THE DAILY NEWS.

VOLUME XXI.—NO. 225.] KINGSTON, (CANADA), WEDNESDAY EVENING, SEPTEMBER 4, 1872. [PRICE TWO CENTS.

LEGAL.

Macdonald & Patton.

BARRISTERS, &c., Trust and Loan Building, corner of Toronto and Adelaide Streets.

JOHN A. MACDONALD, Q.C.
JAMES PATTON, Q.C.

Toronto, April 10, 1872.

Kirkpatrick & Smythe,

BARRISTERS, and Attorneys-at-Law, Solicitors in Chancery, &c.

A. S. KIRKPATRICK.
E. H. SMYTHE, M.A.

Alex. S. Kirkpatrick,

COUNTY CROWN ATTORNEY and Clerk of the Peace for the County of Frontenac, Ontario Street, Kingston, directly opposite the Montreal Telegraph Company's office.

Kingston, July 19, 1871.

Gildersleeve & Walkem.

BARRISTERS and Attorneys-at-Law, Conveyancers, Notaries Public.

Richard T. Walkem,

SOLICITOR IN CHANCERY. Office Clarence Street, Kingston, Ont.

J. P. GILDERSLEEVE, L.L.B.
RICHARD T. WALKEM.

Joseph Bawden,

ATTORNEY-AT-LAW, Solicitor in Chancery, Notary Public, 33 King Street, Kingston.

John Mudie,

BARRISTER-AT-LAW, Solicitor in Chancery, &c., has removed his office to Clarence Street, between King and Wellington Streets. Money to lend at easy rates on acceptable security.

S. McCammon, Gananoque,

CLERK OF DIVISION COURT, Notary Public, Conveyancer, Commissioner in Queen's Bench, &c.

Nov. 27.

MEDICAL.

Dr. Henry B. Evans.

DR. HENRY B. EVANS, M.R.C.S., London. Office, 156 Princess Street.

James McCammon, M.D.,

MEMBER of the Royal College of Surgeons, England. Residence and Office: Dumble's Block, Wellington Street, Kingston.

June 29.

Thos. R. Dupuis, M.D., F.R.C.P.S.

SOMETIME Assistant Surgeon U. S. Army, Washington, and later, Attendant at the Massachusetts and City Hospitals, and Eye and Ear Infirmary, Boston).

OFFICE AND RESIDENCE in the premises recently occupied by Dr. Jarvis, and previously by Drs. Evans and Maclean,

No. 155 PRINCESS STREET,

nearly opposite Tandy Bros' Marble Works.

August 7.

Dr. Maclean's Office

REMOVED TO MACLEAN & CO'S Drug Store, Princess Street.

May 23.

Dr. J. Jarvis.

LATE OF LONDON, England, Homœopathic Physician, Surgeon, &c. Office and Residence removed to Wellington Street, nearly opposite the Post Office. Calls in city or country, night or day, promptly attended.

J. JARVIS, M.D.

Aug. 9.

DENTISTRY.

L. Clements

OFFICE AND RESIDENCE opposite the Post Office, Wellington Street. Established in Kingston in 1857.

Aug. 22.

F. M. Clark, L.D.S

F. M. CLARK, L.D.S., DENTAL ROOMS, No. 4 Wilson's Block, Wellington Street, Between Princess and Brock Sts. Satisfaction Guaranteed.

July 31.

J. L. Macdonald, L.D.S.,

DENTIST (successor to Dr. Day) No. 156 Princess Street, Kingston, Ont. OFFICE HOURS from 9 A.M. to 5 P.M. From 9 to 10 A.M., on Fridays, devoted to the poor.

VETERINARY.

Daniel McIntosh.

DANIEL McINTOSH, Veterinary Surgeon, Graduate of the Ontario Veterinary College, Toronto. Office, City Hotel, Kingston.

ARCHITECTURE.

John Power,

ARCHITECT AND BUILDING SURVEYOR. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princess Street,

Kingston, May 25th, 1872.

HOTELS.

Albion Hotel, Mill-st., Stirling.

JOHN ACKERS, Manager. First-class Commercial Rooms. Good Yards and Stabling.

March 30.

International Hotel.

NOS. 175 and 177 Main Street, Brockville, Ont. JOHN JEFFERY, Jr., Proprietor. Free Omnibus to and from the boats and cars. Carriages for parties wishing to visit places of interest can be secured at the office. A First Class Livery attached.

May 27.

Provincial Hotel, Gananoque.

A. BROPHY, PROPRIETOR.—This First Class Hotel is centrally located in the Business part of the town, in view of the Thousand Islands of the St. Lawrence, and in close proximity to the Fishing and Hunting Grounds. ☞ Good Boats and Oarsmen always in attendance for Fishing Parties.

May 23.

MUSICAL.

Edgar Doward, F.C.O.,

ORGANIST St. George's Cathedral, Teacher of Organ, Piano, and Singing. All applications to be addressed to E. Stacey's Book Store.

April 22.

J. Reyner,

ORGAN AND MELODEON MANUFACTURER, has REMOVED to Princess Street, next door to Hobart's Medical Hall. Pianoes bought and sold.

French Organs, each	$12
Good Five Octave Organs	70
Second-hand Melodeons	30

Agent for the best makers in Canada, United States, England, France and Germany.

Tuning and Repairs attended to by the subscriber personally in town or country, at reasonable rates.

J. REYNER.

July 28.

AUCTIONEERS.

F. Werner,

LICENSED AUCTIONEER, Appraiser, and Commission Merchant, Martin's Block, Princess Street, Kingston.

April 22.

BOATS, OARS, ETC.

H. Cunningham,

BOAT BUILDER (successor to M. O'Gorman), SIMCOE STREET. THE HANDSOMEST AND FASTEST BOATS built at this Establishment.

Kingston, Nov. 4 1871.

A. McCorkell,

BOAT-BUILDER, Ontario Street, near the Water Works, Kingston, Ont. A large assortment of first-class SKIFFS and BOATS of all sizes on hand, ready built, and FOR SALE OR TO HIRE. Ships Boats For Sale, Fancy Cedar Skiffs kept on hand and for sale, such as I obtained Prizes with at the Provincial Exhibitions of Ontario and Quebec for the past number of years.

All orders punctually attended to.

March 6, 1872.

REMOVAL!

ROSE'S

Boot and Shoe Store

HAS BEEN REMOVED to the Store formerly occupied by Mr MORRISON, and

Three Doors ABOVE Hobart's Drug Store,

PRINCESS STREET.

JUST RECEIVED, a New Stock of Boots and Shoes of the latest styles.

EDWIN ROSE,
Princess Street.

N.B. All accounts due 1st January must be paid at once to save costs.

E. R.

April 25, 1872.

ENGLISH BOOTS & SHOES.

JAMES HOPE

HAS JUST RECEIVED a large assortment of Gentlemen's and Ladies' English Boots and Shoes, which he has imported direct.

ENGLISH CONGRESS BOOTS.
PATENT LEATHER OXFORD SHOES.
PATENT FRENCH OXFORD SHOES.
PATENT CALF OXFORD SHOES.
NEW STYLE OF LADIES' GAITERS, very pretty.

Also 50 dozen of CHILDREN'S BOOTS AND SHOES all new styles.

JAMES HOPE,
Boot and Shoe Store,
Princess Street.

May 16.

Cured in Ice Houses.

NEW BACON,

First arrival of the season,

AT PARKHILL'S.

DIRECT FROM THE BANKS.

TO ARRIVE—A Case of Snow-White

TABLE CODFISH,

Direct from the Banks of Newfoundland altogether superior to anything in this market

Superior Breakfast Bacon.

Superior Sugar-Cured Hams.

It is universally admitted that nothing in this market can approach Morrison's Hams and Bacon for flavour and sweetness.

Flour! Flour! Flour!

XXX Pastry Flour, Family Flour, Cracked Wheat, and everything in the line fresh and of superior quality.

M. MORRISON.

August 22, 1872.

NOTICE.

To Vessel Owners & Captains.

Encourage Home Manufacture.

G. S. OLDREIVE,

Sail-Maker, Rigger,

—AND—

SHIP-CHANDLER.

INVITES them to call at his Store, Ontario Street, foot of Princess Street, and inspect a superior quality of MANILLA ROPE made to order. Also Patent Ship Logs, Spirit Compasses, Patent Sounding Machines, Signal Lamps, Cotton and Linen Canvas, Blocks, Paints, Oils, Life-Preservers, and all other Materials required for Vessel Fittings constantly on hand. WIRE ROPE for sale and fitted to order. Flags and Awnings made to order. Old Sails bought and taken in exchange. GRAIN SCOOPS constantly on hand.

April 17.

AT ALEX. ROSS'S.

New Spring Goods

RECEIVED AND OPENED, comprising all Novelties of the Season.

Special attention has been given to

Silk and Sun Umbrellas and Parasols,

CLOTHS, SHEETINGS, TABLE LINEN, Pillow Cotton and Towelling.

A splendid lot of Newest Styles in Brussels TAPESTRY AND WOOL CARPETS.

BEST ENGLISH FLOOR OIL CLOTHS
BEST JOSEPHINE KIDS.

SPECIAL.

From the Manufacturers: The Largest, Cheapest and Best Stock of REAL LACE GOODS in Collars, Sleeves, Handkerchiefs, &c., ever offered, in the city.

A. ROSS.

Hellibore! Hellibore!

Hellibore!

FOR THE DESTRUCTION of Caterpillars on Cabbage Plants, Gooseberry and Currant Bushes, &c.

CARBOLIC ACID, SOAP, and POWDER for Toilet, Disinfecting, and other purposes.

ICE CREAM SODA WATER,

With Pure Fruit Syrups, drawn from Dow's Patent Fountain,

—AT—

MACLEAN & Co's

DRUGGISTS,

42 Princess Street, Kingston.

June 10, 1872.

CHOLERA PREVENTIVE.

EVERY PERSON should have a bottle of the above in the house, being a sure cure for Cramps, Diarrhœa, &c.

SEIDLITZ POWDERS, Citrate of Magnesia.

FOR MARKING LINEN, &c., use King's Marking Ink, warranted not to wash out.

FLORIDA WATER, Eau de Cologne, Lavender Water, Lubin's Perfumes, Atkinson's Perfumes, &c., &c.

J. GEO. KING,

Chemist and Druggist,
King-st., Kingston.

Aug. 2.

R. WHITE,

WHOLESALE DRUGGIST

—AND—

IMPORTER,

PROPRIETOR OF

Kingston Oil Stores,

WELLINGTON STREET,

KINGSTON, Ont.

June 5, 1872.

CHIGNONS AND SWITCHES.

JUST ARRIVED, QUEEN'S CHIGNONS and SWITCHES.

AT J. CRIDIFORD'S,

Hair Cutter, Wig Maker, &c.

CITY BATHS,

KING STREET.

Kingston, July 31, 1872.

J. A. KARCH,

HAVING RETIRED from the Grocery and Liquor Trade, begs leave to thank his numerous customers for their liberal patronage in the past, and intimates for the future he will strictly confine himself to the

Coffee and Spice Business.

All orders promptly attended to.

J. A. KARCH.

Office and Residence, Earl Street, between Bagot and Wellington Streets.

Kingston, Jan. 10, 1870.

WEBER & Co., Kingston,

(Ontario,)

were awarded First Prize and Diploma for Piano of any kind (instruments that were awarded prizes in other sections allowed to compete).

Our facilities for manufacturing PIANOS enable us to turn out Instruments which, for workmanship and brilliancy of tone, cannot be excelled on this continent.

Price Lists mailed to any address on application.

Address,

WEBER & Co.,
Kingston, Ont.

Oct. 5th.

KINGSTON MARBLE WORKS

TANDY BROTHERS,

Princess and Sydenham Streets, Kingston, Ont.,

MANUFACTURERS of MONUMENTS and GRAVESTONES in Canadian, American and Italian Marble, and Free Stone. MARBLE and ENAMELLED MANTLE PIECES, &c., &c.

Importers of

Scotch Granite Monuments.

The subscribers having recently extended their premises, beg to announce their increased facilities for executing large quantities of FIRST-CLASS WORK in every department of their business.

In soliciting an inspection of their large and varied stock, they invite special attention to their splendid supply of

ARNPRIOR MARBLE,

by far the largest and best selected stock ever brought to Kingston.

TANDY BROS. FACTORY *is the only Depot for this Beautiful Marble in Central Canada.*

All orders punctually filled for moderate rates, at the

Kingston Marble Works

Princess and Sydenham Streets.

☞ WORKMANSHIP CONCEDED TO BE UNSURPASSED BY ANY IN CANADA.

TANDY BROTHERS.

Kingston, April 20, 1872.

APPLES, PEARS, ORANGES,

Lemons, Grapes, Chestnuts,

Sweet Potatoes,

OYSTERS!

Wholesale and Retail, at

R. Smith's Fruit Store,

ONTARIO STREET,

Between Anglo American Hotel and Harwood House.

Aug. 6.

Latest Novelties

—IN—

SUMMER DRESS GOODS

JUST OPENED OUT

At Macnee & Waddell's,

PRINCESS STREET.

May 22, 1872

CLARETS, ALE & PORTER.

WE have now in stock Clarets of various brands, which will compare favourably in price with any in this market. Also

The Penner Cide

and DAWE'S ALE, INDIA PALE ALES, and PORTER. The Ale and Porter we bottle ourselves, taking care to have the bottles clean and using none but good corks. Orders respectfully solicited.

Harback & Co.,

Agents for St. George's Wines.

Aug. 12.

Picture Frames.

GOLD, Plain and Ornamental, Carved Walnut and Fancy Picture Frames, very choice and cheap,

At HENDERSON'S

Photograph Gallery

PRINCESS STREET.

July 9.

GREAT CLEARING SALE!

—OF—

SUMMER GOODS

AT

A. B. Macpherson & Co's.

WE ARE DECIDED to run off the balance of our Summer Stock at a

GREAT BARGAIN!

The above Sale will commence on Saturday, August 3, and last for 30 days.

Come early and get your pick.

All Summer Prints in Stock reduced to 12½ cents.

All Summer Muslins reduced to 15 cents.

Some Very Good Muslins at 5 cents.

All Grenadines reduced to cost.

All Dress Goods reduced below cost.

We are selling Grey Cottons less than wholesale price.

Cotton Sheeting, Pillow Cotton, Table Linen, Linen Towels, Table Napkins, &c., &c.

The above are all reduced to cost.

Our entire Stock of Fancy Goods, consisting of Ribbons, Ties, Gloves, Hosiery, Trimmings, Collars, Cuffs and Handkerchiefs reduced below cost.

Our entire Stock of Summer Goods must all be closed out by 1st September, as we will then receive a Large Stock of Fall Goods direct from Europe.

The Best Bargains in the city. No humbug. No deception.

A. B. Macpherson & Co's.

August 2.

E. R. WELCH & SON,

PRINCESS STREET, KINGSTON, Ont.,

Importers, Manufacturers and Dealers in Italian, American and Native

MARBLE MONUMENTS, Head Stones, Chimney-Pieces, &c.

RED AND GREY SCOTCH GRANITE MONUMENTS ALWAYS ON HAND.

☞ Awarded the FIRST PRIZE at the Provincial Exhibition held at Kingston in 1856, and at the Provincial Exhibition, Kingston, Sept., 1871.

Jan. 18.

Received this Day,

AT

MACNEE & WADDELL'S,

NEW ENGLISH

Floor Oil Cloths,

Cocoa Mattings,

and Fancy Mattings.

May 22.

BUY GOOD

Cable Screw Wire

BOOTS AND SHOES,

The Best and Cheapest.

The Daily News

IS PUBLISHED every evening, $5 per annum in advance, or two cents each single copy.

The News is the only CONSERVATIVE PAPER published in Kingston. It is the medium of communication between the Bishop of Ontario and the Clergy and Laity. All the official receipts for subscriptions, collections and donations for Diocesan objects will be acknowledged in the News.

ADVERTISING TERMS.—Eight cents per line for first insertion; four cents per line for every subsequent insertion. Special rates for monthly, half-yearly, or yearly advertisements made on moderate terms.

The Chronicle and News

Is the weekly edition of the DAILY NEWS. It has a large and increasing circulation in the Diocese of Ontario. Price $1.50 in advance. Notices intended to reach the country population should be published in this the oldest paper in the district. Established 1810.

CONFIRMATION CARDS and CHURCH FORMS of every description printed neatly and cheaply at the DAILY NEWS STEAM PRINTING OFFICE, Princess Street, Kingston.

JAMES SHANNAN, Publisher.

THE DAILY NEWS is kept on sale every day at the Book Stores of Mr John Henderson, Princess Street, McAuley & Co., and Mr Edward Stacey, King Street. Single copies may be had at the Publication Office, Princess Street. Price Two Cents.

THE METIS DISASTER ON THE SOUND.

(From the New York Herald.)

Westerly, R. I., Aug. 30.—One hundred and fifty-five passengers and crew all told, 115 accounted for, twenty-one dead bodies and nineteen yet to be heard from. Such is the story in brief of the Watch Hill disaster of to-day. In many respects it resembles the catastrophe at Revere on the Eastern railroad scarcely one year ago. There was in both instances carelessness, inexcusable, criminal and wicked, without the shadow of an apology. The former was the most disastrous of all railroad casualties before occurring in New England, but the disaster of to-day is, in all its consequences decidedly the most serious and lamentable which has ever taken place in New England waters. The particulars, so far as they can be obtained at this hour—for Watch Hill, the scene of the calamity, is five miles distant from this locality—are to the effect that the steamship Metis, of the Providence and New York steamship line, was driven within five miles of the main land by the darkness and fog of last night, and collided with a schooner whose name is unknown and soon went to pieces. The Metis was loaded very heavily, an effect produced by many causes; principal among them was the fact that excursion tickets had been issued by the managers of the line, good only till September 2, and the holders thereof, having completed their summer excursions, were compelled to hurry their return in order to avail themselves of the benefits of the reduced rates. Freights, too, weighed down the unfortunate steamer until she was laden with all which could be carried with any degree of safety. The accident, or fatality rather, occurred at forty-five minutes past 3 o'clock in the morning. The steamer, carrying her usual lights, was groping her way slowly through the fog, and was entirely unaware of the schooner until just before the collision took place, and even at that time there was scarcely any alarm. The passengers were for the most part sound asleep, and those who were awakened assured by the officers of the steamer that all was well, sauntered about the decks, little dreaming of the calamity which was so close upon their heels. Five, ten, twenty minutes elapsed and suddenly the vessel began to sink, and, panic stricken, the bewildered victims rushed hither and thither for means of escape. Life preservers and stools were seized with great avidity, and there was a general stampede for the boats; but the sea, the storm and the fright caused the results as given in the opening paragraph of this dispatch.

The death list comprises twenty-one names, seventeen bodies having been picked up by the revenue cutter and conveyed to Stonington and four bodies having been washed ashore at the Hill. Only three of the bodies have yet been identified. They comprise:

Two children of Frederick Garrard, of Providence.

Mr Henningway, pianoforte maker of Boston.

Every endeavour is being made to discover the names of the missing ones, and the remains are being well cared for.

Among the missing ones is the wife of William E. Sheridan, of the Globe Theatre, Boston.

Mr Sheridan, who is at the Ocean House, Watch Hill, says that he knew nothing of the disaster which had overtaken the vessel until there was a great rumpus outside of his stateroom. "I rushed out to find that the steamer was sinking, and hurried my wife into the life-boat. There were too many of us in the boat. We had proceeded nearly to land, when the rough sea caused our boat to tip over, and we were all thrown into the water. It was a terrible moment. There were few of us who could swim, and only eight or ten succeeded in laying hold of the boat. My poor wife was not among them." Mr Sheridan here became very much agitated, and hid his face in his hands. In a moment he resumed with a broken voice:

"I have no physical trouble. My grief is elsewhere. I have telegraphed to Providence to learn if my poor girl was among those who were taken there by the cutter."

Among the pathetic incidents of the disaster I remember well the death of two little children. All last evening they played about the saloon, prattling gayly with the passengers, and seeming wrapped up in each other. When bedtime came one of them said: "Tiss me, mamma, tiss me, for I am going to sleep," and I saw them no more alive. This morning their bodies were washed ashore on this beach clasped in each other's arms. They were beautiful as in life, and their countenances bore a placid smile, as if their death was painless. Our boat capsized close by the shore, and it was a sad sight to us, who had gained our lives when we witnessed the struggles of those who, unable to withstand the terrible undertow, were drowned in our very face. Their upturned faces and despairing looks will haunt me to my dying day.

Mr Sheridan is much prostrated by the shock which he has received. Another passenger, who does not desire to have his name in print, tells his story thus:—

I left New York on the steamer Metis yesterday afternoon, and we came out of the East river with a stiff breeze. My wife and I retired early, and as she was seasick I was obliged to be up during a greater portion of the night. When she became better, however, towards morning, I laid down with my clothes on for a nap. Suddenly I heard a noise, which woke me up. I went to my stateroom window and opened it in time to perceive a schooner just outside, which seemed to have run into our boat. There didn't seem to be any fuss about it. I wasn't alarmed, nor did anybody else seem to be. Putting on my hat I walked along the saloon and down to the purser's office, aft, occupying perhaps ten minutes in the journey. The sea was running very high at the time and the walk took longer than usual. The purser told me that a schooner had run into us. I asked if any damage had been done, and he replied:

"Of course not. It is of no use for these small crafts to run into us, for they can't hurt us any way."

I went back to my stateroom and lay down, and had scarcely closed my eyes when I felt the ship settling under me, and aroused my wife at once. This was about twenty-five minutes after I first heard the crash. I opened my stateroom door and found the saloon full of people. Many of them were not dressed, and all were in a state of feverish anxiety. They were breaking up the furniture and trying, in a wild way, to build rafts. All the life-preservers had been taken down, and one man had three buckled about his body. The cork mattresses were strewn about the saloon generally, though the crowd behaved itself in a collected manner. Some two or three dropped on their knees and commenced to pray, and a few of the women shrieked violently, as if crying would float them ashore. There were quite a number who were beside themselves and jumped overboard in delirium, but the most of us kept our wits about us. We launched and loaded the life-boats, threw over bales of cotton, to which we had previously lashed the women and children, and tried in the short time we had to build rafts. Our time was limited, however. We felt the vessel sink slowly and surely beneath us, and all hands made a rush for the hurricane deck. The boat seemed to sink beneath this deck, for when it had reached the level of the water it floated away, forming a raft of itself. As we drifted towards land the water seemed full of human bodies. The drifted about, some one way and some another—the most going towards land. Our raft proceeded steadily on this way till we got close to shore, when a breaker threw us all into the water. I was one of the few who were saved.

Intelligence of the calamity at Watch Hill was communicated by a coloured porter at the Larkin house. He rushed into the office at 8 o'clock this morning screaming, "there is a lot of folks drowned." And, sure enough, bodies were seen floating in all directions. Life-boats were dispatched and as fast as possible the suffering ones were taken from the water and cared for at the hotels. There were two life boats, fifty passengers on the hurricane deck, and a large number elsewhere on floating material. The hotel doors were thrown open to them all, and the guests vied with each other in their efforts to grant relief and comfort. Fifteen of the crew, who were coloured, are quartered at the Watch Hill house, among their own race.

The wreck of the Metis which was not totally under water was driven toward the shore until struck by a huge breaker. It was broken into fragments. No further particulars of the disaster can be ascertained at this late hour. In the extent of its misfortune it surpasses anything of the kind which has occurred in the sound, and a judicial investigation will be held regarding the matter.

A *Herald* reporter sought the Central depot at an early hour and a half behind time, and on its arrival he took possession of the only one of the passengers of the ill-fated Metis who had come on to New York. The following is his narrative:

My name is G. G. Guild. I am a hardware merchant doing business at 83 Reade street, in this city. I embarked on board the Metis, at fifteen minutes past 5 p.m., on Thursday, and we passed down the East River *en route* for Providence. Captain Burton was in command of the steamer, and, though a heavy sea was rolling in the sound and the vessel laboured somewhat, all went well until forty-five minutes past 3 a.m. It was then very dark and the rain pouring down in torrents. Suddenly a very severe shock startled all slumberers from peaceful repose—a schooner, name unknown, struck the steamer at the forward gangway, carrying away her rail stanchions and outside planking and ploughing deep into her hull. For some few moments but little fear for the safety of the Metis existed in the minds of those aboard, but many of the passengers got up, dressed themselves and went upon deck to ascertain the amount of damage done. I was one of these. When I gained the deck I gazed around, but could see nothing on account of the intense darkness that prevailed. I met the first officer, who was consulting with his colleagues in the the cabin, and asked him to tell me whether the vessel was in any danger. He evaded the question, evidently being loth to reply, for fear of creating a panic among the passengers. I then went back to my stateroom and lay down with my clothes on for about twenty minutes, when one of the officers came along the saloon and called out to every one to put on the life preservers hanging in their berths. I jumped up immediately, obeyed his instructions, went outside and found that the boat had already sunk to her main deck. The passengers, which I I should judge numbered 104—including about forty ladies and children—together with a crew of about fifty, were rushing about in a most frantic state of terror and demoralisation. Many of the ladies were merely attired in their night gowns or chemisettes, and they were in a fearfully terrified state, some calling upon Jesus in His great mercy to save them, others on their knees imploring succour, from whence they knew not. The scene was a most appalling one, and will forever live in the minds of those who have been spared. Soon we were all ordered up to the hurricane deck, for the water had risen to the stateroom flooring. I went up with the rest of my fellow-passengers. I only saw three boats, though there may have been four. In the excitement, as every one was rushing for a place in her, one boat was swamped in lowering but I believe she was subsequently righted. The deck loosened from the hull about ten minutes after we were ordered upon it and it shortly broke away, and the vessel sank. We were then, men and women indiscriminately, all huddled together in a confused mass, clinging to the skylights for dear life, as the seas broke over the raft with virulent fury. A tremendous quantity of debris was floating around, for, in addition to the spars and embers and planking the Metis had a large deck cargo aboard. The men stuck nobly by the women and children, binding them with ropes to the skylights and providing for their safety in every possible way. There did not seem to be any contention for position, though each one took up that he deemed the best. Some were crying, shrieking, some praying aloud a few calm and self-possessed.

The rain still beat upon us with blinding fury, and I deemed it probable that the whole deck would soon go to pieces, for the rolling surges that broke around it threatened us every instant with destruction. Thinking it probable that this would be the case—knowing myself to be a good swimmer, and fearing that in the demoralisation which would ensue I should only be uselessly sacrificing my last chance of life by being dragged down by others—I sprang overboard and clung to the lashing at the end of a pressed cotton bale. I had much difficulty in inserting my fingers beneath the tight-strained cords; but I succeeded, and hung on with all the tenacity of despair.

Another old gentleman was at the other end of the bale. The water was covered with floating debris and as each heavy roller came bursting up we had the greatest difficult in avoiding being crushed by spars, planks or ponderous cases. I said but little to my comrade in misfortune; he must have been a fine old fellow though, for he called to me in cheering tones, "Cling." In about half an hour, however, his strength gave out, for the water was terribly cold, his hands relaxed their grasp and he sank beneath the surges; I could tell when he slipped off, for the bale tipped up towards me, but it was impossible for me to render him any assistance. I held on to the life preserving bale for more than an hour longer, drifting along to windward of the raft. In the first faint flash of dawn which then began to glimmer in the eastern sky I