

WEDDINGS

Crawford-Cody. A very pretty wedding took place at 12 o'clock (noon) on Wednesday, June 27, at the residence of the bride's father, Cody's (N. B.), when Miss Margaret Cody, only daughter of C. F. Cody, became the wife of Frank W. Crawford of Brockton (Me.), but formerly of Hampton (N. B.).

John Dumphries. The Bangor Commercial contains an account of the accidental death of John Dumphries, aged about thirty, in that city last Friday. He is said to have belonged to the local fire department.

James Collins. The death of James Collins occurred Saturday at the residence of his sister, Mrs. Michael Foley, Brussels street. Mr. Collins was in his 63rd year. He is survived by three sisters and one brother. The funeral will take place today at 2:30 p. m.

Andrew Russell. Andrew Russell died at the residence of his son-in-law, W. B. Kierstead, Hawthorne avenue, yesterday, aged eighty years. The deceased was a native of Ireland, but had lived in St. John the greater part of his life. Mrs. Kierstead is the only surviving relative. The funeral will take place tomorrow afternoon at 2:30.

Henry Baker. Henry Baker, for twenty or twenty-five years employed in the grocery business, died yesterday, aged 69 years. He had been ill since February. Mr. Baker is survived by one sister and four daughters. The funeral will take place today afternoon.

J. Fred Estabrooks. J. Fred Estabrooks, son of J. F. Estabrooks, the wholesale fruit merchant, passed away in this city Monday afternoon. He was thirty-nine years of age. The funeral will take place today afternoon.

The Late Emily M. Williams. The funeral of Emily M. Williams took place on Tuesday, June 26, at 12:30 o'clock from the residence of her son, Mr. W. Williams, in the direction of N. W. Brennan, of St. John, to the Methodist church, where a brief service was conducted by Rev. H. P. Cross, assisted by Rev. W. L. Taylor. The funeral home was in charge of the service.

Williams-Tingey. A happy event took place at 7 o'clock Saturday morning at the Victoria St. United Baptist church when Alfred J. Tingey and Miss Lillian Ferris, daughter of Samuel Ferris of Waterbury, Queens County, were married by the pastor, Rev. David Long.

Miss Carrie Boliver and Joseph Nevins were married Friday afternoon by Rev. Mr. Hutchinson at Main St. Baptist church parsonage, Douglas Ave. The happy couple left for Fredericton on their wedding trip.

A nuptial event, which will be of interest to a large number of St. John people, took place in Christ the King Catholic church, Saturday afternoon, when Miss Amy L. Tangey, daughter of Mrs. T. H. Tingey, of 89 Pitt street, St. John, was married to Frank C. Williams, formerly of this city, but now a resident of New York.

The wedding of Miss Edna M. Hatfield, daughter of the late David Hatfield, formerly of this city, to Charles S. Spaulding, took place June 27, in St. Henry's (Me.).

A pretty wedding took place at Oak Hill, Charlotte county, on Wednesday afternoon, June 27, at 4 o'clock, when Mary Evelyn, eldest daughter of Rev. Mr. West of that place, was united in marriage to Leonard Tilley Goucher of Annapolis (N. S.), now on the staff of the school for the deaf, Halifax.

The church was prettily decorated. The ceremony was performed by the bride's father, assisted by Rev. W. C. Goucher of St. Stephen. The bride was given away by her uncle, Isaac Jones, and looked charming in a gown of white silk organza. She wore a veil and carried a bouquet of bridal roses, and was attended by her sister, Miss Carrie West and Miss Beatrice MacLean, of St. John; while the bridegroom was supported by his brother, Willoughby Goucher. The ushers were Fred S. Goucher and George Christy. A reception was held at the home of the bride, after which the happy couple left for St. Stephen en route for Fredericton, where they will make their home.

The present cold June doesn't compare with the same month of 1816. In that year at Paris (Me.), two inches of snow fell on June 7, and Rev. Rowson Dunham, of that town, who rode from a neighboring village, nearly froze to death. All the birds were killed and there were heavy frosts every month of the year to injure the crops. In 1817 corn was worth more than \$2 a bushel.

Railroad Rate Bill Now Law. Washington, June 29.—The president today signed the bill for the construction of a lock canal across the isthmus of Panama.

OBITUARY

Mrs. John Elmore. Mrs. Mary A. Elmore, wife of John Elmore, died yesterday at the age of seventy-seven years, and after a brief illness. Mrs. Elmore, who numbered many friends, is survived by her husband and two sons. One is John M. Elmore, wholesale grocer; the other is in the States. For the family there will be much sympathy in their bereavement.

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Railroad Rate Bill Now Law. Washington, June 29.—The president today signed the bill for the construction of a lock canal across the isthmus of Panama.

LOCAL NEWS

Detective Killen picked up a pair of gold rimmed spectacles in King street. Friday night. They may be claimed by the owner at central police station.

The Brunswick (Me.) Record tells of an eighteen-year-old boy named Joseph Lajoie who cut half a cord of wood into three lengths in just one hour and twenty minutes.

Messrs. Maurice E. Posen, of St. John, and Branton H. Squires, of Newfoundland, in a recent decision at Harvard, Mr. Posen's degree is that of Doctor of Dental Medicine. Mr. Squires received his B. A.

Francis Kerr, barrister, has given up the active practice of a profession and is going back to the wood and coal business with Arthur Lakely, as manager of the St. John Fuel Company.

Graham Jardine, formerly of the Royal Bank in Newcastle, has been made manager of the east end branch of the Royal Bank of Canada in Vancouver. His friends here will be pleased to hear of his promotion.

The convention in Restigouche county for the purpose of nominating a candidate in opposition to the local government will be held July 10. J. D. Hazen and George McInerney will be among those who will attend.

There will be another meeting of the local Teachers' Association on Monday afternoon at the residence of Mrs. J. H. Squires, of the organization of the Jewish Territorial Association. Rabbi Rabinowitz expects to tour the provinces soon to start similar societies.

Thirteen deaths took place in the city last week from the following causes: Infection, consumption, heart disease, diphtheria, two each; debility, tuberculosis, endocarditis, tubercular meningitis and tubercular peritonitis, one each.

A horse owned and driven by James Collins, the Union street wholesale grocer, dropped dead while being driven from the Union street to the city market. The animal dropped down without any warning in the vicinity of Penhall street. The horse was a valuable one.

Two new cases of typhoid fever were reported to the board of health on Saturday morning. One of these, a sailor, is now at the hospital, while the other case is in the city and is being treated at home. The board are now engaged in investigating the cause or causes of the new cases.

Two privates were brought from Camp Saxe at the St. John Public Hospital yesterday, suffering from appendicitis. They are Pte. Baker, of the 74th, and Pte. Main, of the 7th Regiment. They arrived in the city about 6 o'clock. The charge of Capt. Harris, of Moncton. The cases are not looked on at the hospital as serious.

Rev. A. J. Prosser had a letter from Rev. Joseph Noble, of Woodstock, recently, in which the venerable old man says he hopes to be able to attend the meetings of the United Baptist Association in Brussels street church next week. The Rev. Noble's presence at these meetings will be of great interest as he attended the first meetings of the Free Baptist body.

Robert A. Jamison, agent here for the steamer Beaver, aground at Harvey Bank, returned Thursday after viewing the stranded steamer. Mr. Jamison reports that the vessel's condition is such that she will not be raised. He believes, however, that with the higher tides next week there will be no difficulty in floating her without the aid of a tug. He does not believe it will be necessary to lighten the cargo.

Work was received Saturday by Mrs. Margaret Johnston, of Union street, of the death of her son-in-law, Robert Inch, of New York, formerly of this city. Mr. Inch was formerly employed in the city of New York, and had been in the city for many years ago to enter the employ of one of the large New York dry goods houses where he had since held an important position. Mrs. Johnston is the widow of another daughter of Mrs. Johnston.

Last Thursday was the first anniversary of the death of George F. Doig, who on Wednesday evening next will leave with his family for Brandon to locate there. Mr. Doig has been with the London House Retail for more than twenty-three years. At Brandon he will enter into business with his brother-in-law, J. McL. Robertson, of Toronto, English buyer for Fitzhugh, Schaffheitin & Co., of Montreal, who having purchased a large dry goods business in Brandon.

Before beginning the study of the lesson in the Sunday school, Mr. Doig was called to the front and the following address was read by the superintendent, W. C. Cross.

St. John (N. B.), July 1, 1906. Dear Brother—While we rejoice in the bright future which lies before you in your new home in Brandon, we cannot but feel in your removal from St. John and especially from the German street Baptist church that we sustain an almost irreparable loss in the various departments of our church life and activity. Your faithful services as a teacher in the Sunday school, your valuable assistance and counsel efficiency as an adviser on the various committees of the church have been an inspiration to our entire membership and have bound you to us in ties of Christian fellowship and love that can never long remain severed. As a student of the word of God, in your fidelity to its teachings you have lived the life of earnestness in the Master's service that reflects credit upon yourself and honor upon His cause. Your ability and willingness to assist in any of the church's views, as well as your efficiency in this respect, have been in fact of great advantage to us, the memory of which will long be cherished.

In parting from you we commend you to the loving care of our Heavenly Father. We bid you and your family adieu in the far west where we trust you may find the peace and contentment which you have so justly earned. On behalf of the German street Baptist Sunday school.

W. C. CROSS, Supr.

Mr. Cross then presented the address, nicely framed, to Mr. Doig, and the assistant superintendent, S. H. Davis, presented to Mr. Doig on behalf of the school a serviceable club grip. Good wishes of many will follow Mr. and Mrs. Doig to the west.

Mrs. D. C. Lawson, of Westmorland Point (N. B.), who seriously injured her ankle some weeks ago and had been brought to Highland View Hospital for treatment, has so far recovered as to be able to be removed to the home of her son, H. James Lawson, Church street.

Thomas H. Cochran, of Wallace, proprietor of Cochran's drug store here, was last night removed to Highland View owing to serious illness.

LANGUAGES THE GREAT STUDY

Dr. Bridges Thinks Too Much Attention is Given to Modern Ideas

Dr. Cox Unanimously Chosen as Representative to U. N. B. Senate—Committees Elected—Votes of Thanks to Gov. Snowball, Premier Tweedie and Others.

Chatham, June 29.—The fourth annual convention of the New Brunswick Teachers' Association met in Chatham Grammar school last evening.

First the executive committee met. There were present W. M. McLean, president; H. Burton Leslie, vice-president; Henry Harvey Stuart, secretary-treasurer; Miss Bessie Fraser, R. Ernest Estabrooks, Rex R. Corns, and Miss M. A. Taylor.

The association was then called to order by President McLean. More than seventy-five delegates attended.

The secretary reported for the past year. In the present session the association had gained in places where the terminated work had been done. It had been successful in securing for the teachers a salary of \$1000 per year, and in many other ways.

Many teachers also, who did not join the association in the past, were present. Normal school students were applying for salaries at higher rates and getting what they asked.

The executive had, in February, petitioned the provincial government for legislation providing compulsory attendance at school, paying school boards increased county funds, and a gradual fifty per cent. increase in government aid to the teachers.

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BRITISH TRAIN WRECK

Twenty-seven Dead in

Salisbury, July 1.—Driving at a mad pace over the London Southwestern Railway, the American Line Express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the tracks just after passing the station here at 1:57 o'clock this morning and mangled to death in its wreckage twenty-seven passengers and four of the trainmen. Besides those to whom death came speedily a dozen persons were injured, some of them seriously.

First Cabin Dead. Barwick, of Toronto (Ont.), Charles, of Trumbull (Conn.), Cecil, of New York (N. Y.), Elphick, of C. W. of Chicago (Ill.), Harding, Dudley P., 316 West 90th street, New York.

Hickes, Mrs. L. N., 261 Central Park, West, New York. Howison, Miss Mary F., 31 West 31st street, New York.

King, Rev. E. L. Toronto (Ont.). Koch, Frank W., Allentown (Pa.). McDonald, John E., New York city. McMeekin, C. P., New York city.

Pipon, A. C., Toronto (Ont.). Sennell, Mrs. E. H., New York city. Sennell, Miss Blanche M., New York city. Sennell, Mrs. Gertrude M., New York city.

Stentell, Charles E., New York city. Smith, Mrs. Walter W., Dayton, Ohio. Smith, Miss Eleanor, Dayton, Ohio. Smith, Gerard, Dayton, Ohio.

Waite, Mrs. Lillian Hunt, 424 Fifth avenue, New York.

Second Cabin Dead. The following second cabin passengers are dead: Goepfinger, Louis, address unknown. Thompson, W. H., address unknown.

First Cabin Injured. The following are the first cabin passengers injured: Alton G. H. V., New York city. Critchell, Robert S., Chicago (Ill.). Griswold, Miss L. S., address undeterminable.

Hitchcock, Miss M., New York city. Koch, Miss Anna E., Allentown (Pa.). The following second cabin passenger was injured: Rank, Miss M., address undeterminable.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than sixty travellers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth.

The officers of the day were Geo. B. Willard, Montreal; Hon. F. J. Sweeney, Montreal; Fred Ryan, Edgar Ayer, Sackville; Wm. Bell, Amherst; Dr. Taylor, Moncton; Aid. T. J. Horner, Sackville; Judges, Half mile boats were tested in each class. Summary:

2.30 Class. Timothy V. T., Harry Prescott, Bale Verts, 1 1 1 Earl Grey, H. N. Richardson, Sackville, 2 2 1 Ruth Wilkes, Fred Holmes, Amherst, 3 3 1 Fairbanks, A. L. Somers, Spring Hill, 2 2 2 Abbott, J. Ernest McGowan, Moncton, 3 3 3

Time—1:15; 1:14; 1:12; 1:12. Three Minute Class. Robert, C. P. Belliveau, Moncton, 1 1 1 Ruth Wilkes, Fred Holmes, 1 1 1 Fairbanks, A. L. Somers, 2 2 2 Vanston, Blair Loverson, Sackville, 3 3 3

Time—1:14; 1:14; 1:14; 1:12. The train which awaited the London passengers consisted of a powerful express engine, three first class corridor coaches and one ordinary coach. The train was on speed when it struck the bridge.

The passengers were soon entrained and at 11:30 the express pulled out. It was given a clear right of way on the run of 220 miles to London on which the engine maintains an average speed of a mile a minute. Driver Robins quickly gave the signal to start the train and was soon speeding swiftly through the night. It ran on safely and without incident until it entered the long railway viaduct at Salisbury, where the bridge struck and the coaches began swaying from side to side. Suddenly at the end of the long platform, where the track begins to curve towards the bridge spanning Fawcett street, the main avenue of the city, the giant engine leaped from the track to the ground, and the train was hurled across the adjoining track, striking with terrific force and destroyed the guard's van of 220 miles to London on which the steaming in the opposite direction, killing a guard occupying the van. Lurching forward the locomotive plunged against the standards and girders of the bridge. The bridge withstood the impact. No one was hurt. The engine rebounded and crashed into another engine standing on the track, overturned and stopped, the wreckage of the two engines interlocked in a great mass of broken or twisted steel and splintered timbers.

The first coach shot over the engine and careened onward until it was hurled against the parapet of the bridge and smashed into fragments, killing or maiming several passengers. One man was shot through the window, clearing the parapet and fell dead in the street below. The second coach, which was slowly rolling towards a stationary train and practically destroyed itself before its wild flight was ended.

The third coach dashed forward with the rest, fell the rails and encountered some obstruction, overturned and collapsed.

The guards van and buffet, the rearmost car of the train, was saved by the courage and quickness of the guard, Richardson. With the first shock Richardson jumped forward and set the brakes and staved himself and his comrades. The van ploughed forward injuring some of its occupants, but practically maintained its equilibrium.

The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied calibre, and when the crashing of the wreck was past there came calls of the injured, some shrieking with pain and fear, and others moaning as if bewildered by the shock.

Relief came quickly, although it was an hour before the last body was dragged from the wreck. The police, attracted by the noise, called ambulances and surgeons and warned the hospitals to prepare to receive the injured. The railway yard quickly filled with police, doctors, nurses, and other helpers. The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches were brought to light the desolate scene. The station was converted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned in compartments as it was necessary to cut away the wreckage in order to effect their release. Others were caught under heavy wreckage. Several of the bodies were badly mangled and one woman was decapitated. The time taken to recover and identify the bodies included those of John E. McDonald, of New York; W. H. Thompson, address unknown; and C. F. McMeekin, of New York.

MOOSEPATRACK

RACES ENJOYED

Peacherina Does Not Appear for Contest With Walter K.

LATTER IS SENT A HALF IN 1:13

Thos. Hayes' Belfry Chimes Wins the Match With the Flood Racer—The Results in the Trotting and Pacing Events.

About 400 people attended the races held under the auspices of the St. John Driving Club on the Moosepatrack Monday. The day was an ideal one for the sport and the racing was thoroughly enjoyed.

The contest between Peacherina and Louis King's Walter K. did not come off as Peacherina failed to appear. Peacherina was sent to the trotting track on Saturday night, though there were many who got away from Peacherina. Others agreed to race with a day's being nearer home and they did not get out of town before the "very early" Monday morning.

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Excursions to Fredericton and Moncton, and the political picnic were leading attractions for those wishing to get out of town, and to all there were large pilgrimages.

Moosepatrack was also the scene of animation, the horsemen were there in force while the base ball games drew well.

Seaside Park held within its borders many a picnic party. The street cars carried one continuous stream from early morning till noon time to that popular resort. It was one long jangle and jangle with basket of "goodies" and coffee pot. Others were satisfied to take the short cut to Moosepatrack and to the beautiful spots there.

The R. K. Y. C. squadron met at the Seaside Park and the street cars carried one continuous stream from early morning till noon time to that popular resort. It was one long jangle and jangle with basket of "goodies" and coffee pot. Others were satisfied to take the short cut to Moosepatrack and to the beautiful spots there.

The political picnic at Gagetown Monday conducted by Conservative workers was well patronized by holiday makers and political enthusiasts from various sections of the province. Six steamers were chartered for the occasion. The Victoria and Elaine carried up a large contingent from St. John, the May Queen went from Chatham, the Majestic from Fredericton, the Champlain from Belleisle and the Aberdeen from the Washington. It is estimated that between 2,500 and 3,000 were present.

HOLIDAY MADE

Great Numbers Left Town to Enjoy Delights of the Country--Attractions Well Patronized.

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The traffic out of the city Monday, for the July, was the heaviest in the C. I. R. experience, for in addition to the regular Boston leaving at 6:45 o'clock, with 600 passengers, the 62nd Regiment in eight cars left for Fredericton. The "peep of day" express had some 300 passengers and the freight that left at 8 o'clock carried 300 passengers. The C. P. R. suburban west at 9:15 o'clock had five cars, and the suburban east, leaving at 12:15 o'clock, took 300 passengers, and this in addition to I. C. R. No. 26 east with twelve cars and two engines. No. 4 east had four cars each loaded to capacity.

The Moncton express, due in the I. C. R. at 9:30 p. m., had 500 passengers. It is expected that all east bound trains will be double headed.

The advice received direct from the Eastern Steamship line, Boston, states that some 400 passengers for points east of St. John are coming and mail advices say that a very heavy passenger train left Boston last night for New Brunswick and P. E. Island points. It is expected that all east bound trains will be double headed.

The parents hurriedly sent for Dr. McInnes, while Police Sergeant Kilpatrick, who was near at hand, accompanied the doctor. It was found that the toy had become wedged in the child's throat and the efforts had to be stopped every short period to enable the child to breathe. Fortunately the obstruction did not interfere with the child's respiration but it was nearly an hour before it was removed. The youngster is suffering from a sore throat as a result of its experience but is otherwise all right.

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