John's was greatly enhanced by the fact that her deck

was hampered with a large cargo of live stock of con-

siderable value. The cattle being stall fed and de-

signed for a special market, could not be pastured out,

COLLISION WITH AN ICEBERG. BY JAMES MURRAY, EX-M.H.A.

Owing to the unusually severe character of the preceding winter, the coast of Newfoundland has been unusually studded with icebergs during the spring and but had to be penned and fed in stores until the vessummer of the present year. About ten o'clock on the sel's repairs were completed. morning of Wednesday, July 22, the people of St. | The iceberg collided with was one of the immense and launched at Glasgow in 1881 and classed A1 at

John's were rather surprised to see a large, strange steamer heading for the narrows of that port and evidently in distress. On being boarded she was identified as the Donaldson liner Concordia, bound from Montreal to Glasgow with a general cargo, including live stock consisting of 434 head of cattle, 6 horses and 391 sheep. She had left Montreal on the 16th instant, and on the following Sunday night, the 19th, when about thirty miles east of the Straits of Belle Isle, and while going about three-quarters speed through the fog, she descried a long, low-lying berg directly on her course ; the first ice she had seen since leaving Montreal. The engines were immediately reversed, and when it was seen that a collision was unavoidable, set at full speed astern, with the effect of modifying to some extent the force of the terrible impact that followed; but notwithstanding all these precautions, the blow of the encounter was of tremendous force, as our illustration shows. The iron plates of the vessel's bow were bent in and back like so many sheets of tinfoil. and her massive frame crumbled before the inflexible ice mass like an eggshell. Fortunately for the safety of crew and cargo, the force of the blow was above the water line, and although some water obtained access through the forward bulkhead, the quantity was inconsiderable, and the ship's pumps were able to keep her free. Knowing his position, the captain at once shaped his course for St. John's, where he knew a commodious dry dock existed, and where, by steaming slowly, at the rate of about five miles an hour, he arrived without further disaster, and in less than thirty-six hours after the

STEAMER CONCORDIA INJURED BY COLLISION WITH AN ICEBERG.

collision. On the Concordia's arrival she was immediately placed in the hands of the repairers, with the view of effecting such temporary repairs to the injured bow as would enable the steamer to continue her voyage across the Atlantic. These were accomplished with as much expedition as possible, without the necessity of putting the vessel on dock, so that the Concordia was able to leave again for Glasgow, which she did on Saturday, August 8, arriving safely at her destination nine days afterward, on the 17th, so that her detention on account of the accident was less than a fortnight.

The difficulty of dealing with the Concordia at St.

that of the pinnacled or castellated bergs. Not since the arrival at St. John's of the Guion steamer Arizona, eighteen years before, had a steamer which had sustained so severe a blow called into Newfoundland. In both cases illustration is afforded of how utterly powerless are the strongest steamships afloat to resist even a slight contact with the terrible iceberg.

Of course the nature of the accident to the Concordia was such that summer weather and smooth seas were greatly in her favor. In the case of the Arizona the are in course of construction in the shipyards.

breach had to be covered with an improvised shield or caisson until she reached St. John's.

The Concordia is a three masted steel screw steamer. schooner rigged, of 2,544 tons gross measurement and 1,617 tons net.. She is 320 feet long, 41 feet broad and 25 feet deep. Her horse power is 296. She was built

Llovd's.

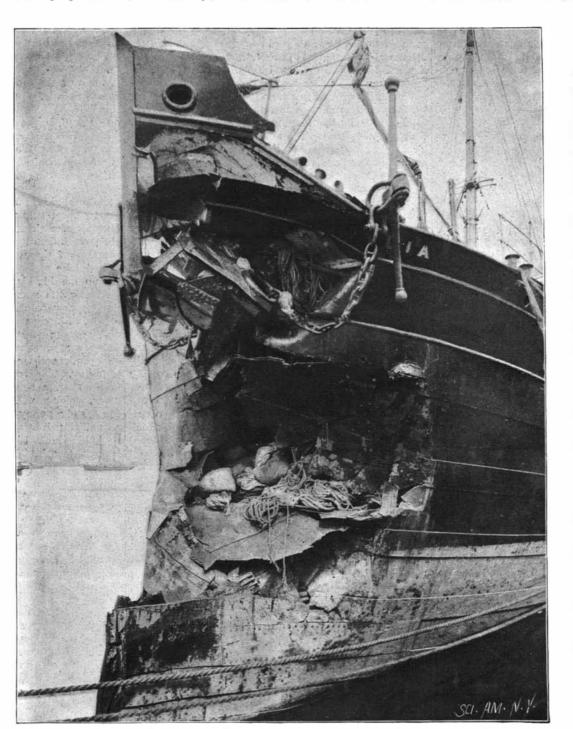
The Ashmolean Museum Struck by Lightning.

Oxford was visited a short time ago by one of the most serious thunderstorms experienced in the district for many years, forked and sheet lightning accompanying an almost tropical downpour. During the progress of the storm the archæological library of the Ashmolean Museum and University Galleries, situated in the northern block, was struck by the electric current. After a particularly vivid flash, smoke was seen to be issuing from the roof, and an alarm was immediately given, the fire brigade, under Chief Engineer Green, being on the spot within five minutes. The fire made rapid headway, and it was feared the priceless collections which the building contains, including pictures by Sir Joshua Reynolds, Turner, Ruskin, and the old masters, would suffer serious injury. Noting the gravity of the situation, Second Officer Symonds burst open one of the doors and got the hose up through the window. Meanwhile the keeper of the galleries, Mr. McDonald, M.A., did good service with the hand pumps kept on the premises. When the firemen reached the roof, it was found the flames had got a good hold of the wood and felt packing under the slates, but by the exertions of the brigade, who had an excellent supply of water, the conflagration was got under in marvelously quick time, and a number of willing hands having removed the valuable books, the damage was confined to the build. ing itself. Members of the university rendered good service in this way, among others being the president of Trinity,

the Rev. C. H. O'Daniel, "table" bergs, having a flat surface like a floating field | Bursar of Worcester, and Mr. McDonald. There are of ice, whose appearance is much less conspicuous than four lightning conductors on the building, but the electric current struck a gable on which there was no conductor, and traveled along a lead gutter down a standpipe to the earth.—London Telegraph.

.....

SHIPBUILDING ON THE CLYDE.-It is believed this year will be a record breaker in shipbuilding on the Clyde and northeastern coast of England. Thirtythree steamers with an aggregate displacement of 85,000 tons have been launched, and as many or more





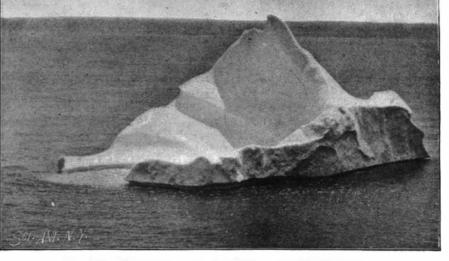


TABLE ICEBERGS, ENTRANCE TO NARROWS, ST. JOHN'S, NEWFOUNDLAND.

FLOATING ICEBERG OFF ST. JOHN'S, NEWFOUNDLAND.