

THE ASIA CALAMITY.

Further Testimony Concerning Lake Propellers.

THE ROCK THEORY EXPLODED.

A Thursday's Collingwood despatch says the continuation of the investigation to-day consists entirely of the testimony of recalled witnesses, which from the points touched upon is especially interesting.

EXPERIENCES IN ROUGH WEATHER.

The first witness recalled was Captain E. B. Anderson, of the Campana, who gave the following additional evidence: While serving in the steamer Quebec on the Sarnia route at the end of October, 1880, I was caught in a gale from the southeast, being about 100 miles northeast of Duluth, with a heavy sea running; the barometer was very low, and we were steering N. E. by E., snowing continuously, the vessel laboring heavily and shipping seas both sides; three of the gangway's shutters gave way, and the boat was thereby placed in imminent danger; I caused the shutters to be closed and barricaded with sacks of flour, part of the cargo; I then threw overboard 800 sacks of flour, which eased her very considerably; on leaving port my deck was fully three feet out of the water; the sea broke in the fore companion, which we secured; only a small quantity of water got into the stoke-hole; green seas passed over all, sweeping the decks and bursting in the cabin doors on the promenade deck; the weather was very cold, the thermometer below the freezing point; this gale commenced at 9 p. m., with the wind steadily blowing from the same direction, which did not cease until 2 p. m. of the next day, leaving a heavy sea; I am of opinion that all passenger steamers should carry life rafts, say 16 feet by 10 feet, as these are not liable to capsize, but in boats there is no certainty

WHY A SHORE RECORD IS NOT KEPT.

W. H. Bellamith, the company's book-keeper, said that when the Asia last left Collingwood her main deck was 6 feet above water at midship. The Simcoe and Columbia were of the same style as the Asia, though of an inferior class, and both boats were lost by getting into the trough of the sea and becoming unmanageable. The Waubesa was lost by being driven on a lee shore. Witness said it was agitated by certain parties that a list should be kept of all passengers received on board these steamers. He deemed it to be altogether impracticable for the Georgian Bay route, which took in some twenty-four intermediate ports.

"After the noon adjournment Capt. Anderson was visited on the Campana by Captain Scott just before leaving port, and denied emphatically that Captain Savage had ever informed him that when the Asia grounded at Thornbury she got a rock in her bottom. The heroine of the Asia disaster, Miss Morrison, arrived on the late train to-night. She left Parry Sound this morning on the tug Minnehaha, which it will be remembered, brought the latest news to Collingwood of the Asia disaster.

VESSEL'S CERTIFICATE CANCELLED.

The Department of Marine and Fisheries has cancelled the certificate allowing the steamer Emerald, now plying on the Georgian Bay, to carry passengers.

Captain Scott, R. N., the Government Commissioner appointed to investigate the loss of the Asia, intends going to Toronto to-day to examine some witnesses in reference to the disaster, and to take a look at the steamboats running from that city. The Dominion Government have now availed themselves of the powers given them under the Act passed at the last session of Parliament, and appointed an inspector of hulls and equipment of steamers carrying passengers in Canadian waters.

STRANGE FATALITIES.

There is a connection between the loss of the Manitoulin and Asia. McDougall (purser), Carter (steward), Bennett (waiter), Walters (ladies' maid), escaped death by fire only to find a watery grave. Thomas Hanbury and wife, who were lost on the Manitoulin, have been joined by a sister of each from the Asia. Jubiel Tinkins, who nearly lost his own life on the former, has lost a brother by the latter. Robert Henry was lost on the former, and now the only remaining brother, who was on his last business visit to Manitoulin Island, is gone too.

The Collingwood Enterprise declares that no boat on Canadian waters except the Campana could have lived through the storm in which the Asia went down.

A last Saturday's Collingwood despatch says: The investigation into the Asia disaster opened this morning, when the only witness called was Inspector Risleley, who testified—Examined at Sarnia on the 29th of May, 1882, at Sarnia; found nothing wrong, contrary to law; was deficient in the number of oars, having only five instead of six; the certificate was withheld until the 6th of July, when it was sent to the Manager of the Northwest Transit Company on the 24th of July, and was returned by the Manager of the Company, asking permission to carry an increased number of passengers; he considered that he should be allowed 200, although not required to carry as many as a rule; the Asia was then running on Georgian Bay, the first intimation I had of the fact; in answer, I replied that on account of Georgian Bay I could not recommend that she be allowed to carry more than 150 passengers. On being asked if he could accede to the vessel running without a certificate, Mr. Risleley said the Steamboat Inspection Act, section 83, requires the Collector of Customs to demand from each steamer a certificate of inspection, and if not furnished in reasonable time to hold the vessel. The failure of the Collector to make this demand accounts for the vessel running without papers.

The following is a copy of the instructions which Captain Savage held in his possession at the time of the Asia disaster and picked up by the lighthouse keeper at Red Rock and handed to Captain Symes, who forwarded them to the manager of the company here: "Office of the Great Northern Transit Company, Collingwood, July 3rd, 1882. Captain Savage—Dear Sir,—The company desire you to understand and bear in mind that you do nothing to place your steamer in any peril, but that every precaution be used by you for the safety of both life and property. That in thick

weather you run under check, and if near land take frequent soundings. When violent winds are blowing or indicated you will remain in shelter, or if out take the earliest opportunity of placing your steamer in safety. It is particularly requested that you should immediately on your return to this port. The company also desire that you undertake no towing or wrecking except for the assistance of the other steamers of this line without their written consent or authority; and do not land freight at any port to which it is not consigned. Should you have to pass any port for which you have freight retain the freight until your next trip. Let sufficient time be allowed the purser for the transaction of any business he may have at the several ports. You will see before leaving port that your boat is properly loaded and in trim, and sufficient tonnage is placed under your freight to keep it dry on the main deck. You will also pay particular attention that your pumps, hose nozzles, wrenches and fire extinguishers, also boats and life preservers are in their proper place and condition; that your crew is sufficiently drilled to render efficient service in case of emergency. See that your steamer in respect of her condition and outfit is kept up and maintained in a proper state of repair and efficiency, and that anything wanting by reason of loss or wear and tear is renewed and replaced. Orders may be obtained at the shore office for any supplies you may require during the season. All lights not actually required should be put out in bad weather. The company desire that you maintain a good discipline, and intemperance is strictly prohibited and will be visited with instant dismissal. The use of coal oil between the main deck is strictly prohibited. Please see that the orders in this matter are carried out. Finally, you are requested to keep this letter of instructions on board, and that any time it may be required to be produced by the company that you will be ready to do so. By order of the Board, Chas. Cameron, Manager.

For the last few days there has been considerable excitement manifested on account of a report of the steamer Emerald being condemned, and that she would not be allowed to sail during the remainder of the season. The Manager, Mr. Cameron, being in Toronto, telegraphed that the steamer would remain in port for inspection to-day. Accordingly, G. R. Coker, Inspector of Hulls, and W. J. McNeilly, Steamboat Inspector, made a thorough and close investigation of the steamer, and handed Mr. Charles Cameron, Manager of the line, the following report: "We have inspected the hull and machinery of the Emerald, and her life saving and other equipments, and are satisfied that she is in a seaworthy and safe condition for her present route on the Georgian Bay, provided she is properly handled."

It is announced that Captain Scott, the Government Commissioner, is of opinion that the heavy seas stove in the gangways of the Asia, knocking her over on her side, and gradually filling her with water. The water drove the air out of the ship, and forced the upper works off. The captain thinks the canal model of boats radically wrong for lake traffic, and will probably condemn the upper works and recommend that the vessels be better secured by stanchions right through to the upper deck.

Why are bankrupts more to be pitied than idiots? Because bankrupts are broken, while idiots are only cracked.

"Who is old Tom Gin?" asked a little boy the other day of his pa. "Well," replied the old gentleman, "he's a mighty strong fellow; he's floored your pa lots of times."

During John T. Raymond's recent engagement in Boston he was called before the curtain and presented by some waggish friends with a poker chip bearing the inscription, "You know me, Pete." Raymond was for once completely non-plussed, and had not a word to say.

It is not generally known that Charles Wyndham, the celebrated English actor, served as a surgeon in the Union Army during the late war. He was present in many of the principal engagements, including the seven days' fight, and was afterwards transferred to the Louisiana Department, and went all through the Red River campaign.

A lady noted as a model housekeeper, on being asked by a friend how she was able to manage everything so easily and so well, replied: "My dear, you must know that the root of power is knowledge. Because I know how things ought to be done I get them done." This applies to almost everything else as well as to housekeeping. "Knowledge is power" the world over, and the lack of it often leads not only to misery, but often to destruction.

A chaplain of the last Duchess of Queensberry, when talking Scotch one day at table, was told by Her Grace that he would not say anything in Scotch that she would not understand. "Well, my lady," he replied, "what's twa nefus o' clarts?" Her Grace was at a loss, and desired him to explain. He said that "twa nefus o' clarts are just a goupin o' glaur."

A discovery of interest to antiquarians has been made at Alton, Ill. The workmen in a stone quarry under the bluffs blasted out 300 skulls and a lot of bones. They were in a small cavity surrounded by solid limestone. The place was twenty feet from the face of the bluff and forty feet from the top of the ledge. From the character of surrounding rock, the remains must have been buried where found many centuries ago.

August 18th will hereafter be a red-letter day among the wives of England, for on that day the Queen signed the new Act which emancipates a wife from the control of her husband over her separate property acquired or embarked in trade. Hereafter in England the wife without a settlement will have control of the property of her maidenhood, her marital gifts, her earnings and her legacies. The beneficial effect of this law was shown on the very day after the royal assent by an application of a wife before the Clerkenwell Police Court for a summons to stop her husband from selling her furniture. Had the Act been in force three years ago she could have prevented him from squandering her marriage portion, her earnings and a comfortable legacy. The new Act will really work a revolution in English home life among the middle and poorer classes.

TELEGRAPHIC SUMMARY

Latest News from All Over the World.

Canada.

On Wednesday night the first severe frost of the season set in at Montreal. The shipments of coal from Pictou mines last week amounted to 5,806 tons, making a total for the present season of 121,600 tons.

Wm. Dates, captain of a Montreal barge, was robbed of \$450 by two of his men named Durkin and Yates, upon whom, when arrested, nearly all the stolen money was found.

The jury in the McNamee vs. Montreal Post case returned a verdict last night, acquitting the proprietors of the paper. The verdict was received by the crowded court with cheers.

J. A. Bourdeau was attacked by a train robber while passing through the Victoria Bridge at Montreal last night on a Grand Trunk train. The object of the thief was to steal Mr. Bourdeau's watch and chain. However, the owner turned the tables on the scoundrel by giving him a sound thrashing, with a stick, until the fellow called for mercy.

A young man named Newt Gardner, of Essex Centre, had his left hand shot off yesterday. While handling an over-loaded gun on the street it exploded and shattered the hand. It was amputated above the wrist. His brother had one of his fingers cut off on Wednesday at Naylor's saw mills.

James Barham, of Trenton, has been fined \$20 and costs for carrying a revolver.

Mrs. Beecroft, of London West, who was badly burned a short time ago, died yesterday.

The present supply of coal in Toronto is 25,000 or 30,000 tons less than at the same time last year. Dealers predict an advance.

The late mansion of J. S. Hunter, the Montreal defaulting notary, was denuded of its rich furniture yesterday by auction to meet the demands of the creditors. The sale excited great interest.

The young girl Boisvert, who was found guilty at Montreal of poisoning Mr. Noel's child, was sentenced to five years in the Penitentiary. This light sentence was passed on account of the doctors certifying that she was of weak intellect.

The Western Fair was formally closed at London yesterday afternoon. The following gives an approximation of the receipts in the past four days: Tuesday, \$600; Wednesday, \$5,000; Thursday, \$5,500; Friday, \$1,000; total, \$12,100. The total amount of gate receipts in 1880 was \$7,752.40.

When the question of a proposed apportionment of \$800 to the French institution at Montreal was reached at the meeting of the Methodist Mission Committee in Toronto yesterday, a long discussion arose on the state of the French work generally, and that of Sherbrooke particularly. Very strong opinions were expressed by all the members of the committee that the work needed a thorough overhauling.

America.

On Wednesday evening a cyclone passed through the southern part of Newton, Kan., demolishing the Evangelical church during service. None of the audience was seriously injured. No other damage was done. The church was frame and poorly constructed.

The cases of the twenty-three members of the Chicago Board of Trade, who sued out injunctions to restrain the Board from expelling them for non-settlement of trades in July wheat on the basis of 185 as found by the arbitration committee, came up before the Superior Court yesterday on motion to make the temporary injunctions permanent.

Early yesterday morning a dwelling house fell at Philadelphia, burying several inmates in the ruins. All were rescued. Three were seriously injured. Since Mrs. Roach was taken from the ruins she has been seized with spasms. It is feared her injuries will prove fatal. In falling her bed turned over, and when she reached the cellar the bed clothes were under and the mattress on top, thus shielding her from the avalanche of brick and timber. Harry Roach, a boy, was precipitated from the third storey to the cellar and severely injured. Others have broken limbs and are otherwise seriously hurt.

At a political meeting at Lancaster, S. C., on Wednesday addressed by Colonel Cash, a difficulty arose between a white Democrat and a colored man. The former was wounded with a stick or stone. Two or three pistol shots were fired, but nobody was hurt. Soon afterward a large procession of colored men on horseback came up. One of the negroes pointed a pistol at a white man and said: "There's the d—d rascal who did the shooting." The white man denied it, and a colored man fired at him. Immediately several shots were fired by white men. A colored man fell dead. A number of shots were then fired by white and colored men. Three other colored men were killed and many wounded. The authorities soon restored quiet.

It is reported that a mine of meerschaum has been discovered at Henry station, at the foot of the Blue Ridge Mountains, North Carolina.

In Greenville County, S. C., on Thursday, Riley Anderson, a young man, beat Mrs. L. Griffith and her child to death and horribly mangled them.

The bodies of three negroes, who had been murdered, were found in a skiff at Battles' Landing, near Columbus, Ga., yesterday morning. There is no clue to the murderers.

For several days a storm detained vessels from getting to sea at Boston. Hundreds of vessels sought shelter in the harbors along the coast of New England during the present week, where they are still detained.

W. Whittaker, residing at Paschalville, Pa., has been arrested, charged with poisoning his wife Jennie, aged 44, and six children. Wayson Cooper, a boarder, was also poisoned. Some of the sufferers are in a critical condition. It is alleged that Whittaker placed arsenic in the bucket of water from which the tea was made.

The branch of the American Bible Revision Committee, known as the Old Testament Committee, met at New York yesterday

in private session. The work of revision has progressed to the Psalms, which have already been revised four times, twice in this country and twice in England. The songs of Solomon will come next, followed by Ecclesiastes, which will all but complete the work. It will take about a year yet to accomplish it. Prof. Mead, of Virginia; Dr. Hare, of Philadelphia; Dr. Packard, of Epistol, the theologian of Maryland and Virginia, and Dr. Donautre, of Brooklyn, yesterday presented suggestions as to the best way to advance the work. About nine clergymen are now engaged on it.

Europe.

The Russian officials at Kilia, near the mouth of the Danube, are taking soundings, notwithstanding the remonstrances of the international commission. The Russian Government has arranged that Russian ships shall perform police duty instead of the employees of the commission. In consequence of these infringements a meeting will be summoned.

Henry Edward Knight, alderman of Cripple-gate Ward, has been elected Lord Mayor of London.

The insurrection in Herzegovina is assuming serious proportions. Bands of insurgents several thousand strong are engaging the Austrian troops between Serajevo and Kowiva.

One object of H. M. Stanley's journey to Brussels is to endeavor to secure for the International African Association a portion of the territory of King Batoke which was ceded to France owing to the energy of the Frenchman Debraza, who arrived on the spot just before Stanley. France has not yet ratified the treaty with the King.

The brother of Walsh, who was hanged recently at Galway, has been found guilty as an accessory to the murder of Constable Kavanagh, at Litterfract. The jury recommended mercy on account of the youth of the prisoner. Judge Lawson sentenced him to be hanged on October 28th. The jury also recommended Walsh to the mercy of the court, because there was no positive evidence that he actually fired the shot which caused Kavanagh's death. The prisoner was very violent and shouted loudly that the witnesses for the prosecution had given false evidence. The judge said he would forward the jury's recommendation to the proper quarter, but he could hold out no hope to the prisoner that it would be acted upon. Walsh again became greatly excited and cried out that justice would yet overtake his false accusers.

A Royal Commissioner has been sent to Pressburg with unlimited powers to suppress the anti-Jewish riots.

Gladstone was confined to his bed all day yesterday from a cold, but was slightly better to-night. He is at present the guest of Lady Frederick Cavendish, in Wales.

Intelligence has just been received in Dublin that the castle and military barracks at Enniskillen, Ireland, are burning, and fears are entertained for the safety of the powder stores.

In the examination on Saturday at Armagh of the men arrested on the charge of treason and felony, the informer deposed that the prisoners were members of a society whose object was the extermination of landlords and bailiffs, and they had committed various acts of arson. He said that an American named Burns provided the funds to carry out its purpose.

A hurricane prevailed in Ireland yesterday. At Cork more damage was done on land than has been caused by any storm for twenty years. The American ship Harvey Mills, from Liverpool for New York, lying at Queenstown, was driven ashore, and several yachts were sunk in the harbor. At Newry a large number of houses were greatly damaged and the town flooded. At Limerick twenty feet of the spire of the Catholic church was blown down, causing a panic among the congregation, which, however, quickly allayed. The county jail was damaged.

Justice Lawson, in ordering the release of Gray, pointed out that since his imprisonment a considerable change for the better had taken place in the tone of his paper, the Freeman's Journal. The judge said that the action taken by himself and law officers had been effectual in preventing the cause of justice from being impeded. The order of the court in regard to Gray's sureties was made to prevent any publications similar to the objectionable one from appearing, but in the event of such publications hereafter, the executive committee had the full power necessary to deal with them. He was also, he added, not without hope that a reaction would spring up against the system of crime and outrage which has long disgraced the country.

The steamer Louise has returned from Kara sea and reports hard frost, and the accumulation of ice prevents its passage. She left the Danish exploring vessels September 22nd, ice bound east of Vaigatz Island. All were well, and they hoped to be free shortly.

Archbishop Croke says he is authorized to state that Dillon will not press his resignation just now, but will continue to represent Tipperary in Parliament until his constituency had ample time to select a successor. In the event of the continuance of Dillon's illness it is stated that in order to show his accord with Parnell, Dillon will attend the conference of Parnellites on the 18th inst.

The morning of life, like the dawn of day, has most of purity, of imagery and harmony.—Chateaubriand.

A one-legged political orator, named Jones, who was pretty successful in bantering an Irishman, was asked by the latter "how he had come to lose his leg." "Well," said Jones, "on examining my pedigree, and looking up my descent, I found there was some Irish blood in me, and becoming convinced that it had all settled in that left leg, I had it cut off at once." "Be the powers," said Pat, "it had even been a deuced good thing if it had only settled in yer head."

Evangelist Barnes, who is now in Indiana, says that what powers of healing he now possesses seem specially directed toward curing cancers. Speaking of the faith-cure establishments of Dorothea Trudell, at Mannedorf, Switzerland, where, he says, thousands of insane persons have been cured by having the devils cast out of them, he expresses his belief that he is feebly feeling his way in that direction also.

Personal Item.

The following references are to a matter of sufficient importance to enlist the attention of all our readers:

OFFICE OF THE CHIEF OF POLICE, HAMILTON, ONT.

I have much pleasure in stating that I lately used St. Jacobs Oil in a case of very severe sprain with marvellous effect. I had been badly hurt and could not afford to rest too long. I therefore used the quick means of relief, St. Jacobs Oil, which certainly worked wonders in my case. I consider it to be an invaluable remedy and shall not hesitate to recommend it to any one whom I meet, suffering from want of a reliable remedy. I regard St. Jacobs Oil as a wonderful preparation, and shall freely suggest its use to my friends—or enemies for that matter—when I find them seeking anything for the alleviation of the terrible torture of rheumatism. I write this note voluntarily to say what I think of the Oil, and it may be used in any way to accomplish the most good.

A. D. STEWART, Chief of Police.

People seldom improve when they have no other model but themselves to copy after.—Goldsmith.

Where there is much pretension much has been borrowed; nature never pretends.—Lavater.

Humanity is, of all graces the chiefest when it doesn't know itself to be a grace at all.

A Michigan woman made a claim for a fourth interest in an Irish estate valued at \$500,000, but failed to establish it, and is grateful for the \$1,000 which the heirs have sent her to pay the cost of her effort.

An advertisement for a husband appears in the Fulton (Ky.) Fultonian, and the editor touches for the advertiser as modest, sincere, pretty and only 17. But she is penniless.

A little boy who wouldn't run to the store for his mother until he had had a drink of water, pleaded in extenuation of his disobedience that "even a river couldn't run when it was dry."

"I assure you that she has a face as pretty and as fresh as any girl you ever saw. Her cheek is a compromise between pink and damask." She (pitifully)—"Yes, I understand. When she's pale she's pink, and when she's pink she's purple. That is nature blushing through art."

Some time on Thursday last Mr. John Dyas, of Napier, near London, was found by his wife beside the bed with his throat cut and a razor lying near by. He lost considerable blood, but under the treatment of Dr. Nixon hopes are entertained for his recovery. No cause is assigned for the rash act.

While boring for water on the farm of Nelson Mousseau, two miles from Belle River, and when a depth of eighty-seven feet had been reached, the sugar was blown up and oil of first class quality followed. A sample of it was taken to Belle River and it is pronounced to be splendid oil for machinery, being very clear and it burns well.

Assistant City Clerk Jackson, of Ottawa, shortly after 4 o'clock yesterday afternoon, reported to the police the sudden death of his wife. Sergt. Major O'Leary immediately went to Mr. Jackson's residence on Nicholas street and found Mrs. Jackson lying on the floor below the stairway quite dead. It is not known under what circumstances she expired. The coroner has been notified and an inquest will be held.

John Nelson, a grocer doing a small business in a store belonging to Hugh Douglas, at the corner of Leitchford and Richmond streets, London, is reported to have skipped out by train at noon on Friday, not having been seen since that hour. He ran a street booth during the fair, and is said to have taken \$300 or \$400 with him. He owed Mr. Douglas for rent, also for taxes and lumber amounting to \$6,750. Detective Templar, who went up to make a seizure on Friday evening, found Mrs. Nelson driving away a horse and buggy and certain goods. He took possession of the animal and rig, and on Saturday made a seizure on the house under a Division Court process for the benefit of the creditors.

A Surprised Locomotive AND A Swearing Engineer.

The people along the line of railway from Framway Landing, La., to the inland towns were surprised and amused at a recent occurrence. So many strange things, however, are constantly presenting themselves to the attention of the people now-a-days that genuine surprises are few indeed. This was the exception. We have read of the "painted ship on a painted ocean," and witnessed the "poetry of motion," as shown in dancing, but had never heard of decorative art in rapid flight on a railway train until this time. People observed, with wide-eyed wonder, the locomotive and tender and full train of cars moving through the country, adorned on every available spot with the magical words—"St. Jacobs Oil." It looked gorgeous, if full display of color is allowed to mean anything these times. It looked sublime, if the impudence of the advertising man be the measuring standard. It looked funny to see the train and engine swathed with these words. It looked like a decorative rhapsody; and at a convenient opportunity our correspondent inquired of the conductor what it all meant. "Why," means that my whole train looks like a traveling menagerie," said the conductor. "I laid up my train at Framway, as usual, and during the hours of balmy sleep, I suppose some of those advertising wretches backed up their 'kit' and posted my train from front to rear. I don't know why they did it; but there stands the face, red and yellow as a rabbit's ears! It's hard luck, stranger, but I guess it's all right."—Galveston (Tex.) Daily Journal.

