

Archbishop J. J. Keane-- His Great Life Work

WASHINGTON, Aug. 8.—(Special Correspondence of The Bee.)—Intense in his Americanism, loyal in his friendships, boundless in his toil, open and generous to a fault, John Joseph Keane, bishop of Damascus, stands as a splendid type of manhood. Bishop Keane, who has been chosen for the archbishopric of Dubuque, Ia., in charge of the metropolitan see for the states of Iowa, Nebraska and Wyoming, and as a man of profound learning, easily stands at the head of the hierarchy of the United States and has a wide acquaintance in this country fondly anticipating his elevation to a situation where his culture, his eloquence and his cheerful optimism may find full fruition.

John Joseph Keane was born in Ballyshannon, County Donegal, Ireland, September 12, 1839. He came with his family to the United States in 1846, was educated at St. Charles college and at St. Mary's seminary, Baltimore, and in 1866 entered the Roman Catholic priesthood. He was an assistant pastor of St. Patrick's church of this city until 1874, when he was made bishop of Richmond, Va., being consecrated August 25, 1878. He has been active in the organization of Roman Catholic societies, especially temperance societies in that church, and was appointed director of the Roman Catholic university at Washington, which he resigned in 1897 and went to Rome to become closely attached to his holiness, Leo XIII. Bishop Keane is one of three Americans who are being seriously considered for the cardinalate in the event of the death of Cardinal Gibbons, the other two being Ireland of St. Paul and Corrigan of New York.

Bishop Keane's work as an educator stands out most brilliantly in the church

heard him preach in Baltimore and said he should be a bishop."

In 1881 Bishop Keane took part in the third plenary council of Baltimore, at which time it was decreed that there should be established a great national institution to post-collegiate and highly specialized education to be called the Catholic University of America, and Bishop Keane was chosen one of the directors and was subsequently requested by the American hierarchy and by his holiness, Leo XIII, to resign his diocese in order to devote himself entirely to the direction of the university, and in 1886 he was appointed its rector. On May 24, 1888, the cornerstone was laid and on August 29 of the same year Bishop Keane was transferred from the see of Richmond to the titular see of Ajaccio. On September 28, 1896, John Joseph Keane resigned the rectorship of the Catholic university upon the request of Leo XIII, who, in his epistle to Bishop Keane, said that the custom of the Catholic church was not to allow any one of its prelates to hold office in perpetuity. Then his holiness further said: "Being solicitous of your future welfare we leave to your own free will to remain in your own country, or, if you prefer, to go to Rome. If you choose the former we will destine for you some archiepiscopal see by vote of the bishops of the United States."

Bishop Keane decided to remain in the United States and took a measure of rest, which he greatly needed. Later, however, he went to Rome, and by his erudition and broad culture he became one of the advisers to the American church near the person of the pope and established for himself a name which is now known the Catholic world over. Keane has a positive force,



REPRESENTATIVES OF THE SWEDISH-AMERICAN REPUBLICAN LEAGUE—REPUBLICAN STATE CONVENTION, LINCOLN, Neb., May 2, 1900.

American people who know Keane know that he stands for the best in Catholicism and they will rejoice to hear of his appointment to the archiepiscopal see of Dubuque, and in his higher elevation, should the red cap ever be presented for his keeping.

Bishop Keane is above the average in height, his forehead is broad and high, his nose aquiline, his mouth and chin rather small and delicate, while his voice, particular in chanting, is rich, full and really magnificent.

E. C. S.

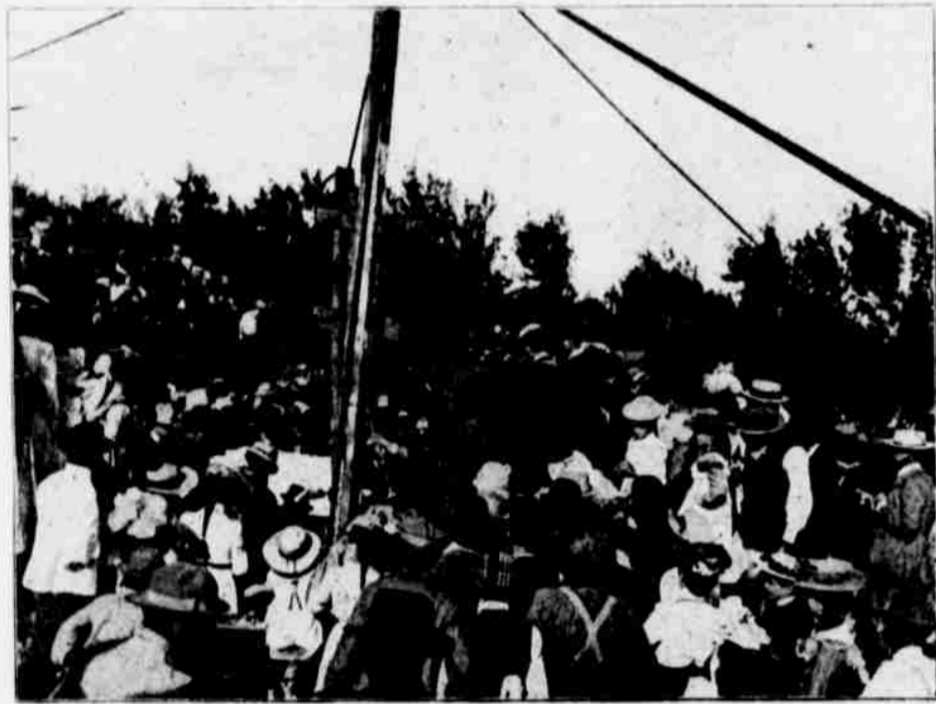
Postage Stamp Buying

A woman purchasing a postage stamp seldom realizes that it is a courtesy extended to her, says a writer in Success. Her usual way is to rush breathlessly into a drug store and, in charming disregard of conditions therein, to demand: "A 2-cent stamp, please!" The druggist, nine times out of ten, is busy waiting on a customer and unable, if not unwilling, to serve her. She stamps her foot, exclaims audibly, "Oa, dear, why don't he hurry up!" and, when at length he comes and politely explains that he does not handle postage stamps, she gives him a glance that would freeze a marble statue. In the very next drug store Miss Highty-tyty is liable to invade a crowd of customers all clamoring for soda water, to buttonhole the only clerk in attendance, get her 2-cent stamp by force of arms and triumphantly rush out without so much as saying, "I thank you." It may seem a little thing, but that single sentence, "I thank you," is in reality the test of courtesy in every-day life, and if every girl who buys a postage stamp would remember to use it—well, more drug stores would handle them.

No Objection on His Part

Chicago Tribune: Tired of seeing him hanging about the neighborhood the citizens organized an amateur vigilance committee and proceeded to ride him out of town on a rail.

"Now, you pestiferous old vagabond," said the leader, "do you think you'll stay away from this part of the country after this?" "Yes," replied Tuffold Knutt, from his precarious perch on the rail, "if you carry me fur enough away."



LAYING CORNERSTONE AT NORTH PLATTE, Neb., FOR NEW HIGH SCHOOL BUILDING.

which has been renowned for its broadness of culture and high educational standards. Again, the success of the Catholic university of this city is largely due to his pre-eminent business qualifications and his intense enthusiasm in the cause of education.

Keane's Early Training.

Keane's early life fitted him particularly for the work which he afterward took up in behalf of the church. He entered a publishing house in Baltimore and went thence into a dry goods establishment, where he remained two years.

Bishop Foley, who died in 1879, late coadjutor bishop of Chicago, as Father Foley was young Keane's spiritual adviser. And he advised the young dry goods salesman to renounce the world and give himself unreservedly to God's service. Following this advice John Joseph Keane obtained admission into the St. Charles college when he was 21 years of age. There was at this time in Baltimore a young physician of good family and of growing fame. Father Foley also advised this young man to study for the priesthood, regardless of his family opposition. He did so and was nominated bishop with Keane in the same consistory. His name was Silas Chatard, and he is now bishop of the diocese of Vincennes. After a successful course of three years at St. Charles college Keane graduated with first honors and entered St. Mary's seminary in 1862. Having completed the regular course of moral and dogmatic theology and sacred eloquence, etc., he was ordained by Archbishop Spalding July 2, 1866. After his ordination he was assigned to St. Patrick's church at Washington, now presided over by the eloquent Dr. Stafford as assistant to Rev. Jacob A. Walter, and continued there uninterruptedly until his nomination to the see of Richmond, Va. When Bishop Keane entered St. Mary's college his rival in philosophical theology was a young man from Virginia by the name of Kain, now archbishop of St. Louis. When Keane was consecrated Kain united with Bishop Foley and Archbishop, now Cardinal, Gibbons, to impose hands on the young prelate.

Rev. D. J. O'Connell, D.D., of the cathedral at Richmond was traveling with the apostolic delegate, Dr. Conroy, now deceased, and, speaking of Father Keane, remarked: "He is eloquent."

Dr. Conroy answered: "He is more; I

and, as all positive men have their enemies, he is not without his. Satelli was largely instrumental in bringing about Keane's resignation from the rectorship of the Catholic university of this city. He has also been antagonized by Mgr. Schroeder and his followers, who go so far as to say that Bishop Keane is not a Catholic in the truest sense of the word, but that his liberality of hand and heart and his cheerful optimism have placed him almost outside the pale of the church. But the great



Wonderful Engineering Feat at Burmah, India

American brains, American enterprise and American mechanics are now engaged in erecting in India one of the highest bridges, if it is not the highest bridge, in use by any railroad in the world, says the Philadelphia Telegraph. To America and the country's great iron and steel industry this contract is much more important than was the Atbara bridge in Egypt, of which one reads so much. The awarding of the contract for the building of the bridge to an American firm over English competitors is but another instance of the superiority and skill of the American workman over his European competitor. Innumerable difficulties had to be overcome by the American contractors for the work, but the firm which was awarded the contract was able to guarantee the work completed in less than half the time wanted by the English bridge builders.

Some time ago the British government invited proposals for the building of a viaduct across the Gokteik gorge in Burmah, India, located about eighty miles east of Mandalay, which latter place has been made famous by Rudyard Kipling in one of his poems. The bridge site is 150 miles inland from the principal seaport of Burmah, known as Rangoon. Among the firms which submitted bids was the Pennsylvania Steel company, whose works are located at Steelton, Pa. Chiefly for the reason that this company agreed to complete the work in such a brief space of time was the contract given to the company and work begun. Immediately after all the negotiations for the work were completed, thirty-five expert American mechanics were sent to India to look after the principal operations. They employed 250 natives to assist in the work, nearly all of them having some knowledge of machinery, and capable of doing excellent work. In the meantime, the company had started the making of the structural iron work at Steelton. When completed, the shipment was made from Steelton to India, via New York and Liverpool. From Steelton 320 cars, which, coupled together, would have made a train two miles in length, were required to transport the material. Three steamers were also required to ship the iron work between ports.

At the present time the work is well under way and notwithstanding the many vexatious delays caused by floods, the work will be finished inside of the contract time. Until recently the gorge over which the bridge crosses was a wilderness, which fact alone compelled the company to transport special clothing, portable houses, medical stores and other necessary articles for the Americans. A special military guard had to be provided by the Burmah Railway company for their protection, on account of the hilly regions being infested with savages.

As no wood could be obtained in the locality for the erection of scaffolding and especially for the building of a crane to lift the heavy girders, a crane was built of iron and steel and shipped abroad. It has an unprecedented overhang of 164 feet, and weighed complete more than 200,000 pounds. This was capable of picking up a girder weighing twenty-ton. After one section of the bridge was completed, the giant crane is pushed forward 160 feet to continue the work. A complete pneumatic plant and five hoist engines were also sent with the shipment, and also special machines for placing the rivets in position.

Just as the company was about to begin operations in Burmah that country was visited with unprecedented rains, which washed away nearly 450 miles of the railroad leading to the site of the bridge. Several months were then required to rebuild the railroad, which was accomplished only after the greatest difficulties were encountered.

The bridge itself when completed will be 2,300 feet in length, close upon half a mile. All the supports are of structural iron and vary in height from twenty feet to 320 feet or twice as high as the Barnegat light-house. The base of the highest towers covers 135 feet on each side. The highest building in New York represents the height of the bridge over the deepest part of the gorge.

When the bridge is completed it will open a direct road from Rangoon, the seaport of Burmah, to China. The proposed railroad, which passes through this section will open up the southwestern districts of China, which abound in mineral wealth at which today are practically undeveloped. The border line between India and China is only 100 miles east of the bridge. The northern part of Burmah, through which the road will pass, is known as the Shan states, and is inhabited entirely by savage tribes, which the railroad officials will have to drive north. The railroad which is building the bridge, known as the Burmah Railway company, is partly owned by the British government, which exercises a powerful control in its management.

Prominent engineers who know of the building of the Atbara bridge, in the Sudan, say that the work now being carried on by Americans in India is of far greater importance to the engineering world and is one of the most wonderful feats in engineering attempted in recent years.

Wouldn't Take a Hint

Cleveland Plain Dealer: "Cousin Jane is so obtuse."

"What's the matter with her?" "Why, you know her folks have been threatening to visit us all summer. To head her off I telegraphed this morning: 'Don't come; weather too warm for comfort.' And what do you suppose she replied?" "Give it up."

"It's hotter here!"