

FOUR MEN HANGED.

The New York Murderers Meet Their Fate this Morning.

HOW THEY FACED DEATH.

A New York despatch of last night says: Packerham and Nolan were hanged at 6:55 a. m. on the Franklin street scaffold, and Lewis and Carolin on the Leonard street scaffold at 7:03 a. m. A number of visitors called yesterday to pay their farewell visit. The two faithful Sisters of Mercy, who have been unwavering in their ministrations to the murderers, came in the forenoon at 11 o'clock and remained with them until 7 in the evening. Father Prendergast and Father Galinas arrived at that hour to assume the charge of the men until death should relieve them. Pat Nolan's sister and the two men cousins, who have called on him several times since he was sentenced, were with him yesterday. A young man also came to see him. The women broke down and sobbed hysterically, while Nolan looked at them curiously and puffed a little faster on his cigar, which he chewed nervously. "You don't do any good by crying," he said at last, "for that won't help things any." Later a message was brought to gray-haired Packerham, telling him that his children were coming, and he stepped briskly up to the wire netting of the cage. His son and daughter entered the corridor. He cut their visit short, telling them not to grieve for him and to take warning by his gloomy fate. Their sobs echoed along the walls of the corridor as they withdrew. In the evening, a little before 10 o'clock, young Robert Packerham, who had come from his farm work to see his father on the night of his death, returned to the prison and a still more affecting interview than that of the morning took place between them. Under Sheriff Sexton was obliged to lead the boy, who was sobbing away. After supper the condemned men were taken to the yard for a last taste of air and recreation. They ranged themselves along the wall of the prison, and

SMOKED, LAUGHED AND TALKED

as if they had no connection with the dreadful ordeal of the coming day. By midnight the men were in bed asleep. At 4:30 o'clock, the men were busy arranging their last toilet. Nolan paid particular attention to the arrangement of his necktie, while Lewis spent most of his time in blacking his boots. Packerham and Lewis shook hands with night-keeper Orr and bade him good-bye in voices devoid of tremor. At 5 o'clock the march to the chapel was commenced, Father Prendergast leading. For three-quarters of an hour the group remained in the chapel, the priests busy with the religious rites. After mass had been said the men were returned to the cage, where breakfast was served. It was a bountiful meal, and all the men partook. It was arranged that Packerham and Nolan, both being tall and of a size, were to be hanged together on the scaffold which had been erected on the Franklin side of the prison. Carolin and Lewis were to be hung on the gibbet on the Leonard street side of the jail. At 6:54 the condemned men emerged from the jail accompanied by the priests. Father Prendergast supported Packerham and Father Galinas walked alongside of Nolan. The procession brought up with Father VanRensselaer. The arms of the condemned men were pinioned and over the shoulder of each was

with its long streaming ribbon flapping in the wind. Packerham's face was of a ghastly pallor, but his step was firm. He looked unflinchingly into the faces around him. Nolan hardly appeared to realize his position. There was a half-defiant look in his countenance, and he cast his eyes up at the cross-beam from which two ropes dangled with something like curiosity. The rope against his left ear, seemed to chafe him. He moved his head uneasily once or twice in his brief walk to death. Nolan took his place under the rope hanging nearest the Franklin street walk. Packerham was four feet away from his companion and next the prison. Both men turned and grasped the priests by the hands, wringing them fervently. The traps were then sprung and the bodies of the murderers were

JERKED INTO THE AIR.

With the rebound came the sound of the falling weight plunging to the ground. For an instant there was no movement, and then a tremor passed through the frame of Nolan. His legs were drawn up slightly and his chest heaved faintly. Packerham remained motionless for fully 30 seconds, and then came a violent trembling from head to foot. His body swayed from the high downward for half a minute and became still. At the expiration of four minutes there was a mighty throes almost together in the suspended murderers. Packerham's pulse had gone up to 96 and then sank rapidly to 50 beats a minute. Nolan's pulse at the fourth minute was at 70, but it became weaker and weaker, and at the expiration of five minutes was no longer perceptible. There was a slight muscular contraction then in Nolan. As his body swung round a tiny stream of blood could be seen trickling down his neck; the rope had abraded a small sore in his neck. At 7:10 o'clock both men were pronounced dead, but were permitted to hang fifteen minutes longer. While this scene was being enacted preparations were being made for what proved to be the most shocking spectacle that has ever taken place within the walls of the Tombs. The hanging of Carolin and Lewis in several respects is probably unparalleled. Two minutes after 7 Carolin and Lewis with the priests came through the door. Lewis walked unsteadily the first dozen paces, but quickly recovered himself. Carolin had the butt of a

CIGAR BETWEEN HIS LIPS.

and was puffing vigorously, blowing great clouds of smoke into the faces of the attending priests. He glared at the men of God as he turned around and felt the rope touch his shoulder. Spitting the cigar stump from his mouth he broke out into blasphemy that horrified the spectators. Atkinson had just pinioned his legs when he spoke. Looking sullenly at the three priests he suddenly exclaimed, "I die an innocent man. — it. I didn't do

this thing." Lewis, who had then been pinioned, half turned his head, and addressing his companion said: "What's the matter with you anyway? Why don't you die like a man?"

"I WILL DIE LIKE A MAN"

shrieked Carolin, his face turning perfectly livid. "I will die like a man, an innocent." The words were scarcely out of his mouth before Atkinson had clapped the black cap over the murderer's face. The assistant hangman covered Lewis' face at the same moment. Atkinson gave three deliberate raps with a perceptible interval between them. The sound of a blow came from within the box and the weight fell. Instead of bounding up as Packerham and Nolan had done, the miserable wretches went into the air with so little force that there was scarcely any rebound at all. Lewis immediately began to struggle in the most sickening manner, throwing his legs about so violently as to kick off his slippers, then he began to gurgle and choke, the rasping, wheezing sound came from under the black cap, for fully ten seconds his body turned and swayed, and the contortions were so painful that his head a dozen men turned away their heads. The poor creature was slowly contorted also, but he uttered no sound. The weight fell at 7:03 o'clock, and at 7:10 both men were dead. The four bodies hung for half an hour and were then cut down and put in plain coffins. All the murderers were strangled, but the deaths of Packerham and Nolan were comparatively painless; that of Lewis was agonizing.

ANOTHER GREAT WRECK.

Two Trains Collide, Killing Three and Wounding Twenty Persons.

A Petroleum, W. Va., despatch of Friday night says: A terrible collision occurred about 11 o'clock this morning between Petroleum and Silver Run tunnel, in which three men were killed and over twenty wounded. The accommodation train coming west crashed into a special train occupied by railroad magistrates on a tour of inspection. The cause of the wreck is said to have been conflicting telegrams. The one received by the conductor and engineer of the accommodation ordered them to pass the special at Petroleum, while the special train, engineered by Capt. Rowland, is said to have had orders to pass the accommodation at Silver Run. The trains came together with a crash at the curve east of Petroleum. Both trains were running rapidly, and when they collided the special train and the engine, tender, and baggage car of the accommodation went over the cliff in one indescribable mass. James Layman, engineer of the accommodation, one of the oldest engineers of the Baltimore & Ohio Road, was crushed to death. Alex. Bailey, fireman, was also crushed in the wreck of the engine. Cephas Rowland, also one of the oldest engineers of Parkersburg, was caught under the wreck and received injuries from which he cannot recover. John Fletcher, fireman on the special, was crushed to death. The special car, occupied by officials on an inspecting tour, was smashed into smithereens. Roadmaster J. A. Hunter was badly injured, with several others, including George Douglas. In the accommodation train were many passengers, all of whom received a terrible shaking up, and about twenty of them were more or less injured. R. J. Malley, trackmaster of Parkersburg, and a member of the City Council were badly injured. J. Rose, baggage-master of the accommodation train, was also seriously hurt. Many of the injured passengers were hurried off on trains going east or west, and it was impossible to get their names.

THE DAILY SMASH.

A Freight Train Crashes Into Another Freight—The Casualties.

A last night's Elmira, N. Y., despatch says: As a Lehigh Valley freight train, east-bound, was backing into a switch just west of Big Flats, about 10:30 last night, an Erie west-bound freight, badly smashing several cars of each train and derailing many others. Both tracks were blocked, and all the passenger trains during the night had to be sent around the wreck over the D. & L. R. The Erie train, No. 2, running at a high rate, crashed into the caboose and made a wood pile of several cars. The engine turned over and slipped partly down a twenty-foot embankment. Andrew Wallace, of Hornellsville, was buried under the wreck, and his scalp was nearly torn off. He was also badly burned and scalded and may die. Fireman Chas. Kimball, of Hornellsville, had an arm broken. His face and arms were badly scalded. The express car overturned and was smashed, but did not go down the embankment. Two expressmen crawled out of the car, slightly injured. The train consisted of a smoker, two day coaches, two empty excursion coaches, and two sleepers, well filled with passengers, who were tumbled about by the shock. Two passenger cars in the middle of the train were partially telescoped, but the passengers escaped with slight bruises. The wreck took fire from the engine, burning freight and wreckage, and consuming the express and baggage cars. The contents were mostly saved.

Swindling Uncle Sam.

A Boston telegram says: The complaints of ill-treatment and swindling upon the part of United States consular officers in the Maritime Provinces practiced upon American sailors who have been unfortunately been continually received by the State Department for some time; but it is only recently that the authorities took any action in the matter, the result being the catching of Consul Alfred W. Hart, of Canzo, N.S., in a scrape that may interfere materially with his future liberty. Numerous complaints against this man led recently to Inspector Coogan, of the secret service, being sent to investigate, resulting in the discovery of a wholesale system of robbing American sailors and defrauding the Government on bills contracted to supply shipwrecked crews. He will be at least dismissed, if not prosecuted, is the latest from Washington.

The bill conferring the right of suffrage to women on the question of licensing the manufacture and sale of intoxicating liquors in this Commonwealth has passed the Senate on its final stage by a majority of 5.

—Boston "Temperance Cause."

A TERRIBLE WRECK.

An Express Train Jumps the Track at a Trestle.

ONLY TWO PERSONS ESCAPE INJURY

A Knoxville, Tenn., despatch of last night says: A horrible wreck occurred on the Knoxville, Cumberland Gap & Louisville Railroad, at Flat Gap Creek, 22 miles from here, at 10:30 this morning. The train was the first to go over the new road, and carried a select excursion of the City Council, the Board of Public Works, representatives of the Chamber of Commerce, and the very flower of the business and professional men of Knoxville. The train of two cars left the track at a crossing, and the rear car went down a trestle. Only one man was uninjured. It was impossible to obtain medical aid for a long time, and until 4:30 p. m., when the train reached Knoxville, scanty attention was rendered. Many had to be brought back on flat cars, and the last part of the journey was made in a driving rain. Three men died from their injuries, and others cannot live. The dead are: Judge George Andrews, the most prominent lawyer in East Tennessee; S. T. Powers, a leading merchant, and former President of the East Tennessee Fire Insurance Company; and Alex. Reeder, a leading politician. The injured are: Alex. A. Arthur, President of the Chamber of Commerce; Isham Young, President, and Peter Keern, member of the Board of Public Works; John T. Hearn, editor of the *Sentinel*; W. W. Woodruff, a leading wholesale merchant; Charles Seymour, attorney; Alexander Wilson, assistant chief engineer of the Knoxville, Cumberland Gap & Louisville Road; County Judge Maloney, Aldermen Barry and Hockings, Gen. H. S. Chubert, of the Governor's staff; A. J. Albert, a wholesale merchant; Rev. R. J. Cook, Professor of U. S. Grant University; City Physician West, Judge H. H. Ingersoll, E. B. Wessell, W. B. Samuels, C. Abbie, Capt. H. H. Taylor, S. McKeloid, Ed. Barker, H. Schmid, J. F. Kinsella, W. A. Park, one of the train crew, J. B. Hall and Philip Sanders, aged 10. Out of 56 persons on the train 41 were severely injured. The most intense excitement and sadness are apparent here to-night.

A Knoxville, Tenn., despatch of Friday says: When the relief train arrived here last night from the scene of the accident over 100 carriages were in waiting. The scene as the wounded and dead were being taken out on stretchers was a ghastly one. There was a great dearth of doctors, and many of the injured had to wait several hours for attendance. It is feared that many of the train crew, Capt. H. H. Taylor, S. McKeloid, Ed. Barker, H. Schmid, J. F. Kinsella, W. A. Park, one of the train crew, J. B. Hall and Philip Sanders, aged 10. Out of 56 persons on the train 41 were severely injured. The most intense excitement and sadness are apparent here to-night.

A SEAFARING CRANE.

A Gloucester despatch says: The schooner *Martha Bradley* arrived to-day from Grand Bank, having on board Capt. Charles T. Rogers, of the boat *Nickel Odeon*, who was picked up on the western edge of Grand Bank, August 10th, in a helpless condition. Rogers is 39 years old, a native of Duxbury, and a jeweler by trade, although he followed the sea when young. He sailed from Boston for Paris in his eighteen-foot *Nickel Odeon* on July 3rd, having taken on board all necessary equipments. He enjoyed favorable weather until the 8th, when he struck a gale from the northeast lasting 72 hours. When it abated he found himself on the Georges. By July 28th he had become so blind from the sun's glimmer on the water that he could not see his compass, and steered by the sun for three days. For the last fourteen days his boat drifted around and about the edge of the wind and sea, the mariner being nearly exhausted as well as almost blind, and spent most of his time lying in the bottom of the boat. When found his condition was such that he could have lived but a short time had he not been rescued. He could neither stand nor feed himself. Since then his health has improved, but he is still very weak. His eyesight has been partly restored. He leaves for home to-day.

The Struggle in Hayti.

A special received via New Orleans, dated Port-au-Prince, says the Haytian general Defence has just come in, bringing the body of General Dardignac, Legitimate's Commander-in-Chief, and the news that the whole of the south is lost to Legitimate. The fight is now entirely between Port-au-Prince and the rest of Hayti, and people engaged in business see some reason to hope that the end is near. The loss of Dardignac is serious, but the loss of all the important cities in the south is disastrous to Legitimate. Hippolyte announces that he will not storm Port-au-Prince.

PREVENTION OF DISEASE IS BOTH RATIONAL AND SCIENTIFIC. If one knows the causes of most diseases, and can remove that cause, the disease must disappear. Prof. Wm. H. Thompson of the University of the City of New York says: "More adults are carried off in this country by chronic kidney disease than by any other one malady except consumption." The majority per cent. of all diseases are caused by unassisted kidney poisoning blood. The late Dr. Dio Lewis in speaking of Warner's Safe Cure, said over his signature: "If I found myself the victim of a serious kidney trouble, I would use Warner's Safe Cure."

Two people were talking science the other evening when the germ theory came under discussion. "Just to think we are composed of germs!" he exclaimed. "Why, then, we are all Germans," said she. "Yes," said he, "except the Irish, and they are Microbes." After that the conversation changed.

Kate Claxton has a genuine success in "Bootsie's Baby."

HER SENTENCE COMMUTED.

Mrs. Maybrick will Spend Her Days in a Prison Cell.

PUBLIC OPINION ON THE CASE.

Last night's London cable says: The Queen has commuted the sentence of death against Mrs. Maybrick into one of penal servitude for life. The decision was announced to the unfortunate woman last evening. Sir John Puleston, expressing a natural and kindly interest in the prisoner, endeavored in the House this afternoon to obtain from the Home Secretary an expression of opinion, but Mr. Matthews laid down the principle that the advice tendered to Her Majesty under such circumstances could not be made a matter for question in the House. It is understood that what governed the Home Secretary in recommending the prerogative of mercy to Mrs. Maybrick was the doubt as to whether sufficient arsenic had been administered to Maybrick to cause his death, and as to whether death really came from arsenical poisoning. The opinion of the judges whose advice was sought by Mr. Matthews, and who studied the evidence, was that Mrs. Maybrick had given her husband poison with intent to kill. The result of the trial is, therefore, that Mrs. Maybrick is held by the law of England as guilty of adultery and of having endeavored to poison her husband, and for these crimes she must undergo imprisonment for life. The Home Secretary distinctly states that petitions for release or commutation will not be considered. The Home Secretary was arrived at the conclusion that the trial had been so conducted that the guilt of the prisoner the doubts remained which under the law of England made capital punishment impossible. The practical result of the resignation of the Maybrick case will be the creation of a Court of Criminal Appeal.

Touching the Home Secretary's decision in the Maybrick case, the *Times* says: "We shall hardly be wrong in saying that his decision will be received by the large majority of the public with relief. The case against Mrs. Maybrick was and remains a case of terribly strong suspicion, but suspicion which, after all, it is said, just misses moral certainty." The *Newspaper* says: "The Home Secretary's decision is avowedly based upon the somewhat singular ground that though Mrs. Maybrick undoubtedly administered arsenic to her husband he may conceivably have died of something else." The *Standard* says: "Mr. Matthews has commuted the sentence of death passed upon Mrs. Maybrick at the Liverpool assizes into one of penal servitude for life. The decision will be received with little surprise, and on the whole with a good deal of relief. If for no other reason, we should welcome Mr. Matthews' decision because it removes the faintest shadow of an excuse for the silly and offensive agitation of the last ten days. It would be too much to hope that even now this senseless clamor will be completely silenced. Sentimentalists and busy-bodies, who have so boldly advertised themselves at the expense of the unhappy woman, will be reluctant to retire to their original obscurity." The *Newcastle Chronicle* hopes to see Mrs. Maybrick free. One step has been gained.

The *Cardiff Western Mail* says the commutation will be accepted with a feeling of relief, but it considers the decision a compromise.

The *Sheffield Telegraph* approves of the commutation, but would have strongly disapproved of the liberation of the prisoner by a free pardon. The *Nottingham Daily Guardian* is surprised at the decision, holding that no middle course was open.

The *Bradford Observer* says that the cry will be that Mr. Matthews is illogical, that Mrs. Maybrick should be hanged or liberated.

The *Observer* considers the decision just. The *Bristol Times and Mirror* considers that decision illogical, and likely to bring trial by jury into discredit.

UNHEAPY CHINA.

Terrible Loss of Life by Earthquakes and Floods.

A Sunday's San Francisco despatch says: The steamer *Oceanic*, which arrived to-day from Hong Kong and Yokohama, brings advices to August 10th of further details of the bursting of the Yellow river embankments in the Province of Shantung July 22nd. The destruction is widespread. The breach in the river is over 2,000 feet in length, and a swift current swept through, flooding to a depth of twelve feet a large extent of the country lying adjacent. Many houses were washed away, and a despatch from Chefoo states that the number of persons drowned is too great to be counted. Ten districts are already submerged, and it is feared many more in the low-lying country south will suffer a similar fate.

The latest advices concerning the earthquake at Kumamoto, July 29th, place the number of killed at eighteen and the wounded at nineteen. Fifty-two dwellings were demolished. A telegram received on the 30th July states that fifty-three shocks had been experienced and that they continued to be felt. The inhabitants were sleeping in the open air. The same earthquake was felt in the Province of Chikugo. Considerable loss of life is reported, but no particulars have been received.

Ocean Parasites.

Everything is said to have its parasite, and the cables at the bottom of the sea is no exception. Cables have been taken up from a depth of a mile and a half with the hump covering badly eaten away, and at a depth of over half a mile strong currents of the ocean have rasped the armored wires on the rocky bottom. Experience has not yet determined the full lasting qualities of electric cables. Specimens have been taken up which show no signs of deterioration after having been in the water for more than 35 years. Water, and especially salt water, seems to be a preserver of insulating compounds.

"Well, my dear, how would Farmer Brown suit you for a husband? He seems uncommon sweet on you lately." "Perhaps so, father; but his hair is so red that—" "True, true, my child; but you should recollect that he has very little of it."

THE GRASP OF LIGHTNING.

Terrible Experiences of a Lineman in New York.

A New York despatch says: On the west side of Eighth avenue, just above Thirtieth street, a line of eight or nine Brush electric light wires runs through several aliantus trees growing along the curb. The top of one of these trees was killed some time ago by being set on fire by the current. About 8 o'clock to-night Policeman Maginley saw the dead branches and an assistant were sent around. Driscoll and his assistants were sent around. Driscoll advised him not to fool with the wires without them. He laughed at the caution, and climbed up the tree, fixing himself in the lower branches and using a small rope to cling over and break off the branches that touched the wires. As he did this, stray flashes of electricity darted about his hand, framing it in fire. McGinley was scared and called to him to come down, but he paid no attention. A few moments later the policeman heard a cry, and looking up saw Driscoll lying on his back upon a number of wires, with both hands reaching up and grasping another wire. Maginley ran to the nearest box and sent out a fire alarm to get a ladder. When he got back to the tree a crowd of people were shaking it as hard as they could, trying to shake down the line-man. Not seeing the wisdom of adding a broken neck to the injuries that Driscoll had already received, the policeman drove the crowd back and told them to leave the tree alone until the firemen came. Driscoll's assistant climbed the tree, and, sitting on a branch, kept hold of Driscoll to see that he did not fall. The line-man was apparently dead. He had not moved or spoken since he received the first shock. When the truck came the firemen pulled him out from among the wires in short order, and by the time they had him on the ground he was unconscious. He was taken at once to his home, and the doctor soon reported that he was doing pretty well for a man who had spent fifteen minutes in close communion with a live electric light wire. His worst injuries were on his hands and forearm, which were burned to the bone. His hands may be permanently crippled.

HUSBANDS FOR TWO.

A Queer Scene on Board the Switzerland.

A Philadelphia despatch says: The eight taps by which 1 o'clock was announced upon the bell of the *Red Star* steamship *Switzerland* landed as she lay in the dock yesterday afternoon had hardly died away when the sharp twang of the dinner gong reverberated through the ship, and the steward marched through the vessel fore and aft, crying: "Come to the weddings! Come to the weddings! Come on, everybody! Two weddings in the second cabin!"

There was a rush of stewards and stewardesses, officers and crew and the few straggling passengers who had not yet left the ship, and the cabin was crowded when Magistrate Ladner tied the double nuptial knot and made husbands and wives of two immigrant couples.

Among the 210 immigrants who were shipped at Antwerp by the *Switzerland* were two young girls who attracted the attention of the stewards, and at her instance the Immigration Inspectors informed them that they would not be permitted to land unless they should first find husbands for themselves. The girls were Maria Mayer, who came from Elberfeld, Germany, and Pauline Volz, whose home was in Friedburg, Germany.

Among the steeage passengers was also Frederick Behle, who came from the home of Miss Mayer and was bound for Detroit, which was the destination of that young woman. Upon finding that she was refused a landing Behle stepped forward and informed the Immigration Inspectors that he was a friend of Miss Mayer and had come with her from her home. He said that he was willing to marry the girl.

Miss Volz was quickly rescued from her embarrassing position in a quite similar manner. Peter Michael, a shoemaker, who lives at No. 39 Washington avenue, presented himself on board the *Switzerland*, and said he had come to claim Miss Volz as his wife. He came from her native place to New York a few weeks ago.

With this solution of the trouble in sight Immigration Inspector John J. S. Rogers went up to Clerk Bird of the Orphan's Court, and procured a pair of marriage licenses. When he returned to the steamship Magistrate Ladner was summoned, the double marriage ceremony was performed, and the two couples left the ship rejoicing.

The First English Woman Journalist.

It is related as a curious and interesting fact that Mrs. E. Lynn Linton, the well known novelist, was the first English lady journalist, says the *New York Star*. It is now many years since she determined to trench upon the province of the male journalist, and began contributing to a monthly paper. Her contributions were gladly accepted, and her example nerved other literary ladies to venture into the journalistic arena. Mrs. Linton lives in a flat at Queen Anne's Mansions, at a jolly height, which commands a very extensive view of London house-tops. She is a very industrious writer, but her marvellous facility spares her that painful, anxious toil which with other writers is the first condition of turning out good work. Mrs. Linton's memory of literary personages is remarkable. She still recollects Robert Southey, who was a near neighbor of her father in Cumberland; and bears Walter Savage Landon—who was, it may be said, her literary foster-father—in affectionate remembrance. Singularly enough, Mrs. Linton spent some years of her life in the house at Gadshill, rendered famous by Charles Dickens' association with it, and had the very highest opinion both of her literary merits and—no mean thing in writers—her reliability.

A party of 50 Methodist clergymen sailed from New York the other day bound for Palestine, where they are to enjoy a camping tour for three months, with headquarters near Jerusalem.

"It's always a relief to me when it comes time to pay off Bridget," said Mrs. Howkape. "Why?" inquired her husband. "Because that is the only time when I feel positive that she doesn't employ me."

The bride wore with a train mere in length and unting of satin folds, a lace, and a chape fell over the forehead. She wore a wreath of a veil of finest Brussels bobbin lace, and a pair of white gloves. The bride's dress was a simple, elegant affair, consisting of a bodice and skirt, with a train of white satin, and a pair of white gloves. The bride's hair was styled in a simple, elegant manner, and she wore a pair of white gloves. The bride's dress was a simple, elegant affair, consisting of a bodice and skirt, with a train of white satin, and a pair of white gloves. The bride's hair was styled in a simple, elegant manner, and she wore a pair of white gloves.