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Ancestry Traced to riest and Brother

Moses. Living Church.) recently made inthe tradition of the British royal family in to the Blessed Vir-

William Hyde of who has studied matter, writes as for the descent of. of Britain from Anne, Virgin Mary, are the Welsh People, by D. Brynmor Jones of William of Main found in MS. LL.B., Fisher Unwin of Lon-Geoffrey (No. :0) in sus College, and in a n the Annales Camls were compiled in

, and an edition was by the authority of sioners of H. M lition was .dited by Ithed. M. A., rector The Rev. R. W. in Britain also has question, us we ote on page 139 . hat thea was a counger ather of the Virgin ing the other au-I mentioned, 've see vas the father of the d a cousin of the Virord used in the reca,' which, as the dic-

documents in the n London which supgy. The Fev. W. M. F.R.G.S., A. V.I., a

is used of cousins-ger-

dren of brothers

rch of England, made to this subject, visitof Oxford University. ege in London and ormation. The retigations establis

have already stated.

able timber and mineral properties along the line and an abundance of water power. The line would bring TRANS-CANADA RAILWAY big business to St. John and Halifax in winter. Years ago Sir John Mac-donald admitted it was the best route, and it was approved of by Sir Sand-Delegation from Quebec Address the Board of Trade.

ford Fleming. Mr. Scott then discussed the ques-tion from a military standpoint, show-Strongly Urge the Claims of Their

ing the great advantage it would be to the Empire to have an all Canadian line hundreds of miles away from the United States border. Mr. Scott com-Road Against That of the Grand Trunk - No Action Taken.

pared the distances from certain points of the Trans-Canada and other roads, J. G. Scott, general manager Quebec and Lake St. John and Trans-Canada Rallways; Jos. Girard, M. P. for Chi-coutini and Saguenay; Lt. Colonel Ray, of she firm of Price Bros. & Co., Quebec; Alfred Dobell, son of the late Hon. R. R. Dobell, and member of the firm of Gibsone & Dobell, Canadian representatives of Henri Menier of Paris, owner of the Island of Anticosti; Captain A. E. Doucet, R. M. C., chief engineer of the Trans-Canada Rallway, ad-dressed a special meeting of the Board of Trada Tuesday in the interest of the Trans-Canada Railway, ad-dressed a special meeting of the Board of Trada Tuesday in the interest of the Trans-Canada Railway, ad-dressed a special meeting of the Board of Trada Tuesday in the interest of the Trans-Canada Railway. The president of the board, W. M. Jarvis, was in the chair, and there ways and the chair, and there the complex the board be chair, and there engineer of the Stand of Anticosti; the Trans-Canada Railway. The president of the board, W. M. J. G. Scott, general manager Quebec

of the Trans-Canada Railway, ad-dressed a special meeting of the Board of Trade Tuesday in the interest of the Trans-Canada Railway. The president of the board, W. M. Jarvis, was in the chair, and there were present: Mayor White, Aldermen T. B. Besting Magnut White, Aldermen

ted, and which sixty years ago was mknown. Col. Ray spoke briefly. A. E. Doucet, the chief engineer of the road, read a number of interesting statistics re the proposed route. , Alfred Dobell urged construction of the line on account of its shortness and the fact that it would be an all-Canadian line far from the United J. B. M. Baxter, Maxwell, McMulkin, Lewis, Millidge, Robinson, Hamm, Tufts and Bullock, Senator Ellis, Sen-ator Dever, Jos. Likely, Jas. Pender, W. F. Hatheway, W. E. Vroom, Jas. L. McAvity, S. S. Hall, H. D. McLeod,

On board the flyer all the passengers Jamés Manchester, Dr. Sheffield, Mr. McKenzie of the L C. R., C. E. L. Jaradian line far from the United States border. Reginald Gardner spoke briefly. He vis, Jos. Bullock, G. Fred Fisher, Jas.

"The Canadian Line For Canadians, F. Robertson, J. N. Sutherland, G. S. Mayes, A. E. Macintyre, W. H.Thorne, R. B. Emerson, J. J. Foot, T. W. Som-Through All Canadian Territory for Canadian Ports Only." erville, Hon. A. T. Dunn, John Keeffe, C. M. Bostwick, Rev. Canon Richard-In reply to some questions asked by W. Frank Hatheway, Mr. Scott said they had not definitely decided as to their financial policy. They had askson, Rev. Dr. J. A. Morrison, L. P. D. Tilley, E. W. McCready, James D. Seeley, Robert Wilmot, M. P., W. L. Waring, M. E. Agar, J. Hunter White, Waring, M. E. Agar, J. Hunter White, C. F. Kinnear, E. L. Rising, R. C. Fikin, Leslie White, C. D. Schofield and Lieut. Col. Geo. W. Jones. to pass.

In calling the' meeting to order. Mr. government. There was a feeling against giving railway grants of land Jarvis remarked that the more the suitable for wheat growing. It was a good idea and they would endeavor to think of some other manner of sub-sidizing the road for the mileage through that section. R. D. Wilmot, M. P. for Sunbury and Owerne make height V cities of Quebec, St. John, Halifax and Sydney came together the better. They were not rivals, but friendly cities, and should endeavor to build each other up. The proposed new railway across the continent was of the great-est importance and should receive their careful attention. Mr. Jarvis and Queens, spoke briefly. He urged the claims of the St. John river far-

then referred to a resolution passed at a Sunbury county meeting favoring the St. John River Valley route as the mers for a line through the St. John River Valley. On motion the meeting adjourned. approach to St. John. He also read a letter from Superintendent Oborne of the C. P. R., to the effect that the PROPOSED INDUSTRIES.

writer was endeavoring to get the Geo. Matthews Co. of Peterboro, Ont., be Established in St. John and to erect a pork packing establishment Queens Co.

to pieces.

Referring to William Henderson's OTTAWA, Jan. 26.-Representatives of American and Canadian capitalists address to the council of the board at the time of the visit of the Scottish of American and Canadian capitalists forming the works which owns the pat-ent right for the Macadamite metal were in Ottawa today on business in connection with the new metal. It is indeaded to at once enlarge the works which have been established at St. John, but those interested have a large. The engineer and freman sticking to their posts and going down in the wreck. They are new in a hospital at Plainfield. THE DEAD. curlers to this city, re the cattle em-bargo, Mr. Jarvis said he had had two detters from Hon. Mr. Blair. In the first the minister held out little hope of success in having the embargo removed, as Mr. Hanbury was parti-

at St. John West.

-The Agony of Sufferers Something Beyond Description. NEW YORK, Jan. 27 .- One of the

THIRTY KILLED!

Frightful Rear Collision Near

New York City.

the Crash, Cremating Many

wenty-four People Identified-Parlo Cars Converted Into Temporary Hospitals for the Dying and Injured

Bodies.

SUN, SEMI-WEEKLY ST. JOHN, N. B., SATURDAY, JANUARY 31, 1903.

NEW YORK, Jan. 27.— One of the most appalling railway wrecks that has occurred in the vicinity of New York for many years, the estimated loss of life ranging from twelve to thirty persons, took place tonight at Graceland, on the Central railway of New Jersey, near Westfield, N. J., when the Royal Blue line express ploughed at top speed into the rear of a local train. ediately after the crash three o

Immediately after the crash three or the shattered cars of the local train took fire, rendering impossible the rescue of many of the wounded who were pinned in the wreck. Many bodies are believed to have been con-

although badly shaken up, escaped atthough badly snaken up, escaped uninjured, save for trifling bruises. The train which was run into left New York at 5.35 and runs express to Bound Brook, making stops at Eliza-beth, Westfield and Plainfield. Beyond

Bound Brook it runs as a local. The slower train just beyond Graceland, where the latter switches from track 3 to track 4 to permit the Royal Blue

> This evening a freight train was backed upon No. 4, and the local received orders to proceed on the express track to Dunellon and there take the outside, or No. 4 track. Shortly after receiving orders the train had to stop for a hot box, which delayed it, so that when it got under way again it was due at Dunellon. It /had just started and was moving slowly when

the Royal Blue crashed into the rear. The heavy engine of the Royal Blue tore its way into the rear car and at the same time drove the forward end of that car into the rear end of the car ead, which in turn was driven into the third car and this in turn was driven into the fourth car from the

CHARLOTTETOWN, Jan. 26.-At a meet-ing of the Board of Trade held Thursday night, considerable dissatisfaction was ex-pressed with the accommodation afforded by the Manchester liners this summer. It was pointed out that Liverpool is a much better market than Manchester, that although the last sailing was fixed for November 22nd the stamer did not arrive until one month later; that live stock had to be kept all that time at much expense and inconvenience; that the company would not give a clear bill of lading, etc. rear. The fourth car was only partly wrecked, but the last three were torn The engine of the Royal Blue left



CANADA INGLONDON.

By the Manchester Guardian and Other Little Englander Papers.

MONTREAL, Jan. 28 .- The Star's London cable says: Lord Strathcona publishes in today's paper a long and detailed analysis showing the effects of the preferential tariff. He explains the disparity between Canadian imports from the United States and Great Britain, and claims to prove by figures that the preference has resulted not only in arresting a continuous

ons were put in the fully bound book and Edward VII. it his were most graciously wledged by him. full article on this art of the whole genoston Herald, but I d the time to do so. engaged to give an ealogy of the Poyal n before the Literary ymouth and Braincome on February ion these things to is much interest in only in England but

very good article on e July number of the a magazine pubbut the demand for that the edition was than two months. I ther it has been re-

ent from Anne is n and Beli, the chiland a prince of the use. Penarilim was and mother of Bran, was the grandfather Linus. The dercend n down to Cadwalla-of Howel the Good. narried Elen, the 39th Penardim, and in ere united the two use of Anne, Owen of Owen Tudor and fudors, Edward VII Anne, a cousin of the one line King Edand by the other line t from Anne, and in oth the kingly and of the Hebrews, as 3rd in descent from and brother of

LE NOTES.

y company of ladies party at Mrs. Wilsant Point, yester-

lation of officers of Vo. 836, I. O. F., took A turkey supper, to per had the privilege er had the praceded a w nent, which co tion as one feature. as the installing of-nted O. D. Hanson, Seo. B. Day, High Clarke, High Con-him, and Installed

B. Cowan; Vice C. d; Recording Sec'y, In. Bec'y, Frank Al-Russell; Sen. Wood-; Junt. Woodward, adle, Geo. Fowler; J. anson; Court Physi-riane, M. D.; Court

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ng to W. Russell, fell on a stove a was severely burnproving. concert, under the ung Men's Guild of hurch, was held last

people to the advantages of the road, so that when the matter came before parliament they would be able to meet the Grand Trunk people, whose scheme was to build a line that would run through the same country as the Trans-Camada line from Norway House to Port Simpson. About part of the country through which the line would run there was little information. However the meteorological bureau gives the following average summer temperatures: Quebec, 60.3; Montreal, 62.6; Ottawa, 62.2; Port Arthur, 56; Winnipeg, 58; Chicoutifut, 57.1; Dal-housie, 59; Rimouski, 54.3; Moose Factory, 64.6; N-rway House, 58; Port Singson 56. The entire country was suitable for the growth of screals. The line would start from Quebec and Chicoutini, cross the head of Lake Winnipeg at Norway House, and cross the Rockies at Pence River Pass, the lowest in the range, with the Pacific terminus at Port Simpson. The de-pression in the Rockies at Peace River allowed the country through which he road would run to benefit by the Japan stream. The Hudson Bay Co. last year imported into that country over \$50,000 worth of fiour mach-inery. Refering to Lake Winnipeg as a barrier between the east and west, Mr. Souti made a strong point in favor of the northern route, which would resul in Canada doing her own milling, a Hig part of which was now Accept no substitute for "Golden Med-ical Discovery." There is nothing "just as good " for diseases of the stomach, blood and lungs. Dr. Pierce's Pleasant Pellets cure con-stipation and its consequences. PAYS TO BE ECONOMICAL. She-No! I like you very much indeed, but I can never marry a spendthrift. He-How do you know I am a spend-thrift? She-By the way you have been wasting money on me!-Tit Bits.

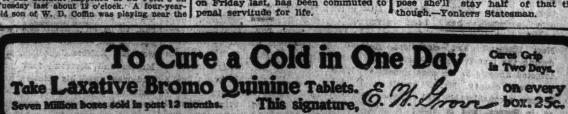
and Labor Council Elects

Officers.

ading, etc. ie house occupied by W. S. McKie, horse er, took fire Saturday, and damage to

ng, etc.

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and the state of the