

TERRIBLY MANGLED BY TRAIN WEDNESDAY

Body of Man Found in Railway Yard Near Wall Street—Papers Found Bearing Name of George Gould of Montreal—Remains Placed in Box Car.

Thursday, Sept. 6. Another death as a result of being run over by a train was recorded last night about 11 o'clock when trainmen found a frightfully mangled body, supposed to be that of George Gould, of Montreal, on the I. C. R. tracks almost directly beneath the Wall Street bridge. It is not known which train struck the unfortunate man as several had passed a short time before the body was found. The body was first found by a watchman and a "bum" named Fred L. R. Rose, terminal superintendent who summoned Coroner Berryman.

The coroner soon arrived and after viewing the remains gave permission for them to be placed in a box car, where they were left till this morning. The body was horribly cut up and the head was completely severed while the upper portion of the

WILL MEAN GREAT CHANGE IN DESIGN OF STEAMERS SAYS PROF. GRAHAM BELL

Thursday, Sept. 6. "I believe that the experiments now being carried on by F. W. Baldwin in my laboratory at Biddeck will eventually mean a revolution in the design of boats, and steamers driven by air propellers will be in use as a distant date," said Professor Alexander Graham Bell, the eminent inventor, to a Telegraph reporter last night. Professor Bell is very enthusiastic over the experiments with hydroplanes now being carried on by Mr. Baldwin and he explained that with the new type of boat and a 70 horse power motor, a speed of 45 knots an hour has been attained and there was no doubt that when more experience has been gained, that the boats will be much more efficient.

In connection with these experiments, Professor Bell pointed out that it had been discovered that when the boat was in motion and the hull lifted out of the water the resistance of the water to the planes did not increase with additional speed, but the resistance remained constant and additional horse power would increase speed.

Professor Bell also thought that the limit of speed in the present type of ocean going boats had been reached as it was almost impossible to raise the speed above a certain point, and even when the horsepower was greatly increased the resistance

SEPTEMBER WEDDINGS

Keith-Froehman.
Bellville, Alta., Aug. 27.—In St. Cyril's church, at Lethbridge (Alta.), on June 19, Willard A. Keith, R. A., formerly of Havelock, Kings county, was united in marriage to Miss Pearl Froehman, of Salt Lake City. The bride was handsomely attired in a yellow moccasin silk and carried a bouquet of American beauty roses and carnations. After the ceremony the popular couple journeyed to Banff, thence to Vancouver and finally returned to Kimball (Alta.), where the groom is principal of the High School.

Sweetnam-Amrose.
Amherst, Sept. 2.—(Special)—A very pretty wedding was solemnized in Christ church this morning when Florence Amrose, daughter of the late R. W. Amrose, the well known commercial traveler, and granddaughter of the late Rev. Canon Amrose, of Digby, was united in marriage to Benson Sweetnam, of the clerical staff of the Canadian Pacific railway. The wedding ceremony was performed by Rev. George Amrose, of Bedford, uncle of the bride, in the presence of a large number of friends. The bride was accompanied by the groom's friends, and the ceremony was followed by a reception at the home of the bride's parents.

Sullivan-Keough.
A wedding of much interest took place at 6 o'clock Monday morning at the Roman Catholic church, in St. George, when Mary Keough, daughter of the late J. J. Keough, was united in marriage with Horace L. Sullivan, only son of Mr. T. A. Sullivan, of Boston. The ceremony was performed by Rev. J. P. Carroz, and followed by a reception at the home of the bride, who was attired in a tailored costume of tan and white, with white picture hat, and carrying a white prayer book, was attended by her sister, Miss Annie Keough, and the groom was ably supported by John McGrath. After the ceremony the young couple left on an extended honeymoon trip, followed by the good wishes of a host of friends.

Godfrey-Stewart.
Chatham, N. B., Sept. 3.—(Special)—A very pretty wedding took place this morning at 11:30 o'clock when Miss Miriam Alexander Stewart became the bride. John Cameron Godfrey. The ceremony was performed at the Methodist parsonage by the Rev. R. G. Fulton, and was witnessed by relatives and a few friends of the young couple. The bride was dressed in a traveling suit of grey broadcloth, with large black hat with willow plumes. Mr. and Mrs. Godfrey left on the Queen Limited for a trip to Toronto, Montreal and Niagara Falls, followed by the best wishes of a host of friends.

Church-Bullock.
Thursday, Sept. 6. A society wedding of interest took place yesterday afternoon at 3:30 o'clock in Queen Square Methodist church, when Rev. William Gault joined in wedlock Roy Willmore Church, manager of the insurance department of Wm. Thomson & Co., and Miss Gladys Duffield, daughter of ex-mayor T. H. Bullock, in the presence of a

large number of invited guests. The church was beautifully decorated, the platform being adorned with golden flowers and the pews being adorned with golden flowers. As the bride party entered the church, Miss Bullock, leaning on the arm of her father, who gave her in marriage, her uncle, John Bullock, played Mendelssohn's wedding march, and during the ceremony the Misses Oughton rendered "The Song of Thanksgiving," in just, very capable manner.

Miss Audrey Bullock, sister of the bride, was maid of honor, with Miss Clinton, of the late R. W. Amrose, as bridesmaid. The bride's bridesmaids were Misses Annie Keough, Fraser Bond, and Gordon Church as ushers.

The bride was handsomely costumed in duchesse satin with trimmings of lace and pearls. She wore a Brussels' net veil with coronet of orange blossoms, and carried a shower bouquet of bridal roses and lily-of-the-valley, and about her neck was the present of the groom, a valuable pearl and diamond necklace.

Miss Audrey Bullock, maid of honor, wore a becoming gown of pale blue satin with blue ribbon corsage, and carried a pink and carrying a bouquet of pink sweet peas. She wore a blue chiffon wreath. Miss Cunningham, as bridesmaid, was nicely attired in pink, and carried a pink and white sweet peas and a pink and white chiffon wreath. Both she and the maid of honor wore the groom's presents to them, handsome pearl bar pins.

A reception was held after the wedding at the home of the bride, 183 German street, at which many invited guests attended. A tempting repast was served in the dining-room, which was tastefully decorated with white sweet peas and ferns. After the repast the bride's cake covered with orange blossoms and with little glass vases containing orange blossoms surrounding it. The drawing-room was arranged in a pretty color scheme with pink, white, and blue.

Among the guests present were Mr. and Mrs. David Purvis and Albert Hickman, of Pictou, N. S., Mr. and Mrs. Harry Campbell, Mrs. E. W. Chestnut, Mrs. Percy Chestnut, Miss Beattie Whitaker, and Mr. and Mrs. Charles Hall, all of Fredericton. The bride and groom were very popular among a wide circle of friends, and they were handsomely remembered with valuable wedding souvenirs, including a beautiful clock from the groom's associates in the office of Wm. Thomson & Co. Mr. and Mrs. Church will make their home at Carville Hall.

DOCTORS COULD NOT HELP MY KIDNEYS

"Fruit-a-tives" Cured Me

MR. GEO. W. BARKLEY.

Chesville, Ont., Jan. 29th, 1911.

"For over twenty years I have been troubled with Kidney Disease and the doctors told me they could do me no good. They said my case was incurable and I would have to die. I have been using different medical men and tried many advertised remedies, but there was none that suited my case. Nearly a year ago I tried 'Fruit-a-tives'. I have been using them nearly all the time since, and am glad to say that I am cured. I have no trouble with my kidneys and I give 'Fruit-a-tives' the credit of doing what the doctors said was impossible. I am seventy-six years old and am in first class health."

GEO. W. BARKLEY.

See a box or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

OBITUARY

Mrs. Isabel Price.
Havelock, Sept. 2.—Mrs. Isabel Price, aged seventy-nine years, relict of John C. Price, was buried on Sunday, the 23rd ult. Her death occurred at her home, the Episcopal church, Havelock, after a long illness. The funeral services were held at the residence of Mrs. Price, which was presided over by Rev. W. H. Snelling, of St. Martin's, a former pastor of the Episcopal church in Havelock. The bride's presents included a piano, the gift of the groom. The happy couple have the best wishes of many friends in Havelock.

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LAURA FARDY, OF WINCHESTER (N.S.), TWO SONS AND TWO DAUGHTERS.

William E. Weldon, of the sons and daughters of the late Mrs. Fardy, of Winchester, N.S., was buried on Sunday, the 23rd ult. Her death occurred at her home, the Episcopal church, Havelock, after a long illness. The funeral services were held at the residence of Mrs. Price, which was presided over by Rev. W. H. Snelling, of St. Martin's, a former pastor of the Episcopal church in Havelock. The bride's presents included a piano, the gift of the groom. The happy couple have the best wishes of many friends in Havelock.

Mrs. A. W. Masters.

Moncton, N. B., Sept. 4.—Mrs. A. W. Masters died at her home, 100 St. John street, on Sunday, the 2nd inst. She was a native of the parish of St. John, and was a member of the St. John's church. She was a devoted wife and mother, and was well known in the community. Her death was a great loss to her family and friends.

James Stratton.

Business interests in St. John sustained a severe loss yesterday, in the death of James Stratton. He was one of the first looking upon St. John from the outside, and he was a great help to the city. His death was a great loss to the community.

H. S. Gregory.

The death took place yesterday of Hugh Seeds Gregory at the age of 78 years. He had enjoyed excellent health until Thursday of last week when he was taken ill. He sank steadily, but his death was not a surprise and shock to his many friends.

Mrs. Robert Manderson.

Chatham, N. B., Sept. 3.—(Special)—Early Sunday morning the death occurred of Mrs. Robert Manderson, relict of the late Robert Manderson. She was a devoted wife and mother, and was well known in the community. Her death was a great loss to her family and friends.

Dr. George D. Carter.

Thursday, Sept. 6. The death of Dr. George D. Carter, of St. John West, took place suddenly yesterday at 12:30 o'clock. Dr. Carter was a native of St. John, and was a member of the St. John's church. He was a devoted wife and mother, and was well known in the community. Her death was a great loss to her family and friends.

William J. Weldon.

Moncton, N. B., Sept. 3.—(Special)—The death of William John Weldon occurred shortly after 4 o'clock this afternoon at his home here. He had been in failing health for the past year. His death was a great loss to his family and friends.

TELEGRAPH REPORTER ON EXCITING FLIGHT

(Continued from page 1.) Little distance was made before the machine left the sands, perhaps 100 yards, and in two seconds it was in the air rising steadily in the direction of the graveyard (a happy coincidence) and curving slightly, few in the direction of Paradise Island. Although the airplane was flying at this time at about 80 miles an hour there was no sensation of speed or propulsion but rather a sensation of being pulled as if some gigantic compelling force were dragging one towards the clouds. In a moment we were over the Marsh creek and rising steadily towards the eastward. In a few seconds we were over the top of the dunes of feet below where the creek like a silver ribbon winding its way to the sea. The Marsh creek stood out against the blue of the stream while a boat was plainly visible at the mouth.

As the aviator manipulated his planes the machine responded quickly and with this adjustment the "flying" feeling was distinctly felt, as if some part of a person's anatomy had been left behind accidentally (to be called for) and the balance of the machine was restored. In a moment the breeze grew stronger and the town blowing hard against our faces and giving a sensation as of hitting against some kind of meshwork, every stay and bolt and making one's eyes shed copious tears. Above the Marsh creek the aviator turned the machine, which in turning caused the propeller to revolve and made the peculiar sideling forward motion that was noticed on Wednesday. He then made for the open sea and as the aeroplane went forward in a straight line towards the ridge island we went well upward until we arrived at an altitude of more than 1,000 feet.

Far below lay a panoramic view of St. John. A thick cloud of smoke overhung the city and the western side of the peninsula was completely obscured from view. A few of the high buildings stood out conspicuously in the tumbled mass of structures. The court house, St. Andrew's church, the I. C. R. elevator, the cathedral and some of the office buildings in King street towered above the rest.

The machine in use here is a Baldwin airplane, 80 horse power, four cylinder, four cycle engine, weighing 1,600 pounds. The pilot would happen under his own power, weighing but 350 pounds. The average gasoline engine of 30 horse power will weigh nearly 800 pounds.

Cecil Peoli, the aviator who flies Captain Baldwin's machine, is barely 35 years of age and the youngest spy pilot in America. He is a native of New York, and he took his first flight in the aeroplane and flew with him over the Long Island hills at an altitude of more than half a mile in a flight lasting half an hour. He has completed a considerable number of flights, and he has been constantly at the controls of the machine since the first of June. He has been constantly at the controls of the machine since the first of June. He has been constantly at the controls of the machine since the first of June.

The highest altitude he has reached is 6,000 feet over a mile in the air. At this height he says, the earth appears like a saucer, the horizon around forming the rim. Mr. Peoli is rapidly making a name for himself amongst aviators, and he has been constantly at the controls of the machine since the first of June. He has been constantly at the controls of the machine since the first of June.

The Quick Rush Down. In the quick rush down it was impossible to notice much. Peoli had his machine at an angle of perhaps 80 degrees and shooting off the end of the runway. The wings of the machine were running quickly over one another. The passenger (at least) slid rapidly through the air towards the ground, appearing to make for a particularly hard looking fence in the Red Head road. The sands, solid and impenetrable, rushed up with the speed of light to meet us. As we were diving into their softness Peoli turned his wheel adjusting his planes and we rumbled along a few feet above the sands, past the people, past the starting point and in a moment the wheels of the airplane had caught the Red Head road. The sands, solid and impenetrable, rushed up with the speed of light to meet us. As we were diving into their softness Peoli turned his wheel adjusting his planes and we rumbled along a few feet above the sands, past the people, past the starting point and in a moment the wheels of the airplane had caught the Red Head road.

James Stratton was born in Edinburgh, Feb. 1, 1834, and was educated at the Royal High School and Edinburgh University. He studied law, and was called to the bar in 1861. He was a member of the St. John's church, and was a devoted wife and mother, and was well known in the community. Her death was a great loss to her family and friends.

TO ARRIVE
50,000 Fire Bricks
4,200 Bags Liverpool Salt
5,000 Bags Canada Portland Cement
1,000 Cast Iron Pipes
1,000 Terra Cotta Pipes
1,500 Barrels Atlas Cement
60,000 Feet Utility Wall Board
PRICES LOW

GANDY & ALLISON
CONTRACTORS' SUPPLIES
3 and 5 North Wharf, St. John, N. B.
WAREHOUSES:
North Wharf
York Point Slip
Robertson Place

SEVEN SUICIDE

Three Others Likely to Cycle Going 92 Hour Leaps Big Crowd Rider Hurled Fifty Air and Every Body Broken—tims Among Sp

Forty-one years is the toll of service the captain has paid in clearing the air. Many a time, he has braved the elements, and he has won out without serious accidents. He has made many ascents in all corners of the world and made many descents. He has remembered flights at the Crystal Palace in London about a decade ago. The Rocky Mount witnessed another of his spectacular flights in the International Spherical contest from St. Louis the captain's balloon landed in Tennessee after a long flight from the States.

In the theory of flying as well as the practice Captain Baldwin has added his quota to the data of the century. He has made many ascents and descents, and he has broken one's neck, one could say, no better company, though if pressure counts for anything that is the last thing that would happen under his care. While he has been daring even to the taking of precautions and every little thing that would happen under his care, he has received his share of criticism. He has minimized the chances of accident to one who would happen under his care, you cannot help but take.

In his time the captain has made those and of ascensions, but is chary of telling his achievements. It is at present working on an aeroplane which will have in place of the customary steel wire stays a tetrahedral wire steel stay invented by Alexander Graham Bell, which will insure a greater rigidity without adding too much weight and in event of accident the machine will be better able to stand the strain.

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FORGET, BEATEN IN MERGER RESIGN

MEXICAN BATTLE AMERICAN

40,000 CHI