

**Department**  
**Charlotte St.**  
 Cleaning time is now  
 We keep everything  
 Brushes, - - 2 for 5  
 Tub Brushes, - - 5c  
 Brushes, - 8 and 10c  
 S, - - - - 5c  
 Poles, - - - 10c  
 Window Blinds, with Spring  
 are all complete from 29c up  
 Little incidental neces-  
 sary kept on our Bargain  
 list.

**G. W. NICHOLS.**

**COMPLETE STORES**  
 Pack of goods worth \$2, and a  
 Picture Book, that will greatly  
 add to the road to a handsome fortune.  
 Never to pay postage. A. W. KIN-  
 S, Yarmouth, N. S.

herby given that the Whittling  
 house Peak Light Station, Maine,  
 had been replaced on the 14th  
 replaced in position on the 22nd  
 of the month.  
 The Light-house was built  
 No. 12, on Southwest Split, New  
 York, was lighted on March 22,  
 and black horizontal stripes were  
 established in sixteen feet of  
 General Rock, Wickford Harbor.  
 The least water on the rock  
 and it lies about 1/4 mile SW by  
 a James Ledger buoy, Wickford  
 Light-house WNW 1/2 W; Beacon on  
 to Rocks, NW by N; Quonset  
 point, NE by N.  
 March 2-Notice is hereby given  
 for Porcupine Bell Buoy, French-  
 Man, has been replaced for the  
 same.  
 March 28-Moosebeach Beach, Maine  
 Beach Beacon Light, which was  
 Dec 28, 1894, was relighted  
 Dec 28, 1894.

**LATE SHIP NEWS.**

**BRITISH PORTS.**  
 April 1-The sch Levas of Anna-  
 wrecked today near Port Gilbert,  
 new vessel. The Levas was  
 the coasting trade between Bos-  
 ton and Halifax. She was insured in Hal-

**FOREIGN PORTS.**  
 April 1-Ard, str Michigan, from  
 Erie, via Adeline, from Turk's  
 New York and Bermuda.  
 April 1-Str Orazio, for London; Cam-  
 den, Liverpool; and this city.  
 April 1-Str John's, Episcopi, from  
 Brooklyn, N. Y., on Thursday,  
 at 10:30 a.m. on Thursday.  
 April 1-Strs Centennial, from  
 Portland, from do.

**MARRIAGES.**

**CRUKSHANK**-On 27th March, at  
 St. Peter's church, by the Rev. George  
 D. D. Osher, Herbert, son of  
 to Augusta, fourth daughter of  
 Crankshank, Esq., of this city.  
**HYDE**-At St. John's Episcopal  
 church, Brooklyn, N. Y., on Thursday,  
 at 10:30 a.m. on Thursday.  
 George Hyde of Truro, N. S., and  
 W. Dimock of Hamilton, Ont.

**DEATHS.**

-In this city, on March 24th,  
 O'Neill, aged 72 years.  
 -In this city, after a lingering ill-  
 ness, R. Right of Hill, aged 69  
 leaving a wife and five children to  
 his bereaved family.  
 -On the 27th March, after a lingering  
 illness, Charlotte, beloved wife of James  
 and fourth daughter of the late  
 Mr. Noble.  
 -At Whitehead, Kings Co., on  
 8th, Eva Catherine, second daughter  
 of W. and Georgia Parker, aged 14.  
 -On Saturday evening, at his resi-  
 dence, 100-100 street, Thomas W. Peters,  
 aged 47.  
 -In this city, March 30th, Ann,  
 William Kearns, in the 76th year  
 of his age.  
 -In this city, on March 30th, Wil-  
 son, in the 87th year of his age.  
 -At Torriburn, Saint John county,  
 in the 81st March, William H. Jones,  
 a native of Upton, Norfolk, Eng-  
 land, aged 67.

**ATTEMPTED SUICIDE.**

citizens were surprised on Sat-  
 urday to learn that early in the morn-  
 ing Bond, who at one time  
 married with James Harris &  
 attempted suicide. Mr. Bond  
 in poor health for some time  
 and mind had become affected.  
 Mrs. Bond got out of bed about  
 clock in the morning and went  
 to her room. Mr. Bond got up  
 minutes later and going to the  
 bed her husband had inflicted  
 a wound in his throat with a  
 pair of scissors. She took the scis-  
 sors and got him back to a  
 room, and Drs. H. G. and G. A.  
 were summoned. The wound  
 did not seem to be a very serious  
 one and was soon closed up with a  
 suture. Owing to Mr. Bond's  
 condition and the advice of the  
 physicians, he was placed in a pri-  
 vate hospital in the asylum. Last night  
 his condition was unchanged.

ADVERTISE IN THE WEEKLY SUN

Where to get the best material.  
 Where to buy a stylish cape.  
 Or to get a coat that's showy.  
 These are questions for debate.

These questions are quickly and easily decided and the mind set at rest by  
 a visit to this store.

- Dress Materials,** from 22c. to \$1.00 per yard, double fold-  
 THE BEST VALUE IN ST. JOHN.
- Cloth Capes,** from \$2.25 to \$9.75 Each.  
 LATEST EUROPEAN STYLES.
- Ladies' Cloth Coats,** from \$3.25 to \$10. Each.  
 ALL NEW AND LATEST STYLES.

**DOWLING BROS., 95 King St., St. John, N. B.**

**J. H. MARSTERS SHOOTING.**

**It is Stated That the Nova Scotia Bark  
 Had Not a Full Crew.**

**Capt. McNeil Had Only Been Married a Few  
 Weeks and Had His Wife With Him.**

(Wednesday's N. Y. Herald.)  
 With her captain and owner rolling  
 in his cabin berth, suffering from five  
 pistol shot wounds, and his assailant  
 in irons in the lazaretto, the Nova Scot-  
 ia bark J. H. Marsters, which sailed  
 from Whitestone a week ago yester-  
 day on her way to Demerara, returned  
 to port yesterday afternoon, flying the  
 British ensign union down as a signal  
 that she wanted police assistance.

It was a sad termination of Captain  
 McNeil's honeymoon, for such this  
 voyage, the first he had undertaken in  
 several months, really was. With him  
 aboard his bark was his bride, who was  
 Miss Emily O. Loughlin, living with  
 Mrs. John Foley, her married sis-  
 ter, at No. 82 East avenue, Long Is-  
 land City, when, on January 23 last, she  
 was married to Captain McNeil by the  
 Rev. Father John McGuire, in St. Mary's  
 church, that city.

The captain, his officers and the sail-  
 ors say that as far as they are aware  
 there was no reason for William Hol-  
 zhour attempting to kill his command-  
 ing officer, and in an angry manner say  
 that the fellow could be crazy. But his  
 conduct before the shooting, it is said,  
 does not justify this assertion, and  
 those of his shipmates who sailed on  
 other vessels with him say he is no  
 more of a lunatic than the sanest man  
 that ever lived.

He refused to say anything about the  
 shooting, and, altogether, everyone  
 who knows anything about it at all  
 gives the impression of knowing a  
 great deal more than he is willing to  
 tell.

This much is certain, however. The  
 bark, which is of 670 tons, and should  
 be manned by a crew of about fifteen  
 men, had only five men before the  
 mast. Every man was overworked, as  
 their torn and bleeding hands testify.  
 They say that they had not had a  
 chance to take off their clothing after  
 the time they left this port, and to  
 show how short handed the bark was  
 there were only two men on the star-  
 board watch, exclusive of the officer in  
 charge of the deck, one man being at  
 the wheel, the other the lookout.

After Captain McNeil's marriage he  
 decided to take his bride with him on  
 the trip he then contemplated. His  
 two daughters by his first wife, who  
 died in St. Peter's hospital, in Brook-  
 lyn, five years ago while he was on  
 his way to Rio de Janeiro, had sailed  
 with him on all his voyages, but as  
 one of them is twenty years old and  
 the other a year older, and his bride  
 thirty years old, they decided they had  
 better not accompany him, and so they  
 went to visit friends in East New  
 York.

The bark lay off Bergen's lumber  
 yard, Greenpoint, while her cargo of  
 dry goods and general merchandise  
 was stowed away, followed by a deck-  
 load of lumber. Then the crew was  
 hired. It comprised First Mate John  
 A. Chisholm, Second Officer Henry L.  
 Baker, who acted as boatswain; Steer-  
 ward D. L. Fortes, and Sailors Andrew  
 Lahdi, Charles Hand, Emil Fleksar,  
 Martin Hawk and William Holzhour.

The last man to sign, Holzhour, did  
 not impress the captain very favora-  
 bly. Mrs. Foley, his sister-in-law, was  
 aboard when he was hired, and she  
 said last night that she noticed that  
 he did not tell where he came from.  
 She remarked on this fact, and as the  
 boarding house keeper who had  
 brought him to the bark showed him  
 aboard, the captain said it was very  
 strange that the man wouldn't say  
 where his home was.

Second Officer Baker knew the man,  
 however, and said he was an able,  
 bright, capable seaman, and so it  
 proved. He had been three years  
 a sailor on the United States cruiser  
 Monocacy, and was discharged some  
 months ago at Shanghai, the cruiser  
 being on the Roanoke, which went  
 from Shanghai in ballast to Manila,  
 where she took on one of the largest  
 cargoes of hemp ever brought across  
 the ocean. She was 101 days on the  
 trip, arriving here about three weeks  
 ago. Baker was on this voyage, and  
 he said that Holzhour was well liked  
 by every one.

Weighing anchor a week ago, Mon-  
 day, the bark went up the Sound as  
 far as Whitestone, where she was an-  
 chored for the night. Capt. McNeil,  
 who weighs about three hundred  
 pounds, was as jolly as he is big, and  
 related stories of his life in his home  
 in Cape Breton, Nova Scotia. He told  
 about his two married daughters, who  
 live in Glace Bay, Nova Scotia, one a  
 Mrs. Cadigan, the other a Mrs. Mc-  
 Neil, whose husband was a boy on  
 the Masters and now a skipper of a  
 vessel.

The vessel proceeded up the Sound  
 the next day, and everything went as

pleasantly as one could desire. The  
 weather became foggy, however, when,  
 on Friday night, the bark was about  
 sixty-six miles southeast of Montauk  
 Point. The starboard watch went on  
 deck at eight o'clock. It comprised  
 Second Officer Baker and Sailors Lahdi  
 and Holzhour, the former taking his  
 trick at the wheel and Holzhour hav-  
 ing his lookout. At ten o'clock Lahdi  
 and Holzhour changed places. The  
 captain was going before a five  
 knot breeze, with all sails set.  
 Capt. McNeil, who had been in the  
 cabin with his wife, went on deck  
 about an hour later, and seeing that  
 the weather was very thick, ordered  
 Second Officer Baker to go to the  
 stowroom and get the fog-horn, say-  
 ing it was prudent to be on the safe  
 side in such weather. As Baker start-  
 ed to go below, the captain walked  
 forward toward the starboard shrouds,  
 where he seated himself, a few yards  
 away from Holzhour. The lookout at  
 this time was about midships.  
 A large vessel was held at Beaver  
 Meadow today. Sir Hibbert Tupper  
 opened the ball in a magnificent  
 speech, which was listened to with  
 the deepest attention and received  
 with frequent bursts of applause. He  
 spoke of the Manitoba school question  
 and explained the government's posi-  
 tion in regard to it. He was followed  
 by D. C. Fraser, who stated that the  
 school question should not be dis-  
 cussed in the campaign. He dealt  
 with the McGreevy and other exploded  
 scandals, and told several state jokes.  
 Mr. Chisholm, the liberal conserva-  
 tive candidate, followed Mr. Fraser,  
 and was well received. In the course  
 of his speech he asked Mr. Fraser  
 whether he and the liberal party were  
 favorably to remedial legislation. The  
 only reply Mr. Fraser would make  
 was that he was in favor of doing just  
 what the common sense would sup-  
 port whatever course Mr. Laurier  
 adopted.

ADVERTISE IN THE WEEKLY SUN

**AMONG THE INDUSTRIES.**

**The Force of Competition in the Shoe Business.**

**American Machinery and Materials  
 Going Into English Factories.**

**An Industry Transferring its Headquarters  
 From Maine to Nova Scotia.**

The Sun called at the shoe factory  
 of Thos. F. Sutherland & Co., Union  
 street, Thursday. This firm employ  
 about twenty persons and manufac-  
 ture men's and boys' boots and shoes  
 chiefly hand made. The firm do not  
 employ as many hands as formerly.  
 Mr. Sutherland says they find it very  
 hard to meet Quebec and Montreal  
 competition. The upper province  
 houses turn out a much cheaper class  
 of goods than the St. John firm, but  
 even in goods of the same quality the  
 bigger establishments have the advan-  
 tage. Mr. Sutherland points out that  
 the large number of factories up there,  
 which are also close to large sources  
 of supply and material, and wages be-  
 ing lower, is a better position to  
 occupy. If St. John has several large  
 factories, so that there would always  
 be workmen available, and if there  
 was plenty of capital behind the en-  
 terprise, he has no doubt they would  
 hold their own. And he has no doubt  
 that this time will come, though he  
 does not expect to see it. In the mean-  
 time, our manufacturers are all the  
 time getting points from the methods  
 of their competitors, though the fight  
 he thinks is still too one-sided. The  
 factory that carries on a jobbing as  
 well as manufacturing business is in  
 a good position, and he has no  
 doubt that the addition of a jobbing  
 trade in other lines to his present  
 business would be of great benefit to  
 him. He has already improved his  
 position by more systematic methods  
 of work, so that he can now turn out  
 considerably more goods in the same  
 time with a given number of hands  
 than ever before. And by so much he  
 is therefore in a better position to  
 meet competition.

**THE TROUBLE IN ENGLAND.**

London papers devote considerable  
 attention to the trouble in the boot  
 trade in Northampton and Leicester,  
 where the union men are on strike,  
 throwing many thousands out of em-  
 ployment, their demand being a higher  
 rate of wages for making sweated  
 boots. The factory owners maintain  
 that the scale proposed would put  
 them at a disadvantage in regard to  
 this class of work compared with  
 American factories. Two interesting  
 facts are shown. One is that the  
 unionists are labor-saving in so many  
 respects the machinery and much of the  
 raw material is American. As the  
 workmen are trying to fix a minimum  
 wage of 28 shillings for "clickers" and  
 26 shillings for pressmen, it may be  
 seen that the wages generally are not  
 up to the standard on this side of the  
 ocean. The following extract from a  
 Leicester letter to a London paper is  
 interesting:

"As the highest type of factory I  
 place the huge establishment of the  
 Co-operative Society, at  
 Clarendon Park, in which are employ-  
 ed at the present moment 2,000 men,  
 women, girls and boys. These factories  
 do not belong to the federated  
 group, and owing to their proprietary  
 organization are happily free of any  
 unionism. Our machinery and material  
 products amount to about a quarter  
 of a million sterling. At the  
 Wheatshaf works of the Wholesale  
 Co-operative society may be seen the  
 adoption of the American principle in  
 its entirety. Machinery does every-  
 thing, and that machinery is of Am-  
 erican origin, and not only the ma-  
 chines, but much of the raw material  
 in this and other factories. The red  
 leather, for instance, which is now so  
 largely used comes from across the  
 Atlantic, yet, so far as I have been  
 enabled to ascertain the opinions of  
 the workers, that much of the Ameri-  
 can competition, and one of their lead-  
 ers has styled it 'All rot,' apparently  
 in ignorance of the fact that Ameri-  
 cans have studied our markets, have  
 the leather at command, the best ma-  
 chinery is theirs, and their factory  
 system has been so carefully adjusted  
 on piece work that there is no limit  
 to the output. In Leicester I find that  
 it is the old traditions of handwork  
 which control the operatives. They  
 insist that machines shall be judged  
 by what a man has hitherto done with  
 his kit of tools, and they do not take  
 into account the capacities of the ma-  
 chine itself except to their own ad-  
 vantage. As a manufacturer said to  
 me today, 'The only solution of the  
 problem is for, say, the board of trade  
 to send an expert to America in the  
 company of a practical manufacturer,  
 and a representative of the workmen,  
 and then let this commission report  
 upon the scale of wages on a piece  
 work statement, which could be ap-  
 plied in this country to these ma-  
 chines.' It will be recalled that the  
 employers have asked for two  
 years' rest, and the demand appears  
 to be reasonable, for my visits have  
 convinced me that most factories in  
 Leicester are in a transition state, but  
 that all will be compelled to substi-  
 tute machinery for hand labor in  
 every branch of the manufacture. If  
 the unionists insist that all machinery is  
 excluded, but that no machinery is  
 included, they have not heard that  
 this attempt to retard the progress of  
 invention has met with phenomenal  
 success. On the other hand, where

**A NARROW ESCAPE.**

William Langan, an elderly man,  
 who lives alone in the rear of a shop  
 in which he sells candy and things of  
 that description, on Paradise row,  
 came very near losing his life Thursday  
 night. For some time the smell of  
 fire had collected near his shop, and  
 about the place, but no attention was  
 paid to it till about eight o'clock last  
 evening, when it became so powerful  
 that all passers by stopped to see  
 whence it proceeded. While the crowd  
 was thus gathered, Mr. Langan, dis-  
 covering the matter, it was observed that  
 Langan's shop was in darkness, an un-  
 usual thing at that hour. The shop  
 was opened up and Langan was found  
 insensible on his bed in the rear of  
 the shop from the effects of the gas.  
 Dr. Wm. Christie, who was sent for,  
 worked at the unconscious man for a  
 time and having brought him round  
 sufficiently to stand the journey, sent  
 him to the hospital. At midnight  
 Langan was sleeping comfortably, and  
 it was felt that he would be none the  
 worse for the experience. It was not  
 until the man was discovered when he  
 was, as he could not have stood the  
 gas much longer. It is thought the  
 man must have found his way into the  
 house through a lead pipe, as gas was  
 not at present used in the place.

**MAINE IS WAKING UP.**

(Portland Press.)  
 There is still a good deal of patient wait-  
 ing for the coming of the Bessemer mill  
 at Medway with a cargo of wood pulp.  
 For some time the Bessemer mill has  
 been in operation, but it is not yet  
 ready to take a full cargo of wood pulp.  
 The Bessemer mill is a new one, and  
 it is not yet ready to take a full cargo  
 of wood pulp. The Bessemer mill is a  
 new one, and it is not yet ready to take  
 a full cargo of wood pulp.

**ANOTHER MAINE OPINION.**

(Portland Press.)  
 There are many indications of improve-  
 ment in the lumber business. There is  
 a better demand for lumber for South  
 America, and if only there can be a fair  
 state of things politically, that is to say  
 not more than one revolution every six  
 months, there will be a marked improve-  
 ment in the lumber business. The Bessemer  
 mill is a new one, and it is not yet ready  
 to take a full cargo of wood pulp.

**GOING BACK TO NOVA SCOTIA.**

(Portland Press.)  
 Probably very few of the readers of  
 the Press ever heard of the Fossil  
 Flour company, but for some time it  
 has been located on Brown's wharf,  
 with drying works at Yarmouth. It  
 has been quite an important industry,  
 employing in this city and Yarmouth  
 about forty men, and it is to be re-  
 moved to White Chester mountain,  
 Nova Scotia. The clay used by the  
 company is found in beds in some sec-  
 tions of Nova Scotia, and the finished  
 product is sent mostly to London and  
 New York. It is used in the manufac-  
 ture of some brands of paint, and  
 largely in the making of dynamite,  
 taking in the latter instance the place  
 of wood pulp. The orders come in  
 large lots, one received yesterday be-  
 ing for fifty tons. This clay has been  
 brought by schooners from Nova Scot-  
 ia to the works at Portland, where it  
 has been placed first in tanks, and  
 then subjected to the peculiar process  
 of the company. When it has reached  
 a certain stage it has been taken on  
 cars and removed to Yarmouth, where  
 it has been subject to a thorough dry-  
 ing process. It has been brought back  
 to Portland ground and put up in  
 sacks. When it has been placed in  
 the general appearance of the finest  
 flour. There is a great demand for  
 this product, especially on the contin-  
 ent of Europe, and David L. Collins,  
 manager and general manager, was  
 at last forced to decide to remove  
 the plant to Nova Scotia, with the  
 view of cheapening the cost of produc-  
 tion, and because of the fact that it  
 was found practically impossible to  
 bring the clay here in sufficient quan-  
 tities under existing circumstances.  
 They will also escape paying one duty  
 when it is sent to England. The pro-  
 cess of manufacture is in the main a  
 secret. There are many trained and  
 skilled workmen employed by the com-  
 pany, but not one man has mastered  
 the art of making the clay. Mr. Col-  
 lins will take with him a number of  
 his skilled men. The works here will  
 be closed in a few days.

**NEPTUNE ROWING CLUB.**

At the annual meeting of the Neptu-  
 ne Rowing club held in the  
 office of Vroom & Arnold, April 8th.  
 The secretary's report was read, show-  
 ing the past season had been a very  
 successful one. Ninety-three mem-  
 bers had been elected, and there was a  
 balance on hand of \$73.82. The follow-  
 ing resolution was carried:

Resolved, That the members of the Neptu-  
 ne Rowing club desire to place on record  
 their deep sense of the loss of the  
 fallen the city in the death of their  
 fallen the late T. W. Peters, to whose  
 high ability and noble character they  
 were indebted for generous help  
 and wise counsel, and who took so deep  
 an interest in the club, and whose  
 death has been a great loss to the  
 club, and who has left behind him  
 those many virtues and accomplishments  
 which he had so much at heart.

Resolved, That a copy of this motion be  
 transmitted by the secretary to Mrs. Peters.  
 The following officers were elected:  
 Roy John de Soyres, president; W.  
 E. Vroom, 1st vice president; Alfred  
 Prater, 2nd vice president; William  
 Cruikshank, secretary treasurer; Peter  
 Clinch, captain; J. W. Thomas, Geo.  
 McLean, E. W. Gerow, J. I. Robinson,  
 stewards.

Sixty members were elected and  
 arrangements were made to put the  
 boats in first class shape and have  
 the boat-house in position by the 24th  
 of May, or sooner if the freshet will  
 permit. The coming season promises  
 to be the most successful one the  
 club has ever had. Old members and  
 all those who intend participating in  
 this most healthy sport this summer,  
 will do well to hand their names in  
 at once.

**LEADERS IN THE COMMONS.**

(Halifax Herald.)  
 The leaders of a house of commons  
 seems to be giving our house of commons  
 some anxiety, though it is not clear why  
 it should. Our house of commons dis-  
 cussed briefly on the subject yesterday  
 morning, and among other things, said, "Foster  
 is undoubtedly the best man in the  
 position." For once we can and do fully agree  
 with it, and we are glad to see that so well-  
 informed and able a journal as the Montreal  
 Gazette should seem to consider Hon. Mr.  
 Foster as good as to leave no room for  
 further comment. It says:

"The gossips have been busy of late specu-  
 lating upon the leadership of the house of  
 commons. It has been by good doing a large  
 business country party to have had as suc-  
 cessful a leader as Sir John Thompson. In  
 position one of the greatest parliamentary  
 any country has produced, Sir John Thomp-  
 son is a man of high character, and of  
 signal ability and untiring industry, thor-  
 oughly capable of directing the work of leg-  
 islation, while among his colleagues are men  
 well fitted to share the labor with him. The  
 public may be assured that neither the gov-  
 ernment nor its supporters will falter in  
 maintaining the fiscal policy which is the  
 foundation of Canada's material prosperity  
 and progress, that in the future as in the  
 past they will prove fully equal to the task  
 of successfully administering the business of  
 the country, and that no considerations of  
 personal preference, pique or ambition will  
 be permitted to separate the continuance  
 of the control of public affairs by the party  
 which has so often proved its superior capacity  
 to serve the best interests of the dominion."

**ATLANTIC AND LAKE SUPERIOR.**

London, April 4.-Charles N. Arm-  
 strong, of the Atlantic and Lake Super-  
 ior railway, will sail for home in  
 the White Star liner Wednesday next.  
 He is believed to have made arrange-  
 ments to at least build that section of  
 the road between Montreal and Point  
 Levis.

**NEW ONTARIO OIL FIELDS.**

Windsor, Ont., April 4.-A despatch from  
 Kingsville says oil fields have been ex-  
 plored the territory about the town for sev-  
 eral miles. The results have gone away  
 well satisfied that west and northwest  
 Kingsville there is an inexhaustible supply  
 of oil, and the territory developed.

ADVERTISE IN THE WEEKLY SUN

**ST. STEPHEN.**

**Annual Meeting of the Driving Park  
 Association.**

**A Large Business Being Done at Black's Har-  
 bor Canning Lobsters-General News.**

St. Stephen, April 5.-The young  
 women's guild of Christ church is pre-  
 paring for a children's entertainment to  
 be given on the Tuesday in Easter  
 week. Miss Gordie Jones has the ar-  
 rangements in hand.

The residence formerly owned  
 and occupied by the late Geo. N. Lind-  
 say, and situated on Water street, has  
 been purchased by Fred Waterson,  
 who will occupy it when repairs are  
 completed. James Lindsay, from  
 whom the house was purchased, has  
 become the possessor of Mr. Water-  
 son's private stable, located near the  
 Queen hotel, and it will probably be  
 occupied by Len. Clark for his lively  
 stable business. Mr. Waterson an-  
 nounces that he is going out of the  
 horse business, but it will probably  
 be some time before he parts with all  
 his speedy ones, for he owns a lot of  
 good horses.

Preparations are about completed  
 for the introduction of the incandes-  
 cent electric light system here.  
 Mrs. B. R. DeWolfe passed to her  
 long rest at an early hour Monday  
 morning. She was an active member  
 of the Union street Baptist church,  
 her life being devoted to her family  
 and filled with good deeds and kind-  
 ness. The funeral was largely attend-  
 ed.

Border lodge, K. of P. Milltown, is  
 preparing for a grand anniversary  
 ball on April 19th. This event will  
 celebrate the fifth anniversary of the  
 organization of the lodge.

The remains of Samuel Darling, for-  
 merly customs officer at Milltown, and  
 at one time an active lumber manu-  
 facturer there, will arrive by train  
 for interment. His death occurred at  
 the home of his son, now a distin-  
 guished citizen of Somerville, Mass.,  
 and was heard of with regret by many  
 old friends on the St. Croix. He was  
 ninety years of age.

The St. Stephen Driving Park associa-  
 tion held their annual meeting on  
 Monday evening. The treasurer's re-  
 port showed that though many bills  
 had been paid during the year, there  
 remained a net balance in the treas-  
 ury of over \$850. Henry Graham was  
 elected president; W. C. H. Grimmer,  
 vice president, and Jas. E. Osborne,  
 secretary. It was decided to lease the  
 track to the local Y. M. C. A. for May  
 24th. They will probably arrange a  
 joint programme of sports with the  
 St. John bicycle club, who are to run  
 an excursion here on that day. Tues-  
 day and Wednesday, Sept. 10th and  
 11th, were fixed for the date of the  
 fall meeting, and during a large num-  
 ber of the year, the price of driving tickets  
 for the season was placed at one dollar  
 for shareholders and two dollars for  
 non-shareholders. The park is not to  
 be let to any one driver, as has been  
 the custom. Any professional using  
 it will pay two dollars for each horse  
 and stall rent in addition.

W. C. H. Grimmer brought a nat-  
 ural little bay mare from St. John last  
 week. She is four years old, by Sir  
 Charles, dam by Sir John. She is  
 an ideal driver and capable man. She  
 is very warm for some of the boys who  
 think they own good ones. She is now  
 the property of Henry F. Todd.

The Deer Island people are putting  
 some excellent new boats into the  
 water this spring. G. E. Richardson,  
 the favorite builder at Lord's Cove,  
 has completed for Edward Richardson  
 a craft of 21 ft. keel, 6 ft. 3 in. hold,  
 12 ft. 3 in. beam, 37 ft. over all, and  
 to carry 300 yards of canvas. Another  
 boat he has built for Danl. Richardson  
 is 24 ft. keel, 7 ft. 3 in. hold, 13  
 ft. 6 in. beam, 45 ft. over all, and to  
 carry 400 yards of canvas. This lat-  
 ter boat is very finely finished, and  
 when she spreads her 400 yards of  
 white wings, will give some of the  
 crack yachts a race to keep her in  
 sight. Mr. Richardson will next build  
 a fine boat for Mr. Danforth of Grand  
 Manan. His yard has given employ-  
 ment to four men all winter and has