

LEGAL, &c.

MARTIN & HOPKINS, BARRISTERS, SOLICITORS, &c. MO-ney to Loan at 6 per cent. Office, Kent street, Lindsay, Ont. G. H. HOPKINS, P. S. MARTIN.

F. D. MOORE, BARRISTER, ATTORNEY, & SOLICITOR and Notary Public. Money to Loan. Office, Kent street, Lindsay.

HUDSPETH & JACKSON, BARRISTERS, SOLICITORS, &c. Of- fice, William street, Lindsay. A. HUDSPETH. A. JACKSON.

O'LEARY & O'LEARY, BARRISTERS, ATTORNEYS-AT-LAW, & Solicitors in Chancery, &c. Office, Doherty Block, Kent street, Lindsay. ASTOR O'LEARY. HUGH O'LEARY.

M. SHEPPARD, BARRISTER, ATTORNEY & Conveyan- cer, McArthur's Block, Colborne street, Fenelon Falls. Money to lend on real estate.

MCINTYRE & STEWART, BARRISTERS, ATTORNEYS-AT-LAW, & Solicitors in Chancery, &c. Office, Office over Ontario Bank, Kent street. Money to Loan at 8 per cent. on real estate securities. D. J. MCINTYRE. THOS. STEWART.

WM. McDONNELL, JR., (Late Ketchum & McDonnell), BARRISTER, ATTORNEY, SOLICITOR, & Notary &c. Money to Loan. Office on Kent street, Lindsay, Ont.

J. B. DICKSON, B. A., BARRISTER, ATTORNEY-AT-LAW, & Solicitor in Chancery, Conveyancer, &c. Office, Doherty Block, Kent street, Lindsay. Money to lend at 8 per cent.

ALEX. A. McDONALD, ATTORNEY-AT-LAW, Solicitor in Chan- cery, Conveyancer, &c. &c. Strict at- tention given to applications for Patents of Invention from Crown Land's Department. Money to Loan on Mortgage Security on terms to suit borrowers. Office, Colborne street, Fenelon Falls.

JOHN A. BARRON, BARRISTER-AT-LAW, Lindsay, Office Doherty Block, next door west of Keith's Agricultural and Implement Store.

MEDICAL.

A. W. J. DEGRASSI, M. D., CHIROPRACTIC, Physician, Surgeon, &c. &c. Residence, Brick Cottage, Wellington street, Lindsay.

WM. KEMPT, M. D., C. M., GRADUATE of McGill University, Non-Resident, and Provincial Licentiate, Physi- cian, Surgeon and Obstetrician, Medical Referee to the Standard, Phoenix, Connecti- cut Mutual, and Equitable Insurance Com- panies. Office and residence, in the house lately occupied by Rev. Father Stafford, at the corner of Lindsay and Rus streets, Lindsay.

DR. A. WILSON, M. B. UNIVERSITY of Trinity College, M. B. University of Toronto, Memb. Col. Phys. and Surg., Ont. Physician, Surgeon and Accoucher. Office, Colborne street, Fenelon Falls.

DR. J. H. LOWE, PHYSICIAN & SURGEON, Coroner for the Provisional County of Haliburton. Office and residence in Mr. Thomas Marr's house, Francis Street East, Fenelon Falls.

T. W. READE, B. A., M. D., TRINITY COLLEGE, TORONTO, M. C. P. & S., Ont. Physician, Surgeon and Ac- coucheur, formerly Physician at the Insane Asylum, London, Ont. N. B. Special at- tention paid to diseases of Women and Children. Office for the present on Francis street west, Fenelon Falls.

MISCELLANEOUS.

SECOND DIVISION COURT IN THE COUNTY OF VICTORIA.

The next sittings of this Court will be held on Thursday, June 30th, 1881. GEO. CUNNINGHAM, Clerk.

JAMES J. POWER, LICENSED Auctioneer, Accountant and General Commission Agent. Collecting accounts a specialty. Office, Fenelon Falls, Ont.

S. JOHNSON, AUCTIONEER, Village Property and Farm Sales a specialty. Notes, Ac- counts, Rents &c. collected. Office and residence on Bond street, Fenelon Falls.

6 PER CENT. 6 MONEY TO LEND at 6, 6 1/2 and 7 per cent, according to security, on Real Estate mortgages. Apply to JOHN A. BARRON, Solicitor, Lindsay.

J. NEELANDS, DENTIST, LINDSAY. One of the firm will be at the McArthur House, Fenelon Falls, on the third Monday of each month. Teeth extracted by laughing gas without pain or injury, or no charge will be made. Office established in Lindsay nearly fifteen years.

\$50,000 TO LEND at 8 PER CENT, with the privilege of paying off in full or by instalments at any time. Mortgages bought. J. B. DIXON, Barrister, &c. Office Doherty Block, Kent street, Lindsay.

MONEY TO LOAN On Real Estate at Eight per cent. Private Funds. Interest payable at Lindsay. No Commission charged nor Deposit required. Expenses very small. Apply to E. D. ORDE, Barrister, &c. Office, McDonnell's Block, Kent street, Lindsay.

NOTICE Notice is hereby given that the under- signed will not be responsible for any debts contracted in his name, unless the party contracting them has his written authority or that of Mr. J. D. Smith. R. C. SMITH, Fenelon Falls May 26th, 1880. 14-4F

J. BRITTON, WATCHMAKER, JEWELLER & ENGRAVER, dealer in Clocks, All Kinds, AMERICAN WATCHES, the Best and Cheapest, IN SILVER AND GOLD CASES in the newest styles and at lowest prices. Persons needing watches from a distance for repairs, can have the amount of work and price reported on for their con- sideration, and as I do the work myself, can depend on having it done satisfactorily. Britton's Block, foot of Kent St., Lindsay.

ONTARIO BANK. Capital ----- \$3,000,000. President..... Sir W. P. Howland. Vice-President..... C. S. Gzowski, Esq. General Manager..... D. Fisher, Esq. LINDSAY BRANCH. Drafts bought and sold on all points in Canada, United States and Great Britain, and general banking business transacted.

Savings Department. Interest allowed on deposits of five dol- lars and upwards. S. A. McMURTRY, Manager. 50-1-F. Lindsay, Feb. 16th, 1881.

The Fenelon Falls Gazette. Saturday, June 4th, 1881.

The Irish Land Bill. The Irish Land Bill passed its second reading in the House of Commons on the 19th ult. by a majority of 352 to 176. Mr. Parnell, walking out, followed by nearly all the members of the Irish party, when a division was called for. After the Bill has been considered in Committee, where it is sure to be a good deal modified, it will receive its third reading, which will probably not take place for some weeks. It is con- sidered certain that the Lords will re- ject the Bill by a large majority, and should they do so, a general election will take place in the autumn and the feeling of the country at large with refer- ence to the measure be ascertained.

The London Disaster. In another column will be found the evidence of the engineer on the steamer Victoria, by the foundering of which, on the Thames, near London, Ont., on the Queen's birthday, nearly two hun- dred souls were hurried without a mo- ment's warning into eternity. The in- quiry was commenced on Friday, the 27th ult., and after the engineer, who was the last witness that day, had been examined, an adjournment until Wed- nesday, the 1st inst., took place. The whole evidence clearly proves that the dreadful occurrence was caused by the shameful overloading of the boat, which was authorized to carry 400 passengers, and no more, but which had about 600 on board at the time of the disaster, and according to the statement of the President of the Thames Navigation Company even 400 would have crowded her very much. The Victoria was the property of Mr. George Parish, and not of the company, as was at first stated; but she ran in connection with the com- pany's two boats, and Mr. Parish had control of all three, receiving a salary as manager and a share of the profits. It has been alleged, in defence of the parties likely to be held responsible, firstly, that a large number of passen- gers persisted in boarding the Victoria at Springbank and refused to leave her although warned that she was over- loaded; and secondly, that some thou- sand young men did their best to make the boat teeter in order to frighten the women and children. The latter state- ment is not so far-fetched by the evi- dence taken at the inquest; and though the first is probably true, it only shows that there was a want of firmness on the part of the captain, who should have refused to leave the wharf if he considered there was the least danger in carrying so many. That there was danger, and great danger too, became so obvious the moment the Victoria started that many of the passengers wished to be landed at the nearest available spot, but Captain Rankin (who was forced to steer for want of a wheel- man) decided to go on, and the accident happened before he could carry out his subsequent intention of beach- ing the boat upon a sand-bank. Though the disaster is of appalling and almost unprecedented magnitude, we doubt whether a very heavy load of responsi- bility will be fixed upon any particular shoulders; for the practice of loading excursion boats down to the very wa- ter's edge is so common that an acci- dent of this nature is not regarded too leniently by the coroner's jury. We have yet only seen the proceedings of the first day of the inquest; but there is not likely to be any material difference between the evidence already published and that yet to come, and there is probably nothing more to be learned with reference to the cause of the lamentable casualty.

Fenelon Court of Revision. Cameron, May 26th, 1881. The council met as a Court of Re- vision, and on motion of Mr. Smithson, seconded by Mr. Moynes, Mr. Daniel took the chair. The following applica- tions were then considered:—Mr. Jno. Smith, claim to be assessed to high on real estate and personal property. Moved by Mr. Moffatt, seconded by Mr. Smithson. That the assessment of Mr. Jno. Smith of personal property be reduced \$100, but that the assessment on real property be sustained.—Car'd.

Moved by Mr. Moffatt, seconded by Mr. Palmer. That Mr. John Freed be assessed for the north east 1/2 Lot 5 Con. 4, and that the same be struck off of the non-resident roll.—Carried.

Moved by Mr. Palmer, seconded by Mr. Moffatt. That Lot 18 in the 7th Con. be assessed to Mr. John Sinn in- stead of William Marshall.—Carried.

Moved by Mr. Smithson, seconded by Mr. Moynes. That Lot east half 24, con. 5, now on the non-resident roll, be assessed to Thomas E. Bradburn.—Carried.

The Court then adjourned, to meet at Glenaur on the 10th day of June.

The council then took up general business. The reeve read communica- tions from two firms offering road scrap- ers; also two petitions in regard to opening roads; also the tenders received by the clerk for the printing of the auditors' reports; also a request from Mr. A. Brown asking the council to grant assistance to send George David- son to the Toronto Eye and Ear In- firmary.

Moved by Mr. Smithson, seconded by Mr. Moynes. That Mr. James Moffatt be authorized to make enquiries in regard to the selection and purchase of a gravel pit near Cambray, and Messrs. Moynes and Palmer be authorized to inspect a gravel pit at Hall's station; all to report at the next sitting of the council.—Carried.

Moved by Mr. Moffatt, seconded by Mr. Palmer. That whereas the collect- or has duly accounted for all moneys received by him, the clerk is hereby authorized to deliver up his bonds.—Carried.

Moved by Mr. Smithson, seconded by Mr. Moynes. That Mr. Moffatt be authorized to repair the bridge across the stream south of McLaughlin's Creek on the new road.—Carried.

Moved by Mr. Moffatt, seconded by Mr. Palmer. That the council cannot entertain the demand of Robert Thom- son, Sr., for damages to his buggy on the hill known as Elliott's hill.—Car'd.

Moved by Mr. Moffatt, seconded by Mr. Smithson. That this council do give the necessary assistance to send George Davidson to the Toronto Eye and Ear Infirmary, and keeping him there for one month or subject to the discretion of the reeve.—Carried.

Moved by Mr. Moffatt, seconded by Mr. Palmer. That Messrs. Daniel and Smithson be authorized to procure a gravel pit on the quarter line between lots 20 and 21 in the 3rd, 4th or 5th con.—Carried.

Moved by Mr. Smithson, seconded by Mr. Moynes. That the following bills be paid:—E. D. Hand, advertising Court of Revision, \$2; C. D. Barr, printing, \$9; John Daniel, \$1 25 paid for research re treasurer's securities; John Fittal, stationery and postage for collector, \$2; W. Downer, salary as as- sessor, \$70.—Carried.

The council then adjourned.

Somerville Court of Revision. Rettie's Station, May 30th, 1881. The municipal council of the town- ship of Somerville met this day. All the members were present, and, having taken the oath of office, went into Court of Revision, the reeve in the chair.

The following apprais were heard:—George Stephenson, overcharged on lot No. 1 in the 5th concession; reduced \$100. Greene & Edis, overcharged on lot No. 7 in the 2nd concession; to be lowered \$300; and the east part of lot No. 8 in the 2nd concession, \$100. Sil- las O'Brien, to be assessed for lot No. 21, the south-east part of 22, and the east part of 23, front range. George Murray to be put on the roll as farmer's son. Christopher Woodcock to be assessed as farmer's son, and Geo. Wood- cock to be assessed as freholder. Jas. Wakland to be put on the resident roll for lot No. 4 concession B. John A. Jackson to be assessed for the south half of lot No. 18 in the 5th concession. Ed- ward Hopkins to be assessed for the north-east part of lot No. 6 in the 2nd concession. The north-east quarter of lot No. 10 in the 2nd concession, and the south half of lot No. 1 in the 3rd concession to be struck off the non-resi- dent roll, and lot No. 11 in the 13th concession to be put on the non-resi- dent roll.

Moved by Mr. Robson, seconded by Mr. Smith. That the rolls resident and non-resident as now revised be the legal

Bishop Cleary in Lindsay. Doctor Cleary, the newly elected Bishop of the Diocese of Kingston, ar- rived in Lindsay on Saturday last, and was met at the railway station by a number of clergymen and laymen, by whom he was escorted to the Roman Catholic church, where a large number of the people of the town and country had assembled to meet him. An ad- dress of welcome from the congregation was read by Mr. Hugh O'Leary, to which the Bishop responded in a very feeling and eloquent manner. On Sun- day he celebrated pontifical high mass, and preached to one of the largest con- gregations ever assembled in the church in an instructive sermon on the Catholic doctrines of penance and indulgences. He spoke very highly of the temporal affairs of the Church in Lindsay. The Bishop is a native of Ireland and about fifty years of age, and has made a very favourable impression by his civility, learning and ability. The Rev. Father Stafford leaves Lindsay this week for a trip across the Atlantic, having obtained a six months leave of absence on account of failing health, and his place will be supplied until his return by the Rev. Father Fleming, a priest who lately came from Ireland with Bishop Cleary.

Cameron. (From our Correspondent.) The young folks of this place held a picnic in a grove owned by Mr. New- bury, at Ball Point, on the 24th of May, where they spent a very enjoyable afternoon, there being a large crowd present.

Mr. James Parnell started for Michi- gan on Monday, the 23rd, for the pur- pose of viewing the country, and if it suits him he will likely move there and make it his future home. The farmers around here have about all finished seeding, and would have been done before but for the continued rains, which made the ground very wet in some places.

Condensed News. —Petty thefts are still of frequent occurrence in Peterborough, portions of harness being the articles most common- ly taken.

—It is proposed to lay down a third rail on the Toronto & Nipissing Rail- way, so that cars of the ordinary width can run over it, which will be a benefit to the village of Woodville, and the Advertiser rejoices accordingly.

—Peterborough is dissatisfied with its present means of protection against fire, and is beginning to debate whether it shall purchase a new steam fire en- gine or invest in water works. The Review favours the latter, as it did ten years ago.

—The Queen's birthday would have passed in Lindsay this year without any observance whatever beyond the display of a few flags, had not the loy- alty of Mr. J. C. Rodden induced him to fire a salute of 21 guns and give an exhibition of fireworks.

—The Rev. John Gray having com- pleted his thirtieth year as pastor of the Presbyterian church in Orillia, the ce- lebration was celebrated in a series of meetings which, the Times says, afforded a rare treat of a spiritual and intellectual character to the church going people of the place.

—Mr. A. McQuade, M. P. for South Victoria, was thrown from his buggy one day last week in consequence of a vehicle, in which three drunken men were driving furiously, colliding with it the axle of the buggy was broken, but Mr. McQuade fortunately escaped with- out injury.

The wrought iron shanty stores made by Mr. Adam Hall, of Peterborough, are becoming very popular. It is a pity that he doesn't manufacture stores of all kinds of the same material, for those made of cast metal crack to pieces and become almost useless with a rapidity that is a terror to housekeepers with slender purses.

—At an emergency meeting of the South Victoria Agricultural Society, held recently, Mr. Wm. Sailer, of Lind- say, received a vote of thanks for hav- ing imported the two horses, St. Elmo and Young Hero, the pedigrees of which, as published in the route bills, have been verified by members of the Society who have examined the English stud books.

—On the 25th inst. the Rev. Mr. Avant, of Bobcaygeon, plunged into ten feet of water and saved a little boy a- bout five years old who had fallen from some floating timber on which he had gone to fish. As the Independent says, Mr. Avant is the sort of a clergyman of which a church may be justly proud, and deserves to have his name honour- ably recorded.

—Captain Bottom's new steamer, the Eva, was launched a few days ago at Bobcaygeon, and is said to be one of the handsomest boats on these waters. She is 72 feet long over all, her engine is of 30 horse power, and it is expected that she will run about 12 miles an hour. She was built by Mr. John Mc- Fadden, of Fenelon Falls, and is in ev- ery way a credit to him.

PERSONAL.—The many friends of Dr. Bryson in this village and vicinity will be pleased to learn of the doctor's return and of his intention to again re- sume the practice of his profession a- mong them. The doctor may be con- sulted daily at his residence on May street by those ailing, with a sure and certain prospect, on their part, of relief.

PERSONAL.—We are pleased to learn that Mr. John R. Logan, second son of the Rev. Wm. Logan, of this village, has passed his matriculation examina- tion for entering Trinity College Medi- cal School, and in so doing took second place, among about one hundred candi- dates, in classics and English grammar. Mr. Logan wanted six weeks of being sixteen years old at the time of the examination.

PERSONAL.—We understand that Mr. Alexander Nixon, P. L. S., of Haliburton, will shortly leave on an exploratory survey of the country north of Lake Nipissing and east to the Ottawa River, and will probably be absent until No- vember. The object of the expedition is to gain a knowledge of the soil and timber of the section of country men- tioned, with a view to its survey into lots should it prove fit for settlement.

AN EXCURSION.—The members of the Baptist church of Fenelon Falls in- tend having an excursion on Tuesday next to Indian Village by Captain Bot- tom's new boat, the Eva, to which a covered scow will be attached, in order to accommodate the large party it is ex- pected will be induced to go by the ex- ceeding lowness of the fare, which is only 25 cents for the round trip. The boat will leave the railway wharf at 7 a. m. and will get back about 7:30 in the evening. Good music will enhance the pleasures of the trip. For further particulars see posters.

GOOD SPORT.—Last Saturday morn- ing Mr. Samuel Brokenshire kindly presented us with a string of fine fresh bass, part of a lot that he and Mr. George Littleton had caught in Cam- ron Lake, near Cook's Point. They started very early and could only spare about three hours for the sport, but the fish bit so freely that between them they captured just forty, some of them very fine ones. Mr. Brokenshire will please accept our thanks for his wel-

come present; and we have plenty of thanks left with which to reward other fishermen who give us similar undenia- ble proof of their skill or good luck.

THE ORGANISA.—Mr. W. J. Mar- shall, of the Music Emporium, Lind- say, whose new advertisement will be found in another column, was in the village a few days ago with an organ- iza, for which instrument he has secured the agency. It is really a surprising invention and will no doubt have a ready sale, as any person can play upon it and the perforated sheet music used is cheap and durable. The one brought to the Falls was the smallest size and worked with a handle; but \$25 will buy one that is played by means of a treble and is as powerful in its tones as a cabinet organ.

THOSE FIREWORKS.—A few days after the Queen's birthday it was ac- cidentally discovered that the firework- ers that were ordered for the celebration, and the non-arrival of which caused so much disappointment, had been sent by the Toronto & Nipissing Railway and were lying at the Cobocook station. During the 24th, two or three telegrams enquiring for them were sent to the express office and the railway office in Lindsay, of course without avail; but it strangely happened that the possi- bility of their having been sent by the other route did not occur to any per- son, or they might have been got in time. The fireworks are, we believe, still at Cobocook, and the managing committee appear to be in doubt what to do about them; but they ought to make up their minds as soon as possi- ble, and either send for the articles or write to the manufacturer asking him to take them back.

THE KING GRINDSTONE.—This is a very ingenious machine for sharpening the knives of reapers and mowers, and its merits are so obvious that nearly 10,000 have already been sold, although it has only been patented about two and a half years. It is a small grind- stone set in a frame of the usual kind, but with an attachment which holds the knives in such a manner that they are ground evenly from heel to point, and the stone can be used until it is worn down to three or four inches in diameter. A boy alone can work it as all that is required is to fasten the knives to the attachment and turn the handle, which requires but little strength, and it is so simple that it cannot get out of order. The price is \$6 cash, and it needs only to be seen to be appreciated. Our old friend Mr. Wm. J. Logie, of Lindsay, is agent for the county of Victoria, and orders sent to him will be promptly attended to.

VERY UNCOMMON.—The spring this year was a late one, but the weather since the first week in May has been so favourable that vegetation has advanced with extraordinary rapidity, and it is now generally admitted that crops of all kinds are farther advanced than they ever were on the 1st of June with the memory of any one we have yet met with. In proof of this the R. V. M. Logan has just brought us a stalk of fall wheat two feet long and fully head- ed out, which was grown upon the farm of his son-in-law, Mr. Walter Steven- son, of Fenelon, and no doubt many other farmers in that and the adjoining townships can equal it. Mr. Logan, who has a great liking for agriculture and is a close observer, says that he never before saw wheat headed out in the month of May, nor did he ever, until this year, see peas in full blossom on the Queen's birthday, as they were on the 24th inst. in the rectory garden and in Mrs. H. W. Greene's, which adjoins it. From all appearances the harvest of 1881 will be one of the most boun- tiful ones with which Canada was ever blessed.

SPLIT.—Mr. John A. Birton, of Lindsay, has a racing skiff, of the regular Hanlan pattern, which he keeps in a boat house on the edge of Cameron Lake, as he derived such an abid- ing of the beauty and salubrity of this village during his residence in it that his family reside here for weeks at a time during the summer months and frequently comes to visit them and practise his aquatic arts. In building racing boats everything is, of course, sacri- ficed to velocity, and incompatible with great speed is a quality commonly called "tortoiseness," which makes it quite a feat to get into one of them and a still greater feat to stay there when you are in. A fellow villager of ours (who threatens to kill us if we mention his name) borrowed Mr. Birton's skiff, or shell, or whatever it is, the other day, and, being a villager of veracity, his experience will compel him to en- dorse what we have stated above. Hav- ing with some difficulty taken his seat—for a shell, like a fractious horse, has to be held while its rider mounts,—he seized the sculls, drew a long breath, shouted "give her her head," or some equivalent nautical phrase, and pre- pared for a dazzling display of speed and bottom. The speed was never seen, but the bottom became almost instantly visible; for before two strokes could be struck the shell turned upside down and her under part was exposed to the gaze of all who were there to see it. Why the mishap occurred no one ap- pears to know; but the most plausible explanation is that given by the occu- pant of the skiff himself, who says that the pipe which he held in one corner of his mouth destroyed his balance. This may be true; for in racing boats of the kind it is so imperatively necessary to have the weight distributed with exact- ness that an undue development of a single phrenological organ on one side of the head is almost enough to upset them.

Henry Ward Beecher is sued for \$10,000 damages by the Agricultural Society of Western Maryland for failure to lecture according to agreement.

The Parkhill Gazette is informed that one of the most enterprising cattle buyers of that place has been a loser to the extent of \$25,000 by the depression in Mrs. Patty Ward, of Cusfield, Md., now dying, confessed that she and her son, nearly twenty years ago, murdered Azariah Dougherty for his money. Two negroes were executed for the crime. The son is already dead.

THE LONDON HORROR. Opening of the Coroner's Inquest.

The enquiry into the causes of the disaster near London, Ont., opened on the 27th ult., and the following is the evidence given by the steamer Victoria's engineer:—

Dougall H. Roberts next took the stand and kissed the book. He testi- fied—I was the engineer on the Victo- ria. She was coming back on the third round trip when the accident occurred. I was in the engine room at the time. The boiler was situated in the stern of the boat. The boiler was situated in the forward part.

By the Coroner—Q.—How had the boat behaved that day? A.—As well as she ever did.

Q.—You are a licensed engineer? A.—Yes; this is the second year I have been engineer on the Victoria. When she was laid up last year she was all right.

Q.—Did she receive any damage in the winter? A.—Yes.

Q.—What? A.—We put a chain through the planking to pull her on the bank. The chain cut the holes in the planks larger. These chains were placed in the forward part of the vessel. The injury done was below the water line.

Q.—The boiler and engines were in her I suppose? A.—I took out all the engines except the two cylinders. The boiler was in her. I don't think the boat was strained much in hauling her up.

Q.—Was she brought up pretty steady or did she cant over at any time? A.—We didn't get her all the way up; we couldn't get sufficient purchase. The water rose owing to rain, and the holes in her bows were covered. The vessel tilted and she sank. She was frozen in there and lay there all winter.

By a juror.—Q.—Didn't you expect to find her much racked? A.—Yes, but I was much surprised to find that everything was in as good order as it was.

By the Coroner.—Q.—Do you know how the engine was secured? A.—The forward part was bolted down, and the whole was braced with a bevel brace running from the deck to the timbers that the boiler rested on. I did not work at placing the boiler, and cannot speak so positively about the manner in which it was stayed as Captain Rankin and others who were but I have seen the braces and I know that the bolts were there.

Q.—When was the work of staying the boiler done? A.—This spring.

Q.—Do you know whether the boiler shifted in drawing the bolt up? A.—No, the boiler was shifted five feet this spring. I did some work upon it, but only occasionally, and therefore do not know so much about it as others.

Q.—Were there many aboard on this trip? How many would you think were on the lower deck? The witness appeared to enter into a mental calculation when the Coroner continued.—Were you crowded or not? A. Yes, sir, pretty well crowded.

Q.—Were the people moving about a great deal? A.—No, sir, not a great deal. They seemed to get over to the south side of the sun.

Q.—Did the boat list much or rock? A.—I can't say she rocked until the accident. She listed badly.

Q.—What do you consider was the cause of this listing? A.—The people on the side. She seemed to be straight from the time she left Springbank until we got to Woodland. The Princess was at the landing, and the people went over to the side to see her. There seemed to be a foot of water on the starboard side of the deck as we passed the Louise.

I heard no person speaking about life preservers, or anything of that kind, up to that time. The people began to ask me if there was any danger. I told them they would have to right the boat up. Some men were sitting on the rail- ing with their feet on the seats, and although I asked them they would not move. I spoke to them one by one, and took hold of some. I got them moved then, but some of them walked back a- gain, so I had to allow them to remain, as they would not move. None threat- ened me, but some were abusive and others made light of my caution.

Q.—Did you feel in any danger your- self on account of the way the boat was going? A.—Yes, sir, I did.

Q.—When did you begin to apprehend danger? A.—After we left Wood- land Cemetery. The people would all crowd to the port side, as the sun shone on the other. When the accident occur- ed I was just jumping out of the small engine room. I got out on the opposite side to that on which she went down. She was going pretty quickly just before she went down. I came out of the room just as she was beginning to list over, and by the time I got through the main room it was hard to climb up. I heard a crash of the fastenings giving way. I heard no rush before I came out of the door.

Q.—What is your opinion as to the cause of the boat tipping over? A.—I have no doubt it was occasioned by the movement of the people.

To Mr. Hutchison.—Just did not ap- pear to roll much, but she did go over. I do not know what caused the move- ment of the passengers over to the north side. If the listing over was not caused by the movement of the people I saw, I believe it must have been caused by the people on the upper deck. I did not see the upper deck, and what I say is merely the inference I draw. My en- gine room is about thirty or forty feet from the boiler.

Q.—Do you know where the boiler left the vessel? A.—I don't know. I did not see it go. As I jumped I heard the steam escaping, and it must have been at that time that the boiler left the vessel. If the boiler had kept its place I believe the vessel would have turned over bottom side up, for as soon as the boiler left her she righted. When I jumped into the water the side of the vessel was high up. In a moment it came down again, and I got on again. If the vessel had turned over I do not believe there would have been twenty-five people saved alive.

To Mr. Hutchison.—The boiler and the decks all went together to one side

of the boat, and in that case of debris the people were caught. I do not think there were more than 100 people on the lower deck. Perhaps 75 would be near- er the number.

To a Juror.—I sent five or six times to the captain at the wheel that he must right the boat, but I got no reply. I know that he received one of the mes- sages. There was no ballast in the boat. The manner in which the cap- tain was placed in being at the wheel rendered him absolutely powerless to go around the boat. I believe if we had had a wheelman the accident might not have occurred, as the passengers would have paid more attention to him. There were points between Woodlands and where the accident happened at which the captain could have beached the boat and landed his passengers, and had he been at liberty there is no doubt he would have done so. There was not an inch of water in the stern of the bow, but there may have been in the event of listing. The boiler was rolled forward on the deck and braced to keep it from running fore and aft. There was on board the largest load she ever carried. At the conclusion of this evi- dence the inquest was adjourned till Wednesday next at 3 p. m.

Mr. Bradlaugh Again. The House of Commons presented a lively appearance last night when the perpetual Mr. Bradlaugh was again under discussion. The principal speakers were Mr. Labouchere, the sitting member for Northampton, and Sir William Lawson, the teetotal baronet, who had a motion on the subject of Mr. Brad- laugh's incapacity on the paper. The question of continuing to exclude Mr. Bradlaugh on the ground of his being an atheist was discussed in better tem- per than I have heard it before, and happily, after a speech from Mr. Glad- stone, the House came to the conclusion to shelve the matter for some time. Mr. Bradlaugh's case is not to come up again until after the Irish Land Bill is disposed of. In the meantime Mr. Hubbard, who is a good Christian, is getting up an opposition, and going to ask the House to pass a resolution, that no declared atheist shall be competent to take a seat therein. Mr. Labouchere has an Indemnity Bill in hand to relieve Mr. Bradlaugh of the conse- quences of the large accumulative fund, amounting to many thousand pounds, at the rate of £500 for every night that he has sat and voted without hav- ing duly taken the oath of allegiance. Outside Parliament I observe this morn- ing there are published the names of a large and influential provisional com- mittee, formed for the purpose of enter- ing a great national protest against Mr. Bradlaugh's admission into Parliament, and members of all religious denomina- tions who sympathize with the object are invited to attend a public meeting to be held in Exeter Hall at an early date, when the chair will be taken by Earl Percy.

Singular and Fatal Accident. The Samia Canadian says:—The late severe hail storm in the township of Moore was the cause of a singular and most distressing accident. Mr. James Talbot, of Port Huron, Mich., who had been visiting a sick sister in the vicinity, started to drive into Moore- town, and being overtaken by the storm stopped at a farm house to wait until it subsided. There being no post, Mr. Talbot held the horse by the rein through the window. The horse be- came frightened at the storm and tried to get away. By some means the rein got twisted around the third finger of Mr. Talbot's left hand, and in the plunging of the horse the end of the finger was jerked off and a sinew thirteen inches in length pulled out of the arm. Mr. Talbot returned to his home, and during the week suffered very much from the accident. On Saturday morn- ing last he had a stroke of apoplexy, and death ended his sufferings on Sunday.

New Uses for the Teeth. S. S. Waterman lives in California. By a paralytic stroke he lost the use of his arms and legs, and partially of his speech. Early in life he manifested a liking for moveable type, which he placed in position with his teeth. He soon began to cut type out of wood, holding the engraving tools between his teeth when he used them. He has made a good deal of block type in this way, with which he at present conducts a small job printing business. He also sets metal type with his teeth. Water- man was one of the founders of the Mountain Echo, a weekly paper now being published in Angels. He set a good deal of the type on this paper with his teeth, and having a good education manufactured his editorials and other articles as he went along. He is now out of the newspaper business and con- fines himself entirely to job printing and engraving. He does all the pro- gramme and invitation work for the town, frequently engraving special