DON, ONT.

CANADA.

names of FIVE subscribwill mail a handsomely

BS.

The proposed cotton factory at Truro N. S., will consist of 100,000 spindles, and cost \$500,000. Two splendid thoroughbred English horses arrived per steamship Circassian for H. R. H. the COPY, AND ALSO A Princess Louise.

The directors of the St. Catherines street railway have purchased 160 tons of steel rails for the proposed new street railway.

Hamiltsn, Ont., May 5.—About 10.45 this a.m., as an employer in Prof. Hand's pyrotechnic factory named Chas. Drew was filling a rocket, it exploded in his hand. Dropping the rocket, it set all the fireworks in the building off, causing a terrific explosion, a building which was of frame, and

demolishing the building, which was of frame, and

shaking the surrounding buildings considerably.

The fire alarm was sounded, and the brigade turned

STRATHROY.

-CRICKET.

—CRICKET.

Strathroy, May 5.—A fire broke out at the residence of Mr. John McGarvy, on Front street, this morning about 2 o clock, apparently being the result of a defective chimney, as the flames were first discovered in the roof a considerable portion of the furniture was saved, but the house was entirly destroyed, being valued at about \$600, and upon which there was an insurance of \$400 in the western; on the furtiture there was an insurance of \$500 in the Gore Mutual. The steamer, under Engineer Mullen, was

Mutual. The steamer, under Engineer Mullen, was quickly at the scene, and did good service in preventing the fire from spreading to the blacksmith shop and building at the service.

To-day work was commenced by Mr. John Holmes,

tearing up the crossings, etc., on Front street, where the new block pavement is to be laid. It will be a

great improvement to our town, and it is an evi-ednce of the enterprise and push of our business

There is an effort being made just now to re organize the cricket club, and lease a piece of land belonging to Mr. John Franke, in rear of that gen-

CANADIAN NEWS.

Lake Winnipeg is not open yet.

contractor expects to finish the work in

and building adjoining.

men.

two months.

A number of buggies imported from the United States have been seized by the Customs officers at Belleville for alleged under-valuation.

The Halifax City Council has called for tenders for the erection of buildings for the Provincial exhibition to be held at Halifax next October.



"CHRISTIANUS MIHI NOMEN EST, CATHOLICUS VERO COGNOMEN."-"CHRISTIAN IS MY NAME, BUT CATHOLIC MY SURNAME."-St. Pacian, 4th Century.

VOL. 1.

N. WILSON & CO.

WOOLLENS,

LOW PRICES.

St. Peter's Palace, London, Ontario, Nov. 13, '78.

ANOTHER LETTER OF HIS LORDSHIP THE

RT. REV. DR. WALSH, BISHOP OF LONDON.

DEAR SIR,-On the 22nd of September we ap-

proved of the project of the publication of a Catholic newspaper in this city. We see with plea-

IMPORTERS OF FINE

BEST GOODS,

WALTER LOCKE, ESQ.-

LONDON, ONT., FRIDAY, MAY 9, 1879.

THE TYNE BOAT RACE.

LENGTHS. Newcastle, May 5.—The long looked-for single scull race on the Tyne, between Hanlan and Hawdon, for £200 a side, took place to-day, and, as was generally expected, resulted in a victory for Hanlan. The weather was splendid. The course was from the High Level bridge to the suspension bridge at Scott's Wood, distance 3 miles and 3 furlongs. Hanlan won the race by six lengths. His time was 32 min and 5 sec. MOST FASHIONABLE CLOTHS,

HANLAN THE WINNER BY SIX

min. and 5 sec. Newcastle, May 5.—Hanlan won as he liked.

Great enthusiasm. Newcastle-on-Tyne, May 5, 2.45 p.m.—After the Newcastle-on-Tyne, May 5, 2.45 p.m.—After the men struck the water the race was never in doubt; for Hanlan swept away, while Hawdon splashed considerably. The latter soon settled down and put in some heavy work, striking as high as 43, while his opponent was swinging along, apparently without exertion, at 35. Hardan assumed half a length of a lead in the first four hundred yards, and when the Grindstone Quay was reached Hanlan had drawn clear amid tremendous cheering. This nettled Hawdon, and he dashed into his work with greater ferocity, throwing the water like angry surf behind Catholic newspaper in this city. We see with pleasure that you have successfully carried into execution this project, in the publication of the Catholic Record. The Record is edited with marked ability, and in a thoroughly Catholic spirit, and we have no doubt that as long as it is under your control, it will continue to be stamped with these characteristics.

Hawdon, and ho dashed into his work with greater ferocity, throwing the water like angry surf behind his shell. Everyone expected to see Hanlan get excited and quicken up, but he just seemed to watch his man like a cat, and responded by adding a little strength to his stroke, which seemed to lengthen, but not quicken it.

At the Waterson Works the Canadian had two

no doubt that as long as it is under your control, it will continue to be stamped with these characteristics. Such a journal cannot fail to be productive of a vast amount of good, and whilst it continues to be conducted as it has been thus far, we cordially recommend it to the patronage of the clergy and lairy of our diocese.

I am yours,

Sincerely in Christ,

† John Walsh,

Bishop of London.

LETTER OF HIS LORDSHIP THE RIGHT REV.

DR. CRINNON, BISHOP OF HAMILTON.

DIOCESE OF HAMILTON,

Nov. 5th, 1878.

WALTER LOCKE, ESQ.—

DEAR SIR,—Your agent called on me yesterday to procure my recommendation for the circulation of your paper in this diocese. I willingly grant it, and earnestly hope that your enterprise will meet with the hearty encouragement of the priests and people of this diocese. Your paper is well written, and contains a great amount of Catholic news, and what is still better, it breathes a truly Catholic spirit; so desireable in these days when rebellion against Ecclesiastical Authority is so

DARS Sig.—Your agent called on me yes
terday to procure my recommendation for the
circulation of your paper in this discess. Your paper
is well switten, and contains a great amount
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of the priests and people of this discess. Your paper
is well switten, and contains a great amount
of Catholic papir; as obsirable in these days
have a length shead, and a little further on way
when rebellion against Ecclesiation! Authority is so
rampant. I am glad that you are free from all
apolitical parties, and therefore in a position to
approve of twice legislation and to condem to
the contrary. Wishing your paper an extensive circulation,
Yours very faithfully,
+ P. F. CRINNOS,
Bishop of Hamilton.

PREMATURE PYROTECHINICS,
Bishop of Indini, mad then, with a few
and a little distribution of the principle of the price of the ed under the bridge with a lead of about three lengths. Hawdon, struggling manfully on, rowed well and fast, while his opponent continued his easy, quite style, never apparently exerting himself. After passing under the bridge, the Canadian actually ceased rowing. He allowed Hawdon to draw up almost on a level with him, and then, with a few strong strokes, drew away and resumed his lead of nearly three lengths. The race was from the very first a one-sided affair, notwithstanding Hawdon rowed gamely. More then once Hanlan allowed the Tynesider to draw up; but with the greatest rowed gamely. More then once Hanlan allowed the Tynesider to draw up; but with the greatest ease quickly resumed the lead, while every few strokes he looked round to see his course. Near the top of King's Meadows the men were both in very rough water. Hanlan ceased rowing, and Hawdon, with half-a-dozen strokes, pulled up on a level with him. Hanlan smiled and nodded to his silet who was following in a cutter and at once The fire alarm was sounded, and the organe turned water on the building, preventing the fire from spreading, and, strange to say, no one was hurt, Drew escaping with a burnt hand. Hands' loss is about \$2,500; no insurance. This is the second disaster of the kind within a year, and is likely to injure him, as he was preparing extensively for the helidays. pilot, who was following in a cutter, and at once drew away. A little further on Hanlau, to the drew away. A little further on Hanlau, to the amazement and astonishment of many, stopped rowing and sponged the water out of his boat, and then setting quiety to work again drew away with ease; and this he did two or three times. He eventually went in the easiest of winners by five lengths, and could have won by any distance he liked. His time was 22 minutes and 5 seconds. Such a race was never seen on the Tyne. Hawdon is acknowledged to be a capital scullar and his care FIRE YESTERDAY MORNING—BLOCK PAVEMENT

is acknowledged to be a capital sculler, and his easy defeat shows what the Canadian can do.

Newcastle-on-Tyne, Eng., May 5.—Although the sky was clear, the wind was strong, and the water was so rough at one time that it was thought the race would be postponed. The crowds of spectators were immense. Excursion trains began to arrive early, and steamboats brought crowds from Shields, Jarrow, and other cities. Many persons walked from the surrounding country, noticeably the miners pay on strike, who came en massee. Every spot acknowledged to be a capital sculler, and his easy now on strike, who came en massee. Every spot whence the river could be seen was literally packed

ith people. Dr. Armstrong, the referee, was trly at his post supervising the preparations. At 1.20 o'clock the two stake boats were moored At 1.20 o'clock the two stake boats were moored off the Mansion House quay, and a few minutes after Hanlan's cutter dropped down to Boyd's boat house. Among the occupants of the boat with Hanlan were Kempser, Renforth, Hepplewhite, Plaisted, of New York, Heasley, the trainer, and Wallace Ross. Five minutes later Hawdon's cutter was the Marsion House Oney and both men

Wylie's quay had left a length of daylight between the boats. Still he did not decrease his stroke, and at the east end of Skinnerburn he had another at the east end of Skinnerburn he had another length to the good. He now received a signal from Bright to take matters easily, and responded by dropping his stroke down to 32 to the minute. Hawdon by this time had settled down to his well-known staying stroke of 36, and his boat was travelling much better than at first. The time to Skinnerburn was one minute 18 seconds. At the westernend of the steamboat landing the Canadian was leading by 2½ lengths and striking 30 to the minute. From this point he seemed to take very little mornotice of his guide in the cutter, repeatedly looking round to see where he was going, and seemingly fearful that he should encounter some floating rubbish. Hawdon, on the contrary, never took his eyes off James Percy, and, receiving the signal, he rubbish. Hawdon, on the contrary, never took his eyes off James Percy, and, receiving the signal, he quickened his stroke to 38, but gained no advantage, as the steering became very bad. At one moment he bore in towards the northern shore; next he pulled hard with his left and veered out again, as though afraid of bringing about a foul. next he pulled hard with his left and veered out again, as though afraid of bringing about a foul. At the foot of Grindstone Quay Hawdon made a fine effort, sweeping his sculls through the water in beautiful style, and increasing his pace materially. Hanlan noticed the manœuvre, but did not respond in the slightest degree, allowing the Tyne man within half a length. Hawdon continued his exertions, but do what he would he could not get alongside. For a few yards below Redheugh Bridge Hanlan, with a slight exertion, again shot away. This circumstance was noted on board the official steamer and 100 to 1 on the Canadian was offered. One hundred pounds to ten was accepted several times, Hawdon's admirers thinking his wonderful staying powers might enable him to pull through at the finish. Nearer the bridge, Hawdon further quickened his stroke to 40, but the Canadian would not suffer too great liberties, and, bending down to

not suffer too great liberties, and, bending down to work once more, he went through the bridge with a lead of fully two lengths, having made the diswork once more, he went through the brade with a lead of fully two lengths, having made the distance from the start in 3 minutes 40 seconds. Rounding the bend just above the point, both men experienced the full strength of the wind. The water was very choppy right across the channel. Indeed, there was very little choice of position by the lead works. Hanlan was looking round, picking his way cautiously. Every now and then he stopped rowing completely, and seemed to be looking at the spectators, his head turning from side to side, and there were frequent bursts of laughter from the spectators. Hawdon was going along in capital style, and whenever Hanlan paused he pulled up considerably. Hanlan, however, repeatedly went ahead with the greatest ease, though just off Cooper's stairs he had barely a length advantage. At this time-point Hanlan's time was 5 min. and 40 sec. Hawdon now dropped his stroke to 36, the rough water seeming to puzzle him greatly. Still he feathered high and avoided the waves, as Hanlan had done from the outset.

The Canadian went ahead with the utmost coolness. The head of King's Meadows was reached in 20 minutes and 18 seconds. One hundred yards further on Hanlon, pulling a length to the fore, drew his sculls, and stooping down proceeded to sponge out his boat. A further description of the race, if race it can be called, is hardly necessary. Hanlan, striking 28, passed Paradise Quay in 23 minutes from the start, Hawdon pulling in thirty-two strokes. All along Scotswood Haugh, the Canadian did nothing else except look at the spectators, though once, as just to show what he had left in him, he put on a spurt and went eight lengths ahead. though once, as just to show what he had left in him, he put on a spurt and went eight lengths ahead. After this he merely paddled, passing under Scotswood, Suspension Bridge, rather more than five lengths to the good. His time was 32 minutes 5 seconds. Hanlan at once rowed up to Hawdon and heartily shook hands with him amidst great cheering from the people. ing from the people.

ENGLISH OPINION.

The Newcastle Chronicle says he is undoubtedly one of the most finished scullers we have ever seen. one of the most innished settlers we have ever seen.
His slide is exceptionally long, and he uses it to the
fullest extent, thereby taking a grand sweeping
stroke, which, when he exerts his strength, seems
almost to lift the boat out of the water, though it always travels gracefully on even keel. If he had chosen he might have won the race by half a mile. The greatest credit is due to Hawdon for persevering in a disheartening task.

THE ENGLISH CHAMPIONSHIP.

would be defrayed.

The following challenges were announced:—Hawdon offers to row Kempster, of Sunderland, and Boyd, a match each on the Tyne for £100 a side, or Hawdon will take ten seconds' start over the same course from any man in the world, or 6 seconds start from any man, barring Hanlan.

George Watson, of Newcastle, a patron of rowing, ho accompanied the Renforth Crew to America, is

A DYNAMITE CRASH! A CAR LOAD OF IT EXPLODES AT

STRATFORD.

THE GROUND SHAKEN FOR A RADIUS OF TEN · MILES.

Stratford, May 5.-A few minutes before 10 Stratford, May 5.—A few minutes before 10 o'clock this morning the whole town was shaken as if by the shock of an earthquake. Windows were blown in, and even 'the sidewalks upon which people were walking were shaken so as to cause the

freight yard.

The wreck which the explosion made beggars description. Underneath the dynamite car a hole several feet deep had been scooped out by the explosion. The end of the brick frieght shed and a portion of the roof had been blown down. Several frame buildings were levelled to the ground, and long strings of freight cars lying in the yard were utterly wheeked.

utterly wrecked.

The business part of the town is nearly a mile from the scene of the explosion, but it shared in the disaster. Valuable plate glass windows were broken, and many others were blown in, frames and

The damage done to property is estimated at many thousand dollars, but there is too much confusion to ascertain anything definite at present. fusion to ascertain anything definite at present.

Two railway employes working in the yard park,
Lemoine de Pigeon, of Montreal, and Thos. Dolan,
of Stratford, were blown into minute fragments,
the foot of one of them being found two hundred
yards off. Others were injured, but the whole ex
tent of the disaster cannot be known for some time

yet.
Tavistock, May 5.—The explosion at Stratford this a.m. was distinctly felt and heard here, shaking all the houses in the village, and the smoke and flame plainly seen a distance of eight miles.

New Hamburg, Ontario, May 5.—The great explosion at Stratford to-day was felt and heard here quite plainly—distance fourteen miles—windows and buildings being shaken with considerable force.

The shock was felt at all the surrounding towns. The shock was left at all the striving of the whole they supposed it to be an earthquake. The car upon which the explosion occurred was freighted at Montreal for Amherstburg, and contained 30 packages of dynamite, which were entered as "blasting powder." They were shipped on account of Vanderbilt, to be used in blasting at the Detroit

There can be no doubt that the Grand Trunk Company will be able to maintain on action against the shippers for the heavy damages they have sustained. When the explosion happened the cars were being shunted in the yard. The employes of the company was a believed. the company are too busy in removing the wreckage to have time to estimate the damage done.

The damage to private buildings is also very great, and the sufferers are now consulting the law-

great, and the state of yers to see who is responsible.

George Hawkins, car-sealer, had both his eyes put out by a splinter, and is not expected to live. Jos. Humphrey is badly cut about the head and face, but may recover. Alfred Lamb was also badly in-

FURTHER PARTICULARS.

By Free Press Reporter.

THE ENGLISH CHAMPIONSHIP.

A meeting relative to the championship of England was held at Newcastle to-night. Colonel Shaw, Haulan's Canadian supporter; Wallace Ross, Plaisted and others were present. The editor of the Sportsman presided. He congratulated the Canadians on their brilliant victory. The race, he said, had been characterized by the greatest fairness. The chairman then explained the circumstances in regard to the challenge for a match between Elliot and an unknown. The challenge had been made public, as it was considered only right that Elliott, the present champion, should dispose of all opponents at home before he visited Australia to try conclusions with Tricket, the champion of the world. leading the state of the sails, the same training and the same training.

At 1.36 they took their positions. Hawdon was stripped to the bulk. Handan wore a sleeveless blue stift with scarlet trimming.

The stat was effected at 1.47½. Hawdon got the first good grip of the water and had covered nearly leading a side and the spiral state, however, recovered a level position with the same the stripped to the settle. Handan was in motion. The laff a length before Handan was in motion. The laft length before Handan was in motion. The laft length before the states were stripped and the would have the telegram framed as a memorial. Attack were sufficient as a first was effected at 1.47½. Hawdon got the first good grip of the water and had covered nearly position. At the same that the same had covered a level position with two was striking a light, rapid stroke of 42 to the minute, but was goin and the remainded with a power, was rowing quite 40 strokes to the minute. The proceedings terminated with a bad been covered he was a length to the good. The extra moment he had drawen clear, and when off the world remainded to the company of the world stripped between the men became stronly apparent. State of a wooden addition 18224 feet, were badly demolished. Nothing renained of the office world. The lamban draw wava rapidly, and before 159 yards had been covered he was a length to the good. The extra moment he had drawen clear, and when off to the position with the contrast between the men became stronly apparent. Standard the world the minute of the world the minute of the world the minute of the world have the telegram framed as a memorial. Articles were then signed between the light without serious injury. The damping of the world were broken, and it can be safely said largely a long that the world the wor

had fallen during the concussion, and what was left of the eastern end of the roof had been cut and splintered by the innumerable fragments that flew through the air. The car cheeker's office, 130 feet from the explosion, was blown into atoms, and Mr. Flynn, who was in it at the time, thrown several yards and severely injured. After the main track passes the depot, eastward, it connects with eleven side tracks leading to the freight shed and the round house, while others are used for shunting cars. On the third siding from the main track it was not hard to find the spot where the explosion took place. A hole, nine feet deep, twenty feet long and nearly as broad, marked the place where the car stood. The explosion left the ground surrounding the excavation almost clear, the force being so great that the neighboring cars were hurled away. A remarkable example of the freaks of dynamite was shown in the fact that car No. 1,965, which stood next to the one containing the explodent, was left untouched and unmarked. The sidings taken together at this point are placed on a space not over 200 yards wide, and as they were all fall it is easy to conceive the damage done to them. An argument pointing plainly to the nature of the explodent is furnished had fallen during the concussion, and what was left the damage done to them. An argument pointing plainly to the nature of the explodent is furnished o'clock this morning the whole town was shaken as if by the shock of an earthquake. Windows were blown in, and even 'the sidewalks upon which people were walking were shaken so as to cause the passengers to fall.

The cause was soon made apparent, a car loaded with dynamite had exploded at the Grand Trunk freight vard.

NO. 32

nitro-glycerine. HOW IT HAPPENED.

William Simcox, yard foreman, is perhaps the only living witness of the explosion, who was near enough to see it in all its horrible details. He said that he was walking eastward along the track near the dynamite car, and saw Thomas Dolan and George Hawkins coming towards him. Hearing a loud explosion, seeing a big smoke and thinking that some powder had exploded in a neighboring car, he instinctively dodged under a car. Looking out he saw Nolan rise several feet into air and drop again on the ground with a dull thud. Over where the car had stood a cloud of black smoke, with white flames leaping through it, seemed to hang suspended for a moment, and the explosion was over. His for a moment, and the explosion was over. His coat was blown off and torn to pieces, and his face blackened, but he sustained no injuries. Rushing out, he picked Dolan up, and found his head smashed almost into jelly. Hawkins lay near by, with a splinter nearly four inches long driven into his eye, and pointed upward. Pigeon, or "Frenchy," as he was generally known, was standing opposite the car, and when his remains were found, his head, one arm and lay were missing. His hedy was perfectly car, and when his remains were found, his head, one arm and leg were missing. His body was perfectly nude and blackened, presenting even a more sickening spectacle than that of Dolan. The foot was found near a stump over 200 yards distant; the jaw-bone and leg were picked up back of the freight shed, at least 250 yards in another direction.

Pigeon and Dolan up to late last night were the only ones reported dead. Their bodies were removed to a small building near the depot, and were there properly cared for until the inquest. Pigeon is a French Canadian, and has only been up from the Lower Province for a short time. Dolan is a widower, and leaves a family of eight children. Hawkins died at seven o'clock last evening, and leaves a wife and one child. James Humphrey was a track each to head by a flying fragment, and had Hawkins died at seven o'clock last evening, and leaves a wife and one child. James Humphrey was struck on the head by a flying fragment, and had his arms smashed, and it is feared his injuries will prove fatal. Alfred Lamb, yardman, struck in the face by a piece of iron; Andrew Porter, freight clerk, injured by falling bricks; and James Drysdale, freight clerk, are seriously injured, but not fatally. Several children and a large number of men were severely injured, but, owing to the excitement the particulars could not be learned. However, none are reported to be in a dangerous state. About 500 yards north of the track and beyond the junction af the Huron & Port Dover switch with the G. T. R., a house was badly riddled and an infant lying in a a house was badly riddled and an infant lying in a cradle was hurled out of a door and badly hurt. Mrs. Wells received a painful wound in the neck caused by a large piece of glass striking her there. THE CAUSE OF THE DISASTER.

was thirty cases of some explosive material which was shipped from Belle Oeil, Que., consigned to C. H. Dumbar, Amherstburg, under the name of blasting powder and billed as 3,750 lbs. It was in a car that was partly loaded with local freight which had in the property of the control of the c that was partly loaded with local freight which had just been removed in the freight shed and the car closed. One of the men who helped unload the local stuff, noticed the packages, and suspecting that all was not right, started up to the offices to report his suspicions. Before he arrived there the explosion took place. It is supposed that the shock caused by coupling the cars must have thrown a case of the dynamite, or that the simple shock of the cases meeting was sufficient to cause the explosion. cars meeting was sufficient to cause the explosion. THE IMMEDIATE VICINITY

was in a most dilapidated condition. Every house was in a most dilapidated condition. Every house was riddled, the windows broken, the shingles loosened, or the doors blown, or all combined. O'Reiliy's Hotel, in the rear of the freight shed, was entirely gutted, not a particle of plastering being visible anywhere, except on the floors, and it was but a sample of many others. All the windows in the depot were broken, and it can be safely said besides boose within a quarter of a mile was left.

owell & Co..

es, Carpets hings. Call

134 Dundas

STREET,

TO CHILDREN. ROS.,

ENZIE MERCHANT, &C, SITE CITY HALL.

nce that he has peen ap-sclebrated "Sicilian" or tly from 'Messina" in firm of Ingham & Whit-McKenzie is allowed to on, E. A., Archbishop of al dignitaries, in support on the highest scientific the greatest purity, and es in the Agent's possesr invite the attention of

S, SPIRITS &C.. STABLISHED HOUSE, and as LOW as it is POS-EARTICLE for.

ZIE. Grocer, &c. ARP."

INE.

ted States, The American CE.

US FIVE NAMES, R SAME, WE WILL

OTOGRAPH THIS PROVINCE.

CE.

NOW READY.