in the dining room below main deck aft; also the ladies' maid with her little boy; Mrs. Christie's son about ten years old was with his mother in ladies' saloon; I never saw Hart after he told me the boat was on fire; he is one of the missing passengers; after I had seen the boat was on fire I did not go into ladies' saloon or dining room to let them know of the danger; I did not know at the time whether the passengers in ladies' saloon or dining room had been informed of the danger; the reason I did not go in to inform them the smoke was so dense. I think all the lights in vicinity of ladies' saloon and dining room were burning at that time; the boat had some freight on, flour and lumber; the flour was on main deck in vicinity of boiler; the lumber was out forward on main deck; had no dangerous inflammable freight; I have no recollection of seeing Form No. 7, provision for the safety of the passengers on steamer hanging around the boat; I saw captain tacking some up in state rooms which I helped to fill up; I never saw any life preservers in ladies' saloon or dining room; I put a couple in my own room in the forepart of season; at that time I saw life preservers in some of the state rooms; from the time I was first informed of the fire until I jumped overboard would be four or five minutes; one of the lady passengers who was in saloon got ashore out of the water with small boat. Mrs. Christie, the other lady passenger, and her son are among the missing; all the gentlemen passengers got ashore except Mr. Hart, who is missing; Mrs. Anderson, the cook, and her little boy were saved; they were among those who were on the paddle wheel; the ladies' maid, Mrs. State, and her little boy are among the missing; the body of Mrs. State's little boy was recovered; it was not burned; the remains of a lady's body was found badly burned but not recognisable; saw no passengers that were saved with life preservers; did not see the captain while on boat during the fire, not until I reached shore; don't know that any of the crew went to the assistance of the passengers until boat was beached; those men who were working at the pump forward could not get aft to render any assistance when they were forced to leave the pump; the names of passengers saved are "Miss Kellar," "James St. Charles," two "Hart Brothers," "H. G. Sevetus," "R. Rolston," "Colonel Strong." Captain never instructed me in any plan of discipline where I would be placed or what I would be required to do in case of any accident or emergency on the steamer; I never seen any of the life boats lowered into the water while I was on the boat; this is the first season I have ever been employed on a steamboat.

P. H. HAMBLY, Junior.

Court adjourned 10 p.m.

DESERONTO, 30th November, 1889.

Court opened at 9.30 a.m.

HERBERT ST. PETER, sworn.

Resides at Picton, Ont.; was deck-hand on steamer "Quinté" on the evening she was burned; have been on her all season; when I heard boat was on fire I was in the mess-room; engineer came to the door and called fireman and said boat was on fire; I came out of mess-room when engineer told me to go to pump; was going to my supper in mess-room at the time; the fireman, myself and July, a deck-hand, went right to the pump; did not see the captain at that time; we pumped until the smoke and heat of the fire drove us away; the smoke smelled like wood smoke, no indication of coal oil; we only pumped three or four minutes; we then went on forward deck close to where the anchors were stowed; they were stowed chock forward; the fire at that time was coming through fire-hold hatch and setting fire to the promenade deck; the whole three of us were there; saw no person else; while there forward I saw the captain going up-stairs to promenade deck, when he, the captain called for all hands to come on deck; the captain went from there on to the hurricane deck, the fireman and I followed the captain on to the hurricane deck; we then went to the wooden life-boat that was on hurricane deck; we there found the

captain and John St. Peter, another deck-hand; the boat was then ready for launching; just at that time the fire burst out through side of saloon and through engine at walking-beam preventing us from launching boat; I then went forward in front of pilot-house, the smoke there was very thick; did not say to go to see where the other men went to captain; did not say to go away; I heard him give no orders; I stood in front of pilot-house until boat grounded, after that I got ashore by jumping over port-bow of boat into the water; when I got ashore I helped the fireman up the bank and stayed on shore; have no idea how fire started; it was forward of the boiler on port-side; when I saw it first I thought a couple of pails of water would put it out; when I came first out of mess-room there was not much smoke, from my position I could not tell how far the fire had spread; while we were pumping I saw the captain with hose in his hand going out of door on port-side; I was at that time working starboard brake of pump; when I left pumping I saw hose laying over combing of fire-hold hatch; don't know if there was a nozzle on; don't know that any person held the nozzle during the fire; never saw any person go down in fire-hold; I never at any time during this season helped to lower the life-boats or seen them lowered; when I was standing in front of pilot-house I heard the captain's voice calling "Phil, where are the passengers?" heard some person say they were aft; heard nothing further; at this time the boat was grounding; from the time I came out of mess-room until I jumped ashore might be not more than ten minutes; I saw no person with a life-preserver on; know there was life-preservers on the boat; helped to put them there; they were all put in three separate rooms, in saloon on promenade deck; don't know that there were any in the state-rooms, so far as I know there was no special duties assigned for the crew to do in case of accident.

HERBERT ST. PETER.

WILLIAM JAMES JUBY, sworn.

Resides at Picton, Ont.; was on board of steamer "Quinté" the evening she was burned; I was a deck hand since 17th October, 1889; I was in mess-room getting my supper when the engineer came to door and said boat was on fire; I then rushed out; could not say how long we had left dock at Deseronto when I rushed out of mess-room; I went forward to hand pump; the fireman was there to help at pump; there was no person else; the hose was down through hole in boiler deck, where the try-cocks were in boiler; we pumped until was driven away by smoke and flame; to the best of my knowledge the hose was through hole mentioned; all time we were pumping saw no person while at the pump except the man I thought was engineer; heard voices outside of the partition forward of pump; could not tell what was said nor who was talking; when I left pump, I went out of port-door forward on main deck; when I got out there I saw Herbert St. Peter, a deck-hand; I remained forward on main deck until boat struck shore, when I climbed over the rail and jumped into the water; while on forward deck I did not see the captain nor hear him give any orders; when I jumped overboard into the water it was about four feet deep, I waded to shore; I did not see the captain from the time I came out of mess-room until I got ashore; from time I came out of mess-room until I got ashore was not more than eight or ten minutes; when I got ashore the first man I met was Herbert St. Peter, coming down the hill; I went up to see the fireman who had his leg broken, and coming back, I saw captain; he was in the water going out towards stern of boat. I stayed on shore and rendered any assistance I could; the passengers that were brought ashore had no life preservers on; knows there were life preservers on board the boat; were kept in rooms in saloon; and know they were in two rooms; when working at hand pump I heard pony pump working; don't know if any person had hold of pony pump hose directing the water on to fire; I never helped to launch any of the life boats while on board; I was never instructed by captain or any person else in regard to any discipline in case of an emergency; there was no smell of coal oil from the fire or smoke; boat burned bunched wood for fuel, was stowed four or five feet from boiler; I don't think dry bunched wood

would take fire any easier than dry pine cordwood; when I was on shore I heard engineer, who was also on shore, tell the people to take care, the boiler might blow up; I thought it was a risk of those men that went out in small boats in case boiler should blow up; I have no idea how fire originated; I did not see Herbert St. Peter working at hand pump; I was at port side and fireman on starboard.

WILLIAM JAMES JUBY.

ELIZABETH ANDERSON, SWORD.

Resides at Picton, Ont.; was cook on steamer "Quinté" the evening she was burned; had been on board as cook all season; I was coming out of the kitchen; the kitchen room door was directly opposite engine room door, on port side; I saw a male passenger coming from forward aft; he said, partly to the engineer and partly to me, if he was not very much mistaken, the boat was on fire down below; I did not know this man's name; I then went past the man forward to the hole in boiler deck and looked down into the fire hold; the fire appeared forward, in towards the side of the steamer; it was on floor ceiling; appeared to be small, about eighteen inches square; the bunched wood was forward of that; I could see no wood burning; it was a blaze coming up from floor of boat; I went back to kitchen, took a pail off hook and pumped it full of water; I ran forward with it; when I got to the place they had the hose in the hole I had looked through and the men were working at the hand-pump; I thought the fireman was in the fire hold, and I ran with the water to the hatchway thinking to help him to get out; when I got there I could see a pail of water would be no use; I knelt down and called "Tom" two or three times, meaning the fireman; he did not come and I left the hatchway thinking he would not come out alive; there was no flames coming at this time, but fire was increasing rapidly; I went down towards the kitchen; heard engineer saying, "captain, its no use;" I did not see the captain; when I got near the kitchen I remembered the captain's mother and little brother were in captain's room; I ran through engine room and forward to captain's room; I rushed into it and no person was there; as I came out of room I saw the captain forward; cannot say what he was doing; he was doing something in a stooping position; I then went into my room, which was two doors aft from captain's room on starboard side; when I came out of my room the flames were then coming up around boiler deck; I then heard the pony pump working; I then went aft over the shaft on the starboard side, and remembering my little boy was in the dining room, I called him; just as I called he came right out of dining room door, and smoke with him; I went towards the stairway, and when there the ladies' maid and her boy passed me and went toward the starboard gangway; I spoke to her on passing, after which the smoke hid her from my view; my boy and myself went up the after stairway on to promenade deck and then to lifeboat on port side; there was some of the passengers there, and the purser came; the passengers says, "where are the life preservers?" The purser then went away with a passenger; I did not see him again on the boat; some of the passengers said: "Where are the lifeboats?" I said: "We are standing on one, what can we do?" Among the passengers I recognized Colonel Strong; the flames at that time were all around us; the passengers then had left me while I was looking forward; I then looked over side of steamer and saw the passengers and my boy hanging on to a trip line of the paddle wheel fender; I got over side of boat and by some means found myself in paddle wheel with my boy, and was taken from there to shore by a small boat; from the time I first saw fire until I was taken out of paddle wheel was a very short time; when in the paddle wheel I saw captain wading out in the water towards us; this was the first time I seen him since I saw him forward on main deck when fire first started; I saw no passengers with life preservers on; I know there was life preservers and lots of floats on the boat; one lot of life preservers were kept at head of stairs on starboard side; could not say if there were any in ladies' saloon; don't know if any of the crew ever told the passengers of the danger; even if the

crew had come aft at the time I was there, they could not have assisted in any way to the safety of the lives of the passengers, as the heat was so intense.

MRS. ELIZABETH ANDERSON.

The court adjourned at 5.30 p. m.

BELLEVILLE, 11th December, 1889.

Court opened at Mayor's office at 10 a.m. Present: G. A. Browne, G. H. Johnson, Col. Strong, P. Harrison, Mr. Williams.

JOHN M. STRONG, American Consul, sworn.

Resides at Belleville, Ontario; was passenger on steamer "Quinté" on 23rd October, the night of being burned; took passage at Belleville; everything seemed to go all right until we left Deseronto; the most of the passengers got off at ports between Belleville and Deseronto; the first intimation I had of fire was when I was at tea in the dining-room under the main deck; Mrs. Anderson, the cook, opened the door and called out the boat is on fire; it was not over two minutes from the time the tea bell rang until she gave the alarm; there was no confusion nor indication of fire at our end of the boat that I am aware of before going down; on hearing alarm of fire I immediately went up on main deck; was first one up closely followed by the others; on reaching head of stairs I was met by a dense volume of smoke coming from forward part of the boat which nearly strangled me; I immediately turned to aft gangway on port side of the boat on main deck and stepped on to gunwale of boat; on getting there I looked out and saw the boat was headed for land and was all on fire forward; I then took hold of fender line and was there a few seconds, when on account of the flames I had to lower myself into the water hanging on to fender line; as I was getting over rail I saw a schooner at anchor in the channel and cried out to them to send us a boat; shortly after I got into the water the steamer struck; I still held on to the fender line; the concussion of the steamer striking loosened my hold on fender line and I went under water; when I came up I found myself abreast of the wheel of the steamer, which was then stopped when I got hold of it; while on the wheel the schooner's boat came out with Captain Christie in it; I said to him: "rescue the women at the stern, I am all right here;" there was four of us on the wheel altogether; after rescuing the women he then came to our rescue and took us on shore; when I got on shore I saw Mr. Collier, the mate, and some other men; don't know if they were employed on the steamer; those boats were all belonging to other parties; none of them were the steamer's boats; did not notice any life-preservers on steamer; don't think a life-preserver would be any use as I don't think there would have been time to put them on; never saw any person of the crew except the cook from the first intimation of the fire; my impression is the fire was so rapid and instantaneous the boats could not have been lowered; there was no boats located where I was; having no experience in launching boats could not say if they could have been lowered by the crew; don't know how many of the crew were on board; I could not say whether the smoke smelled of coal oil; from the time I first heard of the alarm of fire until boat struck shore there was not over three or four minutes; my opinion is if the wheel of steamer had not been stopped there would have been less chances for us to have been saved; it never occurred to me on the trip to look for notices posted in cabin on steamer where life-preservers were kept.

JOHN M. STRONG.

*Questions submitted by Mr. Browne to Mr. Strong:*

When I came out of dining room owing to the density of smoke I think it was impossible for any person to have come aft from forward part of boat or vice versa; have always on previous trips found Captain Christie very attentive; I consider on

the night in question the boat was well handled; I mean by that by beaching her on that particular point, it was good judgment.

*Questions submitted by Mr. Williams to Mr. Strong:*

Do not know where the captain or engineer was at the time the alarm of fire was given; after I left Deseronto I do not think I was out of cabin on main deck until I went to tea; there was none of the crew, only waiters in dining room while I was there; used hunched wood for fuel; saw a quantity of it in the fire hold in front of furnace; do not recollect there was any on deck; cannot say took on any wood at Deseronto; took on a large quantity of dressed lumber; do not know cause of fire; only know it originated somewhere in forward part of boat.

**CHARLES A. HART, Manufacturer, sworn.**

Resides at Belleville, Ont.; was a passenger on steamer "Quinté" on 23rd October, the evening she was burned; took passage at Belleville for Picton; noticed nothing unusual on voyage until the alarm of fire was given; I was then down in dining room; below under ladies' cabin; when hearing the cry of fire my impression was it came from Mrs. Anderson, the cook; I then went up to main deck; I was met by smoke and then went up to promenade deck and went over to life boat on port side. I made a desperate effort to loosen the life boat; at same time another man came, but went away again almost immediately; did not know the man. I probably was three or four minutes working at life boat, but could do nothing; I then saw the purser; he asked me why I did not get a life preserver; the purser then left me and I went into saloon looking for life preservers, getting in about ten feet; could go no further on account of smoke and withdrew without getting any; from having previously travelled on "Quinté" I know where life preservers and boats were kept; after coming out of saloon I went aft on promenade deck to look for a bench, but did not find it; I then expected to get some life preservers overhead but could not find any; I then had to leave promenade deck and drop down on outside wale on fender streak of main deck, where I saw a woman and child in ladies' cabin, but lost sight of them again; then went around to starboard; dropped into water and swam ashore; consider there was time to lower the life boats by the time the steamboat had struck, if the falls of the boats were pliable, from the speed the steamer was going; did not know would there be any advantage to lower the life boat into the water; the only orders I heard given after the alarm of fire was by some person to put boat ashore; from the first alarm of fire until I got ashore would be ten minutes; I think if there was life preservers handy they would have been of some service; I could not say what the crew had done to assist the passengers; at the time I came up out of dining room the crew could have got aft or I could have got forward; after I got ashore I consider the captain and crew done all in their power to rescue the passengers; I thought when I came out of dining room the fire would have been overcome; up to the time of the alarm I thought everything was all right on board the steamer; had no knowledge of complement of crew required; do not know the origin of fire; my opinion is, no matter what officers or crew of the steamer were at the life boat with me, could not have lowered her with same appliances as I had, for the reason the ropes seemed to be in that position so long and got hardened up and seemed to have been covered with paint.

C. A. HART.

**JAMES ST. CHARLES, Carriage Manufacturer, sworn.**

Resides at Belleville, Ont.; was passenger on steamer "Quinté" 23rd October, the night she was burned; took passage at Belleville for Picton; on going aboard of steamer at Belleville, I took a walk on main deck backward and forward; I did not notice anything unusual until after I left Deseronto; when first alarm of fire I was in dining room at tea; someone from the stairway hallooed "fire;" I went from

ladies' cabin into dining room; would be there about one or two minutes when alarm was given; did not notice any signs of fire or smoke before going into dining room; I was the last one came up out of dining room; did not encounter any smoke until I got to passage way; I went over on port side of steamer and saw three or four men at gangway still on main deck; I think one of them belonged to the crew of steamer; I said "boys, let us get a boat;" I then climbed outside on to promenade deck, no person came with me; I got to the life boat; when there, some one came at same time; did not know who it was; my anxiety was to get the boat off; I took hold of keel and tried to lift it off the hooks. I tried to find an axe in the boat but could not; my intention was to cut the fall, did not succeed; the other man at this time had disappeared; when I could not find an axe, gave up all hopes of getting out life boat. I then climbed down over side of boat on to main deck; on my way down I found steamboat fetch up on shore. I also kicked in some of the windows in ladies' cabin; when I got on guard of steamer there was a lady and child looking out of one of those windows who told me she had no means of escape; I think it was the ladies' maid of steamer; I then climbed up outside again to hurricane deck and there met the purser taking off his boots and had a life preserver beside him. I asked him where those life preservers were to be had; he pointed me as I thought to somewhere about the boiler. I then came down the way I went up and this lady and child was still at the window; my reason for not going where purser pointed to for life-preservers was the place was all on fire; the last I seen of this woman and child as I supposed they had dropped into the water over the stern and I then thought I was left on gunwale of boat alone; when my clothing took on fire I jumped into the water on starboard side aft and swam ashore; on getting ashore I noticed a couple of men standing which I thought was the crew; after I first heard the alarm of fire I did not see any of the crew with the exception of one man previously mentioned which I thought was one of them. I certainly consider there was ample time to lower the life boat if any of the crew or any person who understood the management of such was there at the same time as I was, at this time the steamer was stopped. I saw no life preservers, only the one the purser had. I did not know where to get any; think there was ample time to put them on; had they been available from the time I first heard alarm of fire until I got ashore would suppose it to be between ten and fifteen minutes; do not know what the crew were doing during time of fire; did not see the captain on boat after alarm of fire; heard no orders given by any person on board during the fire; do not know how the fire originated. My opinion is the crew during the fire did not do what there was ample time to do, or those boats would have been launched.

JAMES ST. CHARLES.

GEORGE SILLS JOHNSON, Chief Constable, County of Hastings, sworn.

Resides at Belleville; the county attorney first called my attention to burning of steamer "Quinté;" he said to me he considered there should be an official investigation into burning of "Quinté;" I then called at the Rathbun Company's agent at Belleville; I stated to him I had been instructed to take some action in the burning of steamer "Quinté," regarding a coroner's inquest, giving him, the agent, the names of four coroners that could hold the inquest; I told the agent it would come with better grace from the company to ask for investigation or coroner's inquest; he afterwards told me he had received a letter from the company thanking me for the information; after which at the request of two of the coroners I wrote to the Attorney General of Ontario, for directions how to proceed to get an investigation into burning of steamer; information received from there instructed me to apply to Dominion Government; I then wrote to Minister of Justice asking for an investigation; he acknowledged my letter and some two weeks after I received from Deputy Minister of Marine a letter, informing me a commission was appointed; had not reason personally or pecuniarily for asking for the investigation, than for discharge of my duty as an officer of the law; don't know anything personally regarding

burning of steamer "Quinté"; my letter addressed to the Minister of Justice relating to this investigation was dated 19th November, and letter received from Mr. Smith 27th November, informing me commissioners had been appointed.

G. S. JOHNSON.

Court adjourned at 7 p.m.

KINGSTON, 14th December, 1889.

THOMAS DONNELLY, Government Hull Inspector, Kingston, sworn.

I am hull inspector for East Ontario Division; I inspected the hull and equipment of steamer "Quinté" 13th April, 1889; I found both hull and equipment in good condition; her life-saving apparatus consisted of one 18-foot wooden boat, whale-boat ends on starboard side of hurricane deck forward of paddle-box; one 18-foot wooden boat with square stern on promenade deck port-side aft of paddle-box; one 22-foot metallic life-boat on promenade deck aft on starboard side; all those boats were equipped with six oars each, painters, boilers, axes and plugs required by the inspection service, two of these boats were covered, the one on hurricane deck had canvas cover, the wooden boat on port-side on promenade deck aft, I think was a wooden cover, not positive of this; all these boats were swung in davits, the falls and boats were in good condition, two of them set in chocks, they were lowered and hoisted at my inspection. Captain Christie was there at the time and at least five men, it would take one man at each tackle to hoist either of the wooden boats for the purpose of swinging them out, the metallic boat would require at least four men to hoist and swing out; in addition to lowering the boats would require an extra man to each boat for the purpose of unhooking the tackle; the master is required by section 29 of Steamboat Inspection Act to detail his crew at least once a month, in lowering these boats during navigation season; have no idea whether it was done or not; supplied the captain with a copy of the Steamboat Act at the time I inspected her. I also gave Mr. G. A. Browne, the manager of Deseronto Navigation Company's steamboats, Form No. 7 for use on his steamers, which defines the captain's duty regarding those life boats; I saw several of these posted through the steamer on 13th May; do not know how the captain had his crew stationed with regard to anything; steamer "Quinté" had on board 250 cork life preservers, most of them were kept in two rooms on promenade deck; there was some in the state rooms in saloon on promenade deck; there was eight state rooms in all on the boat; life preservers were in good condition, there was also 250 wooden floats on main deck forward of the shaft, also three life buoys, one on wheel-house and two on forward part of saloon; cannot say there was any life preservers in aft, cabin or main deck; for fire purposes there was 25 metal buckets in a rack on hurricane deck, also one 4-inch double acting pony pump in engine room, and one 4-inch double acting hand pump on main deck forward, with 100 feet of 1½ inch hose attached with nozzle complete, from pony pump there was sufficient hose to reach any part of steamer. All in first class order; there were six axes, three on main deck, two on hurricane deck, one on promenade deck. I was on board several times during the season; saw them using bunched wood, when green is not as inflammable as pine cordwood. When dry is more inflammable; I have no reason to consider bunched wood as dangerous fuel, with proper care. The total number of crew given me by captain was fourteen; do not know what positions they filled respectively, unless the officers, which were composed of captain, mate, and one engineer who had the necessary certificates.

THOMAS DONNELLY.

DESERONTO, 17th December, 1889.

Court opened at 9.30 a.m.

Read the evidence of Thomas Donnelly, hull inspector of Kingston, taken at Kingston 14th December.



## WILLIAM JAMES WATSON, SWORN.

Resides at Picton, Ont.; am a fireman on steamers; have been on steamer "Quinté" as fireman about the last of September, for a period of about three weeks; there were two firemen at that time; is not a very hard boat to fire—about an average; we used soft coal screenings for fuel, all but a couple of days we used bunched wood; I think it was stowed four or five feet from the boiler; we did not leave much sawdust or chips in fire hold in front of furnace; do not think bunched wood is a dangerous fuel; from the way it was stowed in hold, do not consider it any more dangerous than any other kind of wood fuel; not had much experience in firing with bunched wood; before wooding up always cleaned out the refuse on ceiling of steamers by burning it. Mr. Thurston hired me as fireman; Mr. Thurston is engineer of steamer "Resolute;" I left for the reason: I did not like to burn the bunched wood, it being too hard on the hands; there was two of us firing at that time; if I could fire bunched wood, I would hire to fire her alone; do not know the reason discontinued using soft coal; there was about a cord and a half of bunched wood on starboard side of fire hold that we used for kindling; there was no other wood unless what was forward of the hatch; this has reference to when we were burning coal; the reason of my being hired as fireman was to help to fire with coal fuel; while I was on board consider she was as well looked after in fire hold as other steamers I have been on; was never troubled with sparks from the furnace while burning bunched wood during the time I was on her; have no idea of the size of the hearth.

WILLIAM J. WATSON.

## MISS AZUBA KELLAR, SWORN.

Resides at Bloomfield, Ont.; was a passenger on steamer "Quinté" on 23rd October, the evening she was burned; I went on board steamer at Deseronto; was going to Picton; on going on board went into ladies' cabin on main deck aft; I was in there all the time; there was also in the cabin four or five men and Mrs. Christie and her boy; the men all went out of the cabin; I heard them say they were going to tea; as I was reading the paper the purser came into the cabin; I think to fix a light; a man came in shortly after; I think his name was Ward, who resided in Picton; he spoke to the purser and they both went out of the cabin, slamming the door after them; shortly afterward a man came in and grabbed his overcoat saying: "My God, the boat is on fire;" he broke two or three lights on side of cabin next purser's room; the smoke then rushed in and I seen no more of him; about this same time two women came inside and went right out again; the cabin was then full of smoke; I broke one of the cabin windows on left or port side, just aft of the ladies' washroom, and put my head out; Mrs. Christie and her boy went into the washroom during the confusion; after the alarm of fire was given, while I had my head out of the window I heard a crash, and on looking back, I saw the flames were coming in the cabin door; at the same time I saw Mrs. Christie and her boy coming out of the wash room toward me; I jerked the shutter off and broke out the rest of the window and got outside and hung by my hands to sill of window; while I was getting out, Mrs. Christie came to the window and said: "God, have mercy on me," and the boy was screaming; at that time she caught hold of my clothes but let go suddenly, after which I never saw her or the boy again; the cabin was all on fire at this time; my clothes caught fire while I was getting out, I hung on to window until my hands were burned, until I could stand it no longer; I let go and dropped into the water and went down twice to the bottom; I was exhausted and sinking again when a man caught me by the hand, whom I was afterwards told was Captain Christie; the man was in a boat; he held on to my hand and pulled me ashore through the water; I was then helped to shore, and remained there until taken to Deseronto by steamer "Ripple;" while in cabin after the alarm of fire I did not see any of the crew of steamer; did not see any life preservers in the cabin; could

not say if they would be any use, but had they been there would have tried to use them; no person came to help either myself or Mrs. Christie while in the cabin during the time of the fire; I think Mrs. Christie and son perished in the cabin; think she was suffocated before the flames reached her, as she let go of me so suddenly; from the time I heard alarm of fire until I reached shore was good twenty minutes; if life preserver had been in the cabin I think I could have used it; when I heard crash at cabin door the boat was stopped; I saw the shore from the window; there was a window broke in by some person from outside, right aft at stern of boat at extreme end; I never have seen the man I supposed to be Mr. Ward since he came into the cabin; at that time he (Mr. Ward) did not appear to be much excited.

AZUBA KELLAR.

JONATHAN A. PORTE, witness produced by Deseronto Navigation Company, sworn.

Resides at Trenton, Ont.; is master and owner of steamer "Varuna," of Picton, plying on Bay of Quinté from Trenton to Picton as a day boat; holds master's certificate for steamer; I know steamer "Quinté" was burned; did not see her burning; do not know the origin of the fire; I burned last season about equal proportions of hardwood, tamarac and bunched wood; I don't consider any of such fuel extra hazardous; the trouble I found with bunched wood was to get it dry enough to make steam; I don't think the bunched wood that I used was more inflammable than other pine cordwood; when steamer "Quinté" was lying at Belleville wharf, have been on board, saw a captain, mate, engineer, three deck hands, purser, two women and a boy; knew some of their names, but not all; do not know how many of a crew was on board the day she was burned; I considered the crew as I saw them there sufficient to handle steamer "Quinté" on the route she was on as a day boat; I am not competent to judge as to the number of firemen required on steamer "Quinté;" I used the same kind of bunched wood on my steamer as the steamer "Quinté" took on at Trenton; do not know if steamer "Quinté" wooded at any place else; have been a master of steamers for twenty-two years; the bunched wood I used was not sufficiently dry to satisfy me as fuel; I consider a good man could fire ten cords of bunched wood on steamer "Quinté" on her regular trip from Picton to Trenton and return.

JONATHAN A. PORTE.

HENRY THURSTON, witness produced by Deseronto Navigation Company, sworn.

Resides at Kingston, Ont.; I hold 2nd class certificate as marine engineer; am employed by Deseronto Navigation Company as chief engineer of steamer "Resolute," with supervision over the machinery of all the steamboats belonging to the company in winter time, and when the "Resolute" is at Deseronto in summer time; what I mean by that, anything going wrong with the other boats I am consulted; I don't hire the engineers or firemen for the company; I hire my own staff on steamer "Resolute;" did not see steamer "Quinté" while burning; don't know anything about the burning of the steamer "Quinté" only from hearsay; I examined the machinery of steamer "Quinté" and put her in as good repair as could be done for an old engine; I know her pumps and hose were in good condition; when burned, was using bunched wood for fuel; don't consider bunched wood a dangerous kind of fuel; have used the same kind of fuel for seven years, but not tied in bunches; this was on board a tug and passenger boat; was allowed to carry sixty passengers, an American boat for ordinary running; steamer "Quinté" burned about three-quarters a cord of bunched wood an hour; I judge this quantity from the way the fireman had to work; don't know it from actual measurement; the engineer would go on duty about ten minutes to 6 a. m. and go off duty about 7.30 p. m.; the fireman would require to go on duty about 5.30 a. m. and would quit about 7.30 p. m.;

I do not think it was too hard work for either engineer or fireman on that route, those hours and no rough weather; "Quinté" had one engineer and one fireman on this route; I consider it sufficient; I have never had charge of a steamer on that route; the engineer of steamer "Quinté" never complained to me regarding want of more help while on day route; during excursion season they had extra help; he spoke to me for help at the opening of excursion season, and I spoke to Mr. Brown, he was manager of the boats who provided the help; do not know anything of origin of fire; I have been travelling on this boat in my capacity as chief engineer for the company; I went down in fire hold to see the order of the fire hold and found it in good condition; there was a brick hearth in front of boiler extending about four feet in front of boiler and full width; there was a standing order to keep this hearth clear of chips or sawdust; the boiler had a very strong draught which made it less liable to throw sparks; have never seen any sparks coming from furnace door when open. I have been in fire hold when fireman was shaking up fire and steamer running; never seen sparks coming out at any such time; would be impossible for them to come out; I consider the "Quinté" fire hold was perfectly safe while firing bunched wood; she had the usual sea cock for fireman's use on port side about a foot in front of boiler; I hired the fireman Watson for steamer "Quinté" after requesting the engineer of steamer "Quinté" to do so; he said to me: you hire him.

HENRY THURSTON.

SAMUEL ANDERSON, witness produced by Deseronto Navigation Company, sworn.

Resides at Deseronto; holds master's certificate of steamer; have been master for twenty-three years; have been seven years employed by Deseronto Navigation Co.; knew steamer "Quinté;" did not see her burning; cannot tell exactly what crew she carried; from what I seen of her she had sufficient crew to handle boats and do all was required to be done in case of accident and emergency; never saw the crew tried in handling the boats; it would take six men to handle her metallic life boat; four men would handle one of the smaller boats; the steamer I am master of uses bunched wood for fuel; I consider bunched wood is as safe for fuel as any other wood and I have used all kinds of fuel; steamer "Armenia" that I am on board of never took fire in the hold, that I know of; I don't think that a wheelsman is required on any steamer running as a day boat on the Bay of Quinté; consider a captain and mate sufficient, a day boat is one that runs about thirteen hours; I consider it the duty of captain to be wheelsman as well as captain on Bay of Quinté; that has been the custom on such class of steamer as steamer "Quinté" on Bay of Quinté.

S. ANDERSON.

JOHN GOWAN, witness produced by Deseronto Navigation Company, sworn.

Resides at Deseronto; master of steamer "Resolute" belonging to Deseronto Navigation Company; knew steamer "Quinté;" never was master of her; do not know anything about burning of steamer "Quinté;" I am not acquainted with the working of the bay boats; the number of the crew required would depend on the amount of general work to be done; if my boat was on fire it would be all owing to the circumstances in which I was placed as to what I would do; if my boat was on fire I would consider it my duty to look to the safety of my passengers in addition to saving the boat.

JNO. GOWAN.

THOMAS DONNELLY, recalled by request of Deseronto Navigation Company.

I was at least five times on steamer "Quinté" during the season after I inspected her; three times I travelled on her and twice at least I went on board of

steamer while at the dock to see how things were working; it is usual for me to do so, on steamboats in my own district; the last time was on board of "Quinté" was at Kingston on or about 1st September, 1889, at that time the equipment was in good order; cannot say that I saw the life preservers, but saw the boats which were in good order; could not say they had been used since I inspected them, 13th April last; they might have been used half an hour before and I would not have been able to tell; I might not have seen paint on part of the falls; I know the falls were in good order and pliable at the time, I may have taken hold of them with my hands, am not certain that I did at that time, I noticed particularly that falls of boat on port side aft at that time they were all clear and pliable, could be used; I saw at that time there was a hatchet and boiler in boat; I lifted the edge of the cover to see them, the hatchet was made fast by a lanyard to ribbon underthwart, the boiler was fast in a similar manner; had six oars at that time; the rooms containing life preservers were labelled plainly, those two rooms were right abreast the head of staircase, easily accessible; I consider Capt. Christie kept his boat in good shape; there is no law that I know of requiring fire drill. The master of a boat has general supervision over all his crew and is required to take any and every precaution for safety of his boat and passengers at all times; it is the master's duty to see that provision is made for the working and management of pumps and hose on a steamer; it is the master's duty to have discipline and officers and crew allotted their respective stations in case of emergency on board of a steamer; one round life buoy is required by law on board of a steamer; do not consider it safe to lower a life boat while steamer is under full speed; the life boat aft of the paddle box would be the least dangerous to lower with steamer going at full speed, although to lower any boat when steamer under full speed would be very dangerous; not possible with any degree of safety to lower a boat forward of the paddle wheel when steamer under full head way. I was master of steamer "Hastings;" I think if a boat I was master of running on the course between Deseronto and Pieton was on fire, I would beach her, at the same time I would do all I could to put out the fire; if my boat was on fire, I would do all I could for the safety of boat and passengers.

THOMAS DONNELLY.

Court adjourned at 9 p. m.

DESERONTO, 18th December, 1889.

Court opened at 9.30 a.m.

WILLIAM EVANS, witness produced by Deseronto Navigation Company, sworn.

Resides at Deseronto; am a shipbuilder; am superintendent of the Rathbun Company's shipbuilding department for a period of about ten years; have been in the employ for the last twenty-one years; I knew the steamer "Quinté;" I was alongside of her when she was burning; the steamer at that time was on the beach; was not on board of "Quinté" when fire took place; do not know the origin of the fire; I went over to rescue life and property, if any in danger, by command of the Rathbun Company, taking with me a number of men in a sloop; the wind was so light we did not arrive in time to be of any service; the boat was then all in flames; she sank while I was there; in my capacity as shipbuilder for Rathbun Company I went to haul her out on beach for salvage purpose; I hauled her out about 35 feet; the forward part of the boat down to the deadwood, and on the line of deck till within 15 feet of boiler was completely burned; I took boiler and machinery out of steamer; I could see inside of hull from stem to aft end of boiler; that would be about 50 or 60 feet; I also took out about four cords of bunchwood that was left in fire-hold; portions of this wood was not even scorched; the tar strings that held it together were not burned; the portions that were burned were on top of pile; the wood I have reference to as not being scorched was that piled in front of boiler in centre of boat; I took this wood out of steamer, while under water before I hauled her out; I took all of the wood out of hull before hauling her out; the ceiling of the

bout in fire-hold and forward of boiler of the portion of hull saved below the water was not burned; was not charred from forward end of boiler to back end of boiler; the sister keelsons and part of main keelson that I could see was charred; two streaks of bilge ceiling next to sister keelson on port-side were not charred; from that up was burned; the deck was entirely burned off; from the appearance of hold I could not form an opinion of how or where the fire originated.

WILLIAM EVANS.

Captain DUNCAN B. CHRISTIE, master of steamer "Quinté," recalled and sworn.

We took dinner at the dock at Trenton; breakfast and tea while under way; the engineer usually took breakfast and supper when under way, and dinner at the dock; while on the daily route, engineer never applied to me for a second engineer or for another fireman to assist the one he had; I hired no fireman, as master of the ship; I do not know what authority the engineer had to hire his own help; the engineer did not make any complaints to me regarding his staff while running as a daily boat; made either two or three trips to Thousand Islands this year; stopped at Kingston both ways on each trip; cannot say the dates I was at Kingston; when my boat was inspected in the spring there was nothing required by the inspector that I remember of; when the hull inspector was on my boat at Kingston on my last trip from the camp-ground, I was on the boat with him; I was only on main deck with the inspector; I think he went up stairs; do not know what he done there; he passed no remarks to me after he came down stairs, as I supposed; have known engineer at odd times to take his breakfast at the dock at Deseronto; he took his meals in the mess room as a general thing; the mess room is about eight or ten feet from the engine room; I generally went to meals first, that is before the engineer; I do not know when the engineer went to meals; the reason I know engineer dined in messroom, I seen him there; don't mean to infer that engineer always dined in the mess room at breakfast and tea; the engineer had the privilege of dining where he pleased; a couple of deck hands could steer the boat; they came up there for practice to keep their hands in; it was not their duty to steer the boat, I hired them as deck hands.

DUNCAN B. CHRISTIE.

GEORGE ALLEYN BROWNE, SWORN.

Resides at Deseronto; am Superintendent of Deseronto Navigation Company. I engage the captains, engineers and pursers for the steamers of that company. As a rule the engineer himself engages his own staff; I limit the number; if he considers he requires more help and gives me good and sufficient reason he is allowed to secure the help; while the boat was running as a day boat the engineer never applied to me for more help. Letters produced by Mr. Browne, to engineer, T. Short, of steamer "Quinté," satisfies the court that the engineer had the hiring of his own firemen, also other letters produced shows how Kemsley, the fireman, was engaged. I was never asked by any person of steamer "Quinté's" engineer staff for more help while she was running on daily route; captain hired all the rest of crew, except purser; gave the captain same instructions as engineer; he never asked for more help while on daily route; her average daily passenger travel might be about 20 or 25; the excursion season begins about 24th May and ends about first or second week in September; it would be very unusual to have an excursion prior or anterior to the dates mentioned; on production of steamer "Quinté's" pay list book it is shown that second engineer commenced duties on steamer "Quinté" as such 20th May, 1889, and is shown as being paid up to 20th September, 1889, as such a second fireman was placed on steamer about same date and second fireman is shown on pay list as being paid up to 20th September, 1889; from the fuel account books of the steamer being burned, cannot give the actual amount of fuel used per day. I think the quantity

used was ten cords per day of bunched wood; I think the most of the time on daily route steamer wooded up at Eagle Mills, Belleville and Baker's Island; I think during excursion season we wooded nearly altogether at Trenton; the last time steamer "Quinté" was in Kingston I think was 21st August, 1889. I don't know the origin of the fire which burned steamer "Quinté;" I went to steamer "Quinté" the night she was burning while on fire; when I got there I used every means available for the safety and comfort for those that had been on board that were saved, and sent them to Deseronto where they had proper medical attendance and care. Mr. G. A. Browne holds master's certificate No. 2202, steamer on minor inland waters.

GEO. A. BROWNE.

### No. 2.

On the conclusion of Mr. G. A. Browne's evidence, no more witnesses being available directly connected with the burning of steamer "Quinté," the court then considered they had sufficient evidence to warrant them in closing the investigation. At this period, Mr. Carter, manager of Deseronto Navigation Company, appeared and objected to the closing of this investigation for the following reasons:—

Until he had time to produce evidence which he considered of moment to the investigation. The evidence Mr. Carter wants time to bring forward are none of the crew or passengers that were on steamer "Quinté" while burning. The evidence Mr. Carter wants to produce is of men skilled in navigation, especially in the navigating of steam vessels and of others who have had a large experience in the same class of business, and who have had brought under their immediate notice casualties of a somewhat similar kind to that of the burning of "Quinté," for the purpose of presenting to the court a number of details in connection with this class of accidents which he believes to be material to this investigation, and which he believes have not been already fully presented to this court.

None of those men he wants to produce were witnesses to burning of steamer "Quinté." Also Mr. G. A. Browne, Superintendent of Deseronto Navigation Company, was notified at Belleville, 11th December, when court closed there, that it would again open at Deseronto on 17th December to finish the investigation.

The court is of the opinion that the objections raised by Mr. Carter, manager of the Deseronto Navigation Company, that the investigation into the burning of steamer "Quinté" should not now be closed are not good and sufficient reasons to warrant them in prolonging the investigation, as the court considers that Mr. Carter had ample time to bring forward those witnesses if he wished to do so, the court being willing to hear any evidence that he, Mr. Carter, can bring forward at the present time. The witnesses he wants to produce to give evidence are specialists and are not any of the crew or passengers that were on board the steamer at the time she was burned, or did not witness the burning of the steamer.

Therefore, after carefully reading and considering the evidence taken, the Commissioners read in open Court the judgment of the court pertaining to the officers of the steamer which held certificates, there being present R. C. Carter, G. A. Browne, H. Evans, H. Thurston, H. P. Mitchell, and D. B. Christie.

The court then closed the investigation at Deseronto, 18th December, 1889, at 8.30 p.m.

The judgment of the court, which was read in open court, at Deseronto, the 18th December, 1889, is as follows:

The Court finds, from the evidence given at this investigation pertaining to burning of steamer "Quinté" of Deseronto, that Duncan B. Christie, as master of said steamer, did not exercise the crew of the steamboat during the season of navigation previous to the burning of steamer in the lowering and handling of life boats, as specially instructed by section 29, chapter 35 of 45 Victoria, Steamboat Inspection Act, which reads: "and masters of steamboats shall detail their crews and exercise them in lowering and handling said boats, at least once a month." We also find, as

master of said steamer, he has never, at any time, taken precaution to instruct the crew in the discipline required to handle the fire protection apparatus on board in case of an emergency, in fact, it appears from his own evidence, and which is corroborated by the remainder of the crew, that there was no discipline of any kind instituted among the crew on steamer in the interest of the public for the safety of life in case of emergency, which he, as master, holding such a responsible position, is accountable for. We also find, from the evidence given, that he gave no orders while the boat was on fire to any of the crew, to inform the passengers of their danger, or to provide some means for their rescue.

Relating to master of steamer "Quinté," the judgment of the court is, that Duncan B. Christie, as master of steamer "Quinté," was negligent and remiss in his duties, and that his certificate as master of a steambot be suspended for a period of twelve months from present date of 18th day of December, 1889, until the 18th day of December, 1890.

The court also finds, from evidence given at this investigation pertaining to the burning of steamer "Quinté," of Deseronto, that Thomas Short, engineer of said steamer, in his evidence, states, he considered it necessary and safer to have a second engineer; also in his duties as engineer he allowed a man, that he (Thomas Short), in his evidence, swears was not competent and held no certificate, to take charge of his engine while he was at his meals. He also states in his evidence, there should be a competent man to take his place when off duty. Section 43, chapter 78 of the Steamboat Inspection Act, reads: "No person shall employ another as engineer and no person shall serve as engineer on any passenger steambot, or on any freight steambot of over one hundred and fifty tons gross, unless the person employed or serving as engineer holds a certificate from the Board for the grade in which he is to be employed," etc., etc. Also, that he, as engineer of steamer, in charge of the fire protection apparatus, gave no orders or instructed any of the crew to take charge of the nozzles of the hose to direct the course of the water on the fire, he being aware, as stated in his evidence, that there was no discipline on the steamer. We also find, that he, as engineer, trimmed the lamps that he required, as the fireman had so much other work to do, also stating, had there been another fireman, it would have been better, as there would have been a man on watch all the time; also Thomas Kemsley, the fireman's evidence, states, that he did not consider one fireman sufficient for steamer "Quinté" on the route between Picton and Trenton, as a day boat as she steamed this year. We also find, from the evidence given, that the engineer did not apply to the captain, or to Mr. G. A. Browne, who has the management of the Deseronto Navigation Company's boats, for either a second engineer or fireman, while on the daily route between Picton and Trenton; he, Thomas Short, holding the responsible position of chief engineer of steamer "Quinté," of Deseronto, knowing those deficiencies, should, in duty to himself and the public, have had them rectified, or reported same to proper authorities.

Relating to engineer of steamer "Quinté," the court finds, from the evidence given, that Thomas Short, engineer of steamer "Quinté," was negligent in his duties, and the judgment of the court is, that his certificate as engineer of a steambot be suspended for a period of seven months from present date of 18th day of December, 1889, until 18th day of July, 1890.

Relating to mate of steamer "Quinté," the court finds, from the evidence given, that James Collier, mate of said steamer, who was at the wheel steering and navigating the steamer while burning, stood at his post and did his duty.

In addition to the foregoing, the judgment of the court, from the evidence given as to the origin of the fire which is entirely circumstantial, is, that it was caused by the lamp which was in the fire hold having fallen down or upset, just at the time the fireman left the fire hold, and did not have its origin in the fuel used on board the steamer, nor from the evidence given was there any inflammable material carried in the hold, or as freight on the steamer, at the time of burning. It is shown that the steamer burned with great rapidity, which was due greatly to the want of

proper discipline among the crew, none of them being placed at or handled the nozzles of the hose to direct the course of the water on the fire.

It is also shown that the hull of steamer, previous to burning, was in good order, that she was well equipped with the necessary pumps and hose, all in good order, also life preservers, floats, and life boats, but for want of proper discipline among the crew, and the life preservers not being distributed through the several parts of the steamer allotted to passengers, they were not used.

Again, from the evidence given, the opinion of the court is, that one engineer and one fireman was not sufficient for the steamer "Quinté," running as a day boat from Picton to Trenton and return, the hours of labor being from 5.30 a. m. until 8 p.m. Especially where bunched wood, the fuel used, is dry, it is more inflammable than ordinary cordwood fuel, and requires more care; also that the master of the steamer had too much to do, acting in the capacity of wheelsman as well as captain, whereby he had no time to give the necessary care and attention to the discipline of his crew, or care of passengers, which his duty as master required; and, as is shown by the evidence, the interest of the passengers were looked after by the purser, a boy, this being his first season employed on a steamer.

The court begs leave to suggest, for the better protection of life and property, that all passenger steamers licensed to carry two hundred passengers and over, running as a day boat, should be compelled to carry two engineers "the same as a steamer carrying forty passengers is compelled to carry a mate," and should carry two firemen, also one wheelsman at least, so that the captain would not be required to act as wheelsman in addition to his duties as master. This does not refer to ferry boats running across narrow rivers and channels where they run from 6 a. m. until 6 p. m., or shift crews every twelve hours; also that all passenger steamers should have part of their life preservers distributed through the cabins and decks, where the passengers frequent; and that all steamers one hundred and fifty tons gross and over, and all passenger steamers, should provide steam pipes entering the fire hold and freight hold, so that in case of fire starting in those compartments, they could at once be filled with steam, which is very effective in checking fire.

THOMAS F. TAYLOR,

EDWARD ADAMS,

*Commissioners.*