POOR DOCUMENT

MC 2033

TWO FAIRVILLE MEN GO TO DEATH IN THE BAY

Howard and Roy Wayne, Brothers, Drowned, Their Boat Cut Down by Steamer Penobscot

Fishing in Fog, Their Course Lay Across Steamer's Bow, and Crash Came Before Anything Could Be Done—No Sign of Bodies Afterwards---Company Sends Sad News to Bereaved Home, and Fishing Companion Arrives Later.

Two brothers, Roy and Howard Wayne, belonging to Fairville, were drowned in the Bay of Fundy Wednesday, their fishing boat being run down by the steamer Penobscot in the fog off the Wolves. No trace has yet been found of their bodies.

A week ago last Monday the Wayne brothers left their home, 13 Harding street, Fairville, to spend the summer fishing hake and cod off Chance Harbor, Musquash, in company with their cousins, the Mahoney boys, who live in Musquash.

Since last Tuesday the four young men have been making their home in a schooner at Chance Harbor and fishing in their two boats, usually in company. Wednesday they had been fishing in the morning in the dense fog, so dense indeed that it was scarcely possible to see farther than 100 yards in any direction. There were several other boats in the fleet but they could see little of one another. Between 11 and 12 o'clock the Mahoney and Wayne brothers were coming ashore, at a distance of rather more than a quarter of a mile from one another, about a mile and a half north of the Eastern Wolf and about four miles from the shore. Horns were blowing in every direction.

Suddenly the Penobscot, which left this city for Eastport and Boston at 8 o'clock Wednesday morning, loomed up out of the fog directly in front of the boat containing the Wayne brothers, who were sailing across her course.

Captain Mitchell called out to the men to get out of the way, but before anything could be done the Penobscot was upon them and cut the fishing smack in two.

A boat was immediately lowered, the wreckage was cleared from the port wheel of the steamer, but although the search for the men was kept up for half an hour the bodies could not be found.

Identified by Quartermaster.

The men in the boat were recognized as the Wayne brothers by Quartermaster Robert McGuire, of Lorneville, who was well acquainted with them.

The Penobscot proceeded to Eastport and sent word of the accident to the St. John officers of the company, who notified the family about 5 o'clock last evening. Mr. McGuire knew the given names and street address of the unfortunate men, and therefore the St. John officers readily learned where the sad message was to be delivered. It was the first intimation at the bereaved home that death's cold hand had rested upon the household.

News from the Scene.

Herbert Mahoney, who was nearby at the time of the accident, arrived at 7.45 Wednesday on the Shore Line Railway train, to bring the news to the family. He gave a representative of The Telegraph the following account of the accident.

Some time between 11 and 12 o'clock Wednesday, he and his brother, as they were coming ashore in their boat near the Eastern Wolf, heard a crash and a cry, but could see nothing on account of the fog. They put about and went in the direction of the sound. About a quarter of a mile away they came upon the steamer and saw what had happened. They helped clear the wreckage from her paddle wheel and recognized it at once as one of the remnants of the boat of the Wayne brothers, their cousins.

The Penobscot delayed a half hour searching and clearing away the wreckage, but the drowned bodies were not seen. Part of the wreckage they brought to shore. During the search a Digby boat, the Ida May, came up to render aid.

Mr. Mahoney came direct from Beaver Harbor to Pennfield, and thence to Fairville, only to find that the sad news had preceeded him.

It was the rumor when he left that all the fishermen would turn out and search for the bodies with trawls.

The place of the catastrophe, he said, was about a mile and a half from what is known as the New England Ledge.

Came Here Three Years Ago.

Roy and Howard Wayne, aged respectively about twenty-two and twenty-six years, were the sons of Gilbert Wayne, 13 Harding street, Fairville. Both men were single. They were born in Musquash, where they lived until three years ago last spring, when the family removed to Fairville. Roy was a machinist and Howard a millman by occupation, though they had spent a good deal of their early life fishing near their former home. In December last they went to Musquash and spent the season lobster fishing, coming home June 1 for a week before beginning the summer's work.

The Sad News Received.

When the news reached the family last night the father, sister and two brothers at home were prostrated with grief.

Mrs. Wayne, their mother, and one son, Arthur, are in Musquash, where they went last Thursday to visit friends, and have not yet returned. Immediately upon receipt of the report of the drowning, Mr. Wayne and son, Sidney, left for Musquash to bear the sad news to the mother and bring her home.

The drowned young men were two of a family of seven brothers and two sisters. The remaining brothers are Walter, about twenty-eight years of age, who is at present employed on a steam yacht in New York; Arthur, twenty-four; Sidney, sixteen; Addy, fourteen, and Harvey, eleven, all at home, with the exception of Sidney, who is at Musquash with his mother. The sisters are Effie, aged about nineteen, and Pearl, the youngest of the family, both at home.

When the sad news reached Fairville Wednesday it cast a gloom over the entire community, for the young men were of the highest type of manhood and esteemed by all who knew them. It will be a sorrowing family in a sympathetic community that will assemble in a few days to mourn two dear ones thus suddenly snatched from them.

This is the third occasion this season that mishap has attended the trips of the boats of the Eastern Steamship Company. First the Calvin Austin ran down a boat in Boston harbor, second a passenger on the Penobscot committed suicide, and now this catastrophe where two young men in the full vigor of life are drowned.

WOMEN BAPTISTS IN ANNUAL SESSION

Petitcodiac, July 18—A largely attended meeting of the Woman's Missionary Aid Society in connection with the Eastern Baptist Association, was held in the F. C. B. church in this place on Monday afternoon, beginning at 2.30. There are in the eastern association fifty-one churches, twenty-five aid societies, and fifteen mission bands.

The first half hour was given to devotional exercises, led by Mrs. B. N. Nobles.

Mrs. Cox, provincial secretary, spoke briefly at the opening of the meeting, referring feelingly to the changes in the society during the past ten years, and of the many faces dear to her that used to meet in the society that have passed over the river and will be seen no more in this world. She wished every society and individual could bury our discouragements today, John's disciples when in trouble went and told Jesus, and we never hear they went unsatisfied that trouble again.

Mrs. McIntyre, superintendent of mission bands, gave an excellent paper, telling about the aims, aims and plans of the mission band work. The children are the hope of the future church. We who are working now must soon lay down the responsibilities and we should be anxious to mould and direct the children in the right way. In the spring the gardener makes a careful preparation of the soil looking for a good harvest later on. So we should train the children in early years so the later years may be crowned with glory. Dr. Stofk, Judson, Sarah Boardman Judson were interested in missions in early life. To interest mission bands we should first of all believe in the promises ourselves and then we should earnestly endeavor to lead the children to believe in Jesus. We should never get discouraged. We should be punctual in attendance.

If we are enthused with missions others will be so too. There are 20,000 Baptist children in New Brunswick, and what we want to do is to so impress these that they may all be brought into service for the Master.

Mrs. Crandall, mission band treasurer, gave a statement of the total amount received during the year up to present date, the amount being $1,617.23.

Following were reports of the delegates from the different bands and aid societies, most all of which were interesting and encouraging.

Miss Minnie Colpitts read a letter from Miss Flora Clark, missionary in India.

Rev. Mr. Gullison, returned missionary, was then introduced and told in an interesting manner about the conditions in India. They expected soon to have a home for lepers in connection with the mission work. If there is any class in India whose physical condition calls for our sympathy, support and prayers, it is the leper. He wished to bring home to every sister the urgent need of sending out some one to help those who are working out there. He felt thankful and glad for the great and noble work of the Women's Aid Society.

Work among the children in the boys and girls' school is attended with much encouragement and success. In closing, he told of a boy in India who, one night, fell into a deep water tank. Mr. Gullison hurried to him as soon as he could and plunged in to save him. After the boy was rescued and as soon as he could speak he asked: "Why did you wait so long?" And the speaker wondered if that will not be the cry from the perishing millions of India when their spiritual vision will be cleared—"Why did you wait so long?"

A letter from Miss Archibald, missionary, was then read by Miss Annie Eastman, and the meeting closed with prayer by Rev. Mr. Perry.

BOY BADLY HURT AT ST. MARTINS

St. Martins, N. B., July 19—(Special)—A serious accident occurred here yesterday afternoon, about 2 o'clock, when young Robert Gillis was run over by a heavy cart loaded with coal, and badly injured.

Young Gillis, who is a son of Robert Gillis of this place, was on his father's cart with his older brother, aged 18, who was driving. They were engaged in hauling coal from the schooner Rex to the residence of Dr. Ruddick, about half a mile distant.

The elder Gillis jumped off to go into a store on the way and as he did so Robert took the reins and started to drive slowly on. Hearing a cry, the elder boy ran out to find that his brother had fallen off and the wheels had passed over his chest. Taking his brother in his arms he drove to Dr. Ruddick's were the injured lad received attention.

The boy's condition today is not any too promising, though no bones are broken, it is feared other injuries are serious.

Home for Incurables.

The treasurer of the Home for Incurables has received from David Russell, Montreal, a donation of $100 towards the funds of the institution.—Globe.

PROMISES WELL FOR THE FREDERICTON FAIR

W. S. Hooper Tells of Plans for the Fall Exhibition.

Fine List of Special Attractions --Enlarged Buildings, Big Prize List, Much Interest and Assured Success.

The executive of the Fredericton exhibition, which is to open Thursday, Sept. 21, promise to excel themselves this year and put up a programme far ahead of anything the Elm City has seen to date. As this is the city that holds exhibitions with an invariable balance on the cheery side, the managers seemingly intend—because they will spend to make success—trying this time to fall in line with the great majority—with those who cannot make both ends meet.

However this may be, there can be no doubt that neither expense nor effort on the part of the directors will be spared to make the coming exhibition the banner one of them all. With increased space, with two big exclusive and spectacular acrobatic attractions to entertain the crowds, and nearly $10,000 in cash prizes, W. S. Hooper, the enterprising secretary of the exhibition, asks only for fair weather to surpass in every way the exhibitions of all previous years.

The Specific Attractions.

Mr. Hooper was in the city yesterday, and told a representative of The Telegraph that exclusive contracts had already been entered into with the managers of two fearless western riders for their acts, "Loop the Loop" and "Leap the Chasm." The loop is performed by Matheson, a westerner who exhibits under the name Diavolo. Leondo, the other death-daring performer, rides at breakneck speed down a ninety-six feet incline, two feet wide, and jumps a gap of thirty-five feet six inches.

These acrobats formerly traveled with Barnum & Bailey, but the paraphernalia was too cumbersome for such frequent shifting, and they now give exhibitions of this nature instead. By the terms of the contract they will exhibit this year at no other place in the maritime provinces. This will be their first trip east.

For the mornings the Shephard Moving Pictures have been engaged, so that there will be an almost continuous performance of one kind or another during exhibition week.

Plans for two nights of fire works are under consideration, but some members of the executive hesitate about placing these numbers on the programme, fearing the fire works may disturb the cattle.

There will be four days of trotting in the park next the exhibition grounds, three for the regular entries and one for those failing to get a place in any event.

Bigger Than Ever.

Basing his estimate upon the number of inquiries received to date, Mr. Hooper says he expects the biggest show of cattle ever gotten together in the maritime provinces.

The exhibition grounds will be appreciably enlarged by the extension along Smythe street, on a strip of land recently acquired at considerable expense to the society.

The roots, instead of being exhibited in the main building, will be put this year in a hall at the rear, leaving more space for general exhibits. A large portion of the space has already been sold.

The dining hall on the third floor of the new building is to be extended on each side to provide seating capacity for seventy-five more people.

Red Letter Days.

For advertising purposes, 100,000 flaring red exhibition envelopes have been printed, and already 60,000 or more have been given away. For the last two weeks the Fredericton post office has been lighted up with them, they are so red; and they are used by all the people of the town.

A quantity of pole banners are being put up in different parts of the province. It is a unique and effective advertising scheme.

The Fredericton exhibitions were begun on their present scale in 1897, and each year has been able to show a surplus. The buildings are now all paid for. The last exhibition showed an actual balance to the credit of the society of about $8,000, out of which the last dollar due on the buildings and plant was paid.

The dates for 1905 are Thursday, Sept. 21, to Wednesday, Sept. 27.

LOCH LOMOND FAMILY HATCH BROOD OF CHICKS

Ingenious German Defeats Neglectful Hen, and Twelve Chickens Are Hatched,

The German farmer, who is in charge of R. G. Murray's farm at Loch Lomond, is a man of ingenuity and resource. Recently he set sixteen eggs under a hen, and carefully watched for the expected brood. Two days before the chicks were expected the hen grew tired of the long confinement and left her nest. When the farmer saw that she would not return, he did not waste any time wondering where to get another, but went to work to improvise an incubator, although he had never heard of the existence of these wonders of the poultry yard. A box was filled with warm materials and placed beneath the kitchen stove. Into this the eggs were deposited, and in the evening, when the fire died down, the box and its precious load were placed in the oven, there to remain until bed time. Then the eggs were distributed among the members of the family, and father, mother, son and daughter went to sleep with eggs tucked snugly under their armpits, and others clasped firmly in their hands. In the morning the precious shells were placed back in the box by the stove and the second night the process of the first was repeated. The boy was unfortunate and crushed one of the eggs entrusted to him, but the others were more careful and had the satisfaction of seeing twelve of the eggs hatch out chickens that are now being tenderly raised. The patience and judgment shown by this farmer and his family illustrates in a marked degree those characteristics that make for success.—Globe.

HEADLESS BODY OF MAN FOUND

Grewsome Sight in Cove of Bliss Island, Charlotte County

BODY BURIED ON BLISS ISLAND

Hands Gone and Body Otherwise Disfigured — Description of Clothing Which May Lead to Identification.

A ghastly find was made at Bliss Island, Charlotte county, Monday morning by Capt. J. McLeod, the island lighthouse keeper. He discovered the headless decomposed body of a man in a small cove at the back of the island and though every effort was made to identify the corpse, it was buried without anyone learning whose body it was.

Capt. McLeod managed to keep the remains inshore until the tide had run out, and he subsequently drew it up on the beach and covered it over, after which he notified Dr. H. I. Taylor, of St. George, the coroner of the district, and the latter viewed the body. The head and hands were gone, also the flesh on the lower part of the fore arm. The man had evidently weighed 180 pounds, and his height was in the vicinity of 5 feet 8 inches.

The clothing consisted of trousers, drawers, socks and shoes. The trousers were of dark blue, almost black, material, with fine silk stripe. There were two side pockets, also watch and hip pockets. The buttons were of metal, with the exception of one, which was of black bone.

The drawers were woollen, fastened with a couple of white buttons, of which one had the appearance of being sewn on at home. The shoes were laced, had toe pieces, had been recently tapped and sewn, and copper nails had been used. The socks were of wool, black ribbed, and with the toes darned.

It was at first thought that the body was that of Timothy Murphy, who had belonged to Eastport (Me.) and Coroner Taylor communicated with that city. The widow of Murphy is in Bangor, and to inquiries from Eastport she said that the description of the clothes found on the body did not altogether correspond with the clothing on her husband.

Coroner Taylor ordered the body buried and it was interred on Bliss Island yesterday.

U. N. B. EXAMINATIONS

Results in Engineering, Pass Lists, May Examinations.

The following are results of the May examinations in the engineering department, U. N. B., Fredericton:

Pass Lists, May Examination, Third Year.

Astronomy, Division I—Clarke, R. B., Eastman, A. E., MacBeath, J. D., Wright, C. P.
Div. II—Coonan, G. A., Thomas, F. S.
Div. III—Burnett, G. H., Hurley, H., Torrens, G. C., Trites, W.
Chemistry, Division I—Burnett, Clarke, Eastman, MacBeath, Torrens, Trites, Wright.
Div. II—Coonan, Thomas.
Div. III—Hurley, Smith, Winslow.
Highway Construction, Division I—Burnett, Eastman, MacBeath, Torrens.
Div. II—Hurley, Smith, Trites, Winslow.
Mechanism, Division I—Burnett, Clarke, Eastman, MacBeath, Thomas, Wright.
Div. II—Coonan, Torrens, Trites.
Div. III—Hurley, Smith, Winslow.
Mechanism, Division I—Burnett, Clarke, Eastman, MacBeath, Thomas, Trites, Wright.
Div. II—Coonan, Hurley, Torrens.
Div. III—Winslow.
Railway Surveying, Division I.—Eastman, MacBeath, Trites.
Div. II—Burnett, Hurley, Smith, Torrens.
Div. III—Winslow.
Geology, Division I—Burnett, Clarke, Coonan, Eastman, Hurley, MacBeath, Trites, Wright.
Div. II—Thomas, Torrens.
Div. III—Winslow.
Laboratory Chemistry, Division I—Burnett, Clarke, Eastman, MacBeath, Smith, Trites, Winslow, Wright.
Div. II—Coonan, Hurley, Torrens.
Div. III—Thomas.
Calculus, Division I—Burnett, Clarke, Eastman, MacBeath, Thomas, Trites.
Div. II—Coonan, Hurley, Torrens, Winslow, Wright.
Div. III—Smith.
Physics, Division I—Burnett, Clarke, Eastman, MacBeath, Wright.
Div. II—Hurley, Thomas, Torrens, Trites.
Div. III—Coonan, Smith, Winslow.
Steam Engine, Division I—Burnett, Clarke, MacBeath, Wright.
Div. II—Coonan, Hurley, Thomas, Torrens, Trites.
Div. III—Smith, Winslow.
Electricity and Magnetism, Division I—Clarke, Thomas, Wright.
Div. III—Coonan.
Dynamo Theory, Division I—Clarke.
Div. II—Coonan, Thomas, Wright.
Laboratory Physics, Division I—Burnett, Clarke, Coonan, Eastman, MacBeath, Thomas, Trites.
Div. II—Hurley, Smith, Torrens, Winslow, Wright.

First Year and Senior Matriculation.

Projections, Division I—Edgecombe, G. H., Loggie, H. R., Macdonald, G. S., MacNaughton, W. E.
Div. II—Burpee, J. R., Loggie, E. R., Wadlin, L. N., Wetmore, F. W. C.
Div. III—Gilchrist, J. M., Ruggles, T. D., Winslow, R. H.
Mathematics, Division I—Edgecombe, Loggie, E. R., MacNaughton, Wadlin, Wetmore, Winslow.
Div. II—Loggie, H. R., Raymond, Ruggles, Theriault, Webb.
Div. III—Gilchrist, Vince.
French, Division I—MacNaughton, Theriault.
Div. II—Edgecombe, Wadlin, Wetmore, Webb.
Div. III—Loggie, E. R., Loggie, H. R., Winslow.
English, Division I—Wadlin.
Div. II—Edgecombe, MacNaughton, Raymond, Ruggles, Wetmore, Winslow, Theriault.
Div. III—Gilchrist, Loggie, E. R., Loggie, H. R., Vince, Webb.
Chemistry of Plants, Division I—Burpee, Wadlin.
Div. II—Edgecombe, Gilchrist, Loggie, H. R. MacNaughton, Raymond, Wetmore, Winslow.
Div. III—Loggie, E. R., Ruggles, Vince.
Chemistry, Division II—Theriault.
Div. III—Loggie, E. R.
Plates (Projections, etc.), Division I—Edgecombe, Loggie, E. R., Macdonald, MacNaughton, Wadlin.
Div. II—Ruggles, Wetmore.
The second year lists are unavoidably detained.

Body Washed Ashore.

At Bliss Harbor, Charlotte county, a body was found on the beach Monday. The body is that of a man, and the head and arms are missing. The theory is that the body is that of a sailor. Dr. Taylor, of St. George, visited the scene, but there was no information available to lead to the identity.

The man who raises the price of the necessities of life doesn't care, because he lives on luxuries.

TRYING TO GET 30,000 MEN FOR THE HARVEST

Canadian Pacific Arranging for the Harvesters

Ontario, Quebec and the Maritime Provinces Will Be Drawn Upon to Furnish the Men Who Will Harvest the West's Great Crop of Wheat.

(Toronto Globe.)

Thirty thousand farm laborers will be needed to assist in harvesting the hundred million bushels wheat crop in the Canadian Northwest, according to the calculation of Mr. William Whyte, second vice-president of the Canadian Pacific Railway. Except practical railroad men, few can understand what the transportation of this army of men means, even to a great system like the Canadian Pacific Railroad. "These men will be wanted badly," said Mr. C. B. Foster, district passenger agent of the Canadian Pacific, to a Globe representative yesterday. "We do not want them on the ground until the farmers are ready for them, for in past years this has resulted in a grievance, the men having to wait for some days before employment was offered."

To move 30,000 men to the west within one week will tax the resources of the Canadian Pacific Railroad. Every available tourist, colonist and passenger car will be alloted to this purpose. In some cases, if necessary, first class coaches will be detached from the regular trains and sent east to accommodate the maritime province divisions.

"Can you get the men?" Mr. Foster was asked.

"We must," said Mr. Foster with emphasis. "If the east does not produce these laborers this crop will not be harvested. Whatever loss would result from such a contingency would be a loss to the manufacturers in the east. I say this because in past years the manufacturers have complained that we have depleted the eastern labor markets. The C. P. R. suffers an actual loss in transporting these men, though, of course, we look for profits in the traffic that follows the harvest."

"Where will you get the men?" was asked.

"The maritime provinces will supply about 4,000," was the reply. "These will be dispatched first in order that we can get back the cars for use by the Ontario and Quebec contingents. Quebec will supply about 5,000 and Ontario the balance."

In 1903 the Canadian Pacific carried 15,000 laborers; in 1904 the number had increased to 17,000. These men are gathered from all sections of Ontario, Quebec and the three maritime provinces. As the harvest, according to reports from the west, will be one week later than last year, the work of harvesting in eastern Canada will be about completed before they will be required in the west.

"How many of these men stay in the west?"

"Our statistics show that over 85 per cent return, but some of these select locations and go back in the spring," replied Mr. Foster.

The usual rate of $12 from any point in the east to Winnipeg will again prevail, with the $18 return privilege. At Winnipeg the laborers will be met by committees representative of the farmers from every section. These representatives are appointed by the Manitoba government, and one from each district engages the number required there. The Canadian Pacific and Cantdian Northern have arranged to move these men from Winnipeg to different points by special trains without charge. Each laborer is given a certificate showing his destination, and when he has worked 30 days or more as a farm laborer he is entitled to a certificate which is accepted by the agent, who provides a ticket to the starting point for $18. This return privilege is good up to Nov. 30th, which enables the man to remain until after the threshing and until the grain is transported to the elevators. Tickets are issued to woman, but not to children. "They are not farm laborers," said Mr. Foster, referring to the little ones.

The time of movement will depend upon the ripening of the crop, which is expected to be a week later than usual. The date therefore, cannot now be announced. This year the company will have available a greater supply of cars than ever before. Last year Ontario supplied 9,000 of the total number who took advantage of the excursion.

The Canadian Pacific officials are doing what they can to discourage any who may not be going to work as farm laborers. Ladies who would take advntage of the cheap rate are often obliged to travel with considerable discomfort owing to the fact that the best accommodation cannot be provided during such a movement.

Opinions differ as to whether the entire army of 30,000 men will go west, but in view of the wide advertising that the country has received the increasing number of family ties between the east and the west, and the growing confidence in the possibilities of the country there is little doubt that last year's total of 17,000 will be far exceeded.

EARL GREY'S INNOVATION

(Continued from page 1.)

two years ago, thus enabling my government to meet the increased expenditure chargeable against consolidated revenue, leaving a surplus to apply on capital account. The numerous private bills for industrial objects to which I have assented point to the existence of many enterprises.

"Gentlemen of the house of commons, I thank you in His Majesty's name for the supplies you have so liberally voted.

"Honorable gentlemen of the senate: gentlemen of the house of commons: In returning to your several homes, allow me to express the hope that you will find abundant evidences of the growing prosperity and that before we meet again at another session some progress may have been made in the work of constructing the national transcontinental railway so soon to become a necessity for the transportation of the annually increasing products of the west."

Probably the only copy of Old Orchard's first newspaper in existence is in the hands of Mrs. Delia G. Hoyt of Biddeford, (Me.) It was called "The Goosefair Guide and Old Orchard Bellows." It was published by Edgar M. Yates & Co.

ENDORSED THE UNION PROJECT

Southern Baptist Association Practically Voted Itself Out of Existence

REV. MR. McINTYRE TELLS OF MEETING

Good Sessions at Petitcodiac at Annual Session—Boston Clergyman, Guest of J. C. Jordan, Preached an Excellent Sermon.

Rev. W. E. McIntyre, the superintendent of the Baptist home missions, is home from the annual meeting of the Southern Baptist Association, concluded in Petitcodiac on Monday evening last.

"The association," said Mr. McIntyre, Tuesday, "has probably held its last meeting as an association, for a resolution was passed endorsing the basis of union with the Free Baptists and empowering the association's moderator and clerk to cooperate with representatives of the other Baptist associations and Free Baptist conference in securing the necessary legislation for a consummation of the union."

Mr. McIntyre further said that, commencing on October 7 next, the Free Baptists will convene in this city and that the conference will in all probability see what will be nearly the final chapter in the union of the Free Baptists and the eastern, western and southern Baptist associations.

The sessions at Petitcodiac, said Mr. McIntyre, began on Saturday and the following morning the regular association sermon was preached by Rev. J. W. Kierstead in the Baptist church. The same morning in the Free Baptist building a very large congregation heard an excellent sermon preached by Rev. Dr. F. H. Rowley, pastor of Commonwealth avenue church, Boston. Mr. Rowley's address was an analysis of the poetical character of the Book of Job, and the discourse was regarded as being one of the best ever heard in Petitcodiac.

Mr. Rowley was the guest of J. C. Jordan, of Boston, whose summer home at River Glade, near Petitcodiac, is perhaps the most palatial in this province. Mr. Rowley courteously acceded to the request of the Free Baptists of the community to officiate and his kindness was very much appreciated.

On Sunday afternoon the association held a Sunday school meeting and this was followed by an address on education by Rev. Dr. Thos. Trotter, of Acadia University.

The evening was devoted to home mission matters and addresses were given by Rev. W. E. McIntyre, Rev. Geo. Howard and Prof. Sawyer. There was also an evangelical service.

On Monday forenoon Rev. J. W. Manning, D. D., delivered an address on The Christian's Walk, after which the report on temperance and obituarics was read. General business was discussed and later in the day the Woman's Missionary Aid societies met in the Free Baptist place of worship. Mrs. M. S. Cox presided and there were addresses by Mrs. E. E. Crandall and Mrs. B. N. Nobles.

An address dealing with the Mission Band was given by Mrs. W. E. McIntyre, and another speaker was R. E. Gullison, a returned missionary.

In the evening Rev. Dr. Brown spoke on temperance.

Mr. and Mrs. McIntyre returned to the city on Monday evening.

PRIEST AND FOUR MEN DROWNED

Yacht Containing Twelve People Capsized in Aylmer Lake—Seven Swam Ashore.

Sherbrooke, July 19—(Special)—Father Cusack, of Sherbrooke, and four young men were drowned today in a yachting accident at Aylmer Lake, thirty miles from here.

The yacht, containing a dozen persons, was capsized by a squall and all but five were drowned. The others saved themselves by swimming ashore.

Two brothers named Murphy, and two brothers named Coderre perished with the priest.

OBITUARY.

Thomas Melia.

One of the oldest residents of the West Side, Thomas Melia, died at his home on Monday in the 86th year of his age. He was well and favorably known and will be missed by a large circle of friends and acquaintances. He spent a number of years as a teamster for the Allan foundry. Besides his daughter, Mrs. Bradbin, he leaves four sons. Of these James is in St. John, and Thomas and George are in the States.

Mrs. Margaret Scoboria.

Word of the death of Mrs. Margaret Scoboria, widow of Joseph Scoboria, in Boston, July 9, has been received. She was sixty-seven years of age, a native of New Brunswick, was a daughter of Dr. Pedelin, formerly of Fredericton. She was Mr. Scoboria's second wife. News of her death will be heard with regret by relatives and friends in this city.

Mrs. Jane Clarke.

St. Andrews, N. B., July 18—Mrs. Jane Clarke, widow of Capt. Nelson Clarke, died this morning after a short illness, aged seventy-five years. She leaves five sons—George J., M. P. P., barrister and editor of the Courier, St. Stephen; Capt. N. Melville, of St. Andrews; Walter, M. D., of New York, and Harold, printer and publisher, Vancouver.

Rev. Owen Walsh, C. SS R.

Rev. Owen Walsh, C. SS. R., one of the curates attached to the Mission church, Roxbury, died in South Boston Monday. He was born in Ireland in 1835, came to America in 1867, and on Oct. 15, 1868, became a member of the Order of Redemptorist Fathers. He was ordained priest on June 6, 1862. He was engaged in missionary work, traveling over all the country and Canada, and had been located here, leaving probably eight years ago.

SOLVES MYSTERY OF DRIFTING BOAT

Bear River Boys Storm-tossed on Voyage from St. John

PICKED UP AND CARRIED AWAY

Landed on South Shore of Nova Scotia While Their Boat Went Drifting About the Bay, Finally Landing at Salmon River.

The mystery of the boat which drifted into Salmon River has been cleared up. Fortunately, as the despatch printed below shows, there was no loss of life.

The following despatch from Digby to The Telegraph explains it:—

Digby, N. S., July 18—The small sail yacht reported as having drifted ashore at Salmon River (N. B.) from the misty Atlantic is the Shamrock V., of Bear River (N. S.) J. Coleman Anthony, son of Captain Anthony, master of the schooner Valdare, and Roy Van Buskirk, of the Union Bank of Halifax, Bear River, were spending their vacation cruising in the Bay of Fundy. Last Thursday morning they sailed from St. John for Digby. The wind being light, they drifted with the ebb tide below Musquash. Later in the day the wind enabled them to reach within five miles of St. John, where they boarded the schooner Economist, bound for Hall's Harbor, Scott's Bay, leaving their boat in tow.

Owing to rough weather the tow line parted, and their boat went adrift with all their supplies. The young men were landed Saturday on the Bay shore and walked to Kentville, where they boarded a freight train for Annapolis and reached Bear River Monday morning, after experiencing the rough side of a yachting trip in the bay.

Reginald Buckler, of Annapolis, who came across in the steamer Prince Rupert on his way to the Y. M. C. A. camp at Robertson's Point, told a Telegraph reporter the story also. He had met the young yachtsmen in Annapolis Sunday as they were making their way home.

Robert Connolly, manager for the Bay Shore Lumber Company, who came in from Salmon River last night, says the boat was first seen at low tide by two employes of the company, who went out and secured it. The boat was hauled up on the beach and examined. Everything in it was dry and in good shape. The sails were tied up in workmanlike fashion and speculation tended to the theory that the owners had in some mysterious manner fallen overboard and drowned.

STRENGTHENING THE CANTILEVER

C. P. R. Plans Finished and the Ironwork is Now Being Made--What Will Be Done.

Plans for the strengthening of the Cantilever bridge, and improving the road bed between it and the city are completed and operations will be rushed through in order to have everything in readiness for the winter port traffic.

The necessary iron work is being made and the main bridge, the several smaller bridges between it and the railway station and every foot of track will be put in condition to bear the passage of all C. P. R. standard locomotives. The contract for the iron work was given out from the Montreal office.

The work in detail will consist of thoroughly strengthening the towers, or iron columns at the Fairville end of the bridge, and the placing of a new set of girders at the approach to the same end, and at this end there will also be built a new anchorage of the same type as was placed last fall at the St. John end of the bridge.

New floor beams will be put in and new stringers over the whole length of the bridge.

It has been considered unnecessary to make any additions to the masonry.

New girders will be placed in the Straight Shore bridge, and also in the Hilyard's mill bridge. On the long trestle over the timber pond, the plate girders will be renewed, with the exception of one, which was renewed only a few years ago, and the whole road from the bridge to Mill street will be ballasted and ditched.

BADGE OF GLORY FOR DEAD HERO

South African Medal for Joseph Johnston, Who Was Killed at Paardeburg—Relatives Sought.

There is in the office of Col. Geo. Rolt White, D. O. C., a medal directed to Private Joseph Johnston, or next of kin.

In November, 1899, Private Johnston enlisted in G. Company, first contingent, for active service in South Africa, and on the morning of February 27th, 1900, he was killed at the battle of Paardeberg.

The medal has been here for several

Mystery in Boat at Salmon River

A centreboard boat drifted into Salmon river Saturday afternoon, unmanned but fully equipped with stores as if for a voyage. The boat is about twenty feet long and is painted white with a red stripe and a green bottom. The derelict was discovered by W. J. Fraser, an employe of the Bay Shore Lumber Co. On board were found two Derby hats, a suit case containing two complete suits of clothing, a sum of money, a quantity of provisions and a box of strawberries. An old almanac upon which the name of "A. Anthony, Bear River," was written, may possibly be a clue.