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F. Z. NIXON, VETERINARY SURGEON. DUNDAS, ONT.

MISCELLANEOUS.

W. M. CLARK, Architect and Builder, FLESHERTON.

ALEXANDER BROWN, PRICEVILLE, ONT.

J. W. CRAWFORD, 800 Bush, Fresh Line, Durham P. O., May 25th, 1880.

Alexander Robertson, TAILOR, Residence at the Old Post Office, Lower Town, DURHAM.

THE subscriber is prepared to receive and make up on the shortest notice, and in the latest style, Men and Boy's clothing. A good fit guaranteed.

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Cutting done to Order. Spring and Summer Fashions regularly received.

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Leather, Hides, Boots, SHOES, &c.

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Glazing, Oraining, and Paper Hanging promptly attended to. Fresco and Banner Painting a Speciality.

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IF you want a first class Boot or Shoe in the latest style of fashion, Sewing, or Repairing, you will find your order at the above address, and you will be properly satisfied.

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The Grey Review

Vol. IV. No. 16.

DURHAM, Co. Grey, JUNE, 2, 1881.

Whole No. 169.

J. A. Halsted & Co., BANKERS, DURHAM.

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Deeds, Leases, Wills, &c. neatly and correctly prepared.

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JAMES HANNA

THE famous Cavalry Horse-shoer has secured the services of a Good Waggon-maker.

Business prompt and Prices reasonable.

Dundas, Sept. 23rd, 1870.

Hanover Carriage Works,

HANOVER, ONT.

THE Subscriber is now prepared to supply all who may want

Waggon, Carriage, Buggies, and all other articles in his line of business on the shortest notice and made of the best material.

He is also Agent for Farming Implements.

Remember the place next to Bonta Hotel, Main Street, Hanover, Ont.

R. McNALLY, Hanover, March 24, 1881.

Durham Planing Mill,

SASH, DOOR

Blind Factory.

ROBT. BULL

BUILDER, Durham, keeps on hand a large stock of sash, doors and all kinds of mill work, and also a stock of Millings in Walnut, Beech, and Oak. Plans, specifications and Bill of Materials made on short notice. A full stock of Coffins, Caskets, Stationery and Printing materials on hand.

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Has now on hand several hundred pairs of Factory Boots & Shoes.

Suitable for all at very low prices.

Also on hand, and made to measure, all kinds (Steed and Vegged), made by workmen who took all the First Prizes, for boots and shoes, at the City Shows held in London, 1879 & 1880.

FRESH EGGS and GOOD FLOUR taken in any quantity in exchange.

Cash for Hides.

J. C. JOPP, April, 1st, 1881.

Seeds, Seeds.

JUST ARRIVED at

BURNET'S

Grocery and Provision Store

Upper Town, DURHAM

A Large Lot of Field and Garden Seeds

AND

Seed Grain of all Kinds.

Fresh Oat Meal

Always on hand and exchanged for Oats.

Fresh Groceries

Always in Stock, and will be sold CASH or on F.A.M. Produce.

The Terrible Disaster at London.

Further details of the Calamity.

(From the Globe.)

The magnitude of the disaster at London on Queen's Birthday by the capsizing of the Steamer "Victoria" was underestimated altogether in the despatches which appeared in yesterday morning's Globe. It was only as yesterday progressed that the full extent of the calamity was recognized by the country, and a thrill of horror passed through every heart when it became certain that nearly 250 lives were lost. The following despatches from the Globe's Special Correspondent, as well as from other sources, tell the sad story in all its heartrending details:—

London, May 25, 8 a. m.—The people of London will have cause to remember the Queen's Birthday of 1881 with the deepest sorrow on account of the unparalleled catastrophe in the foundering of the steamer "Victoria" on Tuesday afternoon, where only a few short hours before there was universal merry-making. To-day there reigns the deepest gloom. There are few but have lost relatives and connections, and none but have bereaved friends. It is impossible for any but those who witnessed the horrible scene of last night and this morning to form a conception of the magnitude of the disaster. Latest reports show that the number of victims is much larger than at first estimated, and every few minutes swells the list of the unfortunates as their bodies are recovered from the river. It is ascertained that 150 bodies were brought to the city by the "Princess Louise" immediately after the accident. Up to eight o'clock this morning eighteen additional bodies were brought to the surface by those engaged at the work, and when this is added a dozen or more that were taken away from the scene of the wreck by private conveyances and the constant addition to the list, it may reasonably be estimated that the number of victims cannot be far short of two hundred. There are no doubt a good many bodies yet to be recovered yet, as there are nearly a score of missing ones of whom no tidings have yet been received.

WAS THERE A PANIC ON BOARD?

It appears that after the boat started from Springbank the passenger began to realize that the boat was over crowded. Some of them demanded to be put on shore at Ward's Hotel, about 100 yards further up on the opposite side of the river. They begged Captain Rankin to touch at the wharf and let them off, but it is stated by an eye-witness on the bank and also by Mr. Ward that Rankin refused to accede to their request. On this case the boat making a swaying motion, as if in a dead struggle to support her tremendous burthen. There is no doubt that the statements of many of the survivors that there was more or less fear, and a dreadful consciousness of the perilous nature of the trip, among the passengers, are true. There was an unusual degree of motion among the passengers, which the captain did his best to keep in check. He kept continually reminding them of the danger of moving about, and urged them to keep as quiet as possible. He evidently was aware of the frantic condition of the boat, and evinced an anxiety about the general safety which took his attention greatly away from the work of navigation. It is stated by the survivors that just before the collapse there was a commotion among the passengers. They crowded to the sides, and in the midst of a movement which was probably bordering on a panic, the ship broke assunder, and crumbled down to the water's edge, as if it were a piece of waste paper.

STATEMENT OF A SURVIVOR.

Wm. Dekert of London East, was found by a Free Press reporter huddled close to a heap of burning logs, endeavoring to dry his clothing. He made the following statement:—I was a passenger on the steamer "Victoria" this evening and passed through an ordeal the like of which I hope I will never be called upon to witness again. The decks of the steamer were packed with people, principally ladies and children. I was on the upper deck during the passage, and shortly after leaving the dock at Springbank a good many passengers began keeping time with the listing of the steamer, and went as far as they could from side to side each time the vessel struck. Many people made fun of it at first, and a good deal of hallooing was done, such as "Get out your life-boats!" "Come and have a tete-a-tete!" etc., etc. While this was proceeding up stairs, the passengers on the lower deck were running to and fro, endeavoring to keep their feet from getting wet, and fully fifteen inches of water ran from gangway to gangway across that portion of the boat when she struck. The passengers below yelled and screamed in a most terrific manner as the vessel continued to lurch, and not a single effort was made by the captain or his brother officers, if there was any on board. Captain Rankin was at the wheel. While near the bend below Cove Bridge, probably 200 yards west of it, a greater rush of the passengers then had hitherto been experienced took place, followed instantly by a cracking noise. The women screamed, the children yelled, and for the moment the faces of several men in my vicinity turned ghastly pale. The scene was heightened by one man jumping overboard, and at

most instantaneously thereafter the posts which upheld the hurricane deck gave way, in consequence of so many people holding on to them to save themselves from being swept overboard, and the deck itself fell with a crash upon the heads of those beneath it. All who could do so grabbed something to hold on by, and very many were drawn into the water by their nearest neighbors. Those who could swim were prevented from doing so, first by the crash of the decks upon their heads, and secondly in consequence of the crowds of people huddled together underneath the lumber. Then came a general crash, and the boat appeared to break up into several pieces, principally from stern to stern. The catastrophe was but the action of a couple of minutes. I was caught between two stanchions and after floundering about in the water for a few moments, managed to free myself from the debris, and swam to the shore. The shouting and calls for help were of the most heartrending description. They lasted only for a few minutes, however. One gentleman, whose name I do not know, swam to and from the wreck a dozen times or more, and saved fourteen or fifteen people who had freed themselves from the floating timbers. Many of my pupils were in the boat. I have no hesitation in saying that there were from 200 to 300 more passengers on board than there ought to have been. The extrusionists, as a rule, generally take the boat from home which leaves about half past five, and that is the principle reason, I fancy why the "Victoria" was overloaded. My watch stopped at exactly eleven minutes past six o'clock.

THE CAPTAIN INTERVIEWED.

Captain Rankin, who had charge of the ill-fated Victoria at the time of the disaster, was found at his home this morning, and he made the following statement:—"We were on the last trip for the day, having made three trips previously. We hadn't a very heavy load going down as there was plenty of room on board, but what we got to the wharf at Springbank there was a large crowd waiting, and before I could get the passengers off the boat the others rushed on the after part, jumping and climbing in every direction. I ordered them down off the top deck and the main deck and threatened that I would not leave the wharf till midnight if some of their did not get off. One gentleman, Mr. Powell of London East, said to me, "You are not going to put me off, are you?" And I said, "You had better get off." He did so, and is now alive. Very few paid any attention to my orders, and only about fifteen or twenty went off the boat. After we started a number of people on the lower deck began singing and moving around. Presently I noticed a slightly different action on the boat, and being unable to leave my post at the wheel I sent a boy down to the engineer to ascertain if there was any danger. She was listing some to the starboard, and as I was getting more anxious I sent the boy down again and he returned with word from the engineer that unless the boat straightened there was danger. I was looking to starboard about 200 yds ahead, on which I intended to beach the boat. That was my determination, because I was beginning to get anxious. Just then a couple of row-boats came alongside, the occupants of which were racing, and the crowd rushed to the side of the boat to see them. The engineer then sent word that I should try and get the crowd to go aft, because the water was coming in. Just then the crowd made a rush to the port side, and as they did so the vessel just took a lurch and went to port bow down. Then the boiler shifted from its position and went through the side. I believe the vessel would have recovered herself only for the boiler going over, and as it went it carried away the main deck stanchions, and let down the top deck with the crowd that was above. There was not one hundred people on the lower deck, because the space below is largely taken up with the boiler and machinery. The aft part of the boat went down, but the forward part came to the surface, and the boat was spread about six feet apart. The result was that many of the passengers were imprisoned between the water and the top deck, which came down above them, but they had a breathing space of a foot or so between the water and the deck, which would have saved many had not the others persisted in climbing on the floating deck, thus crushing down and

SMOTHERING THOSE UNDERNEATH.

I rescued one man who had been under the deck for four minutes before it went down and I did all I could to keep the people from climbing on it. A great number had the presence of mind to crawl out from under the deck at the side of the boat, and in this way were saved. In a few minutes all who were thus imprisoned were drowned, and I then swam to the shore and sent to the city with all speed for help. The tonnage of the boat was about 190 tons, she was flat-bottomed, scow-shaped at both ends, and registered to carry 400 passengers. I do not think we had more than 450 on board, because there is not standing room on the boat for that number at 8 1/2 ft. space to each person. The boiler left the deck before I left the wheel. The stanchions from the main deck are the main supports of the upper deck. She was well stanchioned, but there were no braces; we had life saving apparatus for 400 persons. The boat was going up slowly, and the siphon and pony pump were both working.

I attribute the disaster to the fact that the vessel leaked water, because when I sent the boy down, the engineer said there was half an arm's length of water in the hold. I was praying earnestly that we might reach the sand-bar, where I intended to beach her until we could get help. I spoke to the people on the upper deck to keep quiet and they were tolerably obedient. On the lower deck the passengers were all Manager Partridge had the greatest difficulty. He came up and told me that there was a lot of young fellows below whom it was impossible to keep quiet. I would have run on the shore only the bank was too steep and I knew it was no use because she would have turned upwards on striking the bank. The boat was managed by myself, an engineer, fireman, two deck hands, and the purser. She made two trips on Saturday, two on Monday, and three yesterday previous to the disaster. She now lies in the river with her top works all broken up. I never was asked to run the boat ashore, as was stated by Mr. Parisk. The people standing forward of the pilot house were obedient to my orders, but those on the lower deck would not mind what we said. They were a pretty bad crowd.

ADDITIONAL INCIDENTS.

The following additional incidents will be found to be interesting:—

Thomas Nichol, of Westminster, as soon as he heard of the disaster came into the city with all speed to search for his daughter (a High School pupil), who was in the boat. On calling at the first friend's house in the city he was horrified to find the man with his wife and two little ones all laid out and in their coffins. Mr. Nichol's daughter was among the saved.

The work of rescuing and resuscitating the bodies was willingly joined in by the citizens. Several persons undertook the difficult task of bringing back some of the bodies to life, and in some instances success rewarded their effort. Mr. John Curran was resuscitated through the persistent efforts of Mr. David Glass. Many instances are related of persons being rescued from drowning at the wreck.

LIST OF THE LOST AND MISSING.

We publish the following revised list of the names of the lost and missing passengers, from which it will be seen that 152 persons have been accounted for, and five to far are missing:—Of London—Emma Prescott and Nellie Prescott, Oxford street, St. Sam. Colwell, Richard Fitzgibbon, Anne F. Goss, James Darcy, son-in-law of M. O'Mara, A. Anderson, son of E. Anderson; Thomas street, Patrick Welch, Willie Glass, Joseph Young, boy; Charles Booter, High School pupil; Joseph Gain, High School, pupil; Alfred Wain, boy; Young woman named Cornish, tailress at Glen; John Phillips, two children; Mrs. Stonehouse, Mr. Smith, John Le Clair, London South, Miss Taylor, Maria Kendrick, George Thorogood, two children; Mr. McPherson's child, John Moore's wife and child, Mrs. Jones, two children, Jos. Coughlan, two children, Henry Oronyatekha, young son of Dr. Oronyatekha; Little son of A. Smith, Lizzie Steward, engaged at Robert Carriers, on Horton street; Harvey Magee, aged 13, Richard Vink, aged 16, Adelaide street; Miss Minnie Smith, aged 17, South street, Miss Fanny Cooper, daughter of John Cooper, of Clarence street, aged about 20; Miss Kate McPherson, Miss Jennie Coughlin, Col. Cole's little boy, Mr. and Mrs. Heenan, and child London East, Rosetta Bailey, Dundas street; Dr. Wilson's; J. Clarke, shoemaker; Breeze wood-sawyer; Ida Burns, daughter of Mr. James Burns, of Messrs. Stevens, Turner & Burns, and a young sister, aged 12; Mrs. Smith, South street; Henery Conroy, son of Sergt. Conroy, of the Militia Department; Miss Quinn, former of Wellington and Great Market streets; aged 17; Jos. Walsh, aged 18, employed at Messrs. D. S. Ferrin & Co.'s; Miss Maloney, Maple street; Abbie McIntosh, daughter of Frank McIntosh, plasterer; Miss Lawson, Mrs. James Heron; John Willie and Nelly Morrison, children of James Morrison, of London East; Lily and Junny Beaton, children of Henry Beaton; Lilly Skinner, daughter of Mr. Wm. Skinner; Thomas Lister; Wm. McBride, Secretary of the Western Fair; John C. Meredith father of the Meredith family; Mrs. Harry Smart, and two children, Mrs. Chas. Matthews; (of the Advertiser) and child; London West; John Baskerville, (workman at Canning's Brewery); James Weatherhead, Alice Dandean, daughter of Wm. Dandean, London South; Ed. Coughlan, youngest son of Joseph Coughlan, Mainland street; Holly Tatham, daughter of Robt. Tatham; Colborne st.; Mr. Thos. Stevens and three children London West; Mrs. G. Trehear's two children, London West; Wm. Hay, schoolmaster, Westminster; Mary Craddock, daughter of Geo. Craddock, architect, Maria Connell, young woman, Richmond street; Mrs. Wm. Ashbury, James Robertson, Manager Bank of British North America; Mrs. McNorgan, Mrs. Scott, Mill street, W. H. Dyer, piano salesman, wife and child; Willie Weston, young son of A. Weston, London South; Mrs. Wm. Dagon, and child; J. Strick, Mr. Fryer, senior, Mrs. Fryer, jun., Princess Street; daughter of John Mustill, London South; a daughter of Mr. Middleton, London South; Miss Griffith, daughter of T. Griffith, London South; a young son of J. S. Dawson, merchant; W. H. Millman and two children; Minnie Hojpa, of Waterloo street, Eddie Laughy, London West; Mrs. M. Glavin and child, George street;

Hudson Albo, a crane maker; Mrs. W. Cline; Rosa Bailey, a nurse in the household of Mrs. Daily, pressman in the Advertiser; Minnie Amesbury, of London East; Joseph Galvan, a brother of Mr. Galvan, of the Herald; Charles Bonner, 16 years of age; Mrs. Pike, a daughter of Mrs. Mackay, of Richmond street; Miss Annie McAllister, of Horton street, James Pendergast, Wm. Pike, Thomas Davidson, a man named Shore; Mr. Edmond's two children, Mr. Kilburn, Miss Minnie Tierney, Samuel Pile (baker at H. H. Gore's) Alfred Shays, E. Stewart, Chas. Gorman, Thomas Wallace, Miss Ida Bachelar, Mr. and Mrs. Diver, of Wellington street, and two children; John Wall, (shoemaker) and wife; Pen. Hall (cabinet-maker), wife and child; Mary Kernohan, daughter of the janitor of Dundas Street Centre Church; J. Peterkin, son of J. Peterkin the butcher; Mr. McCarron, and grandson, King street; Wm. Wonnacott, Wellington street; Polly Grafton, a young woman; Mr. Ferguson, sister of Ferguson and Bros., lumber merchants, London South; Miss Swanville, London East; Richard Fitzgibbon, corner of York and Hillout street; Henry Shain, son of John Shain; Jessie Elliott, daughter of Mr. Charles Elliott, London South; Charles Major, aged 12, Clarence street; S. B. Graham, aged 13, son of Emily Graham; man named O'Brien, stippled to belong to city; Geo. Hall, salesman at Frank Smith & Co.'s; James Short, son of John Short; Wm. Short, son of Peppin Short; Mrs. Irons, young boy named Atan, of London East; Miss Ida Hazen, of Houghton Centre, cousin of Mrs. D. Logan and Mrs. McConnell, London South, Walter Gibling, 10 years; John McCarty, Horton street; Daniel Harper, Western Hotel, Fred. Mooney, 17 years; Minnie Armstrong, 17, London East; Annie Baker, Jane and child; Anthony Baker, W. G. Harly, Asylum engineer; Mary A. McLean, Alfred R. Fryer, Emma J. Fisher; Frederick Row, Westminster Edwin Smith; young lad, Westminster.

Sammel Evans, son of Geo. Evans, aged 7, boiler woker G. W. R.; Mr. Evans lost a wife and four children.

Jas. Johnson, aged 7, Lobo; Miss McDonald, Godolphin.

The two Misses Fox, of Clifton; Lizzie and Minnie Shapley, Falkirk.

Charles Martin, South Drochester. Wife and child of M. Glenn, McGillivray.

Maunah Denis, Palermo, county of Hants.

A man named Jones, said to belong to Hamilton.

John Boone, Petersville, aged 22.

MISSRS.

Mr. and Mrs. Andy, of the Southern section of the city, are reported missing.

Ben. Hall, named above.

James Mill.

Wm. Hay, Wilton Grove.

Woman named Lyman.

Boy named Kawl.

ANOTHER BODY FOUND.

Mr. Wm. Hay, the School Teacher at Pond Mills, whose tatter resides at Pinkerton, Bruce Co., was found about 5.30 on Friday afternoon by some men. George Moss, drayman, conveyed the remains up. The face was much swollen, being almost unrecognizable.

From the London Free Press of Friday:—

There has been a continual stream of funeral processions all day from the city to the cemeteries. From early morning the undertakers were busy arranging the burials, and ministers were doing their duty by performing the last rites at the grave and giving Christian burial; however in a number of cases the remains had to be laid under without any ceremony.

A special staff of grave diggers had to be supplied by the authorities, and a trouble arose where the interments should be made in several grounds. The attendants at the different funerals varied. The society men turned out in full force, and a Mason, an Odd Fellow, &c., could be plainly distinguished by a large attendance to pay their last respects to a departed brother. Others were not so well attended, and a "for hire" wagon and a few walking on foot formed the procession.

Guelph, Ont., May 27.—The remains of Miss Julia McEllistram, aged 21, who was among the drowned at London, were in forced to-day. A large number of friends accompanied the remains to the grave.

A Toronto Merchant's Account of the Disaster.

From the Globe.

Mr. R. O. Montgomery, leather merchant, 52 Colborne Street, Toronto, one of the passengers who escaped from the wreck of the ill-fated "Victoria," gives a version of the disaster that differs in some important particulars from those already published.

Mr. Montgomery, who was on a short visit to London, was persuaded by a friend to join him in a trip down the river to Springbank, but as it was nearly 4 o'clock when they decided to go they determined to return by whatever boat took them down. They accordingly went to the "Forest City," which was then lying at the wharf. As soon as the steamer was ready to start, however, it was found that she was so loaded that she had gone hard aground. At this time the "Victoria" came steaming up the river, and many of the passengers (Mr. Montgomery among the rest) were transferred to the latter boat. The "Victoria" was

soon heavily laden, and steamed down the river to Springbank. As soon as she arrived at the wharf a large number of the better class of excursionists, and especially the women and children, who did not wish to come home with the more noisy and disorderly class, hurried aboard the "Victoria." Very few of the downward bound passengers left the boat, however, and the result was that when the steamer started up the river on her return trip she was greatly overloaded. Mr. Montgomery, who was on the promenade deck, says that he does not know what may have been going on down on the main deck, but he was sure that all the people he saw were thoroughly quiet and orderly. There was no clashing about the boat nor pranks of any kind. As soon as the boat started, however, she proved to be deeply listed to starboard, and the passengers on the promenade deck were requested to move over to the port side. Some of them did so but still the steamer did not straighten up any perceptible extent. Mr. Montgomery says that he expressed his surprise at this, and spoke of it to the friend who was accompanying him. Again the passengers were requested to move over to the port side, though a large number of those on the promenade deck were already over there. At this time he looked down the companion way and saw a considerable depth of water on the main deck which was as he then ferreted accounted for the extraordinary listing of the steamer to starboard. A very short time after this, and only a moment before the disaster, the captain noted the crowd remarking, "If you don't keep over to that (the port) side, you'll have to swim for it." At this several men of the passengers moved over to the port side, and the boat suddenly righted, and King listed heavily to the port side which was not more than forty feet from the bank. Down she went with astonishing rapidity, and to save themselves those on the promenade deck clatched the stanchions that supported the clanking overhead, but these snapped like pipe stems, and a second later the supports of the promenade deck gave way, and the whole wreck slid down to the port on shore side of the haul into the iron rod. Mr. Montgomery caught hold of an iron rod on a bracket of some kind in the sawing, and holding to this managed to keep his head above water for some seconds after the collapsed promenade deck beneath his feet had gone down into the water. His position at that time was a terrible one. Below the deck, which had sank from under him he knew that scores were perishing, drowning like rats in a hole, while the awning to which he was clinging was rapidly sinking, and in a few minutes it, men, women, and children, whose ribs rattled like rent air can every side. Mothers, with children clinging about their necks, would beat the water madly with their arms, and with eyes starting from their sockets utter shriek after shriek, till at last a half smothered cry that ended in a sickening gurgle told that they had gone down beneath the flood. But even this was not the most horrible of Mr. Montgomery's experience. While he still held his head above the water he could feel the drowning children, whose little heads were swept under water some seconds before his own clutch at his legs, in what he well knew was their dying struggles. Drowning mothers grasped him frantically, and piteously implored his help. His coat and waist-coat were almost torn off him. At length she sunk so low that he, too, went down over head in the water, and then by a protracted and desperate effort, during which he was more than once on the point of giving up, he dragged himself hand over hand along the iron rod to which he had been clinging, and finally crawled upon the hull of the wrecked steamer. One or two who had clung to him were saved. As soon as he found himself safely on the wreck he caught a rope lying near the end of it to a man whom he saw swimming on the starboard side of the wreck with a bar on his back. This man, had jumped out into the river with the boy just as the wreck was falling in the opposite direction. The brave fellow was nearly exhausted, and as he was hauled to the side of the wreck, but he managed to gasp out "save the boy." They did save the boy and his gallant preserver too. Those working on the wreck, including Mr. Montgomery himself, were managed to raise up the awning, the upper edge of which still rested partially upon the sunken hull, and from beneath this many women and children were rescued alive, but below this and again deeper in the water lay the promenade deck which had swept down beneath it scores and scores of victims. None of these could be resuscitated. Mr. Montgomery tells a melancholy story of the scenes incident to the identification of the bodies, but these have been pretty fully described. One man that he knew named Dyer, and whom he saw get aboard the steamer at Springbank, was drowned with his wife and two children. He leaves four boys between eight and sixteen years of age.

It will be observed that Mr. Montgomery asserts that there was no "teetering" or rolling of the steamer from side to side. She was listed to starboard all the way up the river till just before the accident, and then she rolled suddenly to port and went to pieces. He is of the opinion that the boiler or some heavy portion of her machinery must have been loose or out of place and that when the boat listed to port it rolled over and upset her. He is very sure of the statement upon which he ventures in that he is of opinion that the upset would not have been attended with half as fatal results had the steamer been properly constructed. "Why," said he, "she listed over to the port side, which was not more than forty feet from the bank, many of perhaps nearly all, might have been saved, and it is not to be thought that they were swept down by the sudden collapse of the flimsy upper works and buried in the wreck where strong men and prancing children were alike helpless." In speaking of the collapse of the miserable structure, Mr. Montgomery remarked, "She went to pieces just as one would sweep a house of cards off a table."

In closing his remarks Mr. Montgomery expressed the opinion that there must be something very farcial about our system of steamboat inspection if such a crash as the "Victoria" could be licensed to carry passengers.