THER FATE OF THE FLORIDA

NORTH-FOUR OF HER CARGO OF
LITING BERNES SAYES.

Fresty-four of Them in Route to Montreal, in the State of Montreal Public bearing the State of Montreal with color and two were colored and two years with the State of Montreal with color and two wears and the street, and the State of Montreal with color and the Worth-You col

John McGaw, asistant cook.

John McGaw, assistant cook.

Adam McFarlane, assistant cook.

Wm. Miller, bakers' mate.

James Bennett of London, Ont., a first

class passenger.

Andrew Fairbairn, 2nd class passenger.
David Struther, 2nd class passenger.
Jos. Patience, steerage passenger.
Jonah Hale, steerage passenger.
Eliza Churchouse, steerage passenger

Total 24.
The following are the names of the mainder of the saved now on their way up to Quebec on board the Norwegian bark Theresa of Christiana:

Jas. Thomspon, chief officer.

Thos. Bair, boatswain.

John Smith, boatswain's mate.

Peter Paterson, carpenter.

Henry, Anderson, lamp trimmer.

John Silverblade, quartermaster.

John Miller, quartermaster.

John Smith, able seaman. Charles Love, able seaman. George Armour, able seaman.

John Beard, boatswain's yeoman. William Lawson, able seaman William Hyslop, 2d engineer. Edward Boyle, fireman. John McDowell, fireman. John McDowell, fireman.
Jane McFarlane, stewardess.
Hugh Morgan, steerage passenger.
Peter J. Renning, steerage passenger.
Martin Paterson, steerage passenger.
Frances Watson, steerage passenger.
Total 20

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Peter J. Renning, steerage passenger.
Martin Paterson, steerage passenger.
Frances Watson, steerage passenger.
Total 20.
The following is the report of the Titanias captain: We left Glasgow on April 25. On the 25th and 29th we encountered strong southwest to northwest gales and a high sea. On May 2 and 3 a dense fog; on the 4th clear weather.
At 10 a. m. we passed Cape Race and reported. On the 5th at 9 p. m. while proceeding up the gulf, and off Bird rocks, we observed a ship exhibiting two bright lights, and thinking she wished to communicate bore down upon her and took off twenty-four passengers and the crew restant of the Torida was the quickest and most appalling disaster they had ever heard of or experienced.

James Steele of Ayr, surgeon of the Florida, and formerly surgeon of the Florida and

Rome passed them while on board the ship Louisa and answered their signals but did not stop.

The following is the official report of the third officer of the State of Florida: They left New York on April 12 with about 167 passengers and crew and a full general cargo. All went well until the night of the 18th, and at 11.30 p.m. they collided with the bark Ponema of Chatham, N.B., Capt. Hetburn. Both ships went down almost instantly, and out of the steamer's passengers and crew only forty-four, including the stewardess, managed to escape in boats; and out of the bark's crew of fifteen only the captain and two seamen were saved. The next morning the bark was observed bottom up. The survivors, after being thirty five hours in the boats without food or water, were rescued by the Norwegian bark Theresa of Christiana, from that port bound for Quebec. On April 22 twenty-four of them were transferred on board the ship Louisa, of and from Cardiff for Quebec, where they remained until May 5, when they were taken on board the

It is believed 135 lives were lost.

The same officer (James Allan) on being interviewed added that the night on which the disaster occurred was clear though moonless and the sea was smooth as glass. He retired to his bunk about 8 o'clock, leaving the chief officer (Thompson) in charge of the deck. About 11.10 he heard the signal suddenly given to stop the steamer's engines, followed by a firmed. Titania for Quebec.

It is believed 135 lives were lost.

instructions received to Carry them budge to Montreal. She was boarded, however, by the press representatives, who accompanied her for some distance up the river and gleaned on the way the names of the saved and some thrilling particulars of the disaster. The following is the list of the saved brought up by the Titania:

James Allen, 3rd officer.

Andrew N. Steele, surgeon.

Wm. Armstrong, able seaman.

Frances Graham, able seaman.

Frances Graham, able seaman.

David Cleeme, storekeeper.

Alex. Mitchell, donkey man.

James Thomas, fireman.

Wm. H. Smith, passage worker.

Geo. Forrester, 2nd steward.

Neil McKellar, assistant steward.

James McKenzie, assistant steward.

Robert Young, assistant steward.

John McDonald, able seaman. lowed by an instantaneous crash, after which nothing but confusion followed. The steamship beginning to sink and hurried preparations being made to launch the boats the bark which collided with them went down instantaneously. The frightened passengers rushed on deck in their night clothes and a scene of indescribable confusion ensued. Women went into hysterics and the night refused to move. The women especially objected to went into hysterics and the nfen refused to move. The women especially objected to leaving the doomed vessel, some that could have been easily saved absolutely refusing to budge an inch. Those who clung to the bottom of the capsized boat suffered terribly from the icy coldness of the water. Though the sea was calm nevertheless they never lost heart. One of their number, a man named Donaldson, was underneath the capsized boat all night until they were picked up by one of the other boats in the morning. When she capsized he kept his hold and went over with her, managing to secure a positive to get the exchange.

In delivering an address before the African M. E. general conference at Baltimore yesterday for failing to fulfil business contracts with a member of the exchange.

In delivering an address before the decision of the supreme court on the civil rights law a disgrace to civilization. The general conference of the African methodist episcopal Zion connection of America assembled at New York yesterday for failing to fulfil business contracts with a member of the exchange.

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The general conference of the African methodist episcopal Zion connection of America assembled at New York yesterday for failing to supreme court of the decision of the supreme court on the civil ri she capsized he kept his hold and went over with her, managing to secure a position above the bars where he remained talking to himself and moaning until he swooned. His companions on the outside were unable to assist him. In the morning when they were picked up the bottom of the boat had to be broken through to get him out. He presented a horrible appearance from his long exposure to the waves and lack of fresh air.

In a few days afterwards however, he got

The crew all agreed that the case of the proceeding up the gulf, and off Bird rocks, we observed a ship exhibiting two bright lights, and thinking she wished to communicate bore down upon her and took off twenty-four passengers and the crew rescued from the State of Florida. We proceeded no our voyage and arrived at Father Point on the 7th at 6.30 a.m., received our pilot and proceeded to Quebec, where we arrived at 8 p.m. There was no iee to be seen in the gulf and very little about Cape Race. We passed the bark Arethusa of Belfast off Cape Ray and the ship Louisa and answered their signals but did not stop.

The contain the gulf and very little about the order was given a rush was made for the boats, and a number with him got into No. 2. The panic on board the boats, and only one woman, the boats, and only one woman,

Quebec, where they remained until May 5, when they were taken on board the 5, when for Ouebec.

GLASGOW, May 7.—Anxious crowds are outside the office of the State Line comoutside the office of the State Line company. pany awaiting the reception of the names of the survivors of the Florida disaster. The cries and lamentations of the wives of

military affairs.

A gun weighing 212,000 pounds was successfully cast at South Boston yesterday for the government. It will be the largest gun ever constructed in America, and will throw a projectile six miles.

Philip P. Reese was suspended by the board of managers from all privileges of the new produce exchange in New York yesterday for failing to fulfil business contracts with a member of the exchange.

The Railway Notes.

The net earnings of the Nickel Plate road for the past year were \$638,000. The report of the Michigan Central railread shows the net earnings last year to be \$1,834,000.

Two English railways have discharged Two English railways have discharged 2500 employes and reduced the salaries of clerks owing to the depression of trade.

It was stated positively at a late hour in New York last night by a member of the trunk line committee that the resignation of Commissioner Fink had been submitted to the committee.

to the committee.

Mr. Sypher, an American capitalist from Philadelphia, is in Ottawa endeavoring to make arrangements for proceeding with the construction of the Ottawa and Gatineau valley railway.

The Eastein and Western Air Line company filed articles of incorporation at Des Moines, Ia., yesterday. The road is contemplated from Mercer, Pa., to Council Bluffs, Ia., a distance of a little over-900 miles. The capital stock is \$13,000,000.

yesterday a resolution was adopted that the Lake Shore and the Pittsburg and Lake Erie companies shall provide in equal proportion, as needed, sums not to exceed \$2,000,000 tax to the Pittsburg, McKeesport and Youghwgheny railroads, taking either stock or bonds of the company for money so advanced. Cornelius Vanderbilt, Darius O. Mills, Wm. L. Scott, Ross Brown and F. W. Vanderbilt were elected directors. The annual report shows gross earnings of \$18,500,000. The net earnings were \$7,500,000.

There is going to be another big turnout of bulls and other fattened cattle at out of bulls and other fattened cattle at Gooderham & Worts' byres to-day. Many people have expressed themselves as anxious to witness such a show, and if they repair to the byres at 4 o'clock this afternoon they will have their curiosity gratified. The bulls are to be shipped for

THREE COMMITTEES MEET

A BIG DAY DOWN AT

S179,000—The Eridie Path in Queen's Park.

Ald. Millichamp (chairman), Adamson, Barton, Jones, Harvie, Sheppard, Hunter and Hastings were present at the waterworks committee meeting yesterday. On the engineer's recommendation the aldermen agreed to put down new mains on parts of Harbord, Major, Herrick, Chapel and St. Charles streets and Davenport place. The purchase of a new diving dress to cost \$150 was ordered. The sum of \$1250 was appropriated to extend the waterworks wharf. The engineer will consider the advisability of placing fire hydrants in the house of providence yard and on Division street. Mr. Blakely asked compensation for injuries sustained by his turn-out owing to an open waterworks trench in Elm avenue. As the avenue is in Rosedale, Mr. Blakely will have to look to the owners of the private main for compensation. Supply tenders were then opened. John Perply tenders were then op to cost \$150 was ordered. The sum of \$1250 was appropriated to extend the waterworks wharf. The engineer will consider the advisability of placing fire hydrants in the house of providence yard and on Division street. Mr. Blakely asked compensation for injuries sustained by his turn-out owing to an open waterworks trench in Elm avenue. As the avenue is in Rosedale, Mr. Blakely will have to look to the owners of the private main for compensation. Supply tenders were then opened. John Perkins and the Lauder & Thornton manufacturing company each offered five hydrants at \$34.50 each. Perkins secured the contract. The special castings went to H. Metcalfe at \$2 per hundred. The St. Lawrence foundry will supply iron pipe at \$42 per ton for three inch, \$35.50 for six inch, \$35.50 for twelve inch mains. The Canada locomotive works tendered for three inch pipe at \$42 per ton, but as the quantity of this class required is small, the committee decided not to divide the contract. Wilson & Cousins' tender for three and six-inch valves, at \$18.50 and \$22 each respectively was accepted. Lauder & Thornton will forward twelveninch valves, at \$49 apiece. Ald. Hastings called attention to the enormous cost of pipe-laying under the present system. The cost of putting down to Henry street main had been \$1.83 per yard, when the Yorkville council in 1879 had the same class of work done by contract for 49 cents per yard. Chairman Millichamp believed a change in the system would be advantageous to the city, and on motion of Ald. Hunter it was decided to advertise for tenders for pipe laying, the city to supply pipe, special castings and tools. Ald. Hunter directed attention to the expense for cartage last year. He thought waterworks employes were not sufficiently careful about cartage expenses and often had the services of a horse and wagon when such were not needed. Ald. Hastings concurred, and made a sweeping charge against all waterworks employes who he held were too extravagant. The chairman held public accusations should not be made

view the pumping engine expert's report and submit his opinions at next meeting. Ald. Shaw was the only member absent when the fire and gas committee met yesterday afternoon, Ald. Farley presided. Ald. Sheppard urged the necessity of economy upon the committee and stated that he was opposed to any increases of salary this year. The committee agreed to grant Chiefs Ardagh, Ashfield and Assistant Graham and Depaties John Thomp. sistant Graham and Departies John Thompson and Joe Davis an increase of \$100 each. It was also decided to appropriate funds for fifty additional electric lamps. The following are the items as passed by the

following are the items as passed committee:

1 Chief engineer of the department...
1 Chief of fire brigade...
1 Asst. chief of fire brigade...
1 Supt. of fire alarm telegraph
West end deputy
11 Foremen of sections at \$525 each...
49 Firemen of sections at \$550 each...
40 fficers' uniform clothing, \$30 each...
22 Firemen's
22 Uniform gala dress for semi-centennial
64 waterprooof coats for fire duty...
64 pairs of gum hip boots
30 fire hats
Fire alarm tel. and repairs.
Repairs to hose reels, etc.
Repairs to fire halls, stable floors, etc..
Bedding and washing for fire halls...
Fire engine, heater, duty, treight, etc...
Onal oil, etc., for fire engine.
One new supply wagon.

The Park Riding Path.

Total

The Park Riding Path.

Ald. Irwin, Denison, Blevins, Harvie, Lobb, Hastings, Sheppard, Steiner and Defoe attended the property committee meeting yesterday afternoon. W. A. Murray urged the committee to action in the matter of setting apart a bridle path in the Queen's park. Chairman Defoe stated his sub-committee had not prepared a written report. Personally he thought the privilege asked should be granted. Ald. Irwin favored moving the park fence back so as to give a twenty foot path, including the boulevard. He would never consent to have the path inside the fence. The sub-committee was instructed to submit a written report. J. C. Conner renewed his application for the use of St. Lawrence hall as a dime museum. He offered \$500 for a six months' lease. The committee declined to entertain the propogratified. The bulls are to be shipped for England.

University Elections.

Prof. Loudon (re-elected), James Coyne (St. Thomas), R. E. Kingsford (Toronto), were elected to the senate of the university of Toronto yesterday by the votes of graduates.

offered \$500 for a six months' lease. The committee declined to entertain the proposal. The question of appointing an additional island constable to protect property during winter was brought up by Ald. Verrall and will be considered on a future occasion. After instruoing the solicitor to bring in a by-law settling the duties of Park Commissioner Chambers, the committee adjourned,

THE MARINE BANK FAILURE. Ward Said to be an Unmitigated Scoun-NEW YORK, May 7.—The directors of

the suspended marine bank held an informal meeting this afternoon. Presiden Fish was present. Ambrose Snow, one of the directors, said President Fish made a statement as to what induced him to close

THE LAZIER MURDER.

ontinuation of the Trial of the Accus-PICTON, May 7. - Dalton McCarthy ap

eared to-day as senior counsel for Tomp ett and the two Lowders, accused of mu dering Lazier. The crowd in attendance dering Lazier. The crowd in attendance was so large and noisy that the courtroom had to be cleared. Several witnesses were examined as to the correspondence of the footsteps outside Jones' house, where the murder was committed, with those of the prisoners. Aaron McDonald was so severely cross-examined by Mr. McCarthy that he fainted on the stand. Thirty-three witnesses have yet to be examined for the crown and about twenty for the defence.

Hamilton, May 7.—A few minutes fore 12 to-day a man named John E. O'Callaghan, a lithograph artist, formerly of Detroit, committed suicide by deliberately laying his head on the track of the Grand laying his head on the track of the Grand Trunk railway in front of an approaching engine. His head was severed from his body. O'Callaghan was arrested here two months ago on suspicion of being the murderer of Leach, the Sandwich jailer. O'Callaghan's brother was the murderer, and after being detained in custody here for some days deceased was let go. This event, together with the fact of the disgrace connected with the matter as a whole, doubtless affected the young man's mind and drove him to the terrible deed. Deceased was employed at Howell's lithographing establishment, and was considered one of the most capable engravers in the country. He worked until three days ago, when it was noticed that he became thoroughly despondent, and it is said that since then he has made threats that he thoroughly despondent, and it is said that since then he has made threats that he would take his life. He is said to have been a steady, well-behaved young man. His friends live in Detroit.

GODERICH, Ont., May 7.—Wm. Hunter, Charles Herbert and Fred. Soules, all of Seaforth, were brought before Mayor Horton and Mayor Forester (Clinton) to-day on a charge of brutally assaulting Rebecca Bates of this town last week at Clinton. Hunter was fully committed for trial and the other two remanded. The feeling against the scoundrels is intense.

St. John, N. B., May 7 .- Michael Dunn, an aged man, was drowned at Flat Lands, near Campbellton, N.B., by the upsetting of a canoe while attempting to cross the river during a blow. A young man named Archibald, who was with him, narrowly escaped the same fate.

Holmes and Brackin Sentenced, HALIFAX, May 7.—In the supreme court to-day, Judge Thompson sentenced James Holmes and Wm. Brackin, the two dynamiters, to six months in jail, the sentence to commence from May 1. The judge said he could only treat the matter as a nuisance.

Canadian Merchandise Passing Through. WASHINGTON, May 7.—Secretary Folger has issued a circular modifying the regulahas issued a circular modulying the regula-tions governing the transportation of Can-adian merchandise through the United States so as to accord with the regulations of the Canadian government on the same

Additional Sporting Notes. The rain yesterday prevented several baseball games. At Boston the Boston and Buffalo clubs played five innings: Boston 7, Buffalo 3. At Providence: (four innings) Providence 7, Cleveland 3 At Pitsburg: Mets 8, Alleghanys 1. At Boston: Amherst 9, Harvard 8.

herst 9, Harvard 8.

The Lexington races announced for yes terday were postponed on account of the weather. The purse races were declared off, but will be re-opened.

James Wilson of Hamilton will go to Washington to play third base with the Washington's at \$100 a month.

Washington to play third base with the Washington's at \$100 a month.

Nashville, May 7.—First race, Barnum won easily, 8 lengths, Lewis 2d, Centennial bad 3d; time 1.47½. Second race, O. B. won easily, Rico 2d, Clark 3d; time 1.06½. Third race, Carlisle 1st by a neck, Exploit 2d, Buchanan 3d; time 2.19½. Fourth race, Brooklyn 1st by one length, Boutelle -2d, Boulevard 3d; time 1.47½. Second head, Boulevard 1st, winning easily, Boutelle 2d; Brooklya 3d; time 1.48. Third heat, Boutelle won as he liked, Brooklyn 2d; time 1.51½. This ends the meeting.

the meeting.
CAMBRIDGEPORT, Mass., May 7.—In a glove contest here to-night between Wm. Sheriff (the Prussian) and Jake Kilrain of Cambridge, the former was badly beaten from the start. In the second round the police interfered. They were permitted to finish the third round on the condition of no more slugging.

Arrival of ocean Steamers-May 7. At New York-Ss. Italy from London, merique from Havre, Devonia from Glas

Amerique from Havie, Dovon.

Sow.

At Queenstown—Aurania.

At Rotterdam—Maasdam.

At Southampton—Donan.

At Hamburg—Gellert.

MONTERAL, May 7.—The Allan steamship

Hibernia, from Philadelphia and Boston, arrived at Glasgow on Tuesday and landed her
live stock shipment of 476 oxen in good order
and condition, with the exception of one which
died on the voyage.

Father Point, May 7.—The steamship

Buenos Ayrean from Glasgow arrived at 6.20
p.m. with 5 cabin, 96 intermediate and 731
steerage.

TESTING THE NEW HOSE. The Specifications Call for 460 Foun-The Maltese Cross Gives Every Sati

and feet of Maltese cross hose, sold T. McIlroy, jr., of the Gutta company, was tested at the Bay street boarding house at 48 Princess street, fire hall and found satisfactory in every ticed an unusual illumination in her b

hose flew out.

Another length was taken, and after hard pumping the indicator showed 400 pounds pressure. So did a third length.

A fourth length was put in; the pressure was run up to 400 pounds; Chief Ashfield was satisfied; but Ald. Piper asked Mr. McIroy to increase the pressure, so that they might see what the hose would stand. He consented, and the indicator began to rise. It crossed 550 and was getting on the 600 pounds when the hose gave way, the split being two or three inches long and in two directions. Everyone was surprised at the strength of the hose.

What made it hard to get up the pressure, but what displayed a good feature in the hose, was its elongation under pressure, each length extending two feet or more. The Maltese Cross is superior in this direction to all others.

Other lengths were put in and they stood the test of 400 pounds and over to the complete satisfaction of aldermen, officers and men. Several of the men said this brand was the best they had ever used.

The ordinary pressure of the city water, system is 80 to 100 pounds, and behind a first class fire steamer 160 to 200 pounds.

The Maltese Cross hose can stand four pressures of the city water and two or three of a fire steamer.

From the Montreal Herald.

The Toronto World, which supports the dominion government's protection and railway policy, and generally treats ques-tions on their merits.

James Warin was buried from his late home Though it rained heavily there was a large attendance of his friends, of the rowing clubs, of the gun clubs, etc. Rev. Dyson Hague conducted religious service at the house. The pall bearers were Ald. Maughan, David Ward, T. P. Galt, R. Mason, W. Burney, T. G. Bright. Mr. Warin was born at Yarm in Yorkshire, England, but was brought to Toronto an infant. He was raised here, and it was on Toronto bay that he acquired his taste for boats and gunning. At one time he was a fine rown and the bay. He learned the trade of boat builder with Robert Rennardson, who who was considered a good workman, in his day was considered a good workman, and his brother set up as boat builders on their own account, and their oxided reputation begins with the first boats they built for Edward Hanlan when he first rowed Wallace Ross. Hanlan's boat, Canada, in which he won the championship of the world from Trickett, was built by the Warins and theo cars made by Jim. He patented to shoot ing punt and an oarlock for skiffs thay is now a called for from all over. He also patented a seat for slides, also much in demand. His roller new hollow-faced oar was patented a seat for slides, also much in demand. His roller new hollow-faced oar was patented in 32, and has Hanlan's recommendation. About nine months ago an ulcer formed in Mr. Warin's throat, which, despite the best skill, carriel him off. He liked to shoot, and often took a trip to the St. Clair flats.

From London to Sydney the name is familiar to all who take any note of sculling aquating the clair of the club and they became in the day of the world and the world him off. He liked to shoot, and often took a trip to the St. Clair flats.

trip to the St. Clair flats.

From London to Sydney the name is familiar to all who take any note of sculling aquatics. G. and J. Warin have had few rivals in the construction of one of the gems of modem handicraft—the shell. To their workmanship is due the remarkable concidence of Canadian victories in Canadian built boats. Their mechanical skill has kept pace with and supplemented the muscular progress of Hanlan and Ross. Their patents in swivel rowlocks, rolling seats and sculls show a versatile range of inventiveness. The small frame house from which has been launched many a coquettish and winning craft is a contrast to the extended factories at New York and Boston. London and Newcastle. Nevertheless the modest workshop on the Esplanade has surpassed them all in originality and fluish. The fastest races on record have been rowed with the oars and won in the boats manufactured by G. and J. Warin. The latter was the oarmaker and every oar he made was an instance of how uncertain is the line demartating the artist and the genuine cating the artist and the genuine handicraftsman. He contrived the latest improvement in the scull. This last improvement in the handicraftsman in the virtue of such a movement lies in bringing together the handicraftsman and the artist who have so long been separated with disastrous results to both. The virtue of a workman is not his industry but his power to design, In James Warin design was no product of kille fancy; it was the result of accumulated habit and of delightful observation. To sum up, he came nearest, so far as

Yesterday morning it poured and rained, From the clouds so thick and grey, And she pouted and sighed, "The sun don"

shine, And I'm to be married to-day. And he kissed her check, and touched her hair, Saying, "Don't look so sad and wan, Remember the saying so old and sweet, Happy the bride that the rain rains on.

The beautiful birds in the forest held A concert in aid of the poor; A most commendable thin indeed, For creatures like them, to be sure.

The Robin he sang "My Grandfather" Clock,"
A beautiful ballad, I ween,
And the Blackbird sang in a baritone voice, "See that my grave's kept green." But when the Peewit attempted to sing "Wait till the clouds roll by,"
One of them grabbed a lump of a brick,

FIRE IN PRINCESS STREET SOME \$18,000 WORTH OF PROPERTY

Penchen's Paint Works Burned Down-The Firemen Belayed by Bursting

company, was tested at the Bay street fire hall and found satisfactory in every respect. The test was conducted by James Ashfield, chief of the department, Thomas Graham, deputy hief of the brigade, and the firemen at the hall. Ald. Piper was present on behalf of the fire and gas committee. The hose had been delivered at the Bay street hall in lengths of 100 feet each and filled up half a room. The test was made with care: the guage is a reliable one, the property of the guage is a reliable one, the property of the pressure; and the lengths tested were selected promiscuously from the pile.

The first length that was tried stood the pressure up to 300 pounds to the square inch, when the plug at the other end of the hose flew out.

Another length was taken, and after hard pumping the indicator showed 400 pounds pressure. So did a third length.

A fourth length was put in; the pressure was run up to 400 pounds; Chief Ashfield was satisfied; but Ald. Piper asked Mr.

Mr. WISTON'S ADVENTURES.

MR. WISTON'S ADVENTURES.

pranks had learned of his going. Before the train started one of them passed through the car and greeted him. The train pulled out and Mr. Wiston proceeded to read his notes most diligently. Bland and Garry stood on the rear platform watching him through the window and speaking of him as 'the victim.'

first thing the innocent Mr. Wiston knew he was engaged in a warm discussion with two young men (strangers to the rest of the audience) on the N.P. They did not talk spelling reform at all. The principal glared at Mr. Wiston for his controversial eccentricity and was now sure that he had imbibed freely when at the tavern. But the discussion grew hotter and the meeting, once that it had taken sides on the tariff issue, refused to hear anything more of spelling reform. Mr. Bland and Mr. Garry had caused the rumpus; they had done the questioning and let Mr. Wis on into polities. Of course they chuckled. The principal barely tolerated Mr. Wiston for the rest of the night, and allowed him to walk to the station in the morning. But Bland and Garry were there before him. They beckoned the stationmaster aside; they asked him if he had seen such a man—and they proceeded to accurately describe Mr. Wiston—there lately. "He was on the platform here last night," said the station-master. "We have tracked him at last," said Garry, "Who knows, but he may try to board this train and throw us off the try to board this train and throw us off the track." Said Bland to the station-master: "We are after the man that blew up the parliament are after the man that blew up the parliament buildings at Toronto; you must assist us."
"Why, here he's coming again," said the station-master, as Mr. Wiston approached.
Bland and Garry seized him. The station-master and two yardmen assisted, and the village constable, when he heard of it, at once came forward and offered the at once came forward and offered the government detectives a pair of handcuffs which were at once adjusted on poor Mr. Wiston. He protested, asked his young friends what they meant; they merely advised him to keep quiet: it would pay him not to offer resistance. The village station was a scene of profound excitement, and when Mr. Wiston was hustled into the train for Toronto and it became poised among the passengers that it became noised among the passengers that one of the dynamitards had been caught there was a lively rush to see the wretch. Poor Mr. was a lively rush to see the wretch. Poor Mr. Wiston submitted; it was useless any longer to protest. At Scarboro Junction his two worthy disciples released him and began to laugh at the fun they had, but Mr. Wiston did not see the point: but as the prank had been so well executed he forgave them, notwithstanding that they had taken his side, brought him into discounts, broke up his meeting, and him into disrepute, broke up his meeting, and caused his arrest.

CLEARING AT NIGHT.

METEROLOGICAL OFFICE, TORONTO, May 8, 1 a.m.