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Deceased was born in Newark fiftytwo years ago and came to Hackettstown to make his home with his uncle, Thomas Brant, when a lad of ten years. His father was Stewart Brant, employed in the secret service of the U.S., and afterwards connected with the Newark of police department. He learned his trade as a carriage trimmer with his th uncle and remained a member of his wb family until his marriage. When the me end of the Town's prominence as carriage manufacturing centre came las Mr. Brant got employment in the pasfou senger department of the Lackawanna Ho and was a brakeman on the Hackettstown express until his last illness inthe capacitated him.

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Mr. Brant's local social interests largely centered in the Fire Department, and he was a charter member of Cataract Hose Company. He had been foreman of his company and Chief of the Department. His interest in everything that pertained to fire matters was absorbing and his enthusiasm contageous. His wife and only son survive him.

The funeral services were held from ar his late home on Tuesday with interment in Union Cemetery. Dr. Owens ti of the Methodist church conducted the service and the Fire Department were an escort of honor to his last resting place, the six surviving charter x members of the Hose Company acting as pall bearers, i. e.: Nathan Klotz, George W. Smith, W. A. Ackley, George T. Everitt, R. G. Clark and Elias R. Bell.

The Storm King.

Newark Evening News MJ September 23,1901 Obituary: Tames S BRANT Date of death

James S. Brant died at his home on Moore streetearly last Saturday morning of Brights disease. He has had he sympathy of a large circle of it friends during the months of hopeless invalidism.

Deceased was born in Newark fiftytwo years ago and came to Hackettstown to make his home with his uncle, Thomas Brant, when a lad of ten years. His father was Stewart Brant, employed in the secret service of the U. S, and M afterwards connected with the Newark αf police department. He learned his trade as a carriage trimmer with his th uncle and remained a member of his family until his marriage. When the end of the Trun's prominence as a carriage manufacturing centre came m Mr. Brant got employment in the passenger department of the Lackawanna and was a brakeman on the Hackettstown express until his last illness incapacitated him.

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