

An action for libel, in which Mr. Morgan, the law
to the Dublin Corporation, was plaintiff, and Dr. G.

...and, said to be worth 500 guineas, was

[illegible]

and it was intimated that they would trial after the next examination.

I could not tell her slight of water. I am now no less certain that anything could have happened to her than I have been expecting it for years. She was so over-awed that there was not more than a foot tide. I have washed my hands over her quarter timber bed. There is not more than three inches of her fire in her poop. She was about 1-15 p.m. when I noticed this. From the same company being equally concerned as to the knowledge, I am not at all surprised at her loss. As a seaman, from what I saw, I would not have gone to London in her. I would not consider her safe even by the river.

By Mr. Dodge: I never made any mistake.

* ARMY COMMISSIONERS.—On Friday

the Lifeguard. I do not know anything about her being constructed purposely low to offer as much obstruction as possible to a head wind. I know nothing about the height of the poop of the vessel. I could have my hands at the poop of that vessel, sitting upon my knees, without putting my hands through the opening of the railing on the level of the deck. I have been on board of the vessel when she has been deep laden, but I never used my hands.

By Capt. Harris: On the 20th December it was high water at Newcastle Quay from two to half past one o'clock. I am not quite sure. The springs were closed on. She laid in a berth from 11 to 12 feet at low water then. At eleven o'clock that morning there would be from 11 to 12 feet.

PROSECUTION OF PROFESSOR JOWETT

By Mr. O'Dowd : Mr. Laing, the owner, when I was in the employment of the firm, would not let either the captain or the pilot of the vessel have anything to do with the loading of the vessel.

Robert Glaster said : I am a Customs' boatman, was on duty on the 20th December, at the quay, from 11 in the morning until 4 o'clock. I saw the *Lifeguard* before she left the Tyne. She was then lying up at Stephens' wharf. I noticed the depth she appeared to be laden to. The vessel at the time of leaving, as far as I could gauge, had the 14 feet 6 inch mark at cover with the water, by about an inch and a half or

Lady Victoria Campbell, Lady Theodora

inches clear away by the counter. When she commenced moving from the quay her main deck was running level with the water. After she was towed away, with motion she had, the water was level with the cover board aft. That was just at the after end for about 10 feet round.

By Capt. Harris: I made those observations at one o'clock. Her fires were lighted, but her steam was not up.

Mr. O'Dowd: I have seen the *Lifeguard* bed heavily laden on that occasion. I do not think I saw her so deep as that in winter time before.

By Mr. Judge: I have been assisting a gentleman getting up evidence in this case.

By Mr. O'Dowd: It is his duty to assist me.

are about to be transferred to Far
Isle of Wight. This change will vacate
the building which are currently in

Witness (by Mr. Hodge) : I am disappointed that we was not lost before. The stern marks of this vessel upon the port side, next the quay. When I observed the marks above 14 feet 6 inches I was upon the quay and the vessel at that time was nearly level with me. I saw the 141 feet mark at twelve o'clock at noon. I saw two marks overlaid at one o'clock. On that day there was a considerable fresh in the river, at a gale of wind too. I have never remembered to see Mr. Laing and Stephens about loading their vessel. But I have mentioned it to other people. I tried to persuade the fireman, Charles Thompson, to have the vessel on her last voyage, but he would not. I have

on quotes opinions expressed by his
abstractions such a policy would have

Thomas Brown: I am a Tyne river pilot, and acted in that capacity twenty-six years. I remember having acted as pilot on the 20th December last, when the *Pioneer*, was leaving the river. The *Pioneer* passed her with me on board. The *Pioneer* belongs to the Spanned Navigation Company. I like the *Lifeguard* in every way, and she is very big. She is five inches deep of the covering board, and the best of my knowledge and belief.

By Mr. Hodge: When I first saw her, she was two of three years time. She had got about her length from the wharf. The *Pioneer* had a steam of her own power. She is a screw. I did not notice other steamboats at that time and place.

By the Mayor: I did not know when that vessel

d, owing to the large rates now de-
on such speculations. Had the ves-

By Mr. O'Dowd : I thought she was too deep to sea.

Richard Jessop : I am sub-inspector of the L. Police. I was on duty on the 20th December last. The duties are performed both afloat and ashore. I was in the *Lifeguard* upon that day, about two o'clock, a was passing the River Police Station, North Shore, castle. I was on shore at the time. I noticed first she was towed by two steamboats, not having her steam up. I saw that she was very deep. I considered she was deeper in the water than was consistent with safety.

By Mr. Hodge : I was about 30 yards from the

only three hours before. There is
the deceased committed suicide.

In going down the river, it is the only vessel to go to the south of mid-channel. The channel opposite the Police Station is on the north of the river. I think there was plenty of water on occasion. The swell caused by the storm was six inches, as they were going slowly. I can tell whether there was any power. The power may be more than one hundred yards wide opposite the Police Station. I knew the *Lifeguard* was a passenger vessel. We have no power to prevent a vessel going in an unsafe condition. I did not make any presentation to the authorities about it.

Arthur Pattinson: I am a river policeman, and have been at sea from a boy. I served six years as a apprentice, and have been about twenty years up and

...as socking work, but afterwards he set off from home "in a bit of a huff" never to be seen alive. He had

20th December, as she was passing the Hamburg Waterworks with the two steamers towing her. I noticed her first, and aft, but aft in particular. She was very low in the water—close up to the moulding at the break in the hull. I made the remark to the other officer that I very truly thought she so deep before. Considered her in very bad trim, I made the remark to Mr. Jessop, the last witness. He had had to go to London I would not have gone in if I considered she was low, and that she would not have been by Mr. Hodgkin in bad weather.

By Mr. Hodgkin: I have been many a time on board the *Lifeguard*. She is a small vessel. The *Lifeguard* was nearly up to the moulding aft. If she had been on her own steam, I consider the water would have been up to her conveyor head. I think the river was

9,747,810	125,
10,807,033	174,

James Hale : I am examining officer in the Customs Department, Newcastle. My duties on the river from Whitehill Point to Walker. Was on duty on 20th December last, between two and three o'clock. I saw the *Lifeguard* boat, which was afloat in the Customs boat. I saw the *Lifeguard* upon that day. It was between two and three o'clock. She was then proceeding to Shields. I cannot say whether the boat was in company with the *Lifeguard*. She was in tow of two steam-tugs. I noticed her, and I saw her in company with the *Lifeguard*. I saw her in company with my boat's crew, at the time. "That it is the *Lifeguard* to see that vessel going to sea, so deep." I was about 100 feet from her then. The water was low over her covering board at the time.

Library	136,394	742
Library	253,364	236
to June	60,301	57

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ster. He believed they merely wished and he should, therefore, vote for the lions from Mr. Dunn and Mr. Talbot, thought that if a committee was appointed composed of independent men, and

did in some shape or other with the
to see the interest him, members
the profession to which he belonged;
hance propounded by Sir J. Hay as
the law, and said it would prevent any
of promotion. It could only give rise
to a vote that the country would
be satisfied with the present state of
had been adopted 10 years which
the country would be satisfied with
of four years he had been interest-
and knowledge of the party by
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of four years he had been interest-
and knowledge of the party by

the law, member for Walsley dis-
sented from a reluctant Admiralty, and
a distant Admiralty, and
practically right in the course he had
taken for 20 years, and the Admiralty
Government, but if he proved him-
self the Sir J. Hayington was
from Sir C. Wood, in reply to Sir J.
to the appointment of a select
Palmerston's amendment was then
FOR DEBATE.
The speaker leave to bring in a bill to pro-
vide for actions of debt in the superior
than 250.
leave to bring in a bill to make
the rule of exchange and gold
metropolis on the 7th day of March
was brought up and agreed to.
and the communication on the Printing and
in reply to Mr. Newdegate, said that
was a Provisional
through committee, and the House
m.

te Intelligence.

LE POLICE COURT.

ALMOND BLACKWELL and STEINER,
ACCUSED.—*Henry Jackson* was
from Mr. Milvain's ship Osmia
had received his address at the
had been absconded, and it has been ascer-
tained that a ship to Stirling was
from Mr. Milvain said the practice had
and he proposed for punishment
were charged with stealing a jacket and

[illegible][illegible][illegible]

