

## THE GREYNA GREEN PRIESTS

### Men Who Made Money from Scotch Marriages

Merely Witness to Declaration in Court—  
Fictitious Which They Issued—  
Gordon Explains His Authority

A sharpwitted fellow named Scott hit on the ingenious idea of opening a place on the border for professionally witnessing the uniting of couples by Scotch law. He commenced his career at first near Gretna, and his success soon brought him a rival in the person of an old soldier called Gordon, who obtained in antiquated military uniform, cocked hat, jack boots, scarlet tunic and sword. When Gordon was asked by what authority he joined persons in wedlock he boldly answered: "I have a special license from the government for which I pay fifty pounds a year." Hence the common people grew to believe that some such privilege existed.

As a matter of fact, says a correspondent of the Westminster Gazette, writing of the clandestine marriages that were performed north of the English border in the latter part of the eighteenth and first half of the nineteenth centuries, although the Gretna Green "priests" played at officiating a rite, either to satisfy their own vanity or to humbug the consciences of the brides, they were careful not to claim any legal standing above that of having acted as professional witnesses to a legal declaration in the form of certificates which they issued.

When Gordon died there arose several aspirants for the office of "chief priest" and the lion's share of the plunder fell to the lot of Joseph Pasley, fisherman, smuggler, tobaccoist and reputed blacksmith.

The following specimen of Pasley's marriage certificate shows how he begged the question of being in any way licensed to act, while it also demonstrates the illiterateness of the men who fulfilled the office: "This is to certify, all who may be concerned that on the 2nd day of March, 1861, in England, and both come before me, and declared themselves to be single persons and hereby they married, in the form of the Kirk of Scotland, and agreeable to the Church of England, and there given under my hands."

Pasley, officiated from 1780 till his death in 1811 at the age of 84. His first residence was at Meggs's Hill, on the green between Gretna and Springfield, to the latter of which villages he removed in 1782. He never was a blacksmith, this description of him arising from the mythological conceit of Vulcan being the forger of hymeneal chains, and he never held the office of a blacksmith. He was a fisherman, and he never held the office of a fisherman. He was a smuggler, and he never held the office of a smuggler. He was a tobaccoist, and he never held the office of a tobaccoist. He was a reputed blacksmith, and he never held the office of a blacksmith.

Pasley's regime formed the golden days of the Border village. He established a code of signals with the post boys, who thus let him know what his clients were good for; he was reported to earn £10 a week and rake in a steady income of £600 to £700 a year. He was an arrogant coward and went in constant fear of prosecution by the authorities, while to keep up his courage he consumed two quarts of brandy a day without ever appearing drunk in public.

Two persons claimed to succeed Pasley—Robert Elliot who said that he had inherited the good will by marriage to the "blacksmith's" granddaughter, and David Lang, who posed as an expatriate although under cross-examination he confessed to having been a tramp. Elliot, who died at a great age in retirement, officiated as a priest till his early 40s. In February, 1843, he wrote to the Times stating that he had married 4,444 persons from 1811 to 1839, the largest number in any one year being 182 and 183. He also stated that he was the author of a rare little book on Gretna Green marriage customs and describing the aristocratic railway marriages which had taken place there.

John Murray, the son of a slater, succeeded to his father's business, and officiated at "Allison's" bank toll house, adjacent to which he built the Bank Bar Inn. David Lang was subsumed as a witness in the celebrated Valesfield abduction case tried in 1837 and which concerned an elopement with a ward in chancery to Gretna Green. He died at York on his return home. Among the presiding couples in that case was Mr. afterwards Sir, Fitzroy Kelly, created Lord Clive, Baron of England in 1866. In September, 1856, a few months before the act came into force, Kelly, then solicitor-general, married his second wife at Gretna Green.

David Lang was succeeded by his son Simon, who died in April, 1872, at Felling, near Newcastle, the sole survivor of the long line of self-appointed dignitaries, the Gretna "priests." It is told of Simon that the last ceremony he ever performed was in complete disability—shirt and drawers—the ceremony being performed by a very hurried one. Minor priests in the "fifties" were Thomas, Blythe and Linton. For ten years previous to the passing of the act the annual number of marriages averaged 700. The Gretna "priests" claimed to have kept registers of all marriages performed by them, but a "priest" confessed under cross-examination that "it did happen sometimes that a marriage was not entered."

What has become of these registers remains, however, to be a mystery. The older records are said to have been accidentally burned. In 1837 the register of marriages was taken to Allison's toll bar, 8,000 entries, was reported to be in the custody of a Carlisle solicitor. The "priests" never registered to give the women their "marriage lines." If the women had forgotten to bring a ring the "priest" turned a ring out of tobacco and placed it on the woman's finger. After Pasley's death no "priest" succeeded in earning more than a modest competence, for the postboys, becoming aware of their power, demanded half the marriage fees.

## SEARCHLIGHT SENTINELS.

Important Fighting Aids—Shining Marks Not Often Hit.

Little has been written of what is perhaps one of the greatest fighting units in modern warfare, the searchlight.

Hereafter, every great power will not only have its fighting ships well protected with the searchlight, but each army corps will have its own detachment and apparatus for this very necessary auxiliary.

For it has come to be one of the most important uses of electricity, says Army and Navy Life, enabling artillerymen to remove many of the uncertainties from the much dreaded night attack.

Shallow waters that are suspected to have been planted with submarine mines are always subject to such attack by the enemy in small boats. Volunteer landing crews are often sent with orders to destroy all electrical shore connections and thus render the mines useless.

Peggy weather is the most favorable time for this work. The boats are usually masked in gunny sacks to avoid notice.

In normal weather scouting of this character, is by the use of the light, sure to be detected. Then was out into the small boat crews, for the great white beam gives only a few seconds of silent grace in which to raise the flag of surrender, then comes the slaughter by the rapid fire.

Important channels or such passages of water as are too deep to be successfully mined usually rely on their protection on several of the lights. As discovered vessels form a very good target, the gunners in the forts gleefully let their shots, while the enemy, owing to the disappearing gun carriage now used, has practically nothing on which to concentrate their attack.

The operator does not stand near the light, but takes up his position in the fire commander's station, an elevated tower at some distance from it. It is above sea level and commands the harbor.

Here is located the controller, which by reason of its electrical connection with two motors in the base gives full control of the light. By merely shifting the handle the flashing beam travels at will.

A dense fog, however, is absolutely impenetrable and smoke or rain will cause the beam to be followed with difficulty. Then, sometimes, distinct images are shown which are caused by impurities such as dust in the air and by the light which are caused by dark objects on water.

However, when weather conditions are unfavorable, the enemy is not apt to move about much. Cloudy weather and rain are rather beneficial than otherwise, as dust and smoke, which are blown to the light are washed out of the air.

But the very natural question is: Why doesn't the enemy use a few shells and destroy the searchlight? It is certainly bright enough and, one would think, would afford an easy mark.

Have the advantage of a fixed gun and a comparatively large target, whereas the ship has an unsteady gun base and a small target, in fact not more than eight feet. An expert marksman even at half a mile distance has hardly one chance out of fifty to hit the projector.

"Very well, then, wait until daylight and base away at the shelter house in which the lamp is kept," is the reply. A very good scheme, very good indeed, only the shelter house, under actual war conditions, is mostly a bad one. It is a small building, built on a hill, and is usually a target for the enemy's guns. It is usually a target for the enemy's guns.

## NEAR TO GALLOWS

Death of Auburn Man Who Had Been Convicted of Murder—Ended His Days in Poor House

LEWISTON, Feb. 26.—There died at the poor house in Auburn Sunday a man who was once sentenced to the gallows and who only escaped the penalty of the law by a confession made by a negro upon whose evidence chiefly he had been convicted. The man's name was Luther J. Verrill and at the time of his death he was 59 years old.

For more than 40 years, he had been pointed out upon the street as a man who had been convicted of murder and his death ended a life that must have been a lonely and at times a burdensome one.

He had many friends, he led an honorable life, but hanging over him all the time was the stigma of a terrible crime, and many people, even knowing of his acquittal in the supreme court, shunned him, avoided him, as though he were really a murderer.

Peggy weather is the most favorable time for this work. The boats are usually masked in gunny sacks to avoid notice.

On January 19, 1867, after a heavy storm that blocked the country roads, it was noticed that no smoke was coming from the chimney of the house of Mrs. Susan Kinsley and Miss Polly Caswell of Auburn Hill and that no signs of life were to be seen about the scene.

Neighbors called, and the story of the scene that met their eyes is full of grisly and bloody horror. Both women were dead, cruelly, brutally dealt with, skulls crushed in, blood bespattering everything, both of them carnally assaulted, the house seamed with blood, rapine and crime.

Arrest followed. Two or three men narrowly escaped, but were captured in circumstantial evidence. Finally Clifford J. Harris, a negro, and Luther J. Verrill, a white man, were charged with the crime. He claimed that he met Verrill on the road and Verrill told him they could go and get money.

There were bloody hatchets and shoe knives, hairs from the dead head of Mrs. Kinsley, the bloody clothing—a shocking, ghastly scene.

All these were explained away by the defense. Verrill said through it all, unmoved and resolute, maintaining his innocence.

The prisoner was declared guilty of murder in the first degree. Just before the execution and when the gallows had already been erected in the jail yard at Auburn, Harris was shot and died. A reprieve was secured, a new trial granted and Verrill was acquitted but his life had been ruined.

One of the prosecuting officers was attorney general now Senator Frye, who before the execution was Judge Charles Walton of Portland and the sheriff was Thomas Littlefield, a famous character in his day and there should be no doubt about it. He was the first mayor of Auburn and many years sheriff of Androscoggin county.

At last night's meeting Ald. Sproule said, "I have been thinking of the fact that the formation of an association with the ultimate purpose of increasing the standard of wages here. The membership is already 275, there being about a dozen additions as a result of last night's meeting. The carpenters, however, have hopes of still strengthening their membership by a hundred additional."

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## KINDNESS OF THE COMPANY

By Tray Allison

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The telephone bell rang and the local manager of the Possible Accident Insurance Company put the receiver to his ear with one hand and stifled a yawn with the other.

"Yes-yes," he answered, then suddenly on the alert at the reply, "railroad accident five miles east of Syracuse? Has our policy in her pocket? In dangerous condition? Unconscious, you say? All right! I will look up policy 8834 immediately and communicate with friends."

He suddenly remembered that it was the luncheon hour and, for the moment, the force consisted of only himself and the office boy.

"Come here, Tim," he called to the other visible representative, "hold down the line, please, while I hunt a policy."

He ran the cards in the file case. "No. 8834—Louise Bradley, aged twenty-four—no near relatives—best secretary—St. John's church—Galveston, Tex."

Triumph! Seems there is no one to notify, he muttered perplexedly. "Galveston is decidedly distant, and the church board might have to hold a session before it could come to her aid. Seems queer for a girl of twenty-four to have no relatives at all—got to have the Galveston find, I suppose."

He gazed at the card abstractedly, wondering the best course to pursue, for the company was supposed to be able to cope with anything unexpected that might arise. If there were no relatives to notify, it could at least see that she had proper medical attention.

"I'll go myself—too much indulgence is boring me to death—first representing the Possible Accident Insurance Company, second a train that would put him into Syracuse in two hours."

When he reached the improvised hospital, a farmhouse whose doors had been closed for many years, the doctor in charge took him to Louise Bradley.

"I'm afraid this will be the worst case," he said, "seems like concussion of the brain."

"We'll see that everything possible is done for her," he said, "but I'm afraid this will be the worst case."

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## CAPT. HALEY

### NOT TO BLAME

Master of ill Fated Schooner Comes Home.

Tells Sun Story of the Collision With Larchmont—Will Continue a Seagoing Career.

Capt. Frank S. Haley, who commanded the schooner Harry Knowlton at the time of her collision with the steamer, the results of which marine tragedy shocked the world, has arrived in the city.

When seen by a Sun reporter at his home on Germain street, West End, last evening, the captain stated that the commission appointed to investigate matters relating to the disaster had finished its work. Capt. Haley and his crew have been exonerated from all blame.

When asked who the blame of the accident should rest upon, the captain refused to make a statement. He knew, however, that his schooner was over right course, and the water lights were all burning. The accident occurred on a clear night, and the lights of the vessel could be plainly seen. Captain Haley is certain that the lookout lights were burning, as he heard the mate ask the guard at the lookout if everything was right. The guard replied that the lights were burning. A few moments later the captain saw the approaching steamer.

He noticed on her a red light. When first seen, the Larchmont was only about one hundred yards away, and the crew on the Knowlton had little time to try and evade the danger. As soon as the steamer was observed, Captain Haley states that he ordered the mate to the wheel to not change the course. The Knowlton remained on her course until after the collision.

It was reported after the disaster that the Knowlton strayed from her course, but this the captain denies. At the investigation the crew of the schooner testified corroborating the statements made by Capt. Haley.

The narrow escape which Capt. Haley had in the disaster has not in the least turned him against the life of a mariner as he told The Sun representative that he would leave next week for New York, where he will take command of another schooner.

The home of Captain Haley has been visited by many friends since his return and the well known skipper is kept busy shaking hands with his acquaintances who were so pleased to learn of his escape.

Captain Haley speaks in the highest terms of the conduct of his crew. He states that they did all in their power to avert the collision and that they proved themselves to be plucky seamen after their vessel had gone down.

LADY TEACHERS GET INCREASE OF \$25 A YEAR.

Estimates for School Purposes Will Exceed Last Year's Figures—Truant Officer Not Appointed.

At a special meeting of the School Board, held last evening, it was decided to increase the salaries of all female teachers twenty-five dollars a year. The estimates were also given for the coming year. The finance committee at City Hall tonight. The selection of a truant officer was again postponed and will come up for settlement at the first regular meeting in March.

The increase of the salaries of the lady teachers was decided upon practically unanimously. An increase of twenty-five dollars in the yearly salary will be made, and it is possible that some may get a greater increase.

The estimates for this year are greater than those of 1906. This is mainly due to the fact that the insurance payable every three years must be paid this year. The amount of the estimates will be made definitely known tonight when they come before the finance committee.

Owing to the length of time taken up by consideration of the estimates the board decided to postpone the choosing of a truant officer until the next regular meeting. This will be held on March 11th.

## PRINCE EDWARD ISLAND RAILWAY.

### TENDER.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for extension of Souris Wharf," will be received up to and including Thursday, February 28th, 1907, for an extension of the Railway including Thursday, February 28th, 1907, at the office of the Secretary of the Department of Railways and Canals, Ottawa, Ont., at the Chief Engineer's Office, Montreal, N. B., at the Assistant Engineer's Office, Charlottetown, and at the Station Master's Office, Souris, P. E. I., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER, General Manager. Railway Office, Montreal, N. B., February 13th, 1907.

## SERGT. CAPLES SOLD THE MOST TICKETS.

Police Sports Netted \$423, Which Will go to Swell the Police Association Relief Fund.

The sports committee of the Police Relief and Aid Society met yesterday afternoon to wind up the business in connection with the recent sports held in Victoria Park.

In presenting his report, Deputy Chief P. W. Jenkins showed that the association had cleared \$423 from the sports. He also wished to acknowledge with thanks a donation of \$5 from Joseph A. Likely and a donation of \$1 from Rev. J. J. O'Donovan. There were seven cash prizes given to the officers selling the greatest number of tickets. The following officers were awarded the prizes:

1—Sergt. T. Caples, who sold 684 tickets.  
2—Officer J. F. McNamee, who sold 563 tickets.  
3—Officer W. R. Lee, who sold 281 tickets.  
4—Officer R. Crawford, who sold 231 tickets.  
5—Officer C. Marshall, who sold 183 tickets.  
6—Officer J. Ross, who sold 151 tickets.  
7—Sergt. G. R. Baxter, who sold 131 tickets.

## MARRIED AT WELSFORD.

WELSFORD, Feb. 27.—A pretty home wedding took place at the residence of Mr. O. McKenna, Welsford, last evening at 4 p. m., when his eldest daughter, Addie Ethel, was united in marriage to Robert Joseph Langley, youngest son of Joseph B. Langley, formerly of Welsford. The ceremony was performed by Rev. J. J. Pinkerton in the presence of only a few friends. The quiet nature of the wedding was owing to the recent death of the groom's father. The bride was becomingly groomed in white mermaid tulle. After a dainty meal had been served the bride donned a traveling suit of purple chiffon, with hat to match, and the happy couple left on the evening train for Montreal. The marriage was celebrated in the evening at the residence of the bride's parents.

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Let THE SUN and STAR do your advertising. They read by nearly 1,000 people every day. They are the people's papers.

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## CARPENTERS ADDING TO THEIR MEMBERSHIP

The carpenters last night held their third meeting in the hall of the association with the ultimate purpose of increasing the standard of wages here. The membership is already 275, there being about a dozen additions as a result of last night's meeting. The carpenters, however, have hopes of still strengthening their membership by a hundred additional.

At last night's meeting Ald. Sproule said, "I have been thinking of the fact that the formation of an association with the ultimate purpose of increasing the standard of wages here. The membership is already 275, there being about a dozen additions as a result of last night's meeting. The carpenters, however, have hopes of still strengthening their membership by a hundred additional."

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## MRS. SEELEY'S BODY ON WRECKED TRAIN

MONCTON, Feb. 27.—On the Montreal-bound Maritime express, which was derailed this morning at Welsford, was the body of Mrs. A. H. Seeley, which was being taken to Montreal for cremation. The remains were being accompanied by Mr. Seeley, deceased brother of C. S. McCarthy and son, a Mr. Seeley of Sydney. A private service was held in Moncton before the remains were placed on board the train.

At a meeting of the P. N. Hamm Manufacturing Co. yesterday directors were appointed as follows: J. W. Y. Smith, J. A. Marvin, J. H. Harris, P. N. Hamm and T. C. Dobson. At a subsequent meeting of the directors the following officers were appointed: J. A. Marvin, president; J. W. Y. Smith, vice-president; W. B. Chandler, secretary.

At the general annual meeting of the J. D. Creighton Co. held yesterday, the following directors were appointed: P. S. Archibald, J. D. Creighton, J. W. Y. Smith and Howard McKendry. J. D. Creighton was appointed president and Howard McKendry secretary.

Mrs. E. Tiffin, wife of I. C. R. General Traffic Manager E. Tiffin, is spending the winter in southern California. At the present time she is in Pasadena, and leaves shortly for Louisiana, thence to New Orleans.

A band of 3,000 armed venturers planned to concentrate and descend on the island and hold it by force against the Dutch while its mineral riches were being developed and worked. It was intended, however, to demand mining concessions from the Dutch government and only to employ force in the event of a refusal.

The police gave due to the venture and following this trail were led to raid last night certain premises in Capetown where they seized a number of documents relating to the organization of the enterprise, which, it is alleged, has branches in England, on the continent, in the United States and in other countries.

BURNE-JONES TAPESTRIES. BIRMINGHAM, Feb. 26.—The Lord Mayor of Birmingham, at a council meeting yesterday, announced the presentation of the corporation, by a large body of subscribers, of three large tapestries forming part of the Holy Grail series designed by Sir Edward Burne-Jones and woven by the firm of William Morris at Merton Abbey.

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