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On the evening of August 10 there occurred in connection with the underground electric railway system of Paris a catastrophe which affords a terrible illustration of a danger peculiar to underground railroading. The way in which the accident occurred is thus described in a despatch: A train of the underground Electric Railway broke down at Menilmontant station. It was promptly emptied, and the train that was following was ordered to push it to the repairing sheds. On the way these two trains caught fire, but the employees succeeded in escaping. Meanwhile a crowded train reached Les Couronnes, the preceding station, and the officials seeing smoke pouring out of the tunnel gave the alarm. A panic ensued, the passengers struggling to escape from the station. When finally the fire had been subdued, it was found that the accident had assumed terrible proportions. Three empty trains had been burned, and the passengers in a fourth train had been killed by the smoke and heat. Eighty-four bodies had been taken from the tunnels and it was believed that the number of the victims would exceed a hundred. Many of the passengers, it would appear, had left the train to seek an exit, but wedged in the narrow tunnel they had been overcome by the smoke and heat and had perished by the score. This is one of the most terrible disasters reported so far in a year which has seemed particularly fruitful in railway accidents. It will serve to call attention to a peril which in greater or less degree, it would seem, must be present in connection with all underground railroading, and doubtless will lead to the strictest regulations to reduce the danger from fire to a minimum.

The Crowning of the Pope.

Following the Pope's election has come his coronation. This ceremony, which seems so strangely at variance with the precepts of Christ in respect to the conditions of greatness in his kingdom and to all that the New Testament records touching the lives of the Apostles, took place amid great pomp and ceremony in the Basilica of St. Peter's in the presence of the Princes and high dignitaries of the church. At a certain point in the long programme all the cardinals donned their silver copes and white mitres and the Pope was borne to the throne amid the renewed acclamations and waving of handkerchiefs, fans and hats. Afterwards a Cardinal placed upon the shoulders of the Pope the Pontifical pallium and attached it with three golden jewelled pins, saying: "Receive this sacred pallium as a symbol of the fulness of the Pontifical office in honor of Almighty God, the most glorious virgin Mary, His mother, the blessed Apostles, St. Peter and St. Paul, and the holy Roman Catholic church." Then the same Cardinal performed the rite of incensing the Pope, and upon the Pope's return to the throne, the Cardinals presented themselves, kissing his hand and foot, the Bishops and Archbishops kissed his foot and right knee, while the Abbots kissed only his foot. At length came the grand climax when upon the Pope's head was placed the triple crown. At this moment the church was filled with the ringing of bells, the blowing of silver trumpets, the triumphant strains of the choir and the acclamations of the multitude. So the Pope was crowned with the triple crown, as the father of Princes and Kings, the rector of the world, and the vicar on earth of Jesus Christ. No wonder that Pope Pius "was quite overcome and had scarcely strength left to impart the Apostolic benediction." The marvel is that any man could, in the name of Christianity, permit himself to be clothed with such assumptions of power and authority as are involved in the coronation of a Pope. And this is the man who calls himself the successor of Simon Peter, the fisherman Apostle!

The man who made an attempt upon the life of M. Combes, Premier of France, on August 9, gave his name as Sauvatre Picolo. He spoke very bad French and with an Italian accent. He had fired two pistol shots at the Premier, but fortunately neither of them took effect. He had a companion who drew a knife when the police approached, but was disarmed. The attempt upon the life of the Premier caused great excitement, and the police had much difficulty in protecting the man who had fired the shots from the vengeance of the people. The affair occurred at Marseilles where M. Combes had been in attendance upon a banquet given by the

Friendly Society of Teachers. It is believed that Picolo and his companion who in the confusion attending the arrest effected his escape, were both anarchists.

Labor and Other

Troubles in

Russia.

London Times says that the most rigorous censorship and most drastic police methods cannot wholly conceal the incidents of the deep-seated social movement disturbing the internal economy of a great European state. The news leaks out daily by hundreds of channels. The only result of the desperate attempts to repress it is to demonstrate the impotency of the bureaucracy to stifle what thousands are eager to repeat. Whatever the exact truth of the details may be, there can be no reasonable doubt that the situation of a great part of the Empire is grave beyond all precedent. A number of soldiers have been tried recently before the Military Court at Moscow for revolutionary agitation. Two were sentenced to the loss of civil rights, and to be exiled to Siberia, two to terms of imprisonment, a fifth degraded to the ranks and ordered to serve on the confines of the Empire. Several sailors and non-commissioned officers of the fleet are at present confined in St. Petersburg preventive prison. They are charged with being found in possession of forbidden literature while living in the Imperial yacht, Standat, and discussing political subjects with fellow-sailors.

Hurricanes in the West Indies.

Great devastation has been wrought recently by hurricanes in some of the West India Islands. The islands of Martinique and Jamaica have suffered most severely, and on each there has been considerable loss of life and great destruction of property. From Martinique it is reported that the new villages of Tivoli, Fond, Lahaye Fourniols and Reculee have been destroyed, rendering 5,000 of the sufferers from last year's catastrophe again homeless. Many houses in small towns were also destroyed, and great damage done to fruit and other crops. Considering the condition of the people, resulting from the great volcanic disturbances of last year, the effects of the cyclone are particularly discouraging. Jamaica has suffered still more severely. There were many wrecks along the coast, and considerable loss of life. Port Antonio on the north coast was completely overwhelmed, only six houses being left standing. The United Fruit Company's wharves, offices, hotel and plantations are reported to be utterly destroyed and five of the company's steamers driven ashore. Port Maria, another town on the north coast, suffered in like manner. The coast was strewn with the wreckage of local trading vessels. Villages have been wiped out, public buildings and churches demolished, and thousands of the peasantry rendered homeless and destitute. The destruction of the banana plantations is said to be complete and the fruit trade paralyzed for the next twelve months. The western end of the Island has also suffered, but less severely, while the southeastern part of the Island has been completely denuded of its crops, the rivers flooded and many men carried out to sea and drowned. It is estimated that the death list will reach fifty, while hundreds were injured. The property loss is estimated at \$10,000,000.

Debate on the Railway Bill.

The Dominion House of Commons has been busy during the past week discussing the merits and demerits of the Government's transcontinental railway scheme. Hon. Mr. Blair spoke on Tuesday. His speech was an elaborate and somewhat caustic arraignment of the Government's Railway policy. He contended that the scheme which the Government had adopted in connection with the Grand Trunk had been entered upon with unreasonable haste and that neither the people of the different Provinces nor the interests of the country at large had demanded it. He made light of the argument that the insecurity of the bonding privilege agreement with the United States demanded such a measure, and contended that if the object was to reach a Canadian

winter port by the shortest route, there was a shorter route than that which the Government scheme proposed. Mr. Blair contended that the proposed road would not relieve the pressure of traffic in the West, being too far north, and held that the Government should extend the I. C. R. to Georgian Bay. He also criticized severely other features of the scheme and held that if carried out it would practically dismantle and ruin the Intercolonial. The tone as well as the substance of Mr. Blair's speech would seem to indicate that the breach between himself and the Government is a pretty serious one. Mr. Blair was followed by Mr. Charlton in defence of the Government and by Mr. Monk and Hon. Mr. Haggart on the other side. Hon. Messrs. Fielding, Sifton and Emmerson have also discussed the subject in able speeches. Mr. Fielding dealt especially with the financial aspect of the scheme. He held that the present year's surplus would be sufficient to cover all that the realization of the proposed scheme for the transcontinental railway would really cost the country and leave some millions to good.

Australia's Proposed Capital.

A preliminary inquiry looking to the establishment of a Federal Capital for the Australian Commonwealth was entrusted to a commission. The report of the Commission which has now been presented contemplates the carrying out of a mammoth scheme for the creation of a new city at a cost ranging from two and a half to nine and a half millions sterling, according to the site determined upon. Among the sites considered eligible by the commission were Tumut, Albury, Lyndhurst, the Lake George District, Bathurst, Orange, Armidale and Bombala. An analysis of the reports of the experts connected with the commission shows that the estimated cost of creating a capital on any one of these sites would be as follows:—Tumut, Albury or Lake George, £4,500,000; Lyndhurst, Bathurst, Orange, or Armidale, £3,500,000; Bombala, £9,500,000. The differences in the estimates are accounted for by the accessibility or otherwise of the site, the cost of water supply, drainage, building materials, transportation, etc., and the expense of resuming large areas of privately owned lands. In each case, however, there has to be added to the above estimates 5,000,000 if a Commonwealth-owned transcontinental railway is to be included in the capital scheme. The commissioners have based their calculations upon the assumption that it would be necessary to provide for a city of 50,000 inhabitants to begin with, and that the area to be acquired would be not less than 4,000 acres.

—If such fistic exhibitions as those which a few weeks ago caused so much of a stir in Halifax, and that which during the past week has taken place in St. John, are within the provisions of the Canadian law regulating boxing contests, then it would seem very plain that our law on that point needs amendment. As a matter of fact these fights are so regulated as to conform pretty closely to the letter of the law, but that does not prevent them being to all intents and purposes prize fights in which professional pugilists appear in the arena and fight each other for the sake of the money that is in it for them. And these fights attract the rag tag and bob tail of the community, along with some "leading citizens" who would be very much chagrined if their names should be published in the newspapers in connection with their attendance at these performances. Does anybody suppose that these exhibitions do anything to promote wholesome athletics among our young men? On the other hand does not everybody know that they do much to promote gambling along with much else that is vicious and demoralizing? It is high time that our laws in relation to this subject were so amended that they could by no means be interpreted in a way to lend encouragement to prize fighting.

In the House of Lords on Tuesday, prior to the third reading of the Irish land bill, the Duke of Devonshire said that while he was unable to forecast the action of the House of Commons on the landlords' amendments adopted by the House of Lords, he was confident that the position of the government in the Lower House would not be altogether irreconcilable. Lord Abercorn on behalf of the landlords, thanked the Duke for his courteous reception of the amendments, and said he believed the bill would benefit the whole of Ireland. He trusted the amendments would be received by the House of Commons in the same spirit as they had been passed by the lords.