

THE TRUE WITNESS AND CATHOLIC CHRONICLE

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EPISCOPAL APPROBATION. If the English-speaking Catholics of Montreal and of this Province consulted their best interests, they would soon make of the "True Witness" one of the most prosperous and powerful Catholic papers in this country.

NOTES OF THE WEEK.

A HAPPY NEW YEAR.—A Happy New Year to All is the expression of our most sincere desire. Another year is about to close; another year is about to begin.

Sometimes we find that words are cold and formal when we seek to use them in translating the dictates of the heart. Human language has its limitations, and like all things finite it seems better calculated to convey ideas of the material affairs of this world than of the spiritual things that belong to heart and soul.

It is not our intention to make a retrospect of the year that is going, nor do we purpose attempting any forecast of the year that approaches. To do either, or both, would demand a volume. But we do hope and pray that the blessings of the last year will be multiplied in the year to come.

With these few comments, we turn, especially to the year that stands at our threshold, and we beg that God may spare us, and all our friends, from any of those narrow, as this vision may seem well to allow, when the sun shall have run its course in a tranquil path, ending 1901, and beginning 1902.

umns shall contain few of those sad obituaries that we are so frequently called on to write. Nothing is sadder than the vacant chair at the bedside; and while we cannot reasonably expect that the coming year will spare us all such sorrows, yet we trust and pray that its catalogue of vanished friends will be exceedingly short.

REGULAR CONTRIBUTIONS.—A Catholic contemporary gives us the following brief editorial note:—"Better is fifty cents a week given to the poor-box on every Sunday for the next four months than a five-dollar bill at a special collection."

There can be no doubt of this fact; fifty cents every Sunday, for four months, would amount to eight dollars; and that is surely better than a five-dollar bill at a special collection. But we think the point of the paragraph consists in the allusion made to the regular Sunday contribution, as compared with the great special contribution that comes about once in the year.

FOREIGN INVASION.—In England, all unknown to herself, being invaded by a foreign element that will some day drive Englishmen out of their country as were the Saxons driven away by the Normans. In his evidence before a Parliamentary Commission the Rector of Bethnal Green told the following queer tale: "For the last five years he had noticed," he said, "a great deterioration in his district accompanied by a great influx of foreigners and the displacement of English people."

DR. LORENZ HONORED.—New York city is taking special steps to honor in a worthy manner the eminent Dr. Adolph Lorenz. This great surgeon came to America, from Vienna. According to the statement of an exchange, the purpose of his visit was to perform an operation on a child of Ogden Armour, the Chicago millionaire, for which he received a princely fee; and he has been curing hundreds of similarly deformed children throughout the country and doing his wonderful work for nothing.

These men of science do honor to the Catholic Church and their works and lives serve more than a hundred volumes of logic to disprove the false statements of that Church's enemies, when they will have it that she is opposed to science and advancement.

TARDY JUSTICE.—Here is an item of news that speaks for itself:—"On Dec. 17 New Hampshire completed the work of justice begun in 1876, by removing the religious test from her constitution. Until 1876, no Catholic was legally qualified to hold office in that State. Until last week, a clause in that part of the constitution containing the Bill of Rights read: 'Legislature may authorize the several towns, parishes, bodies corporate, or religious societies within this State to make adequate provision, at their own expense, for the support and maintenance of public Protestant teachers of piety, religion and morality.' The word 'Protestant' has been stricken from this clause, and Catholics are at last on an equality before the law with their fellow-citizens of other creeds. Better late than never."

It is not wonderful that in America, "the land of the free," the spirit of old Puritan intolerance should survive to such a late date? We do not mind so much the famous, or rather infamous A. P. Aism of the closing years of the last century; but we find it passing strange that a legislature of a free State should be shackled with the chains of bigotry and prejudice to the degree indicated by the foregoing paragraph. How could we expect even a conception of true liberty in the minds of the uncultured, when the law-makers of the land have so long remained under the cloud of intolerance?

A CATHOLIC CATECHISM.—By a Catholic, we mean a general, a universal catechism. Writing in the "Catholic World Magazine," the Rev. A. P. Doyle, C.S.P., has made a lengthy reference to the question of a new catechism, when dealing with the many vital issues that came up for consideration by the Archbishops of the United States at their recent meeting. On this subject, amongst other things, Father Doyle says:—"The catechism question, however, is of most serious importance. There is some talk of Rome itself preparing a universal catechism to be translated into all languages. Such a universal catechism would be of eminent service, and perhaps there is no better solution of the difficulty in this country. A universal catechism would possess many advantages. In all probability it would be prepared by the most capable men—that is, men who are not only theologians, but who have had years of training in the best methods of imparting knowledge."

Hibernians Honor Bishop O'Connor. Among the gifts which came to Right Rev. Bishop O'Connor, of Newark, on the occasion of his silver jubilee this week, was an elegant equipage for his personal use, from the Ancient Order of Hibernians of the State of New Jersey. The gift was presented at St. Patrick's Cathedral, Newark, on Christmas Day by State President James Brennan, ex-Freemason William J. Moran, of Jersey City; and Revs. William T. McLaughlin, State Chaplain, and James A. Kelly, County Chaplain of the Order. The carriage panels bear Bishop O'Connor's coat-of-arms, done in purple and gold. The scroll has the inscription, "Sapientia Desursum." The body of the carriage is of the very choicest wood, painted and polished in a very dark olive green, touched up with black. The design is graceful, but the entire appearance is one of substantiality. The interior of the coach is upholstered in black leather of the highest quality and black silk. The pressure of the hand on an air bulb sounds a horn whenever the occupant desires the driver to stop. The metal fittings are of heavy gold and silver plate, and the harness is heavily gold plated. The entire outfit, including the fine horse, is in the best of taste, and reflects credit upon the donors. It cost over \$2,000.

The Wanstead Railway Disaster.

Rarely in the history of Canadian railroading do we find anything as terrible as the catastrophe which took place last Saturday night, at the little station of Wanstead, Ont., on the line of the Grand Trunk. By the latest news we learn that twenty-eight persons were killed, while about forty have been injured in different ways. The details of the story read like a sensational novel. The cause to which the sad event is attributed is the failure of an operator to deliver a message to the crew of one of the colliding trains. Much stress is laid on the fact of a heavy snow-storm being raging at the time. But whatever the cause, or whosoever is in fault, the cold fact remains that it was a fearful disaster. In case any of our readers should unhappily be interested in those who were the victims of that awful accident, we give a full list of the dead and injured—at least as complete a list as we have been enabled to secure.

THE DEAD.—The official list of dead, as issued recently by the Grand Trunk Railway authorities, is as follows:—

- Alex. Stewart, Petrolia. Mrs. Alex. Stewart, Petrolia. A. Ricketts, Sarnia, fireman, No. 5. J. Gillies, Sarnia, engineer, express. Miss Ellen Trotter, Petrolia. H. Lawrence, Watford. Thomas Kelly, Stouffville. Nicholas Jeffrey, London. Clem. Bradley, Port Huron, Mich. Guy de Pencier, Calfax, Wash. D. Penwarden, Grand Rapids, Mich. Mrs. Penwarden, Grand Rapids, Mich. S. H. Brock, Chicago, Ill. C. B. Burwell, Port Huron, Mich. Wilson Morton, Chicago, Ill. Alex. Cameron, Strathroy. Miss Nellie Geddes, Sarnia. Ed. de Beaus, Prescott. Mrs. J. Bradley, Port Huron, Mich. Miss Lottie Lynch, Port Huron, Mich. George Burkholder, Sarnia. A. Douglas, Alvinston. Wm. J. Lucas, Sarnia. Robt. Stevenson, Wyoming. Miss Violet Brock, Chicago, Ill. Mrs. J. Barnes, Woodstock. George D. Sutherland, Lockport, N.Y. Toini Paanen, female, domestic, Toronto.

THE INJURED.—The following were the passengers removed to the Victoria Hospital at London:—

- Alex. M. Stewart, Wingham, Ont., face slightly bruised. Mrs. J. J. Cuthbertson, Port Huron, Mich., face, head and hands bruised; possibility of internal injuries. James J. Ramplin, Toronto, bruised and shaken up. Mrs. Samuel Cummings, Port Huron, Mich., slight cuts, not serious. Hattie Northey, Peterboro, very slightly injured. James R. Northey, Peterboro, considerably bruised, but not serious. Mrs. Coote, Chicago, possibly some serious internal injury. Frank E. Baker, London, dislocated shoulder and other injury. Wm. Morse, wife and one child, Sarnia, fractured arm, chest. Mrs. Morse, considerably shaken up, not serious. Thos. Coote, London, hip injured. Geo. Stacey, Wanstead, very slightly injured. Dr. Harvey, Chicago, Ill., lacerated wound in head, some bruises; not serious. Mrs. J. M. Stewart and two children Oshkosh, Wis.; Mrs. Stewart, fractured jaw and lacerations, not serious. Earl Stewart, broken arm and collar bone. Hobart Hobart, fractured hip. Russell Quinn, Chicago, burns on hands, and scalp wound, considered serious. Mrs. Fagley, London, very slightly injured.

Miss Flossie Cuthbertson, Port Huron, very slightly injured. James Barnes, Woodstock, Ont., injured leg and hip, not serious. Beatrice Geddes, Sarnia, Ont., slightly injured. J. J. Cuthbertson, Port Huron, Mich., fractured jaw, bruises, etc., considered serious. John Bird, Chicago, fractured arm, injured back, scalp wound and lacerations. J. A. Lamont, Wyoming, fractured leg and lacerations. Mrs. W. Gott, and daughter, London, very slightly injured. Mr. J. Shawlock, Strathroy; very slightly injured. W. H. Cole and wife, Flint, Mich., very slightly injured. R. K. McDonald, Strathroy, very slightly injured. Mrs. I. N. Barnes, Sarnia, Ont., very slightly injured. Annie Sinclair, Komoka, very slightly injured. Mr. R. Jackson, Petrolia, Ont., very slightly injured; gone home to Woodstock.

In speaking of the impossibility of avoiding the collision, and of the narrowness of the escape that might have been made Conductor McAuliffe, of the express said that the freight train crew had opened the Wanstead switch and the train had started to move into it, when the collision occurred. A minute or two more and the freight would have been safely side-tracked and the dreadful accident avoided.

The most graphic account of the scene after the collision is that given by Mr. W. H. Cairnduff of Chicago. Mr. Cairnduff said he was in the second sleeper from the front, and he had felt the shock only slightly. In fact, he had not thought for a moment that anything particular had happened. He had half expected something was going to occur further, but things had quieted down and he was on the point of going on to bed before he knew that anything serious was the matter. As soon as he heard that there was trouble ahead, he got out on the right side of the train and walked forward. The first thing he came across was the body of a man lying in the snow. "Then," said Mr. Cairnduff, "I went round to the other side of the cars and found that all the doors of the damaged day coach were jammed tight and a gang of men had started to chop out the side of the car to allow the escape of the imprisoned passengers. It was about this time that the fire started. I am not sure, but I think that the flames first burst out in the freight and the cries of the imprisoned passengers were awful as they saw a slow death approaching. They made frantic struggles to escape. The front coach had been jammed with local people, most of whom were returning to their homes in Sarnia, Petrolia and other places along the line after the Christmas holidays. The train was the last on which they could use their excursion tickets. The way I happen to know the coach was jammed was through a gentleman who came through a short time before with his wife, and told me that he was not able to find any room up forward. He remained in the Pullman, where I was, and so escaped injury.

"One of the most pathetic things that I saw was the case of a man of about 50 years of age, who had been jammed between the heavy timbers. I took charge of him and made him a bed on the floor of the Pullman car smoker. After he had lain there for a few minutes, he said: 'My name is Barnes; I wish you would find my wife.' Just at that moment I picked up a pocket-book. I showed it to him and he recognized it as belonging to his wife. I then went outside to look for her and some one told me she was dead. I went back and said that I had not been able to find her, and explained that everything was in such a mixed-up state that it was very hard to find any one. He was contented with that. I think that it must have taken about an hour and a half for the special train with the surgeons to arrive from London, but in the meantime we found two doctors on the train and also three trained nurses. These people, at once set to work and gave heroic service to the injured. To give them due praise would be an impossibility.

ity, and I will not endeavor to say how their work was appreciated. Great praise is also due to the prompt, masterful energy of Mr. Clark, the father of one of the nurses, for the way in which he organized a fire brigade to fight the flames that threatened to devour the debris and finish what the collision had begun. "The burning baggage car lay near the telescoped passenger coach, and there was grave danger for a few moments. Under Mr. Clark's supervision, however, all the men in the train at once went to work, and by the aid of snow and the fire extinguishers from the sleepers, soon had the conflagration under control. In one instance, I saw a woman pinned under a blazing beam, and she was just as brave and cheerful as any one I ever saw. The very greatest praise is also due to the conductors and trainmen. They were cool, collected and industrious, and above all, worked with the greatest intelligence. I never saw men work with greater effectiveness than these men did. It was truly wonderful how slight a shock we felt in the sleepers. Even in the supreme moment of collision, when the shock was at its worst, I was not thrown off my seat. That ought to be a strong evidence for the additional safety of travelling in a Pullman. Another gentleman who was with me, a clergyman returning to Los Angeles from Montreal, also told me that he did not feel the shock to any extent."

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RUSSIAN NOTES.

FAMINE.—According to a dispatch from St. Petersburg, the Russian Government is face to face with the grave question of how best to feed 15,000,000 hungry peasants.

These distressed peasants are scattered over numerous provinces in central and eastern Russia, and partly also in the south-east and along the Volga. In the greatest hurry the Government has sent commissioners into the famine districts to make inquiries and report. On the suggestion of Finance Minister Witte, the Government forwarded \$1,000,000 worth of rye to the threatened districts, but there is an uneasy feeling that it will not reach the right hands. The Government also bought \$7,500,000 worth of rye and wheat to be forwarded after the reports are received.

The villagers are not only suffering themselves, but their cattle are dying by thousands, and their horses have to be sold, as they cannot feed them. The outlook for the spring plowing seems hopeless. Untold millions will be needed for relief if the peasants are to keep their lands in cultivation.

VILLAGES WIPED OUT.—Advices from Ashkabad, Russian Turkestan, say that in the country around Andijan eleven villages are in ruins as a result of the recent earthquake, and that fully 6,000 houses have been destroyed in these scattered settlements.

The weather is warmer and the work of rescue and succor is proceeding with better results. The villages are sufficiently provisioned for some time, but the Government will be obliged to supply the wants of the working people at Andijan until spring.

No one is permitted to enter Antijab without a police pass. Even railroad employees on their way to work are obliged to show permits. A dispatch from Andijan, dated Dec. 25, says during that day there had been a continual undulating movement and upheaving of the earth, the disturbance increasing in strength toward the evening.

God regards not how much we do, but from how much it proceeds; he does much that loves much.

The counsel of the society has already made an exhaustive research into the charters and franchises of the companies, and early in the new year it is expected the society will begin their struggle, prepared to prove the loyalty of their contributions.