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DEATH RECALLS GRIM TRAGEDY OF THE BAY OF FUNDY

Jeremiah Daley Was Sole Survivor of Party of Twelve

Cast Into Sea by Sinking of Steamship Humacao in September, 1885, off the Muir Ledges—Daily Telegraph Account Published at That Time.

The death of Jeremiah Daley, of St. John, occurred in Baltimore on Saturday, following an operation in John Hopkins Hospital, and recalls to mind one of the worst catastrophies that ever occurred in these parts. Mr. Daley, who was a life long resident of this city, had been in failing health for some time and recently left his home, in Charlotte street, to go to the States, hoping for restoration of his health. Death, however, resulted and marks the passing of a well known citizen. He is survived by one sister with whom he resided, and one brother, James Daley, of Eastport, Me.). His body is expected to be brought here tomorrow or Wednesday for interment.

Grim Tale of Bay of Fundy.

Mr. Daley was the lone survivor of one of the most appalling sea tragedies that ever occurred in the waters of the Bay of Fundy. A Spanish steamer, the Humacao, 1,650 tons register, had been wrecked on the Muir Ledges, off Grand Manan, and James Griffith, who was one of those who purchased the wreck, took eleven men and went to the steamer for the purpose of dismantling her. They left St. John on Saturday night, September 19, 1885, on board the tug Dirigo and on the following Monday went to work to salvage anything of value on the ship. On Tuesday, September 22, a terrific storm broke while they were on board and the combined forces of the wind and waves dislodged the steamer and the following day she slid off into the sea and broke in two with the twelve men on board. Mr. Daley alone was saved; the remaining eleven perished.

The Humacao was en route from Baltimore to St. John when, during a thick fog on August 5, she ran on the Muir Ledges. Fearing that the ship would break up the captain and his crew of forty-four men took to their boats and landed on Grand Manana. Underwriters asked for tenders to refloat the steamer, but failing to secure any bidder they sold it to Donald McNeil of New York, James Griffiths and others of this city. Mr. Griffiths took the men and appliances for breaking up the steamer and left on the tug Dirigo. On Wednesday J. H. Harding, agent of the marine and fisheries department, received a telegram from W. B. McLaughlin, lighthouse keeper at south west head, Grand Manan, to the effect that the steamer was breaking up and that her smoke stack and foremast had already gone by the board. Mr. McLaughlin, though a long distance away, could see distinctly through a glass that the heavy gale of the previous evening had made an impression on the wreck and that the position of those on board was one of extreme peril. Although the sun was shining brightly a heavy sea was running at this time.

On the same afternoon another telegram was received from Captain Johnson, of the Dirigo, by H. J. Olive, as follows: "Steamship hove off ledge and sunk; all hands supposed to have been lost." Telegrams were rushed to all parts of Grand Manan, but no additional information was forthcoming.

On Tuesday evening when the weather became thick the Dirigo went to the wreck to get the men and take them ashore, but they decided to remain on the steamer during the night. A short time before the vessel slid off and sank the twelve men could be discerned on the bridge of the steamer.

The names of the men on the ill-fated steamer were as follows:

James Griffiths, who was one of the purchasers of the hull. He had a wife, but no family.

James Napier, of Portland (North End), who was foreman of the gang of workmen. He had a wife and five children and was a ships carpenter by trade.

Robert Johnson, of Portland, carpenter, who was at one time a policeman on the St. John force. He had a wife and grown up family.

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WAS CHLOROFORMED BY MAN IN STREET

Montreal, Feb. 28.—Saying that she had been attacked in a street by a man who had chloroformed her, Miss A. Lefebvre, twenty, staggered into the home of Miss R. Nadon, 247 Champlain street, last night, and fell unconscious. Dr. L. A. Bernard found she had been drugged with chloroform. It was four hours before she was revived. Then she said the man had followed her from a street car and had put a handkerchief over her mouth. She had managed to fight him off, called for help, and he had ran away.

Further questioning drove her into hysterics and was postponed.

WONDERFUL ESCAPE

Windsor, Ont., Feb. 28. — Near the town of Essex recently, Frank Snyder fell from the seat of a farm tractor he was driving directly in front of one of the huge iron flanger wheels. The wheel passed squarely over his head, but two of the flanges struck solid ground, thus easing the great weight of the machine, which passed over, leaving the young man with nothing worse than some severe cuts and bruises.

Get Ready "For All Contingencies" In Reparations Matter

German Delegation is Expected Tonight in London

British and French Discuss Plans in Event of Germany Refusing to Execute Terms—Others Yet to Be Consulted.

London, Feb. 28—Premier Lloyd George and Premier Briand, Marshal Foch, of France, and Field Marshal Sir Henry Hughes Wilson, British chief of staff, returned here today from Chequers Court, the new country home of the British premier.

They conferred there yesterday regarding plans for the application of economic and military pressure on Germany, should that government refuse to execute the reparation terms fixed by the supreme allied council at Paris, and "were prepared for all contingencies," when they reached here today.

Dr. Walter Simons, German foreign minister, and other members of the German delegation to the reparations conference to be held here this week, were expected to rach London tonight.

The first allied-German meeting was fixed for Wednesday, but an inter-allied consultation on the reparations question was to be held at the British foreign office today, according to the London Times.

Marshal Foch said today that no decision was reached for using strong measures to compel Germany to yield on the reparations question. During Sunday the matter was discussed informally, he said, but nothing could be decided without consulting the Italian and Belgian delegates. Members of the supreme council expresses belief that nothing could be done until the Germans disclosed their counter proposals.

GATHERED AGAIN TO AWAIT THE END OF THE WORLD

Joshua Sykes Gives March 4 as the Limit and Meantime Goes to Prison.

Denver, Colo., Feb. 28—The end of the world did not arrive in time to save Joshua Jehovah Sykes, self-styled potentate of heaven and head of the Tabernacle of David, from prison. After waiting all Saturday night with his followers at Great Cataclysm, Sykes left yesterday for San Francisco to begin serving a sentence of eighteen months for obstructing the draft during the war.

He started for California Thursday, but at Cheyenne, said he had a vision revealing to him that the end of the world would arrive before inauguration of Senator Harding as president of the United States. This appearing to him a more serious matter than his term in prison, he returned to Denver to prepare his followers for the millennium.

The all night vigil seemed to satisfy Sykes that his faithful were prepared for any emergency, so he left to serve his time.

Last summer Sykes predicted the end of the world. Many of his followers then quit their jobs, sold their property and gathered in the tabernacle of David to await the "finish" On that occasion they were disappointed.

FREDERICTON NEWS

(Special to Times.)

Fredericton, N. B., Feb. 28—The provincial government will begin its monthly meeting here on Tuesday night and probably will be in session several days. This morning in the police court the case of four women and three men, arrested in a rooming house in King street was adjourned until this afternoon.

Frank Muzerall charged with stealing a blanket from the D. S. C. R. hospital at Fredericton was sent up for trial.

James Pringle has declined aldermanic nomination in Wellington ward on account of pressure of business. Ex-Warden McNally has been asked to run, but has not decided.

Peter J. Hughes today bid in for $500 the interest of Frederick J. Carten and Mrs. Margaret Carten in the property of the late William H. Carten at the corner of Carleton and Queen streets.

BURIED TODAY

The funeral of Michael Power took place this morning from his late residence, 9 St. Patrick street, to the Cathedral, where requiem high mass was celebrated by Rev. H. Ramage. Interment was in the new Catholic cemetry. Many spiritual bouquets and beautiful floral tributes were received. Relatives were pallbearers.

The funeral of Alexander Munroe took place this afternoon from his late residence, 45 Brook street. Service was conducted under the direction of the Salvation Army and interment was in Greenwood.

The body of Elmira Tucker was taken to St. George on the Shore Line this morning for interment, accompanied by her husband, Clarence Tucker.

The body of Mrs. Margaret Draper, widow of Dr. J. A. Draper, was taken to Yarmouth this morning for interment. A funeral service, by Rev. J. A. MacKeigan, was conducted at the residence of F. Neil Brodie, Duke street, on Sunday evening.

MICHAEL LANDERS DEAD

The death of Michael Landers, who had been ill only about one week occurred this morning. He was a well known resident of St. John and for many years had been in the city market, conducting a wholesale meat business there. He is survived by his wife, one son, Charles of this city; one daughter, Mrs. J. P. McGregor, of Boston; a grandson, Eric and a brother, Charles, of this city.

ROBBERY NOT SOLE MOTIVE?

That is View of People of Yarmouth About Murder of Captain Perry.

Yarmouth, N. S., Feb. 28—Belief that robbery was not the sole motive for the murder of Captain George Henry Perry, whose battered body was found at the threshhold of his home late on Saturday night, is generally expressed today, although police officials say that they are at a loss to give any other explanation of the crime. Captain Perry's gold watch was found on his body, and it is said to have been established that there was only a small amount of money on his person, when his skull was crushed in by some blunt instrument believed to have been a bar of iron used by the murdered man in repairing shoes. The inquest is being withheld pending the arrival of Detective Kennedy from Halifax.

HEAR THE SPIRIT OF THE GREAT P. T.

Chaloner Says He Has Message From Barnum About End of World.

New York, Feb. 28—John Armstrong Chaloner, who since being declared sane in this state, from which he was exiled for many years after his escape from Matteawan, has announced himself as a scientific experimenter in psychology, got into touch with the spirit world at the Cort Theatre last evening, and announced the coming of the millennium and the second coming of Christ with 600,000 bullet proof soldiers to clean up the world, all within five years.

It may have been through chance that word of the invulnerable army was given by the spirit of P. T. Barnum, who said through Mr. Chaloner's pencil writing which was read aloud by the coauthor, that he had long since given up all desire to fool the public and had atoned in paradise for his indiscretion, such as the Cardiff giant.

It was hard to tell which announcement pleased the large audience the more, this or a story which Mr. Chaloner said was written by his great aunt, Julia Ward Howe, of her embarrassment on awakening in Paradise and finding herself clothed only in tresses like Lady Godive's, before a judge.

Mrs. Howe also said that the Kingdom of Sin, known on the other side as Philistia, so as not to hurt the feelings of the Philistines, was quite the most popular place in the universe.

SERIOUSLY HURT

Member of Crew of Vessel at Sand Point Falls Into Hold.

A serious accident occurred about 9.30 this morning at Sand Point when Irvine Durkee, a youth of the crew of the steamer A. L. Kent, lying at berth No. 3, Sand Point, fell down the hold of that vessel. The man was taken to the General Public Hospital where it was found that he was injured about the back and thought to be seriously hurt. He fell about a distance of thirty feet. He is said to be a native of Manitoba.

WEATHER MAN EXPLAINS WHY IT IS SO MILD

Toronto, Feb. 28.—Canada's comparatively mild climate this winter has been due to the Kuroshiwo or Japanese current, which offects the climate of the dominion, Sir Frederick Stupart, director of the meteorological office and observatory, Toronto, told an audience at Trinity College here on Saturday afternoon. He said that when the current was warmer than usual it set up disturbances of the atmosphere in the north which changed the course of the winds. He said the idea that the moon influenced the weather was a fallacy; also the idea that birds or beasts could tell by instinct the kind of weather that was coming.

Sir Frederick said he had little confidence in the Indians' forecast of the weather.

SAXONIA AT HALIFAX.

Halifax, N. S., Feb. 28.—The Cunard liner Saxonia, from London via Cherbourg, docked this morning to land 204 passengers and 56 bags of mail. She will sail this afternoon for New York.

A Slovak woman immigrant, named Kathe March, aged thirty-one, died at sea yesterday af pneumonia.

TAKEN ILL HERE.

C. R. Stevens, junior trade commissioner in the department of commercial intelligence, who arrived in the city last Thursday was taken ill on Friday and had to be taken to the hospital. The physician in whose care he is, said this morning that he was doing as well as could be expected.

BANK CLEARINGS.

The February bank clearings here are $10,841,239; last year, $11,727,302.

As Hiram Sees It

"Hiram," said the Times reporter to Mr. Hiram Hornbeam, "our opportunity has come."

"Chance to git rich?" queried Hiram.

"Not necessarily rich," said the reporter, "but famous. A chance to be made law-givers and ancient honorables."

"Well," said Hiram, "we could do with a Moses or two up to Ottaway."

"The search is now afoot," said the reporter. "They are willing to appoint a man first—and find out his name afterwards. The Standard says so. All you have to do is to go to Ottawa and say you know a man who would make a fine, upstanding, glory-to-goodness senator, and they will say to you: 'All right—we'll appoint him—what's his name?' Then you could mention my name, and as soon as I arrived in the capital I would do as much for you."

"That's fine," said Hiram. "Why, that's as easy as rolling off a log. I've heerd an' read a lot about the senate. They say it orto be abolished, but if you an' me kin git front seats we might do somethin' with it."

"We could draw our pay," said the reporter.

"I'll start for Ottaway tomorrow," said Hiram.

NO CHANGE IN IRISH POLICY, SAYS PREMIER

London, Feb. 28—The British government does not intend to alter its present policy for maintaining order in Ireland, so Lloyd George announced in the House of Commons today.

The chief secretary for Ireland, he said, would be allowed to carry his administration to a successful conclusion.

Lloyd George made his statement in answer to a question. His declaration came at a moment when many rumors were afloat that Sir Hamar Greenwood was about to resign the Irish chief secretaryship because of a controversy over the alleged lack of discipline among the crown forces in Ireland.

MR. PADDOCK FOUND NO TRACE OF POISON

M. V. Paddock, of St. John, government analyst, testifying in the Steeves case in Albert county today said that his tests of parts of the organs of some of the victims showed no trace of poison.

BONUS REQUEST

Ottawa, Feb. 28—Basing their proposals on the British government bonus award, Associated Federal Employes of Ottawa have memorialized the premier on the question of the bonus for the present year and are asking that substantial increases in the cost of living be given to Canadian federal civil servants.

Briefly the proposals of A. F. E. (Union 66) are that there be given this year 100 per cent. bonus on the first $800 salary; 50 per cent. on the amount of salary between $800 and $1,600; 40 per cent. on the amount in excess of $1,600 up to $2,500.

GOING TO THE U. S.

Miss C. W. Brenan arrived from Halifax on Saturday morning. While in Halifax she had been unit supervisor of ward aides in a hospital in that city. She recently resigned from that position to take up other work in Springfield, Mass.

HOME FROM WEST INDIES.

The R. M. S. P. Chaudiere arrived in port this morning from the West Indies after an excellent volage. She brought thirty first class passengers, ten second and twelve third. Among the first class passengers were Mr. and Mrs. Theodore H. Estabrooks and Mr. and Mrs. E. J. Terry of this city.

Phelix and Pheodinand

WEATHER REPORT

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meteorological service.

Synopsis—Depressions are situated this morning on the Connecticut coast, over Lake Superior and in Alberta, while pressure is highest in Newfoundland. Light local snow is occurring over Lake Superior and in the St. Lawrence valley, and rain is falling over the Bay of Fundy. Very mild conditions prevail generally.

Mild and Unsettled.

Maritime—Strong winds and moderate gales, east and south, with rain. Tuesday, continued mild and unsettled.

Gulf and North Shore—Strong easterly winds, with some local snow. Tuesday, continued unsettled.

New England—Cloudy tonight and on Tuesday; not much change in temperature; strong shifting winds, becoming west and diminishing tonight.

Forty Two Bodies Taken From Wreck; Several More Seen

OTHER WRECKS IN CANADA AND UNITED STATES

The wreck at Porter, Ind., last night is the most serious that has been recorded since April 24, 1920, when 150 people were killed in a wreck at Oudh, Ind.

There were twelve serious train wrecks on the American continent since Jan. 1, 1920, of which one occurred in Canada. This was the collision at North Bay, Ont., on Jan. 25, when eight lives were lost.

Other serious wrecks during the year were:

March 3, at Elizabethport, N. J., collision, sixteen killed.

March 14, at Bellows Falls, collision.

May 9, at Portland, Ore., collision, eight killed.

June 9, at Schnectady, N. Y., collision, five killed.

June 27, at Huntingburg, Ind., collision with truck, ten killed.

July 3, at South Pittson, Pa., collision, nineteen killed.

July 3, at Arnold, Iowa, derailment, five killed.

Aug. 22, at Camden, N. J., automobile hit by train, fifteen killed.

Sept. 5, at Fairmont, W. Va., collision, five killed.

Sept. 6, at Globeville, Colo., collision, ten killed.

Oct. 20, at Erie, Pa., collision, seven killed.

SIX SINN FEIN PRISONERS SHOT BY MILITARY

Execution in Cork, Two Men at a Time, This Morning.

Cork, Feb. 28.—Six Sinn Feiners held in the jail here, who had been found guilty of levying war against the crown forces and were condemned to death, were executed by the military today. The men were shot in batches of two each at intervals of fifteen minutes.

An appeal for clemency had recently been made by the Cork corporation.

The men executed were: Timothy McCarty, Thomas O'Brien, Patrick Mahoney, John Lyons, Daniel Callaghan and John Allen.

The first five were condemned early this month for an attack upon the crown forces at Dripsey, county Cork, in January. Allen, whose home was in Tipperary, was sentenced by court-martial for possessing a revolver and ammunition. It was this sentence which the king's bench confirmed on February 24, in deciding that a state of war existed in Ireland, giving the military full power to act without interference by the civil courts.

The clemency appeal for the men was adopted by the corporation on Saturday and a copy sent to General Sir Neville Macready, commander of the troops in Ireland.

In all the Catholic churches in Cork, yesterday, prayers were said for the condemned men.

LATE SPORT NEWS

Edinburgh, Feb. 28.—Mid-week football games have resulted in such a serious disorganization of business that the heads of the great industrial establishments recently appealed to the authorities to have all games played on a Saturday afternoon, the recognized half-hay holiday.

An instance was given where in two weeks more than 120,000 young men were attracted from their work to attend mid-week games, and work in Glasgow and this city practically ceased at noon, the older men being unable to proceed in consequence of the absence of the young men.

The governing body of the Scottish Football Association, however, disregarded the appeal, and games will be played in mid-week as heretofore.

Ottawa, Feb. 28.—Skaters from New York, Montreal and Ottawa will compete in the international championship skating meet of America at Rideau rink tonight. Two lady skaters and two gentlemen will figure on the New York team, while the Montreal club are also sending along strong representatives. The main competition will be for the Connaught cup, but there will also be other events.

One strong local team will be composed of Lady Rachel Cavendish, Miss Lily McGee, J. R. Booth, Jr., and Chauncy Bangs. Miss J. Chevalier, lady single champion of America, will compete for Montreal.

Montreal, Feb. 28—Westmount High School seniors defeated the Visting Bishops College, Lennoxville, squad by 5 to 1, at hockey on Saturday.

Sydney, N. S. W., Feb. 28—(Canadian Associated Press)—The English team could make only 280 runs in their second innings of the fifth and last test cricket match here today, which leaves the Australians with only ninety-two runs to make to win.

HARBOR CASE

A by-law case in which Captain O. Olsen was charged with allowing ashes and rubbish to be dumped into the harbor from his ship, S. S. Stanja, was taken up in the police court this morning. William Charlton, assistant harbor master, and F. D. Alward, harbor master, told of the matter. They said the scow pocket was defective in that the doors were open and the ashes slipped through into the harbor. The witnesses said that this scow was also the cause of Captain W. G. Finley of the S. S. Fanad Head being in court last week on a similar charge. The case today was postponed until tomorrow.

Several Canadians are Among Victims

Fearful Collision of Trains at Porter, Indiana—Some of the Victims Decapitated—Crash at Diamond Crossing.

Porter, Ind., Feb. 28—Several Canadians were among the victims of a wreck of New York Central and Michigan Central passenger trains which occurred here last night, killing thirty-five to forty people. Canadians identified up to eight o'clock today were: J. Collins and wife, London, Ont.; Gordon Campbell, Revelstoke, B. C.; Peter Kane, Regina, Sask.

Bodies Recovered.

Relief crews early today had taken thirty-three bodies and scores of injured from the wreckage, and at least six bodies were seen entangled in the debris.

The trains crashed at the diamond crossing here. The forward coaches of the New York Central train, which was westbound, lay upon the two splintered coaches of the Michigan Central train, through which it had plowed while traveling nearly fifty miles an hour. The darkness and the tangled mass of wreckage made rescue work slow.

A statement by Towerman J. C. Cook, on duty at the crossing, declared the block two miles away was set against the Michigan Central train, while the track was left clear for the New York Central.

Railroad officials at the scene of the wreck said Engineer W. F. Long of Jackson, Mich., who escaped unhurt, declared he had received a clear signal, and had checked it with his fireman. He left early today for his home. He is quoted as saying that when the Michigan Central train struck the derailer 600 feet from the crossing, it was the first indication he had of the impending crash.

From that point the eight coaches of the Michigan Central train bumped along the ties, coming to a standstill with the third and fourth coaches at the intersection of the tracks, and an instant later the New York Central train burst through.

All except the two baggage and mail cars of the New York Central train remained upright, although bits of the wooden coaches of the Michigan Central train were scattered for fifty yards.

Passengers in the four coaches of the Michigan Central train behind the death cars were unhurt, except for the shake up, and all the passengers on the New York Central climbed down from their cars through the wreckage.

For no reason that railroad officials could assign, almost all of the dead taken to the little morgue at Chesterton, across the tracks from Porter, received their fatal wounds in the head. Some were decapitated, accounting for the failure to identify nine of the twenty-five which had been taken there up to six o'clock.

The speed of the New York Central train, while fatal to passengers in the two death cars, saved the passengers in the rear coaches of both trains from worse than a severe jolting.

Bodies of Engineer Claude Johnson of Elkhart, Ind., and Fireman George Deland of Elkhart, engine crew of the New York Central train, were recovered early today from beneath the tangled mass of iron to which their engine was reduced by the impact.

Engineer W. F. Long of Jackson, Mich., and Fireman George Block of Michigan City, Ind., were able to save themselves, their engine being far beyond the point of the collision.

"I was not to blame," Towerman Cook told the Associated Press representative at his home in Chesterton early today. "I threw the distant block against the Michigan Central train. I threw the block two miles back from the crossing. I do not know why they failed to catch the signal."

All the dead were in the two Michigan Central coaches, which carried few through passengers. Upwards of fifty persons bound for Quebec, Montreal and Toronto were aboard the eastbound Canadian. Their cars were not damaged much. The New York train was found for Chicago.

Forty-two bodies had been collected early this forenoon.

GRAPHIC TALE OF PASSENGER.

Porter, Ind., Feb. 28—Edward W. Fierke of Grand Rapids, Mich., who stood on the platform of the day coach of the Michigan Central train, just a few feet from the point where the New York engine hit it, and who saw the passengers in this coach trying to escape as the headlight bore down on them, gave a graphic description of the wreck today.

Beginning at the point where the Michigan Central derailed and came to a stop across the New York Central tracks, Fierke said:

"The car swayed suddenly and left the tracks. We bumped along the ties for a few feet at full speed. From one side I heard a blast of a whistle. I looked out. There was another train bearing down on us at full speed.

"I could not move. My tongue stuck up in the roof of my mouth. I tried to open the door into the day coach to shout to the people inside. My hand refused to function.

"It perhaps was not over thirty seconds between the time I saw that train, and the moment it hit us. It was ten years to me.

"The light from the headlight of the approaching train made everything as bright as day where I stood. I thought I was surely going to be killed.

"As I stood I could see into the day coach. On the side the New York Central train was approaching, I could see that other passengers had seen the train. A woman jumped up from her seat. She held to her heart a little girl who looked as though she was about eight or nine years of age. Men jumped up, one even started for the door where I was standing.

"Then suddenly the side of the car buckled in. My last conscious impression was of everything dissolving in front of me. I remember seeing the nose of the engine. I remember the lights in the car going out suddenly. I remember hearing a scream that I'll never forget and then came darkness.

"I was thrown from that platform nearly fifty feet. I lit on the ground—the breath knocked out of me. When I sat up, the whole middle of our train was gone. It was a little hell there for a few minutes.

"I wish I could accurately describe the sensations of that moment that I waited for death. I can't understand, even now, how I'm alive. When I could not get to my knees, I stayed there and gave up a prayer.

"I'll never forget the expression of the faces of these poor people as they died. The staring eyes of one man looked directly into mine—that face is going to come to me for the rest of my life."

Fierke, outside of numerous bruises, was not injured. The car platform on which he stood, was smashed into fragments.

London, Ont., Feb. 28.—Returning after their second honeymoon, Mr. and Mrs. Justin Collins of this city were among those killed in the Porter train wreck. Mr. Collins, who was an employe of the C. P. R., was on his vacation with his wife. On their departture two weeks ago they informed friends they intended to complete a honeymoon that had been suddenly terminated at the time of their marriage four years ago. They are survived by two brothers and two sisters.

TRIBUTES PAID TO MEMORY OF REV. J. C. BERRIE

Large Gathering Today at Funeral Service

Fellow Ministers Speak of Qualities Which Made Him So Widely Popular and Respected—Many Sympathetic Callers.

In Centenary Methodist church this afternoon the last tribute of respect was paid to Rev. John Charlton Berrie, when hundreds of friends and admirers were present to do honor to his memory. Many clergymen who had been associated with him in his various fields of endeavor were there in tribute to his long life of service for God and his fellow man. Rev. D. R. Chown of Oak Hill, N. B., president of the N. B. and P. E. I. conference, led the service at the church following a short service for the family conducted by Rev. Neil MacLauchlan at his late residence, 59 Carmarthen street. As the cortege entered the church, Miss Alice Hea at the organ, played "O Rest in the Lord." The opening hymn of the service was "When This Song of Praise Shall Cease." The hymn was followed by prayer by Rev. Robert Crisp, one of the four remaining ministers of the twelve who came from England in 1871, and of whom Mr. Berrie was one. The Scripture lesson was read by Rev. J. J. Pinkerton and was taken from the Second Corinthians, 5: 1–9 and Revelations, chapter 7:13–17. Mrs. George Lockhart sang a solo, "Father to Thee we Look in all our Sorrow."

Rev. D. R. Chowen spoke feelingly of the life of Mr. Berrie and sketched his activities in the work of God. He knew him as a faithful and conscientious man and one in whom all classes reposed the greatest confidence and whom all held in high respect.

Rev. H. A. Goodwin, pastor of the church, gave a historical sketch of the life and works of Mr. Berrie and paid a tribute to Mr. Berrie in a personal appreciation of his labors. He was followed by Rev. T. Albert Moore, D. D., secretary of the general conference of the Methodist church. In the work of his department he said he was thrown in contact with Mr. Berrie and he spoke of personal knowledge of his many fine characteristics.

Rev. E. E. Styles, secretary of the N. B. & P. E. I. conference, led in a touching prayer. The service closed with a hymn, "Jesus Thy Blood and Righteousness my Beauty are and Glorious Death," followed by the benediction. As the body was borne from the church Miss Hea played Handel's Dead March in Saul. Attended by many mourners the body was interred in Fernhill.

In the course of his remarks Dr. Moore spoke of his acquaintance with Mr. Berrie twenty years ago and of the benefits he had derived from the associations then and since. A strong bond of friendship grew up between the two men and he found Mr. Berrie a man of wide interests and keen intelligence. In recent years frequently Mr. Berrie had sent to him many notes of encouragement and clippings from various sources dealing with the advancement of the work in the interests of the kingdom of God. He was a Christian gentleman as well as a Christian minister and the church was a heavy loser by his passing.

Rev. H. A. Goodwin traced the life and work of Mr. Berrie from his early life to his death. Born in Tamworth, Warwickshire, England, he had contemplated a business career and so far as he went in business he was a marked success. The call of the ministry of God was strong within him and he heeded it. He studied under the personal leadership of Rev. T. M. Albrighton. During this period his mental outlook and stimulus was much influenced by outstanding national figures of the day such as Gladstone, D'Israeli, Thackeray and Charles Dickens. In 1871 he came to the maritime provinces and was first stationed as Methodist minister at Summerside, P. E. I., where he preached three times on Sunday and five times during the week. He was ordained in the old Centenary church in 1875. In 1876 he married the daughter of Rev. Angus Macintyre, M.A., a prominent Scotch clergyman. Mr. Berrie enjoyed the confidence of his brother ministers to a marked degree and was honored

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