ASTORIA
r Infants and Children.
e Kind You Have
Always Bought
ears the
gnature
of
Chas. H. Fletcher.
In
Use
For Over
Thirty Years
ASTORIA
E CENTAUR COMPANY, NEW YORK CITY.

om Weymouth, NS, for New Haven; from Maitland, NS, for Stamford; ueen, from New York, for Wolf-
S, Me, Oct 21—Ard, sch Emily A om Boston.
AND, Oct 21—Cld, sch Fortuna, for , Me.
hs Beatrice, for Meteghan, NS; Sea- St John; Nile, for eastward.
NGTON, Conn, Oct 21—Sld, sch Re- rom New York, for St John, NB.
DELPHIA, Oct 21—Ard, str Siber- n Glasgow and Liverpool via St Nfld, adn Halifax.
ARD HAVEN, Mass, Oct 21—Sld, Cuba, from Windsor, NS, for New hs Chas J effrey, from do, for New inte Marie, from Musquoldboit, for n Powell, from Chatham, NB, for har, from Sherbrooke, NS, for do; e, from St John, NB, for do; Wal- r, from do, for do; Strathcona, from , NB, for do; D W B, from St r Providence; Joe, from Calais, for t; Lotus, from St John, NB, for en.
schs Moraney, from Ship Harbor, New York; Aldine, from St John, Maggie Hurley, from Rockland, for
AM, Mass, Oct 21—Passed north, , from New York, for Halifax.
BAY HARBOR, Me, Oct 21—Sld, L Eaton, for New York; Mary F Rondout; Alice T Boardman, for er; Annie Harper, for Boston.
N, Oct 21—Sld, schs Arctic, for A K Woodward, for Annapolis; Fal- or Halifax.
ISLAND, Oct 21—Bound east, str from New York, for Halifax.
dgeport, Conn, Oct 19, sch Union, John.
York, Oct 20, bark St Paul, Streen, ston.
adelphia, Oct 20, sch Melrose, Kelly, verie via Rockland.

Cleared.

ston, Oct 19, schs Falmouth, Rem- Halifax; A K Woodward, for An-
nos Ayres, Oct 16, bark Plymouth, for Rosario to load for Rio Janiero. York, Oct 20, str Otterspool, Par- St John; schs E A Post, Cummings, urne; Golden Rule, Nickerson, for

Sailed.

ew York, Oct 18, ships J D Everett, s, Brazil; Warrior, for Gulfport; den Rod, for Bahia, Brazil; brig or Bluefields.
runswick, Ga, Oct 18, sch Advance, r Pictou, NS.
otterdam, Oct 15, 7 p m, str London eemantle, for Boston(not New e report of her sailing from Liver- Norfolk was an error.
oads, Boston, Oct 18, bark St Paul, York.
City Island, Oct 18, schs Scotia om New York for St John; Clifford for Jonesport.
ew London, Oct 18, schs Frank W (from Windsor, NS), for Philadel- ver Wave, McLean (from New r St John; Reva, McLean (from o; J J Perry, Benjamin (from do), ngton, Ct; Ann Louisa Lockwood, (from Perth Amboy), for Bangor; ar, Wood (from New York), for homas B Reed, Baxter (from South for Stonington, Me; Melissa Trask, om New York), bound E.
ulfport, Miss, Oct 17, bark Annie ldovich, for Buenos Ayres.
eorgetown, SC, Oct 15, sch J W nstrong ,or Bathurst, Africa.
uenos Ayres, Aug 25, bark Lands- urgess for New York (3,016 tons logs).
ortsmouth, Oct 18, schs Manuel R r New York; 18th, Eric, for St
ew York, Oct 20, bark Alexander Las Palmas.

USTICE OF THE PEACE.

isha Cole, of Athol, has the to say of Polson's Nerviline, household liniment made: "I nd Nerviline a most reliable for cramps, headache and pain tomach. Have used it exter- r Rheumatism with excellent No house should be without . You will find Nerviline just mended." Sold everywhere 25c. bottles. Try it.

Francisco despatch of Oct. : The steamer Spokane, which today from Seattle, brought the survivors of the wrecked South Portland. They are ficer and three seamen. These e taken from a raft by the yesterday about 147 miles Cape Blanco. The Spokane bout for an hour in search of raft, finding only an empty

, 50 and 60c.
ound.
St. John, N. B.

ST. JOHN SEMI-WEEKLY SUN

VOL. 26. ST. JOHN, N. B., WEDNESDAY, OCTOBER 28, 1903. NO. 75.

THE DISCOVERERS

Of Four Gospels in Syriac, on Mt. Sinai.

Mrs. Agnes Smith Lewis and Her Twin Sister, Mrs. Margaret D. Gibson, in Boston.

(Boston Globe.)

A few years ago a thrill went through the Christian world when it became known that a copy of the four gospels in Syriac had been discovered in a monastery on Mt. Sinai, and that this copy antedated any known copies of the gospels.

That discovery was made by two Englishwomen, Scotch by birth, Mrs. Agnes Smith Lewis and Mrs. Margaret D. Gibson, both of whom have been honored by German, English and Scotch universities for their famous discovery and for the able translation which they made from the original.

These two women have been for a few days in Boston, and at present are guests of Prof. E. Charlton Black of Boston University at his home on Kirkland street, Cambridge.

A Globe reporter called on them last evening and found two of the most unassuming and motherly-looking women imaginable, white-haired and past middle age, who talked for more than an hour in a most entertaining manner on their work and researches in modern and Semitic languages, but more especially in regard to the discovery which has made both their names famous the world over.

They are twins, and widows, evidently well to do, and spending their years in study and research in Arabia, the Holy Land, Egypt, Turkey, Greece and the principal university towns and cities in England and the continent.

This is their first visit to America, and they express themselves as generally surprised with what they have seen thus far in their two months' visit, especially with the scenery and with the railroads, of which they have had considerable experience, as they have been constantly on the move, both in the United States and Canada, since they have been on this side of the water. They leave for home tomorrow.

Mrs. Lewis is to deliver a lecture in Jacob Sleeper hall this afternoon at 4 o'clock, which will be illustrated with stereopticon views, on her discovery of the Syrian gospel and on her experiences in the desert country.

Both Mrs. Lewis and Mrs. Gibson have lectured in Toronto, Montreal, New York, Philadelphia and Richmond, Va.

Mrs. Gibson was the principal spokesman at the interview last evening, and perhaps the most amazing thing about her conversation is the easy, matter-of-fact way in which she tells about her life work in the study of languages ever since she was a child, with her sister, her travels in various lands and her researches in the Holy Land, in Arabia, and more especially in that old monastery on the mountain near where Moses received the commandments, close to the great Syrian desert and not far from the Red Sea.

With both these women the study of languages was pursued as a pastime at first, but latterly in the case of the Semitic languages for the purpose of closer study of the Bible and more especially of the New Testament. Neither of them is identified with the coeducational movement in England, although both, as Mrs. Lewis said, are deeply interested in all that concerns education for women, and they deplore the attitude of the English universities toward women in the matter of awarding degrees.

Neither Mrs. Lewis nor Mrs. Gibson has any definite academic training, although they have had the rare advantage of being able to secure some of the ablest professors in both England and Germany to aid them while pursuing their Semitic studies.

They were instructed as girls and young women by private tutors, and from the beginning made a study of languages. This was kept up through the years of married life, and has served since the deaths of their husbands to make a bond of intellectual sympathy between the women which has become a deep source of interest and pleasure to them in their later years. They would be remarked anywhere by reason of the slight peculiarity of dress, which is Quaker-like in its simplicity, especially the street costume.

Both the women married clergymen—Mrs. Lewis' husband being connected with the Church of England, and the husband of Mrs. Gibson being a Scotch Presbyterian. This naturally brought both women into closer relations with matters biblical, as both of their husbands were ardent students, and not being obliged to take active part in organized church work, devoted most of their time to their favorite studies with their wives.

So that silently and almost unknown these two women have become great and respected scholars, respected especially by the highest authorities who have made a study of the difficult Semitic languages. The sisters converse not a little in the Greek language together; they studied Arabic years ago, and early mastered German, French and Italian and Hebrew.

It was while studying Syriac with Dr. Randall Harris of Cambridge University that the sisters became interested in the old monastery of St. Catherine on Mt. Sinai. This monastery dates from about the beginning of the fourth century, when this portion of Syria was under the bishopric or diocese of Antioch, then the most active section of the Christian world. It is now under the jurisdiction of the Greek church, and instead of a monastery has also become a convent, the only one in this section of the world.

In the scriptorium of this monastery Dr. Harris had discovered many Syriac manuscripts which were preserved in boxes and which he was permitted to examine. He did not have the time to more than casually examine these treasures, but he reported his discovery to Mrs. Lewis and Mrs. Gibson, who started out for Mt. Sinai, and after an uncomfortable but interesting journey reached the monastery. Here they examined the Syriac manuscripts which were brought to them in the convent yard, and among these was found the famous Syriac copy of the four gospels, in a peculiar condition.

On examining one of the vellum manuscripts it was found that the vellum on which had been written in Syriac a story of the early saints of the church had previously been used for another purpose. The scribe who had written the story of the saints had endeavored to erase from the vellum the inscriptions, evidently by means of pumice stone and water, and after he had done so to his satisfaction he wrote on the same leaves the story of the saints. But in the course of time the old writing began to show through the vellum again, so that when Mrs. Lewis and Mrs. Gibson examined it they found that this older writing on the vellum was a Syriac version of the four Gospels that was fairly well preserved, and which, after some trouble and study, was found to be an earlier version of these Gospels than any heretofore discovered. This certainly was a "find," so the sisters made arrangements to have the leaves photographed, and with the aid of these photographs and the help of eminent Syriac scholars the Gospels were translated and published.

As may be imagined, the discovery and translation excited great interest everywhere, and the sisters were showered with degrees by eminent universities.

They have journeyed to the monastery of St. Catherine five times already, and will probably visit it again ere long, as they feel that their Syriac researches are far from completed. A little thing like a journey to the Red Sea and a trip across the desert to the Sinai range of mountains does not seem to trouble these women, who are more than 60 years of age, but who are apparently in their intellectual prime.

THE ALASKA AWARD.

Comments of Canadian Press on the Gift to the United States.

(Toronto Telegram.)

Uncle Sam would have filed a claim to all the "land that jines his own" if he had only known that Lord Alverstone was easy as he proved to be.

(Montreal Witness.)

Why Great Britain should place her own interests before the grievances of Canada needs no explanation. Her interests are immensely the larger, and it is she, and not Canada, that defends both.

(Brantford, Ont., Expositor.)

There is nothing in the whole business which reflects credit on the Americans, the "arbitration" having been little more than a solemn farce. The one satisfactory feature of it is that it secures to Canadians peace with honor, and it is always some consolation to have even a robbery committed in a gentlemanly way.

(Hamilton, Ont., Spectator.)

However it has been brought about, the award is a sore blow to Canada. We expected nothing from the United States; we had the right to expect justice from Great Britain. And man is prone to consider his side of the dispute to be the just side. But Canada will survive the blow. Means will be devised to circumvent the avaricious American in his designs upon our gold fields, and the smart of the blow—delivered by a friend—will gradually wear off, as the smart of other similar blows has disappeared. And if the award results in enlisting the sympathy of that commercial nation, the United States, with Great Britain in certain schemes for the preservation of peace throughout the world, Canada will not have suffered what she considers to be indignity and territorial loss for nothing. But we hope we will have no more boundary disputes.

(Charlottetown Guardian.

In the light of the boundary award, giving to the United States two islands which command the entrance to Portland channel and Port Simpson, the Pacific terminus of our famous transcontinental railway will be under the guns of Uncle Sam. And Sir Wilfrid's urgent reasons for hastening the construction of the road was to free Canada from United States control!

(Charlottetown, P. E. I., Examiner.)

It is noted that three American girls are wives of members of the reconstructed Balfour ministry. American influence seems to be everywhere these days.

(Toronto Globe.

The American side of the Alaska commission was composed of the three gentlemen who could not be impartial.

(Montreal Star.)

It certainly now becomes the duty of the government to tell us frankly and fully why it submitted to this farcical arbitration.

SCHOONER BEACHED.

Her Crew Rescued After a Very Perilous Experience.

PROVINCETOWN, Mass., Oct. 25.—Seven men, members of the crew of the Gloucester fishing schooner Dawson City, are resting at Provincetown today after a perilous experience last night, when their vessel was wrecked between Race Point station and Race Point light and fourteen of their number rescued with difficulty by the life savers from the Race Point life saving station. The remaining four succeeded in launching a dory from the stranded schooner and after suffering considerable hardship effected a landing at Provincetown. After the crew had been taken from the vessel the high breakers forced her well up on the beach. This afternoon the tugs Mercury and Pallas tried to float her, but were unsuccessful.

The Dawson City was commanded by Captain Dennis O'Neill. The schooner had just completed a satisfactory trip to the fishing banks and came into this port yesterday to dispose of the cargo. After obtaining new supplies Captain O'Neill started out last night to return to the banks. The tide was running in strongly at the time with high breakers, and it is thought that Captain O'Neill miscalculated the effect of this as he stood out to sea.

SEAMEN'S MISSION.

Rev. E. H. Roper and Wife Say Good By to the Society.

The committee in charge of the Seamen's Mission gave a reception on Saturday evening to Rev. E. H. Roper, the retiring chaplin. H. C. Tilley presided, and in addressing the meeting, spoke kindly of his appreciation of the work that has been done by Rev. Mr. Roper during his short stay in St. John and said that he had had his eyes opened as to the value of that work.

Short addresses were made by Messrs. Parks, Cassidy and others, expressing their deep regret at the resignation of the chaplin, and wishing him every success in his new field of work.

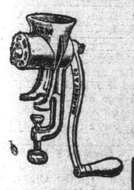
Mr. Tilley then called upon the reverend gentleman, who in responding gave many ideas as to his reason for leaving the mission in St. John, and offered some advice as to the future of the mission. He explained the dimcutiy which he has had with members of the board of management and others in regard to the manner in which the mission should be run, and referred to the warm feeling which he entertained for Mr. Tilley and some others of the board. In closing Mr. Roper said that he would advise them to seek the help of liberal men and women, pay its debts and unless the mission could be run on the lines which have been mapped out, it had better close its doors and cease to exist.

"This advice,' said Mr. Roper, "I give with the deepest regret. Many sailors come to this port who are in need of a properly conducted seamen's mission."

Last night Mr. Roper preached his farewell sermon to the sailors. The room was packed and expressions of regret were heard on every side.

PHILADELPHIA, Oct. 26.—The local immigration officers today detained nine miners who arrived on the steamer Noordland from Liverpool and Queenstown, on the ground of being allen contract laborers. They came from Wales and England and were bound for the soft coal mines at Ellsworth, Pa.

It won't chop wood



but Sargent's Gem Food Chopper will chop raw meat, cooked meat, vegetables of all kinds, fruit, crackers, bread, eggs, cheese, nuts, figs and other foods, and

It will chop

them all rapidly, easily, coarse or fine, in uniform pieces, without mashing, squeezing, tearing or grinding.

W. H. Thorne & Co., Limited, St. John.

TEN LIVES LOST.

Fatal Cave-in of Roof and Walls of New York Tunnel.

The Accident Occurred at 195th Street, Some 110 Feet Below the Surface of the Road—Workmen Buried Beneath Hundreds of Tons of Rock—Horrible Scenes Met by the Rescuers—Criminal Negligence Charged.

NEW YORK, Oct. 26.—Ten lives were lost by the cave-in of the roof and walls of the subway tunnel at 195th street last night, and four persons were badly injured. All of the dead and injured were workmen and most of them Italians. Following is the list of their names: Timothy Sullivan, foreman; Williams Schuette, electrician; Guiseppe Barone, Stanzione Brune, Louis Tippio, five unidentified Italian laborers. Injured: Juno Pasquale, Batasto Valantio, Alphonse Armatello, Juno Beski.

The accident was the most disastrous that has occurred in the construction of the subway. At the point where the cave-in occurred a gang of twenty men were at work in the tunnel, which is about 110 feet below the surface.

Rufus C. Hunt, general superintendent of the tunnel work, said tooay that two converging seams had appeared in the roof of the tunnel during the day work on Saturday. The presence of these seams, however, was not believed to indicate any more dangerous character to the rock than had previously been encountered, although it was thought necessary to prop the roof with a number of upright timber braces.

The tunnel was being bored by opening a perpendicular embrasure in the face of the bore and blasting the sides to the right and left of this embrasure. Three blasts were arranged for by the drillers, the holes being charged well toward the roof. The drillers then withdrew and the three blasts were set on fire in rapid succession by electricity, loosening large quantities of earth and rock. The drillers say that about ten minutes elapsed to allow the smoke to clear away before Timothy Sullivan, the foreman, and electrician Schuette advanced, the latter intending to light the way. They were followed by sixteen workmen. The vanguard of the gang had reached the broken stone when a rumbling sound was heard. It grew in volume with lightning-like rapidity. Those in the rear had just time to turn about and run when, with a deafening crash hundreds of tons of rock fell on the men at the face of the boring.

The drillers and two or three Italians who were out of reach of the deluge of rock were knocked flat on their faces by the rush of wind through the tunnel.

When the roar had ceased the cries of the injured workmen rushed through the tunnel. Two negroes in charge of a tramcar which they were pushing along the track to be loaded with the blasted rock, rushed to the opening at 200th street and telephoned an alarm to police headquarters. Reserves were immediately ordered to the scene, while ambulances were sent from several hospitals.

A policeman and two ambulance surgeons were the first to enter the tunnel after the accident. They ran along the track, which was still lighted by incandescent lamps, until they reached the great pile of boulders and crushed rock. The first victim found, an Italian laborer, was pinioned on a shelf of the excavation by one leg, a boulder of about ten tons in weight having fallen on the limb. He was hanging head down, his arms limply waving, groaning in semi-consciousness. The rock which held him was restrained from falling further by a small piece of stone insecurely wedged under it. An examination showed that an effort to move the boulder would cause the Italian to be completely crushed. The doctors then determined to amputate the pinioned limb, and this was done in the light of the ambulance lamp. The man, who was not identified, died later at a hospital.

The work of further rescue was delayed for some little time owing to the threatening position of this boulder. Meantime the cries and groans from under the mass of stone wrought such excitement among the rescuers that they were prepared to undertake any danger to render assistance to the imprisoned injured. The firemen and policemen cleared away the pieces of rock from about the big block of stone and managed to get near Juno Pasquale and Batasto Valantio, who were bruised and crushed in the back and legs. Both were taken to a hospital. As soon as the injured in its immediate vicinity were removed the big stone was blown up with powder and taken away piece by piece. Back of this rock was a fifty ton block which had dropped from the roof of the tunnel. In a crevice beneath it the bodies of two men, one lying across the other, were found. The upper man had been crushed to death, while the underneath one, Juno Baski, was alive, though his legs and body were bruised and crushed. It was an hour before he was extricated. The big stone was partly blasted away, while it lay over him, and a hydraulic jack then elevated the remaining portion of it sufficiently to permit of his removal.

Four feet beyond the place where Baski lay, the crushed form of Alphonse Armatelle was discovered under a quantity of small rock and shale. He was quickly extricated and sent to a hospital. Then were found the bodies of several unidentified Italians, some of them crushed beyond recognition.

Later the body of Wm. Schuette, the electrician, was found. It lay within ten feet of the face of the tunnel and he had been killed instantly.

The most pathetic incident in connection with the accident was the finding of the body of foreman Timothy Sullivan. It was wedged and jammed far beneath the stone and was not recovered until long after daylight. From about three o'clock in the morning his ten-year-old son Samuel has stood close to the policemen who are helping the laborers and blasters to pick away the debris and could not be induced to leave until the body of his father had been extricated and taken from the tunnel. Many Italian women congregated about the exit, weeping and lamenting and rushing to the tram car each time it brought forth a body.

The corpses of Stanzione Brune, Louis Tippio, Guiseppe Barone and three other unidentified Italians were found flattened on the floor of the tunnel near where the body of Sullivan was recovered. The heads of the men in most cases were toward the exit, indicating that they had plunged to the north when the rush of stone was heard, in an effort to escape. Each body was removed only by the lifting of tons of rock. The last two bodies found were taken out at ten o'clock this morning.

Rufus C. Hunt, superintendent, and Richard Beyers, general foreman for John B. McDonald, the contractor, who is building the tunnel, were arrested as soon as they reached the scene of the disaster, but being experts in tunnel work and blasting, were permitted to direct the work of rescue. Later a magistrate remanded them to the coroner, who held them in $10,000 bail each.

Coroner Jackson said he believed the accident was caused by criminal negligence. The seams which appeared Saturday are believed to have been about the great rock which fell directly in the centre of the excavation. As soon as this boulder, acting as a keystone, was released, the stones on both sides which had been crushed loose followed it. The fall of stone continued some minutes until all the dislodged pieces had fallen into the tunnel.

From the men who worked in the tunnel it was learned that props had been used to hold up the roof. The heavy timbers, 12 by 12 inches, were crumbled like toothpicks beneath the tremendous weight of the cave-in.

PARRSBORO SHORE.

Two Fine Schooners Launched in Presence of Large Crowd—Another Vessel Almost Ready—Coal Development.

PARRSBORO, N. S., Oct. 24.—Today was a red letter day at Port Greville and from her shipyards two fine tern schooners were successfully launched in the presence of a large crowd who had gathered from the surrounding country. Their inner wants were supplied by the ladies of the Church of England, who held a tea meeting, and who realized a good sum of money.

The first schooner to leave the ways was the E. M. Roberts, built by the Fox River Lumber Co. for Capt. Fred W. Roberts and others of this town. This launch was closely followed by the schooner Ronald, built by Capt. J. E. Pettis and owned by himself and Captain C. S. Howard, who will command her. The E. M. Roberts is three hundred and twenty-two tons register, is iron kneed, salted, and classed for twelve years and will be commanded by Capt. Roberts. The Ronald is two hundred and sixty-eight tons register, salted, iron kneed, and classed for twelve years. These are two of as fine vessels as one would want to look at and are a credit to this port.

On November 4th, at Spencer's Island, Captain Johnson Spicer will launch from his shipyard the tern schooner Myrtle Leaf, which will be a grand finale for shipbuilding during 1903 on this shore.

The Standard Coal and Railway Co. have received from Pittsburg a large drill and outfit with which they intend to develop their coal areas, recognised as the coal basin of Cumberland county. The drill is now at Halfway River, and the work of setting it up will commence on Monday.

St. John, N. B., Oct. 28th, 1903.

SUITS AND OVERCOATS.

We have never shown so large a stock of requirements for cold weather as now. Our Suits and Overcoats are full of style and wear, and prices are so low as to bring us a wonderful increase in business. It will pay you to look through this stock before buying.

MEN'S OVERCOATS,	- -	$5.00 to $16.50
MEN'S SUITS,	- - -	4.00 to 15.00
BOYS' OVERCOATS,	- -	3.85 to 10.00
BOYS' SUITS,	- - -	.75 to 7.50

J. N. HARVEY, MEN'S and BOYS' CLOTHIER, 199 and 201 Union Street, St. John

MUST WAKE UP,

Unless Britain Wants to Become a Second Holland.

So Says Chamberlain in a Letter to a Correspondent—Will Speak at Liverpool Tonight.

LONDON, Oct. 27.—Joseph Chamberlain, who is to make another important speech at Liverpool tonight, has written a correspondent as follows:

"Unless we are content to fall back into the condition of a second Holland and become a distributing instead of a manufacturing nation, we must wake up and meet the new conditions."

EXILED TO GERMANY.

A Life Sentence Imposed by a Chicago Judge for Shoplifting.

CHICAGO, Oct. 26.—Exile for life in Germany was the sentence imposed on Mrs. Mary Stein, convicted of shoplifting, by Judge Clifford today. The woman's husband pleaded that the sentence of one year in the House of Correction, which was proposed by the court, would result in the death of the prisoner, and exhibited a steamer ticket for Germany, declaring that if the court would permit, Mrs. Stein would depart for Germany and never return.

RAILWAY EXPLOSION.

Two Men Blown a Distance of Fifty Yards—They Are Dead.

LANCASTER, Pa., Oct. 26.—Two railway employes were killed and two others fatally injured today by the explosion of a locomotive on the Penna. R. R. near Rohrerstown. The engineer and fireman were blown fifty yards from the engine and were terribly mangled They cannot recover. The tracks were torn up for a distance of 200 feet by the force of the explosion.

DOWIE'S REVELATION.

NEW YORK, Oct. 26.—In a broken voice with tears streaming down his face and his body shaking with the most powerful emotion, John Alexander Dowie stood on the platform in Madison Square Garden tonight before an audience of ten thousand persons and announced that in truth he was not the son of John Murray Dowie, of Essex, Iowa, from whom he takes his patronymic, but that his father was a British army officer of high family by a "Scotch marriage." He heaped villification and denunciation upon John Murray Dowie, who, he declared, had made his mother believe her marriage to Dowie's father was shameful, and the army officer having been taken away by his relatives, his mother in the first flush of her shame had sought to give her son a name by marrying John Murray Dowie.

The revelation was made at the end of an hour's tirade against the press of this city.

NEWS FROM ROME.

ROME, Oct. 26.—Upon receiving news of the death on Oct. 13 of John Joseph Kain, Archbishop of St. Louis, the congregation of the Propaganda arranged for the appointment to the archbishopric of Bishop John J. Glennon, who, being already coadjutor, does not have to go through the formal process required for the appointment of titulars to vacant Sees. Cardinal Gotti, prefect of the Propaganda, has issued a notice that the first meeting of the congregation of the Propaganda will take place the first part of November.

The principal American questions to be decided by the congregation are the appointments of an Archbishop for Milwaukee, a Bishop for Columbus, and the division of the dioceses of Hartford and Dubuque.

Abolth Riox, a resident of Halifax, was arrested in the city last night and lodged in the central police station on a telegraphic warrant, charged with non-support of his wife and four children. The case will come up before Justice Ritchie today.

PARLIAMENT'S LONGEST SESSION ENDED AT LAST.

House Prorogued After 226 Days' Work—Immediate Commencement of G. T. P. Promised.

OTTAWA, Oct. 24 (Special)—After a session of 226 days, the longest in the history of Canada, the parliament, which met on March 12 last, was prorogued this morning with the usual ceremonies. The speech from the throne, delivered by His Excellency the Governor General, was as follows:

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In relieving you from further attendance after an unusually long and laborious session of parliament, I desire to convey to you my best thanks for the assiduity you have shown in the discharge of your onerous duties. The session now closing will long be remembered not only for its great length, but also for the many useful and important measures that have been enacted, all tending to advance the prosperity of the country. The unprecedented number of private and public bills that have been passed during the present session may be taken as an evidence of the great industrial development that is going on throughout the Dominion. A steadily expanding revenue has enabled my government not only to materially reduce the debt of the Dominion, but also to submit for your approval enormous grants for useful public works in addition to liberal subsidies for the extension of our railway system which contributes so largely to the development of our country. In view of the flow of immigrants now seeking homes in Manitoba and the Northwest and of the rapid increase of products requiring facilities to reach the markets of Europe via Canadian ports and in order to promote the settlement of the great areas of agricultural and forest lands still untouched in the older provinces.

My ministers considered it essential to obtain authority from parliament for the construction of a second transcontinental railway, the eastern division of which should serve as a common railway highway from Winnipeg to the maritime ports of Canada. It will be the duty of my ministers to proceed immediately with the necessary surveys so that the work of construction of that portion of the line which extends from Moncton to Winnipeg may be prosecuted with all possible speed.

The act authorizing the transfer of the powers heretofore exercised by the railway committee of the privy council to a permanent board of commissioners who will have supreme control over the administration of the railways of Canada, will, I have no doubt, be hailed with much satisfaction.

The difficult task of re-adjusting the representation of the people in the house of commons, in accordance with the British North America Act, on a basis not open to fair criticism has been accomplished in a manner that I trust will prove satisfactory to the electorate.

The subsidy granted by parliament for the establishment of a line of steamers affording direct connection with France will, I have every reason to believe, result in a largely increased trade with that country.

The amendments to the law relating to the naturalization of aliens will have the effect of removing the disadvantages under which Canadians desirous of returning to their native land have hitherto labored and will also materially facilitate the naturalization of the many settlers seeking homes in Manitoba and the Territories.

Gentlemen of the House of Commons:

I thank you for the liberal provision you have made for the public service.

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In taking leave of you, may I express the hope that the sacrifices you have been called on to make by an attendance on this protracted session may be rewarded by the reflection that your labors have been productive of great benefit to the dominion.

FREDERICTON ACCIDENT.

FREDERICTON, Oct. 24.—An accident occurred at Lower Prince William on Friday afternoon, when Fred Jewett, aged fourteen, lost his life by being caught in the shafting of his father's mill. The accident occurred when no one else was present and the unfortunate lad had been whirled around the shafting for some minutes, and when discovered was already dead.

The dominion government has granted money to clean up and remove the rocks from the steamboat landings between here and Woodstock. The work will be done under the supervision of Mr. Shewan, government engineer. Robt. Scott will be in charge of the operations.

Some idea of the extent of the lumber operations that D. Fraser & Sons and Scott Bros. are carrying on this year may be gathered from the fact that the former now have upwards of 2,000 men engaged in the Tobique and other districts, and before Christmas expected to have 500 more, while the latter company is conducting two operations on Black River, one on Keswick and two at Magaguadavic, besides several small camps on limits in his county.