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CAPTAIN W. H. GAYTON MEETS SUDDEN DEATH

Commander of the Meams Succumbs to Attack Aboard His Vessel

Death came suddenly a little after noon today to Captain William H. Gayton, of North End. Captain Gayton was eating his dinner aboard his schooner, the Meams, now in port, when he was stricken with paralysis and died before medical assistance could reach him.

Captain Gayton was about as usual yesterday and this morning and had been conversing with friends and relatives and was apparently in the best of health.

News of his sudden death will prove a shock to all who knew him. He was about sixty-five years of age and was one of the most successful coasting mariners that have sailed out of St. John. He was particularly well known along the coast.

the water front and was popular with a large circle of shipping men not only in St. John but wherever his voyages took him. He ranked high as a most efficient captain and sailed the waters of the bay for years, especially while in command of schooners of Peter McIntyre, North End ship owner.

Captain Gayton leaves his wife, who resides in Harrison street, two daughters, the Misses Aline and Daisy, and two sons, Captain Gooderich, also in the service of Peter McIntyre, and William.

SOLDIERS ILL HERE.

Because of cases of illness among men of the 27th Battalion in Martello Hospital, some ladies of the Lancaster Red Cross Society (connected with a West End circle) have been sending fresh eggs, jellies, blanc mange and other suitable delicacies to the sick men and this has been greatly appreciated. The demand, however, has got beyond the ability of the few ladies who have been helping. Fresh eggs are always in demand, as well as other table delicacies. Thus far contributions have been from individuals only, though the Lancaster Red Cross sent thirty-five garments to the institution yesterday.

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CARLETON MOTHER HEARS FROM HER TWO SOLDIER SONS

Letters Come From Vincent and Walter Joyce

Former Wounded And in Hospital For Second Time—Both Boys in Vimy Fight—Walter Meets West Side Friends in No Man's Land

Mrs. Michael Joyce of 293 Guilford street, West St. John, has received letters from both her sons at the front. One from Vincent reports his being wounded in recent fighting and of his removal to England. The other was written by her son Walter, who is still fighting in France. This is the second time for Vincent to be in the casualty list. He was sent to hospital last summer suffering from shell shock, returned to the trenches to be twice buried under avalanches of earth and to be wounded. He was seventeen years of age when he joined a Highland regiment in Montreal two years ago. He was employed in the C. P. R. there. He writes:

April 21, 1917.

Dear Mother:

Just a few lines to let you know that I have arrived O.K. in England. I think I will be two or three months here at I expect to be confined to bed for two months at the least. I got hit in the leg with a high explosive shell. The leg was broken. This is my second offence. I was in the big drive with the Canadians when they took Vimy Ridge. The people of England seem greatly appreciative towards the boys from across the sea for their good work at this battle. Walter and Mike were both in it, but I don't know how they made out as yet. This good work of our boys will show the people in Canada, that their sons are made of the right stuff. They surely are doing their bit and I think that I did mine. I am in King George Hospital. I would be able to write much better if it were not for my position in bed, but I will do better next time. For the present I will close my letter. You will write me often as I can greatly enjoy word from home now.

Your loving son,
VINCENT M. JOYCE.

The following letter was received from Walter. It was written before the big drive.

France.

Dear Mother:

Just a few lines to let you know that I received your parcel of socks all right and also the tobacco. I was not feeling very well recently, but am O.K. at present. My birthday was April 11 and I am glad to say I spent it in the trenches. I met Mike on Good Friday. Vincent showed him where I was and that same night I went up to his battery and saw a lot of fellows I knew. I met Jimmy and Willie Keleher out in No Man's Land. We had a good hand game and parted. It was the first time that I saw them since last May. The weather is very disagreeable and the mud shows no sign of drying yet. In my estimation, Mother, I don't think this war will last very much longer. Well, I really can not find much more to say, so will stop.

Your son,
WALTER.

STOLEN IN CHILDHOOD; SISTER NOW FINDS HER

Strange Story That Involves Annie Parker of McCarthy Murder Notoriety

(Moncton Transcript.)

Miss Caroline McGrath arrived in the city yesterday afternoon from the States to take her sister, Miss Edna May McGrath, back with her. It is said that her sister living here and known as Edna May Horne, was kidnapped from the cradle when only an infant and has been living in the city ever since.

In the fall of 1915 appeared the story of the discovery in this city of a young woman, Edna May McGrath, who was supposed to be stolen when an infant.

A sister in the States in some way heard of her being here and asked the Lynn, Mass., police to investigate. They in turn wrote to the Moncton police who looked into the matter with the result that the mystery was cleared up. It was proved that the girl had been living with a Mrs. Horne, whose maiden name was Annie Parker and who in her younger days had attained considerable notoriety as a witness in the noted McCarthy murder case. Mrs. Horne died several weeks before this investigation but she had told the girl that some day she would impart to her a secret about her life. Death came too suddenly and the truth was never learned.

Further investigation showed that in the year 1900 Annie Parker was employed as a nurse by a gentleman named McGrath, in Boston. Three or four months after the birth of a girl child, both baby and nurse disappeared, and further illness in the family distracted the minds of her relatives and prevented a close search at the time. Fifteen years later, when the older sister, Caroline, grew old enough to realize the significance of the matter, she instituted the enquiries above mentioned, which terminated in the discovery and location of her lost sister.

The girls met for the first time yesterday afternoon and will leave some time this week for the States.

NORMAN MCGLOAN NOW IS MANAGER OF BOSTON OFFICE

Many friends of Norman L. McGloan of St. John, who has won his way by energy and ability in the financial world, will be pleased to learn that he has been appointed manager of the Boston office of Glidden, Lyon & Co., of the New York Stock Exchange.

SERGT.-MAJOR BERT LLOYD IN ENGLAND FOR COMMISSION

Mrs. M. Lloyd of 51 Harrison street has received a letter from her son, Sgt.-Major Bert Lloyd of the 20th Battalion, stating that he was now in England preparing for a commission.

INQUIRY INTO GROUNDING OF MASKINONGE

Captain Demers Holds Court in St. John

Circumstances Detailed by Commander of Vessel And Pilot—Comment on Fact That Vessels Are Not Notified of Berth Till Reaching Inner Harbor

An official inquiry into the grounding of the Dominion Coal Company's steamer Maskinonge was held in the court house this morning by Captain L. A. Demers, the Dominion wreck commissioner, assisted by Captain A. J. Mulcahey and Captain James Hayes as nautical assessors. Evidence was given by Captain Benjamin Griffiths of the steamer, Pilot Robert Doherty and D. G. McAlpine, marine superintendent of the Dominion Coal Company.

The most important point brought out seemed to be that there had been no uncertainty regarding the time when the steamer was to dock she could have remained outside the inner harbor. Such was the case with regard to the Maskinonge, and at the time she began to negotiate the inner harbor the master and pilot were of the opinion that she was to dock that morning. In the channel they learned that the ship was not to dock until Monday morning and therefore took the only available berth.

The Evidence

Captain Griffiths was the first witness called. He said about the movements of his steamer from the time he arrived outside the island until she grounded on the mud bed. After Pilot Doherty had left the steamer on the morning of the accident, he said, his men remained at the posts and when he noticed his ship dragging her anchors he endeavored to bring her about and check her headway. He had the engines working when she struck, but had not time to get the steamer under control. In answer to Captain Demers he said of the orders he had issued and also of the manner in which the ship had been anchored.

Pilot Doherty held of boarding the steamer on the morning in question and bringing her up to the inner harbor and mooring her. He stated the tide was running about five or six knots. When asked if he had informed the captain that the steamer was to be moved, he had done so, and had advised him to drop both anchors. He answered several technical questions regarding the manner in which he had moored the steamer.

Upon entering the inner harbor and learning that the steamer was not to dock until Monday morning he gave orders to drop the port anchor. Ninety fathoms of chain were run out and then the starboard anchor was dropped. When the steamer was brought to she was about midway in the channel. Soon after the anchors had been dropped the steamer began to drag and after running a short distance she brought up. Considering that everything was all right in the matter of anchoring, the pilot was asked permission of the captain to go ashore and was told he could do so. He had been in his home only a short time when he heard the ship dragging and he hurried to the wharf. He saw that the steamer had dragged her anchors and had grounded. He went on board and advised Captain Griffiths to run out the port anchor as far as possible. When he arrived on board both anchors had been lifted.

When asked if it would not have been advisable to anchor the steamer off her berth, Pilot Doherty said it would not have been advisable as the currents there are exceptionally strong at freshet time and the water is very deep. When the steamer began to negotiate the inner harbor, he said, both he and the captain were of the opinion that the ship was to dock, but when they arrived in the channel they learned that she was not going to do so until Monday. He then moored her in the only available berth.

In answer to Captain Demers he said he thought it would be advisable if orders were issued regarding the docking of a steamer before they began to negotiate the inner harbor. When asked if he thought it was right to leave the steamer after she had dragged her anchors, he said he considered it all right as the steamer had brought up and apparently was secure. He had personally inspected the anchors prior to departing to see that they were holding, but the right anchor had come out.

When asked the nature of the bottom at that place he said it was mud. Asked if he thought it was not a poor holding bottom, he said he did not, as it was considered good.

In answer to Captain Mulcahey and Captain Hayes he told about the tides at the time the steamer grounded.

Mr. McAlpine, marine superintendent of the Dominion Coal Company, said he arrived in this city on last Wednesday. In answer to Captain Demers, he said, he found everything as reported. When asked if he had received all assistance possible when the ship was grounded from port officials, government officials, etc., he said he had. He told of the government steamers, Aberdeen and Doherty rendering all possible assistance. He wished to thank all port officials, government officials and others who furnished assistance in floating the steamer. He believed they had considered it a patriotic duty and had done everything in their power. He also wished to thank the court officials for holding the inquiry at such an early hour in order to facilitate matters.

When asked by Captain Demers if he considered that the steamer had been floated as soon as possible, he said he did. He said that the reason for not attempting to float her sooner was owing to freshet and the unfavorable tides.

Captain Demers said his reason for asking the question was owing to the security of tonnage.

This brought the inquiry to a close. Captain Demers said that he would consider the evidence and give a decision within ten days.

Halifax Recorder—Mrs. M. J. McGrath of St. John, is visiting her mother, Mrs. Wm. Pagan, Victoria road, and to attend the Dalhousie convention, at which her daughter, Mona, is to graduate.

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They are made of first-class fine French Serge and Gaberdine Cloths, in black, Russian green, navy blue, African brown, black and pencil stripes. This will be found the most attractive offer of the season.

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MAY 9, 1917

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Arrow Shirt, with stiff or soft double cuff	\$1.50 to \$3.50
Sport Shirts, in white, fancy stripes and grey flannel	\$1.00 to \$2.00
Outing Shirts, with collars attached, in white, fancy Ceylons and Crepes	\$1.00 to \$2.00
Real Jap Silk Shirts, colors—white, cream and light tan	\$3.50 to \$4.50
Dr. Jaeger's Wool Taffeta Shirts	\$5.00 and \$5.50
Stout Men's Shirts, with extra large bodies, neat patterns, sizes 16-12 to 18	\$1.25 to \$2.00 each

Ground Floor.

OAK HALL SCOVIL BROS., LIMITED ST. JOHN, N. B.

Dear Mary:—

When you bought your new furniture did you overlook buying a nice bed-couch? Well, I did and when company came all four of us tried to pile in to one bed. We put James and Ruth in the middle to keep them in and what do you think? I fell out. It was so funny but I might have broken my arm.

I just must have a new couch which, when needed can be converted into a bed. Don't you, too, need one?

Hastily—HELEN.

P.S. Let's do down today and look at new COUCHES at

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THE HOUSE FURNISHER

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