

LOCAL AND PROVINCIAL.

Amphibol a few days ago was in a postmortem at the hospital, in a to her mother, who held the office of coroner and who died recently.

There will be an excursion to Fredericton May 24, under the auspices of the L. O. L., No. 151. The steamer will convey the excursionists.

James A. Murray, chief clerk to Geo. H. Ryan, superintendent of the railway mail service, has been promoted to a first class clerkship. He has been in the service since 1881.

The Robb Engineering Company has shipped a large engine to the Marconi station at Table Head. The engine will be set up by A. L. McLean, who is at present in Glace Bay.

About a dozen young Scotchmen who took the course of study at present hanging about the corners at Sand Point. They are all stowaways and arrived here on a couple of days ago from the old country.

Charles Rette, ship's carpenter on the *Parisian*, has crossed the Atlantic 384 times in her since her maiden voyage in 1881. The mileage he has covered is more than 1,000,000 miles and he is not tired of it yet. He is a native of Old Deeds, Aberdeenshire (Scot.).

The Parrisho Lumber Company's cut for the past winter on their property is estimated at over 10,000,000 feet. They have built a new wharf near the terminus of their sluice on the river, at Windsor Fork, and from here the lumber will be moved down to West Bay and elsewhere.

In the probate court Tuesday, Judge Treisman granted letters testamentary of the last will of James M. Polley, late of the parish of Simonds; executors, Frederick L. Polley and Clarence H. Ferguson. All the estate will go to the widow of the deceased. The estate is \$4,000 real and \$7,000 personal; G. H. V. Belyea, proctor.

The annual meeting of the Canadian Ticket Agents' Association will be held in St. Louis this year, May 16, 17 and 18. From St. John there will be Mr. G. Murphy, of the C. P. R., and Mr. H. C. Mackay, of the P. E. ticket agent, and A. C. Curry of the D. A. R., who will be accompanied by Mrs. Curry, George Carver, and F. E. Harrington, of the I. C. R., May 19.

The bronze statue of the Canadian soldier in khaki is due to arrive here by steamer *Evangelina* on the 25th inst., and will probably be mounted on the pedestal in Memorial Park as soon as it arrives. The statue was manufactured by Elkington & Company, of London. Through the agency of the Furness line, Wm. Thomson & Co., the statue is being freighted free of charge.

Leslie W. McLean, of Adelaide road, a street railway motorman, was severely injured Monday morning as his car was leaving the Main street shed. The trolley left the wire and as he hurried to replace it he fell on the trolley rope caught his left hand and tore it open round back and palm. Dr. Roberts had to use nine stitches to close the wound. Mr. McLean will likely be laid off for some time.

Commencing May 21st, the C. P. R. will begin their suburban service between St. John and Welsford. Trains will leave St. John at 9:25 a. m., 1:10 p. m., 6:05 p. m. and 10 p. m., making all intermediate stops to Welsford. Trains into St. John will leave Welsford at 6:45 a. m., 7:55 a. m., 11:10 a. m., and 6:40 p. m. In addition to this the Boston train leaving St. John at 6:10 p. m. will until June 13 make the suburban stops, and the Boston train due in St. John at 11:15 p. m. will make the principal suburban stops. After June 13 the Boston train which now leaves St. John at 6:10 p. m. will leave at 6:45 or 6:50, and an additional suburban train will be run, leaving St. John at 6:10 p. m.

SENATOR WARK ON WAY TO DUTIES

Hundred Year Old Legislator Feels Better Than For Some Time.

Singley encountered in one corner of a first class train on this morning's C. P. R. train to Ottawa, apparently at peace with himself and all the world, and looking hale and hearty in spite of the 100 winters he has weathered, was the oldest legislator in the British empire—Senator David Wark, of Fredericton, N. B., on his way to Ottawa to take up his senatorial duties.

Senator Wark was accompanied by his granddaughter, Miss Wark, and by J. Wesley Hoyt, collector of customs at McAdam (N. B.). He reached the city on the Halifax express at 8:30 this morning, and was recognized by a number of people around Windsor street station, who were profuse in their congratulations. A Herald reporter, who had several years ago interviewed Senator Wark in his home in Fredericton, called upon him in his car. "I am very well, thank you," replied the Senator of the Canadian senate, when asked as to his health, "and I feel easier this winter than I have for some time."

"It has been a hard winter," remarked the Herald man.

School Inspector W. S. Carter has appointed Friday, May 6, as Arbor day in his district. Empire day will be the last teaching day previous to May 24.

Part of the machinery in the old Jewett mill at Millidgeville, has been taken over by Fred. E. Sayre, who will utilize it in constructing a mill near Chipman. Building will hardly be commenced until early summer.

The large barn at Prince William Station, on the C. P. R., owned by W. G. Hatch, was destroyed by fire Thursday afternoon with its contents. The building was an exceptionally fine one and its loss with contents will prove heavy.

Pilot Joseph Doherty was on board the *Laurier* lightship a few days ago, and met a couple of old friends among those on board. The pilot says that everything on the lightship is in first class order, and her appearance shows that nothing is being neglected by those on board.

The work of rebuilding the Maritime mill works is progressing rapidly. The new building, which is to contain the screw plant is erected, and early next week the construction of another building will be commenced.

The government steamed tug *Laurier*, Capt. Johnston, steamed up the harbor Wednesday afternoon and docked at the government pier, Lower Cove. The tug is undergoing repairs but will not be ready for service until the high water of the spring tides. It will replace the *Quaco* tug and do some other work instead of the *Lansdowne*.

Preparations are well under way for the celebration of St. George's day by St. George's Society next Monday night in York Theatre. A good programme of music will be the entertainment during the early part of the evening and then there will be dancing. Sunday evening at 7 o'clock the society will attend divine service in Trinity church.

A Margville letter of April 20 to the Fredericton *Gleaner* says: "The saw mill and lathe mill started operations yesterday. It is reported that men are scarce notwithstanding the high wages that are offered, and the boxes of the different mills are looking everywhere for good men. In a few days all the mills will be running full strength."

A new boat for river travel has been purchased by the Star Line Steamship Company. The craft will go on the service between the river and the coast, and in securing the steamer the company thinks itself fortunate. The boat is a little larger than the *Hamstead*, is of the single screw pattern, can carry 250 passengers and has ample freight accommodation. She is built of oak and hard pine and is guaranteed to go twelve miles an hour. She is brand new, having seen her first service last season when she ran on the Richelieu river as the property of the Richelieu & Ontario Navigation Company.

Not least important among the bills presented to the P. E. Island legislature this season, was the *Patriot*, that was introduced by Hon. Mr. Rogers relating to the sale of fish. It appears that in certain parts of the province it is customary to feed swine on fish and pork. The bill provides that fish, as fed, has a fatty taste, and as such is not a rule, marketable. We have known several instances when shipments of pork have been returned on account of a certain quantity of fish fed pork having been found among it. The bill introduced provides certain penalties for selling swine that have been fed, and further enacts that no action shall be brought to recover the price of hogs that have been so fed.

"Yes," said Senator Wark, "but not as hard as some other winters I have seen. We had cold weather in New Brunswick, but still the weather now does not seem to be as cold as it was years ago."

Senator Wark continued that he was going to Ottawa prepared to take his full share of the work to come before that body, and he expected that the present session would be an important one. He noticed a large number of immigrants boarding the train for the west, and expressed his gratification at the fact of getting such a good class of settlers. He expressed the opinion that New Brunswick offers a good field for immigration, and the advantages of the province are being made to be materially increased from this source.

Senator Wark's granddaughter will spend the session in Ottawa with him—*Montreal Herald*, Tuesday.

\$1,000 Fire at Bathurst.

Bathurst, N. B., April 21—About 6 o'clock this morning fire was discovered in the roof of the kitchen adjoining the dwelling house of William Pettie, opposite the Grammar school on St. Andrews street. The fire communicated to the dwelling house, which was badly gutted. The firemen were early on the ground and did good work. The building was valued at \$1,000; insurance, \$500 in the Western. Most of the contents were saved.

The Granger Condition Powders

The only powder that has stood the test of time.

It stops Stomach, Swelled Legs, Bad Blood, Horse Ail, Cough, Thick Water, A blood Tonic and Purifier. Attainable.

Price 25 cts.

THE BAIRD CO., Ltd., Proprietors, WOODSTOCK, N. B.

WAS "B" COMPANY MAN.

Wm. Unkauf, St. John Boy, Very Bady Injured in Winnipeg; Fought in South Africa.

News was received here yesterday afternoon of a very serious accident which had befallen a young man who had been in the "B" company man.

Mr. Unkauf was a rivet man on the Union Bank building under construction in Winnipeg. He fell from the ninth story, and landed on a plank platform three stories below. His head received serious injury, and he was otherwise badly bruised. It is feared he will succumb to his injuries.

Relations of Mr. Unkauf communicated with Winnipeg last evening, requesting further particulars, but up to midnight no information had been received. Mr. Unkauf's mother (Mrs. J. M. Unkauf, 247 Waterloo street) was unaware of the accident until late evening. Other members of the family are Harvey and Thomas J. Unkauf, and Miss Selma of Baywater. Thomas lives in Winnipeg.

Mr. Unkauf was a member of G. Co., let contingent to South Africa. Before going to the front he was employed by Dr. Bayard as a coachman, and subsequently drove one of the teams of Manchester Robertson Allison, Ltd. For many years he enjoyed St. Mary's church.

WEDDINGS.

The Mission church, Paradise row, was the scene of a pretty wedding at 3:30 o'clock Wednesday afternoon, when Miss Gladys Troop McLaughlin, daughter of Mr. and Mrs. Charles McLaughlin, was married to Louis William Barker, of the firm of T. B. Barker & Son, of this city.

The wedding was an event of much interest in local society circles, and the church was well filled with friends and acquaintances of the contracting parties. The bride was dressed in ivory satin, trimmed with rose point lace and chiffon. She also wore a veil of rose point lace, a family heirloom. Her bridesmaids were Miss Margaret Winslow of Fredericton, and Miss Muriel Adair Thomson, were gowned in Nile green crepe de chene, with white and gold trimmings. Walter Harrison was best man. Charles Troop, Harold Sturges, Francis Winslow, of Fredericton, and A. J. Fowler acted as ushers. A bride was given away by her father, and the ceremony was performed by Rev. P. Owen Jones, priest in charge, assisted by Rev. A. M. Dicker.

After the ceremony, Mr. and Mrs. Barker drove to the residence of the bride's grandmother, Mrs. J. J. Troop, corner of Princess and Wentworth streets, where the bride held a reception.

Catharine Kearns, 97 Prince street, was the scene of a very interesting event last night when her sister, Ada, was married to William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The marriage ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The home of Mr. and Mrs. Wellington R. Cumbe, of the Queens county (N. B.), was the scene of a very happy event on Wednesday evening, April 21st, when their eldest daughter, Della Maud, was united in marriage to Mr. Fred T. Jeffery, of the same place. The ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The home of Mr. and Mrs. Wellington R. Cumbe, of the Queens county (N. B.), was the scene of a very happy event on Wednesday evening, April 21st, when their eldest daughter, Della Maud, was united in marriage to Mr. Fred T. Jeffery, of the same place. The ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The home of Mr. and Mrs. Wellington R. Cumbe, of the Queens county (N. B.), was the scene of a very happy event on Wednesday evening, April 21st, when their eldest daughter, Della Maud, was united in marriage to Mr. Fred T. Jeffery, of the same place. The ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The home of Mr. and Mrs. Wellington R. Cumbe, of the Queens county (N. B.), was the scene of a very happy event on Wednesday evening, April 21st, when their eldest daughter, Della Maud, was united in marriage to Mr. Fred T. Jeffery, of the same place. The ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

The home of Mr. and Mrs. Wellington R. Cumbe, of the Queens county (N. B.), was the scene of a very happy event on Wednesday evening, April 21st, when their eldest daughter, Della Maud, was united in marriage to Mr. Fred T. Jeffery, of the same place. The ceremony was performed by Rev. H. H. Gillies. The bride was given by Rev. H. H. Gillies. The bride was Miss Mabel Wiggins, of Partridge Valley. The groom was William A. Cathers, a popular traveler from M. H. Jones & Co. in the maritime provinces. The ceremony took place at 9 o'clock and was performed by Rev. G. J. Scovell, of St. Jude's church, with white and gold vest and red hat. She was attended by Miss Frances Kearns, while Robert Ritchie acted as groomsmen.

THISTLE NEARLY READY.

Vessel Will Start from Here on Labrador Gold-hunting Expedition Next Monday.

On Monday next the schooner *Thistle*, which has been fitted out for a gold-mining trip, will sail from this port for Labrador's Bay, Labrador, via St. John's (Nfld.).

The vessel will carry men and equipment for the purpose of engaging in a gold-mining expedition. It is a two-masted schooner, and has a carrying capacity of 250 tons.

The *Thistle* is in command of Captain L. Drew, of Newfoundland, with Rupert Pye, of St. John, as mate. About a dozen men will sail from this city, and at St. John's (Nfld.), fourteen more will be added. The value of machinery and provisions on the *Thistle* is valued at \$30,000.

Prospecting parties, each with two years provisions, will be landed at Porcupine River, Gros Water Bay, and at Hillock Bay, and during the summer active mining operations will be carried on at Abmead's, Thomas lives in Winnipeg.

Mr. Unkauf was a member of G. Co., let contingent to South Africa. Before going to the front he was employed by Dr. Bayard as a coachman, and subsequently drove one of the teams of Manchester Robertson Allison, Ltd. For many years he enjoyed St. Mary's church.

MANY GASPAREUX.

Weirs Are Doing Well, But Drift Fishing in the Harbor is Not So Good.

The Carleton fishermen are making very good hauls of gaspareux. There are in the harbor about six or seven fishing vessels from local society boats and are being fairly well supplied with fresh gaspareux. The cold weather does not make the fishing desirable, but the weirs are doing well. There are catching the gaspareux by the thousands. There are very few being strong through the gills by the small boys, and placed in the smaller house. There is a too good a demand for the "bankers" for bait.

Drift fishermen are not doing much, but the weirs have good hauls. Some of the fish are being put in barrels and shipped to the United States for fishing vessels.

THIS MILK WAS WELL SKIMMED.

Dairy Inspector Daigle Detects a Milkman Delivering Milk That Had Been Tempered.

A few days ago L. C. Daigle noticed a milkman who, before delivering his milk, had for some time past been carrying on a way that aroused his suspicion. To satisfy his curiosity, Mr. Daigle asked permission of the recipient of the milk to see the milk can. He found that the milk was not fresh, but had been tempered.

The next day when Mr. Daigle confronted the milkman with the result of his investigation, he was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

The milkman was not tampered with, but this being an old story with the dairy superintendent, he soon had his milk can examined. The result was that the milk was not fresh, but had been tempered.

TIDAL WAVE HIT PARISIAN.

Allen Liner Had Heavy Weather on Voyage Here—Wireless Telegraphy Worked Well, Though.

Despite the fact that heavy weather accompanied the Allen liner *Parisian*'s departure from the other side of St. John, the wind, at times, approaching a hurricane velocity, this did not in any way affect the working of the Marconi wireless apparatus on board in charge of A. J. Irvine, communication, established on leaving Liverpool, with the wireless station there, was maintained for some six hours and ended at a distance of ninety-eight miles. On clearing the coast of Ireland, the following day communication was established in a heavy gale with Malin Head and maintained for five and a half hours.

About half way across, what the officers describe as a tidal wave was experienced, a phenomenon which is fortunately seldom met with. Only the fact that the ship was not prevented from being swept and considerable damage done. The *Parisian* is at Sand Point.

The merchants are to take a grip of the question of increased fire insurance rates this afternoon and, going further back, they will wrestle with the city water problem. They're in earnest, too. This lifting of fire insurance rates has brought matters to a head and something is to happen, they say.

To some firms the increased rates of insurance means hundreds of dollars more in premiums. They recognize that the fire underwriters would rather see a proper water service than charge high rates, and that the insurance men's action has been necessary for their companies' protection. Yesterday the plans for the meeting were decided upon.

The meeting will be held at 3:30 o'clock this afternoon in the board of trade rooms. When the fire insurance rates were raised a couple of weeks ago there was talk of a merchants' meeting to discuss the situation. Then, a few days ago, notices were sent out notifying certain firms of the increase. This accelerated action, and when the Toronto conflagration was read of it made the need of action doubly necessary. Yesterday the plans for the meeting were decided upon.

The *Telegraph* has heard of one firm whose insurance bills will be \$200 a year higher under the new rates; another will have to pay \$200 to \$300 more; still another \$800 and even higher than that as heard of.

OBITUARY.

Mrs. John A. Kerr.—Summer Hill, April 14—Many absent relatives and friends will regret to learn the death of Mrs. John A. Kerr, who passed peacefully away at her home shortly after 7 o'clock Sunday morning, April 18.

The funeral took place Wednesday afternoon and was largely attended. After the usual service at her home, her body was conveyed to the Methodist church which had been the scene of her baptism and marriage, and of which she was a prominent member and organist for over twenty-five years. There a host of relatives and friends crowded the aisles to pay their last tribute of respect to the one who was greatly loved in the neighborhood where she spent most of her life devoted to any good cause in the church as well as in the domestic duties of her home.

Dr. W. E. Johnson conducted the service, and delivered a very urgent address from the last part of the first chapter of First Epistle general of Peter: "Sometime We Shall Understand" by her request was rendered by the choir.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

Deceased was 37 years old and leaves a husband and one child, Ida Beatrice, 13 years of age. She was a widow of 61 years old and was the mother of one child, Ida Beatrice, 13 years of age.

MERCHANTS TODAY TO TAKE GRIP ON QUESTION OF BETTER WATER SERVICE.

Jump in Insurance Rates Started Them Thinking Seriously, and Toronto Conflagration Was a Spur to Action—Gravitation System from Donaldson Lake Finds Favor—Alderman Macrae's Views.

The merchants are to take a grip of the question of increased fire insurance rates this afternoon and, going further back, they will wrestle with the city water problem. They're in earnest, too. This lifting of fire insurance rates has brought matters to a head and something is to happen, they say.

To some firms the increased rates of insurance means hundreds of dollars more in premiums. They recognize that the fire underwriters would rather see a proper water service than charge high rates, and that the insurance men's action has been necessary for their companies' protection. Yesterday the plans for the meeting were decided upon.

The meeting will be held at 3:30 o'clock this afternoon in the board of trade rooms. When the fire insurance rates were raised a couple of weeks ago there was talk of a merchants' meeting to discuss the situation. Then, a few days ago, notices were sent out notifying certain firms of the increase. This accelerated action, and when the Toronto conflagration was read of it made the need of action doubly necessary. Yesterday the plans for the meeting were decided upon.

The *Telegraph* has heard of one firm whose insurance bills will be \$200 a year higher under the new rates; another will have to pay \$200 to \$300 more; still another \$800 and even higher than that as heard of.

A prominent insurance man discussing the situation yesterday said that the forty cent increase will apply in all parts of the city except Carleton. Being in low level or high level service, whether situated in a place where there is a fairly good head of water or not, the increase will apply just the same. The city, he said, needs two standard chemical engines, two hoses to each and a station for each. There are certain matters connected with the running of the fire department, he says, which need attention also.

But what he, as an insurance man, would like best to see is the supplying of the city by gravitation, he believes. Lake Donaldson will give what is needed. The lake, he says, is 302 feet high and would give the city a most satisfactory supply. There would be great pressure on the water, and the extension to Lake Donaldson would be no need of a costly fire fighting engine. Two chemical engines and a reserve steam engine would be all the extra apparatus necessary.

He pointed out that in the days of Mayor Grant as chief magistrate of the city an expert, Mr. Steeley, was brought here and examined the city's water service and possibilities of supply. He suggested and in fact gave his opinion that the city's water must be drawn from Lake Donaldson. But his report was pigeon holed and has never been acted upon. Others have gone the same way.

The insurance man expressed his belief that Lake Donaldson and the water that was connected with it, and that by extending the city pipes to Lake Donaldson such a supply as will be entirely satisfactory will be available.

Suggestion That Expert Be Brought Here.

Yesterday the suggestion was made by a business man that the city bring an expert here to look into the whole matter.

Hampton Ferry. The deceased was in his twenty-second year. For some years Mr. Hallett had been prominently identified with the Salvation Army.

Thomas Boyle. The death of Thomas Boyle, Jr., occurred at the home of his father, Thomas Boyle, Mac's Bay, on the evening of April 12. Deceased, who was about twenty-nine years of age, had been ill more than six years, and was a great sufferer from rheumatism. He was a native of England, and after coming out of England for many years, Capt. Robertson retired nine years ago. He is survived by a son and daughter, H. P. and E. M. Robertson, St. John, are nephews.

Mrs. John F. McGinnis. The death occurred at Victoria Hospital last night of Mrs. John F. McGinnis, formerly Mrs. Mary Elizabeth Donovan. She was 70 years of age, and had been operated upon several years ago, but another operation became necessary, and on Monday morning she was taken to the hospital. She was operated upon, but never recovered.

Deceased was a native of Boston and was wedded to Mr. McGinnis when he was employed in that city. She was forty-four years old, and, besides a husband, is survived by four sons, William, James and Thomas at home, and Edward, at present away on the drive, and one daughter, Bessie.

Mrs. Sarah Jane Gibbs. The death of Mrs. Sarah Jane Gibbs occurred at the home of her brother, C. R. Gibbs, 301 Union St., Wednesday. Deceased was a great sufferer from rheumatism for thirty-eight years. For twenty-two years she had been unable to stand upon her feet, and for more than a year past she had been quite helpless. A service was held last night at the residence of her brother, and the body will be taken to Kene, Kingston, by boat this morning for interment.

Mrs. Margaret Sullivan. Mrs. Margaret Sullivan, widow of John Sullivan, died on the 18th inst., at South Weston. She was 70 years of age, and was a native of Ireland. She was a member of the St. John's church, and for years has lived in Boston. Cornelius Sullivan, of Hampton, and one other son survive.

William Hallett. William Hallett, of Hampton, who died in the asylum Friday, was the youngest son of the late Samuel Hallett, formerly a merchant of St. John, and postmaster at

Hampton Ferry. The deceased was in his twenty-second year. For some years Mr. Hallett had been prominently identified with the Salvation Army.

Thomas Boyle. The death of Thomas Boyle, Jr., occurred at the home of his father, Thomas Boyle, Mac's Bay, on the evening of April 12. Deceased, who was about twenty-nine years of age, had been ill more than six years, and was a great sufferer from rheumatism. He was a native of England, and after coming out of England for many years, Capt. Robertson retired nine years ago. He is survived by a son and daughter, H. P. and E. M. Robertson, St. John, are nephews.

Mrs. John F. McGinnis. The death occurred at Victoria Hospital last night of Mrs. John F. McGinnis, formerly Mrs. Mary Elizabeth Donovan. She was 70 years of age, and had been operated upon several years ago, but another operation became necessary, and on Monday morning she was taken to the hospital. She was operated upon, but never recovered.

Deceased was a native of Boston and was wedded to Mr. McGinnis when he was employed in that city. She was forty-four years old, and, besides a husband, is survived by four sons, William, James and Thomas at home, and Edward, at present away on the drive, and one daughter, Bessie.

Mrs. Sarah Jane Gibbs. The death of Mrs. Sarah Jane Gibbs occurred at the home of her brother, C. R. Gibbs, 301 Union St., Wednesday. Deceased was a great sufferer from rheumatism for thirty-eight years. For twenty-two years she had been unable to stand upon her feet, and for more than a year past she had been quite helpless. A service was held last night at the residence of her brother, and the body will be taken to Kene, Kingston, by boat this morning for interment.