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THE FOURTH IN GENEVA.

GENEVA, July 5.—The American Anniversary was handsomely celebrated here yesterday. The city was gaily decorated, and in the evening there were fireworks, and a banquet was given to the American functionaries and visitors. Mr. Adams responded to the toast, "The day we celebrate," and expressed his gratification at the work recently terminated, by which the fact of arbitration was established. He said the tendency of the republic would be to reverse the traditional policy of nations as to the mode of settling the differences.

DR. LIVINGSTONE.—COMMENTS ON THE LONDON PRESS.

London, July 3.—*The Globe*, in commenting on the *Herald* Livingstone despatches, says it may be that with thankfulness at the discovery there may mingle some feeling of shame that the care of one who represented so well the enterprise of England should be left to newspaper correspondent of a foreign journal.

The Evening Standard calls the *Herald's* information upon interesting, and says that the warmest acknowledgments of England are due for the timely and valuable intelligence brought by the *Herald* correspondent.

The Nile question is considered as completely solved.

FROM HALEY.

FROM HERE.
JAILFAX, July 8.—The ship "Cherub" got on shore at Cape Canso, and the "Royal Alfred" has gone to her assistance.

EPISCOPAL SYNOD.
The Episcopal Synod is occupied in discussing the terms and stipulations of a bill prepared by a committee for a new Church Act, to be applied for to the Legislature, the old Act being defective in many particulars.

ESCAPE OF JAIL-BIRDS.
Three prisoners escaped from the County Jail yesterday morning by cutting the wall around the fastening of the door. Two prisoners have also escaped from the City Prison. None of these have been heard of since.

PRIVATE DISTILLERY.
A fire broke out in a building in Upper Water street yesterday, occupied by Robt. McFarlane. It was got under, but not before it ravages disclosed a private distillery in the cellar. The internal revenue officers now occupy the place, and Mr. McFarlane has gone travelling for the present.

Weather fine.

THE SHANNONVILLE CATASTROPH
ON THE G. T. R.
(Specially Reported and Telegraphed for the Witness.)

THE GOVERNMENT INQUEST—FOURTH DAY.
BELLVILLE, July 5.
At the resumption of the inquest to-day the Coroner read the evidence of the following witnesses:

which had been taken by him that morning and it ran as follows:—

Andrew Kidd of Toronto, fireman on G. T. R.—Was on No. 3 Express train from Toronto to Kingston on 21st June last. We left Belleville about half an hour behind time; time in Belleville was 12.25 and Passed Shannonville; a short time after that we met John Hibbert said, "We are off the track." We stopped for a moment for the brakes, and reversed the engine at the same time. I went to the brake and put it on. Don't recollect anything after that, but next found myself crawling away. My leg was smashed, and has since been amputated. After passing Shannonville increased the speed to about 25 miles an hour and

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I think it is a defective construction when the joint is between the ties instead of resting on them, especially if not properly fish-plated and bolted. There are at least 15 joints in which there is no bolt at the end of a rail. I consider joints not being opposite to each other as being a defect, and it would increase the wear on the millions. When I made my examination the defective rail was taken out of the track and a new one placed in its stead. The old rail was lying by the track. The joint of the new rail was all right; the joint immediately next preceding it was half plate. The second joint from the rail that had been mounted had but one bolt. The joints are not opposite where the engine mounted. The north joint

near the length or a half west of the south end of the above-mentioned trail, the cutting opposite. That the trail was low in reference to the alignment of the road was shown by the track. The next joint westward was a half plate, and that part of the track was much below the grade of the cutting; west from where the rail mounted it is an embankment; generally in such places the banks are low, either settling or not having been originally brought up to the grade of the setting. The embankment was about 10 feet below the cutting. The grade at that place must have been in the low. The true grade would be one foot or so higher, and I stooped down and took the level with my eye; the track did not seem to have been raised on my first visit. On my second

rest on Wednesday they were in the act of raising it. Examined the rail on which the engine mounted on Saturday last. The rail was an 18-foot rail, and it had six indentations on the top towards the inside. The first indentation was 4 feet 2 inches from the end of the rail from the top of the point where the rail was deflected about an inch; the point of deflection was about 2 feet from the end of the rail. The rail was laminated in three places between the first mark and end of the rail. The first abrasion was three or four inches in length, near the end of the rail. The second abrasion seemed a foot long and reached to within 3 or 4 inches from the first mark. This long abrasion extended down the centre of the rail and

The outside of the rail was abraded in a ragged manner. The six indentations extended over a space of about 16 inches. The first was immediately on the edge of the rail and traversed the rail obliquely. The other portion of the rail was straight, with a score passing it obliquely, and with a slight indentation. About 18 inches from the eastern end saw an indentation in the outer web of the rail about 8 feet from the west end. That is beyond the marks of the indentations. The ballast

BY ALFRED A. BOOKER.
UNDERWRITERS' SALE.
DAMAGED COTTAGE PIANO.
On SATURDAY, 6th July instant,
The Subscriber will sell by auction at the New York
and Boston Pianoforte Warehouse, No. 62 North
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ALFRED A. BOOKER,
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