## APPALLING DISASTER.

An Excursion Steamer Founders at London, Ontario,

## ONE HUNDRED AND SEVENTY LIVES LOST

A Sad Termination to a Day's Amusement.

A SCENE OF THE WILDEST EXCITEMENT. Six Hundred People Plunged into the River.

London, May 24.—About six o'clock this evening the most fearful accident that ever occurred in Canada took place on the river, about a mile below this city. The steamer Victoria was coming up from the water works with her two decks crowded with passengers. When at the bend below the Cove bridge, she gave a lurch and toppled over, and in a few minutes the water was filled with strug-gling men, women, and children. The boat foundered, and the timbers of the upper part

HELD THE PEOPLE UNDER WATER, which at this point is several feet deep. Some managed to struggle out, but the loss of life was appalling. Up to the present time 107 bodies have been found. As the bodies were brought out of the water and laid on the shore the sight was a most fearful one, and will long remain a memory with those who wisnessed it. Hundreds of hairbreadth eswifnessed it. Hundreds of hairbreadth es-capes occurred, but they were all dwarfed in the sad disaster that laid so many people out in death. Efforts were made to resuscitate some of the drowned ones, but they were of no avail. The bodies were laid out side by aide on the river bank, the scene being lit up ing hands who worked to recover the bodies from the wreck. A large staff of medical men were on hand, and have done all in their power, but to no purpose. The city is wail-

HUNDREDS OF FAMILIES ARE BEREFT, and at the present time a great deal of uncer tainty prevails as to who were on the boat and who escaped. The friends of those who were known to be at the water works, and who have not returned, are almost frantic.

The police have charge of all the identified es, and it is expected that before morning will all be claimed. The first they will all be claimed. The first news which reached the city was brought by survivors, who straggled through the streets wet and weary. The news fell like a thunderbolt, and a stampede took place for the spot. When your reporter arrived there

A HORRIBLE SIGHT met the view. Some fifty or sixty bodies had already been recovered, and were lying on the greensward some distance up the bank. Those arriving from the city from every direction crowded around anxious to see if any of their relatives were on board. About one thousand families were represented on the excursion, and the wail of anguish that arose at the sight of the victims Fathers, mothers, brothers, and sisters rushed about panic-stricken endeavouring to identify their friends. By seven o'clock about eighty bodies were recovered from under the wreck, where the water is about twelve feet in depth. Almost every minute some poor victim was brought to the surface iveyed in strong and willing arms to the bank. The steamer Princess Louise was placed on the upper deck. Fires were lit on the bank overlooking the river, and petroleum torches were brought and the search continued into the night. Up to the present hour (ten o'clock) about 150 corpses have been THE GAUSE OF THE ACCIDENT.

The accident is said to be due to careless The boat appeared to be overcrowded to an alarming extent. The manager was expostulated with by several at Spring Bank, and urged not to let the boat go out in such an overcrowded condition, but he is reported to have replied, "All gether with two children." right, I know my business," or something of that sort. Mr. Samuel Stewart, stove merchant, one of those who protested left the boat at Spring Bank with his family several hundred more remained there, unable to get passage. They had to walk home, a distance of four miles, to-night, no conveyance of any kind being available. The telephone was in constant use between the water works and the city by friendly inquirers. This disaster will put an end to the pleasure steamer business, as hereafter people will not venture. The river, which has been the subject of many jokes and puns on account the subject of many jokes and puns on account of its supposed shallowness, is in reality in many places twenty or thirty feet deep.

THE STEAMER'S STATE.

London, May 25.—The inquest will open this afternoon at 3 o'clock by Coroner Flock. Chief of Police Williams, states that he is certain over two hundred people have been drowned. None, as far as known, belong to Toronto. The Steamer was licensed to carry four hundred. It is computed that she had almost double that number on board. The vessel, which is registered at Port Stanley, was laid up on the bank during winter and it is said her seams opened. She has not been inspected this season. Last year the vessel had a life-saving apparatus ordered to be provided, but it was only furnished after much trouble and near the close of the season. Flags in the city are at half-mast, and the whole population is in gloom. The work of recovering the bodies from the wreck is still proceeding, and several were taken out of the river within the last hour or two. A partial record of names is kept by the police authorities, but relations take away many dead friends, so that the full extent of the disaster will probably never be known. THE STEAMER'S STATE. aster will probably never be known.

AN INTERVIEW WITH CAPT. BANKIN. AN INTERVIEW WITH CAPT, RANKIN.

This morning I cassed upon Capt. Rankin, who expressed himself quite willing to make a statement of the circumstances connected with the disaster. After describing the trip to Springbank, he said that before he could empty his load of passengers and head the boat out, a large crowd jumped on board, swarming over the vessel, and even climbing to the top deck. In a very few minutes the vessel was over-crowded, and he informed the passengers that he would not minutes the vessel was over-crowded, and he informed the passengers that he would not leave the wharf unless part of the crowd left the vessel. From fifteen to twenty people got off, and the remainder of the crowd began calling out why he was not leaving. Shortly afterwards they started, and the vessel went along splendidly until they got opposite the cemetery, where he noticed a little different action in the boat; as he had to steer himself, though captain of the northy afterwards and horthy afterwards and horthy afterwards and he sent the boat; as he had to steer himself, though captain of the vessel, he could not go below to ascertain the trouble. A little boy belonging to one of the passengers was with him in the pilot-house at the time, and he asked him to go down and ask the engineer if there was any danger. The boat at this time was listing at the starboard, and came in at her scuppers. She remaind he sent the boy down and he sent the boy down and he sent the boy down instances of heroism and self-denial were noticed.

As the wreck subsided, many of the bodier as to the surface, and were quickly cores. When it had be shore. When it had be water, came in at her scuppers. She re-fused to right, and he sent the boy down again to ask if there was any danger, or if she was making water. The engineer said that unless she was got on an even keel there was danger. He then determined to run her on a sand bank close to where the accident happened. At that time there was a great crowd, and he told them to move over to the port side. At this

There were only about one hundred crash. There were only about one hundred and fifty passengers on the lower deck, the crowd above making the vessel top heavy. He was on the promenade deck, where the greatest crowd was, and when the vessel went to pieces, he climbed upon the hurricane deck. The stern went to the hottom the water, being about ten feet deep. the hurricane deck. The stern went to the bottom, the water being about ten feet deep, and the prow came up out of the water and turned over just as if the vessel had made a somerset. He dragged a man from under the deck, which was crushing those beneath. A great many had fallen into the water when the deck gave way, and when the vessel sunk they climbed on the floating deck, thereby pressing it down on the hundreds who were struggling beneath and suffocating them. Could the deck have been saved, but the struggles of those clinging to it prevented any action. However, a great many of those underneath had the presence of mind to dive, and thus they saved themselves and swam ashore. He told two young men who were passing to go to the two young men who were passing to go to the city for help.
"Captain, can you describe the boat," I

'She was a flat bottomed scow of about 190 tons, and was built upon the river. She was registered to carry 400 passengers, and I do not think she had a greater number than that at the time of the accident. At all events I do not think there were 500, for there would scarcely be standing room if such were the case. It has been said that there were 600 on board, but that is not so, for the main deck was not crowded. She listed on the starboard all the way up, and when the water came on forward another element of danger arose. The boiler went through the side when I was at the wheel, and I went down with the deck. She was staunch enough, but the deck was supported by uprights running along the gunwale, and there were no trices. We came down the river slowly, with the syphon and another pump working,"

"Were the pumps working to clear leak-

age ?" I asked. age?" I asked.

"She was leaking at the seams."

"Was this her first trip?" I asked,

"No," he said, "she made two trips on
Saturday, two trips on Monday, and three
trips before this happened."

"What depth of water was there in her
when she listed?"

"When I sent the boy down, the engineer replied that there was half his arm's length of water in the hold." Then you attribute the loss of the vessel

"Yes, certainly. When I found that she was taking water, I determined to run her on the sand bar, and would have remained there until I obtained assistance. When the passengers ran to star-board to see the rowboats I was alarmed for the safety of the vessel and asked several persons to assist me in prevailing upon the crowd to keep to port. Young Parish, the purser, and several gentlemen spoke to the passengers, but without effect. If I had two minutes time I would have beached her on the sand bank, where she would have been perfectly safe on account of her flat bottom. The banks up the river, where I first became alarmed, are precipitous, and I could not beach her, and I waited until I could reach the sand-bank bar. There was a crew of full captain, purser, engineer, firemen, and two deck hands. There was a boiler and also two entrines working in direct connection on board. Vvere you asked when half way down

the river to land your passengers owing the perilous condition of the boat? No, word 'danger' was not spoken that I heard, and no one seemed to b apprehensive. The people forward of the pilot-house, altered their position when spoken to, but those on the lower deck would not pay any heed to what was said to them, even although passengers went below and represented to them that their conduct endagered the boat. They were a pretty hard crowd. Deck hand Forker was at the cuptain's house, and told the reporter that when the water was knee-deep on the lower deak he beseeched the crowd for God's sake to move over to the other side. They absolutely refused, saying if we go dow you do it with us.

He say that she would be lost, so he cried

out "Vell, I'm going to save myself," and jumped over the wires on the port side of the main de ck, and swam ashore.

A woman, whose head was fastened in the wires of the deck, was rescued by Forker, to-

TWO HUNDRED DEAD. LONDON, May 25.-When the water wa let off by the removal of the plashboards this morning the search was continued for those under the lower deck, and twenty-two more under the lower deck, and twenty-two more bodies were brought to the surface, making about 210 in all recovered. It is not known how many more, if any, are lost. The Council met this for enoon and passed resolutions of condolence. A settled gloom reigns over the city. To-day i hany business places are closed. Mr. R. O. Mont gomery, leather merchant. Toronto, was on board, but escaped, and succeeded in saving i hany others. He stated to a reporter that out the passage up the cautier week. that or i the passage up, the captain went among the passages urging them to keep on the other side. To one boy he said; "For God's sake keep on the other side; if you don't, you'll have to swim for it." A little don't, you'll have to swim for it." A little later on he saw the water pass in over the deck and the boiler go by the board, when the crash immediately took place. The following lost have been freshly identified:

John Viall, shoemaker; Ben Hall, shoemaker, and child; Rosetta Markham; J. Perkins, son of J. Perkins, butcher; Wm. Wannecott, city; Mr. Masuret's two children, and Polly Grafton.

cott, city; Mr. Masurets voy.

Polly Grafton.

LATUR—More bodies have been identified, among them those of Willie D. Glass, Charlie Siddons, Miss Meekey, Mrs. Jones, Mrs. Hall, S. P. Graham, and a woman named Fitzglobons. Almost all business is at a stand still, and crowds line the streets, discount of the stand still, and crowds line the streets, discount of the stand still, and crowds line the streets, discount of the stand still, and crowds line the streets, discount of the standard still, and crowds line the streets, discount of the standard still, and crowds line the streets, discount of the standard standard still, and crowds line the standard st stant sam and crowns line the streets, discussing the sad calamity. The burial of the victin is is at this hour (2.30 p.m.) proceeding. A solemn stillness pervades the city. Flags are half-mast, and the bells are tolling

ANOTHER ACCOUNT.

All details coming in of the disaster at London add fresh horror to the story. After giving an account of the calamity, the wreck of the boat, and the subsequent efforts to recover the bodies, the London Free Press goes on to say:—

on 10 say:

As dusk deepened into night the scene became still more weird and terrible. Fires were lit upon the bank, shedding a lurid and fitful glare over the water, and showing the dreadful outlines in their most sinister aspect.

THE WORK OF RECOVERING THE BODIES was entered into with a heroic spirit by the se who arrived early on the scene. Mer-chants, lawyers, workmen, and all classes, phinged into the water, and, borne up by raits, began to hand the lifeless forms of the

or if she was making water. The engineer said that unless she was got on an even keel there was danger. He then determined to run her on a sand bank close to where the accident happened. At that time there was a great crowd, and he told them to move over to the port side. At this time two row-boats came down the stream, and as they were racing the attention of the passengers was attracted. The crowd made a rush to the port side, and she heled over in an alarming manner and went portbow down. Then the boiler slid from its fastenings, and went through the side. The boiler carried six or eight of the more room could be found on the upper deck, and went through the side. The boiler carried six or eight of the main deck stanchions away, and the top deck, cowded with passengers came down with is the bank, and removed by friends to the city, thus preventing an overtrowding of the bodies of several men in my vicinity turned ghastly pale. The scene was height turned ghastly pale in the free was a minuming overboard, and almost 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 awert overboard, and the deck itself fell with a crash upon the heads of those benefits. At an early hour this morning a large overboard, and the deck itself fell with a crash upon the heads of those benefits the bodies were being handed in. When no more room could be found on the upper deck, the bodies were being handed in. When no more room co

trouble stricken men and women, who searched the features for traces of friends supposed to be lost. As a child, or a wife, or a mother, a brother, a sister, or a friend was recognized, a heartrending shriek told the story, and a low but solemn moan passed through those assembled on the shore. "Are my children safe!" was the agonizing inquiry of many a mother and a father as they arrived excited and breathless on the scene. In many instances the answers told the tale of a drowned boy or a lost girl, and the scenes of this character were painful beyond all description. To present the picture as it really was would be an impossibility. To those who saw it no description is necessary. those who saw it no description is necessary, for while life lasts it can never fade from their

memory.

In numbers of cases the torn clothing of In numbers of cases the torn clothing of the young ladies told how desperately the struggle had been for escape from the water or beneath the fatal deck, and scarred faces, abrased arms and limbs gave evidence of in-juries that undoubtedly went far towards hastening death by drowning. On the faces of four or five bodies, there were bruises and abrasions which rendered identification most difficult.

On the boat, as they lay side by side, the On the boat, as they lay side by side, the scene was one most impressive in its character. To the left of the main gangway lay a mother with her child clasped in her arms, in that embrace which death so often brings to drowning people. Alongside were children who seemed asleep, and men whose faces were hideously distorted by the agony of the death struggle. Five young ladies lay side by side—bearing no other evidence than that of a speedy and apparently painless death. Children were interspersed everywhere—ranging in their ages from inaocent baby-Children were interspersed everywhere—ranging in their ages from innocent babyhood to boys and girls of fifteen and sixteen. Beside one of the paddle-boxes lay a little girl, with her hat fastened jauntily over her golden hair, and her clothing but little disturbed since she had left the pic-nic ground, prattling, perhaps, by a mother's side. Near the wheelhouse lay a well-formed young lady, dressed in mining continue who had been expensed. dressed in picnic costume, who had been examined by hundreds, without finding any who could identify her. Directly opposite lay the body of Miss May Craddock, daughter of the architect, which was being watched by her lover when in life. Along the side nearest the shore were arranged the bodies of eight, who had passed the middle age of life; and in striking contrast lay feet to feet as many who had not passed the age of twenty-one. Forward of the wheelhouse was a strange jumble of children and men, while in a corner of the paddle-box lay the form of a well-dressed and fair-haired little girl, whom no one had been able to identify. Too much credit cannot be attached to the city doctors, who were present in full strength, and did all in their power to resuscitate when a glimmer of hope was entertained.

THE WORK OF IDENTIFICATION. As the finding of the bodies grew less numerous, the policemen in attendance, under Chief Williams, began to permit the admission of enquirers by fours. This prevented any crowding, and was worked most satisfactorily; the friends were able to search more carefully, and the bodies were thus undisturbed. Those on the several decks were provided with lantenage and treether and provided with lanterns and torches, and, aided by the light from the bonfires, the work of identification was begun. This was most agonizing in the extreme. As fathers or mothers clasped the cold forms of their children to their arms and broke forth children to their arms and proke forth into wails of sorrow, or a brother bent over a sister, a husband identified a wife, a wife a husband, strong men who stoed by were moved to tears. One by one, however, the bodies were recognized until when midnight arrived there remained about fifty to be ticketed. At 12 o'clock, the boat being filled, it was deemed advisable to start for the city. it was deemed advisable to start for the city.

This was done slowly and cautiously, and as the steamer moved between the darkened banks, and the faces of the dead were but visible by the glimmering light of a few landers. terns, the scene was more sombre than it had appeared at any time before. Few words were spoken, and the stillness was broken only by the secasional seb of an agonizing sorrower or the splashing of the wheels. Around the decks, there lay over one hundred bodies in the manner described. Several of those who escaped were seen by the reporters, and gave accounts of the dis-aster varying only in detail.

DAVID ECKERT S STATEMENT. head master of London East Public Schools, head master of London East Public Schools, and was in his company on the steamer Victoria. We were homeward bound, and had passed Woodland cemetery probably ten minutes, when the steamer commenced to rock. The passengers kept trying to balance her, and moved from one side to the other with the view of accomplishing that aim. She still continued to surge and swing, until she went so far that the top deck gave a crack, and just then she toppled right over. We were at the time about 200 yards west of the Cove the time about 200 yards west of the Cove bridge, and about forty feet from the north bank. The boat broke into fragments. This occurred shortly after six o'clock. The boat was crowded to its very utmost, and the great majority of the passenger was the great majority of the passengers were women and children. The upper deck was for the most part occupied by women and children. Both deeks were densely crowded with people. The screaming when the crack was heard was something terrible. I can't compare it to anything I ever heard before, and almost instantly thereafter, the hurricane deck came down on the heads of the people, and swept them off into the water. I was knocked overboard with others, and managed to crawl from under the deck, and then swim to the shore. Very many of the passengers were stunned by the hurricane deck when it fell, and by this means those who could swim were prevented from deing so."

rom doing so." william d. Ecker, of london east, was found by a Free Press reporter huddling close to a heap of burning logs, endeavouring to dry his clothing. After being assured that his brother David was saved, he made the following statement:—"Iwasa 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 Spring Bank, 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 surged. Many people made fun of it at first, and a good deal of holloaing was done, such as "Get out your life-boats!" "Come and have a teeter!" etc., etc. While this was proceeding upstairs the passengers on the lower deck were running to and fro, endeavourfing 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 surged. The passengers below yelled and screamed in a terrific manner as the vessel continued to lurch, and not a single effort was made to ston the surging by WILLIAM D. ECKERT, OF LONDON EAST, and screamed in a terrific manner as the vessel continued to lurch, and not a single effort was made to stop the surging by the captain or his brother officers, if there were any on board. Capt. Rankin was at the wheel. While nearing the bend below the Cove bridge, probably 200 yards west of it, a greater rush of the passengers than 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 the faces of several men in my vicinity turned ghastly pale. The scene was height-ened by one man jumping overboard, and almost instantaneously thereafter the posts which upheld the hurricane deck gave way,

the boat appeared to break up into several pieces, principally from stem 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 moments, 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 on board. I have no hesitaoupils were on board. I have no hesitation in saying that there were from 200 to 300 more passengers on board than there ought to have been. The excursionists, as a rule, generally take the boat for home which leaves generally take the boat for home which leaves about half-past five, and that is the principal reason, I fancy, why the Victoria was overloaded. My watch stopped at exactly eleven minutes past six o'clock.

SAD SCENES. Several of the incidents after the disaster were heartrending.

The saddest scene on board the boat was that in the case of George Evans, of Maitland street. He tame on board, where the bodies were lying, fearful that his family might be among the lost. After searching for a time he was about to turn away, when he discovered the corpse of his golden-haired little girl. He gathered her in his arms and sank down broken-hearted with grief. Beside the body lay that of another little child, whom Mr. Evans did not think belonged to him. An hour later, however, he took his handkerchief, and on wiping off the little face exclaimed, "My God! here's another little one of mine!" Sitting, nursing and weeping over the inanimate forms of his two dead shildren, he remained for another hour. Near by lay the form of a woman, well dressed and comely. Searchers for friends came along one by one, peering wistfully into the upturned faces, and finally some one suggested that the watch of this lady be examined for initials. As the chain was being drawn out, Mr. Evans said:—"I know that trinket. Merciful God, it's my wife! Then my two other children are still in the water." Sad sight! His wife and four children gone from The saddest scene on board the boat was sight! His wife and four children gone from

him forever on earth!

A young man named Smith, living on South street, came aboard the Princess without knowing that any of his friends had been on the ill-fated steamer. Among the dead, however, he found his mother and sister.

Willie D. Glass and Miss Fannie Cooper had been sitting on the boat as lovers, and went down together undergreath the heavy went down together underneath the heavy machinery. They were in the very spring-time of life.

After the first feeling of horror had passed away a number of the people who were early at the scene as well as strevivors, built fires on the banks, at which the females who had been in the water were enabled to dry their clothing, while the males immediately set to work to rescue their less fortunate fellows. Here again a scene of confusion was witnessed. As the people rescued commenced to thoroughly understand the enormity of the calamity they began to run hither and thither looking for acquantances whom they had seen a AT THE WRECK. pegan to run hither and thither looking for acquaintances whom they had seen a few minutes previously on board. Here might be seen a man with only one boot on, and no hat or coat, rushing wildly about endeavouring to find out who was saved and who was lost. The joyful meeting of parents and children restored to each other's arms was among the most repositions. parents and children restored to each other's arms was among the most prominent. Hundreds of citizens and people from the surrounding country stood on the shore looking on, utterly bewildered by the sad sights which met their gaze. Before the arrival of the Frincess Louise the bodies were laid on the river bank. It was, perhaps, here that the most heartrending scenes occurred. An old man bending low our the lifeless body of a son—a young man who had left home in the morning in the highest spirits, in anticipation of a good day's sport, uttering the most heartrending cries of agony. A mother now approaches a form which she at once recognizes as that of a beautiful and loving daughter of eighteen, and by whose side is lying the body of hew laver, with a calm and peaceful expression on the countenance. These are only a sample of hundreds of a like nature which were witnessed.

THE APPEARANCE OF THE WRECK When a Free Press scene of the catastrophe, shortly after mid-night, scores of willing citizens were still hard at work endeavouring to bring to the surface additional bodies. Their praisesurface additional bodies. Their praise-worthy efforts were, however, only crowned with partial success. The vessel is a complete wreck. Scarcely a yard square is left together of either the hull or her upper works. What was not broken into atoms by the sudden collapse, was chopped to pieces subsequently, in order that a better opportunity might be afforded to secure the bodies of the lost ones. It appeared as if the vessel had split in twain, immediately after the hurricane deck gave way; and this theory is all the more probable from the fact that the crash caused a large number to fall on one side, while those opposite crowded as fast as they could into undistinguishable heaps to escape the falling timbers. It was reported by many that the boiler had exploded, immediately after the crash, but those who saved themselves from the wreck contradicted the rumour. The wonder is, however, how the vessel came to be in such a fragmentary condition so soon wonder is, however, how the vessel came to be in such a fragmentary condition so soon after the catastrophe. The upper works were of the "balloon" class of structure, and the posts which upheld the hurricane deck snaped like so many pipe stems. One or two residents of London West were overheard saying that the hull of the boat was seriously injured by the ice this spring, and that she should never have been permitted a license to carry passengers until the necessary repairs were made to her damaged hull.

ARRIVAL OF THE STEAMER WITH THE BODIES ARRIVAL OF THE STEAMER WITH THE BODIES

AT THE CITY DOCK.

The scene on the arrival of the Princess
Louise was such as rarely falls to the lot of
man to witness. Willing hands were ready
to lift the corpses from the boat, and, running to and fro between two lines of spectators, lay them side by side on the green
sward just above the wharf. Those which
had been ticketed were immediately taken
in charge by their friends, and placed on
board of vehicles in waiting. Many affecting instances were here witnessed. One
man, after he had diaced along the long,
ghastly line of upturned faces, and finally recognized the well-known features he was in
search of, would utter a piercing shriek,
lift the lifeless form in his arms, and then,
laying it down, would kiss it again and again,
using at the same time every endearing expression in the vocabulary. Another, who had
taken charge of his three children at the scene
of the wreck, and watched over them during
the voyage home, would allow no one to touch
his darling but himself. Another, again,
simply raised the stony form of his curly-hair
ed boy, and, cursing the ill-starred vessel and
all who had had connection with her, went
home with his lifeless burden. These and
similar scenes were to be observed on every
hand: and, but for the fact that the weaker AT THE CITY DOCK.

home with his lifeless burden. These and similar scenes were to be observed on every hand; and, but for the fact that the weaker sex was not at all largely represented, it would have been even still more heartrending. Long after the last body had been removed from the boat, bent forms and eager, anxious faces were to be seen looking over the fow of death, the scene being rendered additionally ghastly by the flickering light of the firemen's torches. Outside the gate were conveyances of every description, not one of which was without its share of inanimate clay. At an early hour this morning a large number of the bodies had not been reecognized.

passengers. The Free Press is credibly inflorfied that Mr. Samuel Stewart, merchant,
had his family aboard the Victoria at Springbank, and intended taking passage with Mr.
Parish. He saw that the crowd was getting
entired beyond the selection of the control of the control

entirely beyond the carrying capacity of the steamer, and approaching the manager, said:— "Mr. Parish,—You had better not start. "Mr. Parish,—You had better not start that boat with such a load,"
Mr. Parish—"Oh, nonsense; she has carried more passengers than are aboard now."
Mr. Strwart—"Well, if you intend running her to the city with such a crowd on board, I will take my family off, and wait for the next boat."

He did so, and saved his children from a watery grave in all probability.

WAS THERE A PANIC ON BOARD? It appears that after the boat started from Springbank the passengers began to realize that she was dangerously overcrowded. Some of them demanded to be put on shore at Ward's hotel, about one hundred yards further wards to the river. ther 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 Mr. Ward, that Rankin refused to accede to the request. On they came, the boat making a swaying motion, as if in a dead struggle to support her tremendous burthen. There is no doubt from the statements of several of the survivors that there was more or less fear, a dreadful consciousness of the perilous nature of the trip among the passengers. There was an unusual degree of motion among the passengers, which the captain did his best to keep in check. He captain did his best to keep in cneck. He kept continually reminding them of the danger of moving about, and urged them to keep as still as possible. He evidently was aware of the cranky condition of the boat, and evinced an anxiety about the general safety which took his attention greatly way from the work of navigation. It is stated by survivors that just before the col stated by survivors that just below the pas-lapse there was a commotion among the pas-sengers. They crowded to the sides, and in the midst of a movement which was prob-ably bordering on a panic, the ship broke ably bordering on a panic, the ship broke asunder, and crumbled down to the water's edge, as if it were like a film of waste paper

THE DEATH ROLL The following is the list of those lost who have so far been identified :-Ashbury, Mrs. Wm., Maple street. Abbott, Hudson, son of H. G. Abbott. Amesbury, Minnie, London East. Bonner, Chas., aged 16. Beaton, Lillie, aged 14. Beaton, Harry, aged 6. Burns, James, Albert street. Baskerville, Lizzie, daughter of a workma at Carling's brewery. Batchellor, Ida. Bailey, Rosa.

Baskerville, John Burns, Ida, daughter of Mr. Jas. Burns nother daughter missing). Cole, Albert, aged 7, son of Col. Cole, Clarke, John, shoemaker. Connell, Miss Maria, Richmond street. Cooper, Miss Fanny. Coughlin, Jennie. Craddock, May, daughter of George Crad

Cline, Miss W. Curran, Mrs. John.
Cornish, Miss, King street.
Debeau, Mrs., (Mr. Debeau missing.)
Dennis, Miss Hannah, Palermo. lyer, Mr. Wm. D'Arcy, Jas., son-in-law of Martin O'Meara. Darch, John, senr.

Darch, John, senr.
Deadman, Alice.
Deacon, Wm. S.
Fox, Misses (2), of Clinton.
Fryer, Mr., sen.
Fryer, Mr., jun., wife, and niece.
Graham, Joseph.
Griffith, Miss Julia, Westminster. Gibson, Miss. Glavin, Mrs. M., and child. Glass, Willie. Hobbs, —, plumber, and 3 children. Hogan, Minnie, Waterloo street. Heron, Mrs., William street. Hearn, James, cigarmaker.

Kelly (an emigrant) and two sister living n the city.

Kendrick, Miss, Adelaide street.
Laskie, Mrs. William, and child.
Loughrey, Eddie, London West.
Leclaire, Johnny, London West.
Meredith, Mr. J. C., clerk of the Division

Meredith, Mr. J. C., clerk of the Division Court, and father of Mr. W. R. Meredith, M.P.P.
McBride, Wm., city assessor and secretary of the Western Fair Association.
Millman, W. H., commercial traveller, of Montreal, and two sons.
Morrison, Nellie.
Morrison, John, aged 19.
Morrison, Bertie, aged 5.
(The above are children of James Morrison, of London East.)

Matthews, Mrs., (wife of the night editor of the Advertiser) and two children.

McPherson, Mary, aged 15, daughter of
Mr. Archibald McPherson, of Lang & Mo-

Pherson, McIntosh. Ada, Dundas street. McMorgan, Mrs. W. Maddiner, W. Westminster, blacksmith. McLennan. McAllister, Miss Annie, Horton street. Magee, Harvey, aged 15. Mustill, Miss M. Priscilla. Oronyatekha-(son of Dr. Oronyatekha)

Pike, Mrs. Parish, Mr. Herbert, (purser, and son nanager of boat).
Powell, two nephews of Mr. A. B. Quinn, Margaret, aged 17. Rogers, J., plumber. Robertson, manager Bank of British North

Scott, Mrs., Ann street. Shipley, Misses (2). Siddons, Charley, aged 13. Stevely, Willie. Smith, Arville, aged 17. Stuart, Lizzie, aged 18. Smart, Mrs., (wife of H. Smart, of ree Press) and two children. Skinner, Lizzie, daughter of Ald. Skinner. Smith, Edwin (clerk in office of Glass,

Scott, Mrs. W., Oxford street. Street, George. Stephens, Thomas. Thayer, Mr. (of Carling's brewery). Tremer, Willie, London West. Tremer, George, London West. Tathan, Dollie, Colborne street. Westman, Willie, Dundas street.
Westman, Willie, Dundas street.
Westherhead, Jas. (of Carling's brewery).
Wall, Mrs. (her husband and three members of family missing).
Wastie, Alfred, aged 15, son of Thomas

THE MISSING. Mrs. Scott Murray and child, of London

James Pendergast. William Pike.
Thos. Lester, of Simcoe street. Wm. Hay, school-teacher. Mr. Waugh and three other members Members of family of Mr. Hobbs, London Mr. Debeau.

THE RESCUED. John Cairns, Hill street, rescued with great difficulty; will recover.

Major Evans and his wife.

Mrs. Mackay, Richmond street.

Mr. John Moore, wife, and child, West-

Miss L. Meredith.

"It is a great public benefit."—These significant words were used in relation to Dr. Thomas's Electric Oil by a gentleman who had thoroughly tested its merits in his own case—having been cured by it of lameness of the knee, of three or four years' standing. It never fails to remove soreness as well as lameness.

By the use of Fellows' Syrup of Hypopho-phosphites the blood is speedily vitalized and purified, and so made capable of producing a sound mind and body, one could some informa-

TRICKETT NOT DEAD YET.

At the annual dinner of the Southampton. West Quay Amateur Regatta Club on the 5th inst., Edward Trickett, in responding to the toast of his health, said his people in Australia were much disappointed at his being defeated by Hanlan. Nevertheless, he did his best. He must, however, admit he found in Hanlan the greatest sculler he ever saw in his life, and he was not disgraced in being defeated by such a man. He (Trickett) was going to sail for America in a few days to row in the regattas there, and possibly make some matches, and if he was successful he should have another turn at Hanlan. He thought At the annual dinner of the Southampte have another turn at Hanlan. He thought with a warm climate and careful training he should make it hot for Hanlan, if he did beat him. Trickett also said that in the late race with Kirby he had to row hard from start to finish, and if Kirby had had a better boat it would have been a closer race between

Relative to J. A. Kennedy's offer, published Relative to J. A. Kennedy's offer, published in The Mail yesterday, to give \$1,500 for a race between Hanlen, Ross, and an unknown, each adding \$500, the champion says he will do a little better. He will give \$2,900, and find an unknown to put in with himself and Ross a stake of \$1,000 each, the race to take place on Toronto bay. Hanlan says, to avoid any further talk, that his address is Toronto, where all can be accommediated. where all can be accommodated with a match for any amount, from \$1,000 to \$10,000 a side, and the championship of the world.

Last year the purses and stakes competed for on the American trotting turf amounted to \$839,829. This great sum shows the im-The National Trotting Association guards a property the value of which is not less than \$100,000,000.—Turf.

TURF.

OW HORSE-RACING FLOURISHES IN AUSTRALIA. New York Spirit of the Times. Mr. Miller left Melbourne March 19, and Mr. Miller left Melbourne March 14, and arrived in this country April 20, after a passage of thirty-two days. He is a live Australian sportsman, and is one of the heaviest leaders of the ring in that far-off land. It is astonishing to reflect upon the grand progress which the sports of the turf have made in that country, and in so short a time. It was puly a few weeks since that time. It was nly a few weeks since that we called attention to the Australian racing calendar, and then to the very valuable stud book issued for that country by Mr. William C. Yuille. Our exchanges tell us that on Cup day at Melbourne more than 100,000 people gathered upon the club grounds. This Melbourne event is the largest cup race on the earth. In 1880 there were 109 nominations for this race, and if memory serves us accurately, there were above thirty that came to the post. The distance of the race was two miles. It was won by Mr. W. A. Long's three-year-old bay colt Grand Flaneur, by Yattendon, out of First Lady, by St. Albans, from Lady Patroness, by Orlando. Yattendon was bred in Australia. Grand Flaneur is a grand race-horse, for he also won the Victoria Derby and other good races, and, up to our latest advices, has never been beaten. The Melbourne cup was worth to the winner about \$7,000 in money. The Mares' Produce Stakes, opened by the Victoria Racing Club of Melbourne, closed with the enormous number of 614 subscribers.

The Australians have taken a fancy to official time, and their horses under this test official time, and their horses under this test have shown rare capacity both for speed and as sterling stayers. In 1878 Mr. J. Wilson's First King, by King of the Ring, out of Mischief, by The Premier, won the Australian and New Zealand Champion Sweepstakes three miles out. He was then three years old, and, carrying 101 lbs., he ran the distance in 5.26, the fastest time ever made in the world at the distance. The Melbourne Cup is two miles. and Mr. Rawlinson's Dervertigation. Cup is two miles, and Mr. Rawlinson's Dar-riwell, 5 years, and carrying 102 lbs., won it in 3.303. This was in 1879. In 1877 Mr. J., m 3.302. This was in 1879. In 1877 Mr. J., White's Chester, then three years old, won the same meet, carrying 96 lbs., in 3.331. Thirty-three horses came to the post in Chester's year. The Australian Cup, two chester's year. The Australian cup, two miles and a quarter, has been twice won in 4.023, first, in 1876, by Mr. Jellett's three-year-old colt Richmond, carrying 111 lbs., and in 1878 by Mr. Wilson's First King, three markable feat under the time-test was that of Mr. Tait's Gainsborough in 1875 for the Metropolitan Stakes when five years old. The distance was two miles, the weight 128 lbs., and the time 3.32 1-5. The fastest for a mile in Australia is 1.43. These are first-class performances under the time-test. Betting in Australia is a big thing. It is not uncommon for the Jayers of the odds to anthousand dollars in our money on the Melbourne Cup. It is the great betting event of the new continent, and it is said that Mr. Long landed a stake equal to \$200,000 on the

victory of Grand Flaneur last fall for this event; but he is a fierce better, and controls event; but he is a fierce better, and controls and runs his horses, it seems, for the money that is in it rather than for sport. If the public back his horses to a short, price before he is ready, he does not hesitate to run the pen through the name. Mr. Miller and the Thompson Brothers, we believe, are the leviathans of the ring; and judging the others by Mr. B. S. Thompson, who spent the past season in this country, they have a full share of nerve as well as good sense. On the whole, in Australia the "sport of kings" is in a most flourishing state, and bids fair before a great while to lead all other countries in the splenwhile to lead all other countries in the splen-dour of its progress, unless, indeed, America may, after another decade, lay claim to just rivalry for first place in this line.

ANSWERS TO CORRESPONDENTS. SITTING BULL, Howick.-No.

ALLIANCE B. B. C .- We would tell you if we could, but there are so many claimants and no court to decide. D. A. H .- (1) Scotland yard is in London,

(2) When a month old. (3) Not if properly prepared. (4) In Sutherlandshire, Jan. 11, 1815. (5) In the township of Adelaide, Middlesex, Ont., Oct. 13, 1833. (6) No, he is in no way related to William Lyon Mackenzie; he was born near Dunkeld, Perthshire, Jan. 28, 1892. 28, 1822, B. B., Aylmer.—(1) E. W. Johnson never

B. B., Aylmer.—(1) E. W. Johnson never jumped thirteen feet seven inches standing on the level without weights. (2) G. W. Hamilton, with 22lb. weights, jumped 14 feet 5 inches, at Romeo, Mich., October 3, 1879. (3) The longest standing jump, without weights, on record is 10 feet 5 in., by J. J. Tickleat, Manchester England Seat 2, 1871. Manchester, England, Sept. 2, 1871.

DECATUR, Ill., May 24.—The body of Ayres Lefargee, who died at Poplar Plain, Ky., on Thursday, was buried on Sunday afternoon. He was a soldier in the war of 1812, in the Fourth Regiment of Kentucky troops, under Gen. Shelby. He was at the was killed, and went with Capt. Matthews and Simon Kenton to the spot where the Indian chief fell. Kenton told Lefargee to turn Tecumseh over, and on doing so he found seven bullet holes in his body. Lefar-gee always claimed that a soldier named Dave Gealding killed the chief.

Archbishop Croke, speaking to the people at Mulinahone, urged them, while standing firmly by their rights, not to violate the laws, firmly by their rights, not to violate the laws, and not to molest the police or soldiers, who were only doing their duty. Nothing, he said, could resist a united people, and, thank God, they were united. The bishops, priests, and people were all of one mind. He was proud of Tipperary, but especially proud of Tipperary's imprisoned member of Parliament (Dillon). The moment the Government clapped a man in prison, even if he knew clapped a man in prison, even if he knew nothing of him before, he concluded there was something sound in him and that the Governsomething sound in him and that the Govern-ment believed there was something dangerous in him. By means of the present agitation Ireland would become a prosperous and con-tented pountage facilities are started and con-

Medical.

JOHNSON'S GURES FEVER AND AND SKIN DISEASE TRADE MARK.

Dyspepsia, Liver Diseases, Fever & Billousness, Nervous Debility, etc. The Best REMEDY KNOWN to Man! 9,000,000 Bottles

This Syrup possesses Varied Properties. It stimulates the Ptynline in the Saliva; which converts the Starch and Sugar of the cood into gincos. A deficiency in Ptynline sauses Wind and Souring of the food in the tomach. If the medicine is taken immediately after eating the fermicatation of food a prevention. t nets upon the Liv 2, t acts upon the Kidneys, t acts upon the Kidneys, t tacts upon the Kidneys, t Regulates the Blood, t Purifies the Ricod. t Quiets the Nervous System, t Promotes Digestion. t Promotes Digestion. t Nourishes, Strengthens and Invigorates, tearries off the Old Blood and makes new, t opens the pores of the skin and induces althy Perspiration.

It neutralizes the hereditary taint or poison in the blood, which generates Scrofvla, Errsipelas, and al manner of skin diseases and internal humors.

There are no spirits employed in its manufacture, and te can be taken by the most delicate bate, or by the act of the deable, our only being received to the control of the care of the deable, our only being received to the control of the care of the deable, our only being received to the control of the care of the deable, our only being received to the care of the care

## TESTIMONIALS.

CANADIAN

NERVOUS DISEASES. I was troubled with derangement of the nervous system. I was attended by one of the best doctors in this part of the country, but obtained no relief. Your INDIAN BLOOD SYRUP redieved me at once. I really do not think any one in ill-health using it can fail to receive great benefit.

MRS. JOHNSON.

Smithfield, Northumberland Co., Ont.

EXCELLENT MEDICINE. Dear Sir,—Having suffered terribly from Heart Disease and Dyspepsia, I find that your INDIAN BLOOD SYRUP gave me more relief than any medicine which I have ever taken.

MRS. JOHN BOUGHNER.

DYSPEPSIA AND LIVER COMPLAINT. Kelvin, Brant County, Ontario.

Dear Sir,—This is to certify that your valuable
INDIAN BLOOD SYRUP has benefitted me more
for dyspepsia and liver complaint than any
medicine I ever used. MRS. M. J. BRIDGE. FOR COSTIVENESS. New Carlisle, Bonaventur

New Carlisle, Bonaventure County, Quebec, Canada.

Dear Sir,—I was troubled with Costiveness and Loss of Appetite. By advice of your agent I began using the INDIAN BLOOD SYRUP. I am now regular in my bowels, and my strength and now regular in my bowels, and my strength an appetite have been restored. It is the best med cine I ever used. SYLVESTER RAY. HEART DISEASE AND LIVER COMPLAINT
Troy, Wentworth County, Ontario.
I have been subject to Heart Disease and Liver
Complaint for many years. I tried many doctors,
but obtained no benefit until I tried your INDIAN
BLOOD SYRUP.
HENRY W. VINTON.

DYSPEPSIA CURED. REDFORD, Addington County, Ontario, Canada, Dear Sir,—I was troubled with Dyspensia and arisms other—diseases, and your INDIAN MIOOD SYRUP cared me after all other medines had failed.

MARGARET TOPPINS.

Pain in the Back, Lungs, and Shoulder. Toronto, April 21st, 1880. Dr. Clark Johnson:

Dear Sir.—I have had a pain in the small of my back, also through my lungs and shoulders, for more than three years; I have also had liver complaint and dyspepsia. I have tried doctors and other medicines, but never precived any reand other medicines, but never received any relief until my attention was called to your valuable INDIAN BLOOD PURIFIER; after its use
a short time, I can say that I have felt better,
and more able to do my work than I have for the
last two years.

J. G. AMEY,
77 Richmond street west.

Diskiness in the Head.

Beaver Brook, Albert County, N.B.

Dear Sir.—This is to certify that your INDIAN
BLOOD SYRUP has entirely cured me of dizziness in my head and sick stomach. It is an invaluable medicine. HEZEKIAH MARKS.

Best Medicine I Ever Took.

I have given your INDIAN BLOOD SYRUP trial, and must say it is the best medicine I ver took.

W. S. LATTIMORE. ver took. W. S. LAT Cartwright, Durham County, Onta

Cartwright, Durham County, Ontario.

Neuralgia.

Toronto, April 20, 1880.

Dr. Clarke Johnson: Dear Sir.—When I visit ed your manufactory last autumn, I was suffering from a fearful pain in the face and head—the physicians call it neuralgia—and when you recommended me to try your INDIAN BLOOII STRUP I had no faith in it; but indeed Ireceived such a benefit from it, that I have since recommended it to several who were suffering as I was, and with a good result, and I cannot led this opportunity of your second visit to this city go by without thanking you very much for recommending me to try the INDIAN BLOOII SYRUP. Yours very truly, GEO. LOVEYS, lumber merchant, 250 Simce street.

Severe Pain in the Side. Severe Pain in the Side.

Toronto, April 21st, 1830.

Dr. Clark Johnson: Dear Sir,—I have been troubled with a sovere pain in my side for over two years, so that it caused me many sleepless nights. Having heard of the wonderful effects of your INDIAN BLOOD SYRUP and BLOOD PURIFIER, I purchased a small bottle, and it has entirely cured me; also my digestion has improved greatly.

JOHN MCEACHREM, Carpenter, 14 Sheppard street,

Good Family Medicine.

I have used your INDIAN BLOOD SYRUP as a Family Medicine for two years, and think it very valueble as an anti-Dyspeptic or anti-Bilious medicine.

M. J. WHITE. Arkona, Lambton County, Ontario

Dyspepsia and Indigestion.

BURFORD, Brant County, Ontario.

Dear Sir,—This is to certify that after using your INDIAN BLOOD SYRUP for a short time it has entirely cured me of dyspepsia. It is all you recommend it to be. JAMES GLENNIE.

Por Asthma.

Nackawick, York County, N.B.

Dear Sir,—I was troubled with asthma for a number of years, and your INDIAN BLOOD SYRUP has given me more relief than any other relief. edicine I ever used.

MRS. JAMES DUNHAM.

For General Debility.

Fermoy, Addington Co., Ontario, Canada.

Dear Sir.—I was troubled with General Debility, and failed to obtain relief until I tried you INDIAN BLOOD SYRUP, which completely cured me.

JAMES NOONAN.

A Very Valuable Medicine.

Westport, Leeds Co., Ont., Jan. St. 1879.

Dear Sir.—I have suffered greatly with Kidner Disease, and the INDIAN BLOOD SYRUP is the only medicine that ever gave me relief, firmly believe it to be a valuable medicine.

PETER DONNELLY, Blacksmith.

Cures Dyspepsia and Indigestion.
Westport, Leeds Co., Ont, Jan 26tn, 1879.
Dear Sir,—I have been afflicted with Dyspepsia for about nine years, and your INDIAN BLOOD SYRUP is the only medicine that ever helped me. I would say to all suffering from this discase to give your medicine a fair trial.
W. H. RORISON.

LIVER AND KIDNEY COMPLAINTS. BOTHWELL, Kent Co., Ont.
Dear Sir,—This is to certify that your INDIAN
BLOOD SYRUP has greatly benefitted me for
Liver and Kidney Complaint. I cannot recommend it too highly. W. CHASE HIGGINS.

Health Restorer.

WESTPORT, Leeds Co., Ont.

Dear Sir,—I have known many persons to be restored to health by the use of your INDIAN BLOOD SYRUP

CAUTION TO DRUGGISTS.—Beware of Counterfeits. We employ no runners or travelling agents to solicit trade from Druggists. Be sure you get the genuine, from our authorized agents, Messrs. NORTHRUP & LYMAN, of Toronto. The public are cautioned against buying spurious medicines.

The Result of Ten Years' Literary Labour.

THE PURPOSE AND PLAN OF THE

A Comprehensive Review Translations.

THE ALTERATIONS MAI

On Saturday evening, the Method and Publishing House having rece first supply of the revised New To we were favoured with a copy. Ou will have an opportunity of compa versions for themselves immediately while, the time at our disposal hav brief, we select from our New York some account of the labours of the and the scope and extent of the em they have thought it their duty The oldest version in English wa Wycliff; but it may be left out of since its language had becom erchaic, not to say obsolete, by the of the sixteenth century.

KING JAMES' VERSION. Like what we know as the authori lation, the new book is merely a rolder ones, of which the first was the dale. "It cannot be traced to a author or authors, like Worliffe's Luther's Bible. It resembles in the Apostles' Creed and the Anglica It is the mature result of three gene the Reformation period. It gather ine fruits of the previous It gather ine fruits of the previous Islandra of ripe fruits of the previous labours of Coverdale, Rogers, Cranmer, the Bible, the Geneva Bible, and the New Testament. It is especially in William Tyndale (1525-1535) for and vocabulary, and to the Generation (1560) for its accuracy." In separate companies met, one at We and the other at Oxford, and they determine the companies of the companies pear to have conferred until the were completed, when the results ferred for final supervision to a spany from Oxford, Cambrid Westminster. The work was con 1611. "Thus," as the preface 1880 revision informs us, "the form the English New Testament has read for 270 years was the president. read for 270 years was the result revisions made between 1525 and the present revision is an attemptong interval, to follow the examp

a succession of honoured predecessor.

Notwithstanding the acknowled lence of the King James' version, been for many years a constant demand for its revision, to the er might be purged of the innumer errors and defects which had come visage and distort its lineaments in of modern scholarship. The cons by which this growing demand has

viser :-"The translators (appointed by Ki had sound principles, except that o sary variations in rendering, and the best use of their resources; bu sources of the seventeenth cent limited; biblical philology, geogra archæology were yet in their inf comparative philology and textua were not yet born. Since that tin scholarship in all its branches has progress, especially within the years. The Greek and Hebrew with all their cognate dialects, known now than ever before. and best uncial manuscripts of t Testament have recently been disc thoroughly examined, together wit cient versions and patristic quotat to scholars as their native country and and the book illustrate each present generation as they did to readers on the banks of the Nile, a nesareth, and the top of Mount Oli "Hence the growing demand in E America for a thorough, yet conservision, that shall be faithful to th

Greek and Hebrew Scriptures, and ful also to the idiom and vocabula authorised version, so as to read li book, with all the charms and sacr tions of the old In other words calls for such a revision as shall pur version of its errors and inconsist it to the language and scholars nineteenth century, command the of all English-speaking Churches, new bond of union and strength am
"This is the sole object of the which was undertaken as a comm the benefit of all the English read

Word of God, and which has been for the last ten years by about eigh scholars of England and the United The popular feeling, at once deep spread, which called for some an revision of the current English found expression at last in the when the convocation of Canterbu part of the Mother Church of Ar Christendom, addressed itself to formance of the weighty task.

taking the lead in this mover
learned representatives of the
Church, with commendable lib
well as with commendable prude careful to invite the co-operation of biblical scholars in England and without regard to sect or nationals THE GREEK TEXT.

One need for revision has sp recent discoveries regarding the o ning of the sixteenth centure copies of the sacred volume any other ancient writing has to us in manuscript. No fewer manuscripts of the New Testament to scholars of our day. These m are divided into two classes, according are divided into two classes, according are written in capitals or in small leformer being known as uncials, the cursives. The line between the two writing runs somewhere about the tury. Beyond that date there are copies of the New Testament at all which can be referred to a higher through the fourth to which can be referred to a higher These range from the fourth to century. They are the Ai MS., known to schelars as A, ne British Museum, and assigned to century; the Vatican MS. in th Library, known as B, and dated in century; the Ephraem MS. (C, in tional Library of Paris, a palimpses see of a date as early as that of A as of a date as early as that of A MS., D, presented by Beza to the of Cambridge, and generally refer sixth century; and the Sinaitic MS. accidentally discovered in a waste Professor Tischendorf in the Conv Protessor Tischendort in the Conv Catherine on Mt. Sinai. This is a the fourth century, a little late The cursives are iar more numer some of them exceedingly valuable as a whole, less important than t ides these, are the ancient vers New Testament, such as the Syri Latin, which is the basis of the vul Roman Church, the Coptic, and the some of which were made at an e

On the other hand, the so-called Text," from which our authorized v
formed, is a compilation based almon the labours of Erasmus. Bu
had no documentary materials for an edition of the Greek Testam should be either accurate or con even after Stephens and Beza had whis text that text was still left in satisfactory state. Not one of the ancient MSS, was then known to

than can be claimed for any kn