CURRENT TOPICS.

ISLAM IN PERSIA.—In a recent article in the *Saturday Review* the writer said:—"But is the mass of the Persian nation itself become Mahommedan, the few who clave to the ancient faith, and the few Jews, Christians, or members of any other religious bodies, became, strictly speaking, dissenters from a national faith? The *Pall Mall Gazette* objects to the term "dissenters," as extraordinary and unwarrantable, since as generally used it designates seceders, personally or by descent, from an established religion after conformity thereto. The Presbyterians of Scotland, it says, would certainly resent the epithet if applied to them in relation to the Anglican Episcopal Church, though it would be appropriate as designating their divergence from the Church of Rome. On the other hand, the Wesleyans are undoubtedly dissenters in the former sense. In like manner, and inasmuch as the modern Ghebres are the representatives of the prior national Zoroastrianism of Persia, and some at least of the native Christians of that country, notably the Nestorians, had a corporate existence there as complete before Islam, we fail to see how either can be called, with anything like strictness, dissenters—simply seceders in course of time that creed became the religion of the mass of the inhabitants. Nonconformists they certainly are, and as a minority in a Mahommedan state have been worse off than the subjects of Christian states under the Mogul or the Ottoman. Hence, adds the *Gazette*, "we do not hesitate to say that, notwithstanding the proverbial reason of toleration during his travels, and put it into practice on his return home, his name to the West will form the brightest page in the history of his reign, and be remembered with gratitude by the subject Quakers, Christians, and Jews of Persia. According, however, to a New York *World* correspondent, who has interviewed the Shah, the latter has a very strong feeling against the Mormon colonists in question. His Majesty, speaking full one of their writers, said he would instinctively him, shoot him, burn him. He will visit the people. His reason was that unbelief and order were inconsistent. The people, that is the common people, must believe, else we are in a different." He betrayed great irritation on this subject, and three not seen such a fire in his eyes since the toleration invoked by the *Pall Mall Gazette*.

A HINT OF SLAVERY.—With the emancipation proclamation of President Lincoln slavery in the United States came to an end. Some relics of that institution have appeared occasionally, and odd enough they are. Perhaps the last of its kind. In 1860 Mr. J. Mottz Allston sold eighty slaves to Mr. J. Manning, and which he received one-third cash—35,000 dollars—and the bond of the purchaser for the remaining portion of the purchase-money, which was secured by endorsement of Messrs. J. S. and J. F. Richardson. Suit was brought against the principal and the sureties to recover the money due on the bond, which was given in 1860, and the case has only been decided in the term "Dissenters," an extraordinary and unwarrantable, since as generally used it designates seceders, personally or by descent, from an established religion after conformity thereto. The Presbyterians of Scotland, it says, would certainly resent the epithet if applied to them in relation to the Anglican Episcopal Church, though it would be appropriate as designating their divergence from the Church of Rome. On the other hand, the Wesleyans are undoubtedly dissenters in the former sense. In like manner, and inasmuch as the modern Ghebres are the representatives of the prior national Zoroastrianism of Persia, and some at least of the native Christians of that country, notably the Nestorians, had a corporate existence there as complete before Islam, we fail to see how either can be called, with anything like strictness, dissenters—simply seceders in course of time that creed became the religion of the mass of the inhabitants. Nonconformists they certainly are, and as a minority in a Mahommedan state have been worse off than the subjects of Christian states under the Mogul or the Ottoman. Hence, adds the *Gazette*, "we do not hesitate to say that, notwithstanding the proverbial reason of toleration during his travels, and put it into practice on his return home, his name to the West will form the brightest page in the history of his reign, and be remembered with gratitude by the subject Quakers, Christians, and Jews of Persia. According, however, to a New York *World* correspondent, who has interviewed the Shah, the latter has a very strong feeling against the Mormon colonists in question. His Majesty, speaking full one of their writers, said he would instinctively him, shoot him, burn him. He will visit the people. His reason was that unbelief and order were inconsistent. The people, that is the common people, must believe, else we are in a different." He betrayed great irritation on this subject, and there not seen such a fire in his eyes since the toleration invoked by the *Pall Mall Gazette*.

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THE CITY OF WASHINGTON.

The Official Investigation—Statements of the Captain, Officers and Passengers—News from the Wrecks.

The official investigation into the cause which led to the wreck of the Inman steamship City of Washington was opened by Capt. Scott, R.N., on Monday.

Capt. William Robert Phillips was called and, being sworn, testified as follows:—I joined the City of Washington on the 23rd of June in this year. This was my first trip on her. I do not know what her tonnage was. There was a table of deviations in a frame hung up in the chart room on board of the ship. Left Liverpool Tuesday, 24th, at 6.45 p.m., in charge of a pilot; started first from Queenstown at 5.10 p.m. of the 25th. The weather was not clear; it was at times heavy and showery. I do not think that in going down St. George's Channel the ship made more nothing than she should have done considering the tide. After leaving Queenstown, was enabled to take astronomical observations on the first two days, Thursday and Friday. We did not notice that the position as given by the astronomical observations differed much from that by dead reckoning. Our cargo was not a full one; it was mostly composed of steel rails, bundles of iron and boxes of tin. I did not notice the least change in the color of the water in course of the ship's land. The fog was so dense all the passage, after leaving the Channel, that we could generally see two yards from the ship; we were sight days in the fog. The ship struck at 11½ p.m. on Saturday, the 12th of last month. Before the *Gazette*, "we do not hesitate to say that, notwithstanding the proverbial reason of toleration during his travels, and put it into practice on his return home, his name to the West will form the brightest page in the history of his reign, and be remembered with gratitude by the subject Quakers, Christians, and Jews of Persia. According, however, to a New York *World* correspondent, who has interviewed the Shah, the latter has a very strong feeling against the Mormon colonists in question. His Majesty, speaking full one of their writers, said he would instinctively him, shoot him, burn him. He will visit the people. His reason was that unbelief and order were inconsistent. The people, that is the common people, must believe, else we are in a different." He betrayed great irritation on this subject, and there not seen such a fire in his eyes since the toleration invoked by the *Pall Mall Gazette*.

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THE BOYNE.

Celebration of the 183rd Anniversary.

THE PROCESSION.

Speeches in the Queen's Park.

Saturday, Toronto put on its gayest appearance in honour of the 183rd anniversary of the Battle of the Boyne, a day dear to all loyal Orangemen, and which is always observed by them in this Province with an enthusiasm and a grandeur of processional manifestation that fairly dazzle and astonish even those who have been accustomed to the monster celebrations of the old country. The weather was in every respect glorious; a transparent atmosphere, a sky of rich cerulean hue, a temperature warm but unexhausting, all conspiring to tempt our Orange citizens to give themselves up in full abandonment to the pleasure of celebrating the day with due eclat.

About ten o'clock in the morning, the members of the various Orange and Young Britons lodges assembled at their respective lodge rooms, and from their, after parading through our principal thoroughfares, with banners flying and band playing, converged towards the grounds at the northwest of Church and Parliament streets, for the purpose of forming in procession. The brethren, decorated in their handsome regalia, presented quite an attractive appearance, the general attire being white trousers, black coat and silk hat. The Young Britons wore white trousers and shirts, white straw hats, and orange and blue sashes, and looked very fine and soldierly, especially from the younger portion of the men, provisions and rules for leaving Liverpool; it was well found in all respects. The general instructions of the Company are that the meritum of Cape Race to be passed at about lat. 40; I adhered to these instructions, passing to the south-west of it at about 11.30. The boats were lowered down with ease, one by one, loaded, and sent off to the shore in perfect order; there was no confusion.

Captain W. J. Hammond, a passenger, was called, sworn, and testified as follows: I am a master, holding a certificate of competency; was a passenger in the City of Washington. Kept no reckoning. I never saw a better disciplined steamship. I have crossed four times as a passenger in different ships. There was no confusion in lowering the boats. Everything was worked in a seamanlike manner. I have been twenty-seven years in the emigrant trade, and never saw steerage passengers better treated. The first thing done after the passengers were landed was to land a sufficient quantity of provisions to serve all hands for three days, including biscuits, beef and pork. This was kept as a reserve in case the vessel should break up.

Cross-examined by Mr. Lynch—I crossed previously in the Union, Iowa, Hebrew and Washington. I did not enquire whether the officers had any second of evidence; I did not observe any difference between the true position and that posted every day. In speaking of the sobriety of the officers I include the captain. If the cargo consisted largely of steel, as stated, it would probably influence the compass.

John Shean, first officer, sworn and testified as follows:—Was first officer on the voyage. This is my first trip in the ship. I did not notice that it was insufficiently ballasted. The ship made more wetting or nothing than she should. I was not present when the steel cargo was shipped. I do not know that there was steel on board. We took observations in the forenoon days; we had no chance to observe a zenith; there was but a very slight difference between the dead reckoning and the observations. We worked both dead reckoning and observations nightly. The Captain's and my working agreed within a mile or two. I never saw a ship steer better. I had no reason to suppose that she was wetting more than she should have done. The log was hove every hour. The fog was so dense that we could not tell the proper colour of the water. When the ship grounded the engines were stopped.

John Flaherty, second officer, sworn and testified:—I joined the ship the day she sailed; never sailed in her before. I have been in the Inman service four years, have been at sea sixteen years. I never crossed the Atlantic when the weather was so continuously thick as on this voyage. Our reckonings were generally with more than usual care on account of the thickness of the weather. My reckoning agreed with that of the captain within a few miles. According to my reckoning, the ship should have been very much farther south than she was. I attribute this to either a northerly current or an error in the compass.

A. M. Anderson, third officer, sworn, and testified as follows:—I joined the ship in the beginning of the year at New York, and left the ship about seven trips in her. It is my duty in the ship to watch the standard compass. The course on the voyage previous to that on the wreck was by the compass. On this voyage we steered, as a rule, by the compass. I have no idea that the ship was making more wetting than she should by the course steered. Noticed no seaweed or other matter which would lead us to believe that we were near land.

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At about half past three o'clock Major Bennett, District Master, took his stand on the platform in the Park, and opened the proceedings.

Major BENNETT said this was the thirteenth or fourteenth time he had been District Master in the city of Toronto, had presided at similar gatherings in the 12th of July. Looking back over that period he was glad to see that the Orange order had increased, not only in numbers, but in respectability, and he ventured to say they were a more respectable and law-abiding people. (Cheers.) He congratulated his brother Orangemen on their turn-out on that the 323rd anniversary of the Battle of the Boyne, which was fought by the great and glorious William of Orange, and which was the turning point of Party, but in order that men should have the right to read the word of God without molestation. (Cheers.) They, the descendants of those who fought at the Boyne, had assembled there that day to proclaim to the world at large that they held the same principles as their fathers, and would to maintain them to their posterity. (Cheers.) They did not come there to say that the Protestant Orangemen were more than others. They didn't deserve it more than the others." They only wished to be given their rights with others, and would not be shocked to see them. (Cheers.) He was forty years of age on the following day, and this was probably almost the last time he should have the honour of addressing them. He urged them to adhere to their colours, let there be no surrender, let them remember that they were British, let no man whatever his profession might be cause them to hold a sycophantic feeling towards the Empire of Britain. (Cheers.) Annexation would bring them no benefits, and independence would ruin their country. Let them stick to old England. (Cheers.) He would conclude in the words of one of England's old poets:—

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TELEGRAPHIC SUMMARY.

EUROPEAN.

There was a tumultuous scene in the French National Assembly Saturday, and the Marquis Gallifet became so great that M. Buffet, the President, was obliged to suspend the sitting. Upon the resumption of the session the Gambetta ascended the tribune and proceeded to address the Assembly in defence of his speech delivered at Grenoble. He said France was revolutionary. He gloried in universal suffrage and boasted the majority of the Assembly of wishing to mutilate it. M. Brooul, Minister of Justice, protested against the charges of Gambetta. The Government, he said, was willing to accept a debate upon its policy at any time.

It is expected that the Pope will soon be above Cardinal Hate upon Archbishop Manning, of England, and two American Archbishops.

The Sultan has declined the invitation of the Emperor Francis Joseph to visit the Vienna exposition, assigning as a reason that affairs of State prevent his leaving Constantinople.

The British Parliament will prorogue about the 27th inst.

Telegrams from various points on the continent where cholera has been prevalent represent that the disease is everywhere abating.

The Carlists have occupied the town of Tortosa, fifty miles from Barcelona. The garrison of 500 surrended as prisoners of war. Don Carlos will soon re-enter Spain and take personal command of the forces in the field. 12,000 rifles for the Carlists are landed at Bilbao.

A heavy storm of rain, accompanied by vivid lightning, swept over Yorkshire, England, on Sunday, and did great damage in the country to the extent that the crops were laid down and injured to a great extent. (Cheers.) They did not come there to say that the Protestant Orangemen were more than others. They didn't deserve it more than the others." They only wished to be given their rights with others, and would not be shocked to see them. (Cheers.) He was forty years of age on the following day, and this was probably almost the last time he should have the honour of addressing them. He urged them to adhere to their colours, let there be no surrender, let them remember that they were British, let no man whatever his profession might be cause them to hold a sycophantic feeling towards the Empire of Britain. (Cheers.) Annexation would bring them no benefits, and independence would ruin their country. Let them stick to old England. (Cheers.) He would conclude in the words of one of England's old poets:—

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Oh, let it never perish in your hands,
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About ten o'clock in the morning, the members of the various Orange and Young Britons lodges assembled at their respective lodge rooms, and from their, after parading through our principal thoroughfares, with banners flying and band playing, converged towards the grounds at the northwest of Church and Parliament streets, for the purpose of forming in procession. The brethren, decorated in their handsome regalia, presented quite an attractive appearance, the general attire being white trousers, black coat and silk hat. The Young Britons wore white trousers and shirts, white straw hats, and orange and blue sashes, and looked very fine and soldierly, especially from the younger portion of the men, provisions and rules for leaving Liverpool; it was well found in all respects. The general instructions of the Company are that the meritum of Cape Race to be passed at about lat. 40; I adhered to these instructions, passing to the south-west of it at about 11.30. The boats were lowered down with ease, one by one, loaded, and sent off to the shore in perfect order; there was no confusion.

Captain W. J. Hammond, a passenger, was called, sworn, and testified as follows:—I am a master, holding a certificate of competency; was a passenger in the City of Washington. Kept no reckoning. I never saw a better disciplined steamship. I have crossed four times as a passenger in different ships. There was no confusion in lowering the boats. Everything was worked in a seamanlike manner. I have been twenty-seven years in the emigrant trade, and never saw steerage passengers better treated. The first thing done after the passengers were landed was to land a sufficient quantity of provisions to serve all hands for three days, including biscuits, beef and pork. This was kept as a reserve in case the vessel should break up.

Cross-examined by Mr. Lynch—I crossed previously in the Union, Iowa, Hebrew and Washington. I did not enquire whether the officers had any second of evidence; I did not observe any difference between the true position and that posted every day. In speaking of the sobriety of the officers I include the captain. If the cargo consisted largely of steel, as stated, it would probably influence the compass.

John Shean, first officer, sworn and testified as follows:—Was first officer on the voyage. This is my first trip in the ship. I did not notice that it was insufficiently ballasted. The ship made more wetting or nothing than she should. I was not present when the steel cargo was shipped. I do not know that there was steel on board. We took observations in the forenoon days; we had no chance to observe a zenith; there was but a very slight difference between the dead reckoning and the observations. We worked both dead reckoning and observations nightly. The Captain's and my working agreed within a mile or two. I never saw a ship steer better. I had no reason to suppose that she was wetting more than she should have done. The log was hove every hour. The fog was so dense that we could not tell the proper colour of the water. When the ship grounded the engines were stopped.

John Flaherty, second officer, sworn and testified:—I joined the ship the day she sailed; never sailed in her before. I have been in the Inman service four years, have been at sea sixteen years. I never crossed the Atlantic when the weather was so continuously thick as on this voyage. Our reckonings were generally with more than usual care on account of the thickness of the weather. My reckoning agreed with that of the captain within a few miles. According to my reckoning, the ship should have been very much farther south than she was. I attribute this to either a northerly current or an error in the compass.

A. M. Anderson, third officer, sworn, and testified as follows:—I joined the ship in the beginning of the year at New York, and left the ship about seven trips in her. It is my duty in the ship to watch the standard compass. The course on the voyage previous to that on the wreck was by the compass. On this voyage we steered, as a rule, by the compass. I have no idea that the ship was making more wetting than she should by the course steered. Noticed no seaweed or other matter which would lead us to believe that we were near land.

Cross-examined by Mr. Lynch—Have been in the service of this company for nearly eight years. I have never seen the weather so thick before in all this period. I have never before approached so near to land as we did this time without perceiving it. Some indications that we were coming close to land. I had no reason to doubt the zenith; I think that we were in the near vicinity of land. I kept my dead reckoning very carefully, more so than usual, on account of the thickness of the weather. Whenever I compared my reckoning with the captain's they agreed very closely. I believe he kept a reckoning independently of mine on previous voyages. It has generally proved correct within a few miles. My reckoning on this voyage was never 100 miles out of the way.

Do not remember exactly what it was. I attributed the deviation to an error in the compass, and this error to the large amount of iron and steel forming a part of the cargo.

Arthur Hill, fourth officer, sworn, gave evidence as follows:—I was the second officer's watch. Joined the ship last voyage. Was stationed at the standard compass. The ship steered better than any ship that I have ever been in. The quarter master's duty is to take the temperature of the water; it was taken every two hours. I have the log myself, and noted the speed in the logbook.

Thomas Bruce, chief engineer, sworn, and testified as follows:—I have been in the ship about six years. The ship has always been running between Liverpool and New York, sometimes calling at Queenstown. Very on deck I noticed the weather was very thick. I found my log to agree with the reckoning within ten miles for the last twenty-four hours. Never observed any improperly on the part of the officers or ship's officers. The whistles were sounded regularly during the voyage.

SECOND DAY.

John Green, quartermaster, sworn:—Was on duty at the first two days at sea. I have been going to sea about three years. I understand all about a ship. According to my idea the City of Washington was in good order, that she had a full complement of men and everything necessary. I never saw a better crew shipped up life as on this voyage. At the time she struck I was at the wheel. Of persons were on the lookout. I was on the forecastle of the bachelors' keeping a lookout; the men were at their proper stations at the time; the captain was on the upper deck. More care was used on this occasion than I ever saw before on the ship.

J. H. Jesson, sworn:—Am an able bodied seaman. I first took the wheel during the voyage; my duty was to take and shorten sail when ordered. The weather was clear during the first two days, but a dense fog prevailed after that; I did not see any boats or wreck. I was at the wheel before she struck; I did not notice the colour of the water; stars could be seen occasionally, but not often enough to permit observations to be taken.

Henry Mann, sworn:—Was purser of the vessel. Her cargo consisted of four hundred or five hundred boxes of tin and sundries. I have sailed in another ship having steel or iron as a cargo. It was the "Vigo," in 1865. Was from New York to Liverpool. Her cargo had, among other things, twenty-seven cases of sewing machines. They were stowed between the after and 1½ between decks. Major Bennett had referred to the Orange Bills. If these people would prevent them—as they had done so far as I may in their power—from having their lodge-rooms and swearing their oaths, would they not if they had the power prevent them from being there that day? (Cheers.) Was it not less offensive, less obtrusive to them for Orangemen to appear and cheer in their lodge-rooms than in the Queen's Park? The men who had refused their assent on the Orange Bill had not their overzealous, they were recruiting sergeants for the opposite side, they had hoisted their opponents' colours, they had alarmed the Protestant mind of the whole country, and people were flocking to their lodges. So great was the demand for big drums for the lodges, that the other day he was unable to get one in Toronto, and had to procure one from Buffalo. This demonstration which was of the City of Toronto alone was the answer of the Protestants of this city to these men. (Cheers.) They were getting Grits and Conservatives to say, "We will not suffer this insult and treatment to our Party when they can't deserve it more than the others." Some people would be glad to see their rights with others, and would not be shocked to see them. (Cheers.) He was forty years of age on the following day, and this was probably almost the last time he should have the honour of addressing them. He urged them to adhere to their colours, let there be no surrender, let them remember that they were British, let no man whatever his profession might be cause them to hold a sycophantic feeling towards the Empire of Britain. (Cheers.) Annexation would bring them no benefits, and independence would ruin their country. Let them stick to old England. (Cheers.) He would conclude in the words of one of England's old poets:—

"Remember, O my friends, the laws, the rights,
The generous plan of power delivered down
From age to age by your renowned forefathers,
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