Starting to Save.

The beginning made, regular deposits will soon grow to be a habit, and one of the best you ever formed.

Deposits made will draw interest at 4 per cent.

There is no limit to the amount which may be deposited with us.

Canada Permanent Mortgage Corporation.

Total Assets over........................$24,000,000.00

Paid-up Capital........................6,000,000.00

Reserve Fund........................2,000,000.00

Maritime Provinces Branch, Prince William Street,

St. John, N. B.

Financial and Commercial.

WHEN STRATHCONA AND MOUNT STEPHEN MADE BIG FORTUNES

The early days when Lord Strathcona and Lord Mount Stephen made the foundation of their fortunes in the west, are always interesting to read about, and a writer in the Bankers' Magazine adds a little to the well-known story.

He writes: "Once I had the pleasure of hearing from Lord Mount Stephen himself the story of his Manitoba venture and the chain of accidents that led him into it.

"Somewhere about 1877, three directors of the Bank of Montreal—Donald Smith, George Stephen and R. Angus — were in Chicago prosecuting a lawsuit on behalf of the bank, The hearing had to be adjourned from Friday to Monday, and they hesitated between returning home for the two days or remaining in Chicago. While they were discusing the point, Mr. Stephen remembered having received, not long before, a letter from an old Canadian friend, Mr. Hill, about a railway he was building from St. Paul up the Red River Valley. He suggested taking a run up to see it, which was agreed to. They liked the country so well and the prospects of the road seemed so favorable, that an agreement was speedily made to take a hand in finishing it.

"But first they had to obtain control, and that proved a difficult business. The road had been started with Dutch capital, and most of the stocks and bonds were held in Holland. Mr. Stephen went straight over to Amsterdam, hunted up the Dutch holders and made them an offer, which they gladly accepted. In a comparatively short time the Montreal syndicate secured a free hand, and Mr. Hill went ahead with the road at double speed. He had a straight run of luck right through to the end. The first crop of wheat raised in the Red River Valley after the road got through was a record. Wheat prices that year were away up sky-high. The syndicate admitted having cleared a million sterling apiece, and that was only the beginning of their campaign.

"It is now no secret that the millions so quickly made in the Red River Valley soon afterwards went into the Canadian Pacific. But for that accidental visit of the three Bank of Montreal directors to St. Paul in 1877, the Canadian Pacific scheme might have been hung up for another ten years, and the opening of the Northwest might have been that much delayed. But for it there might have been no Great Northern Railway, no Northern Pacific corner in Wall Street, no Northern Securities Company, and, perhaps, no J. J. Hill."

J. S. BACHE'S LETTER

NEW YORK, October 13, 1905.

Dear Sir:—The chief influence on prices during the week was Vice-President Vanderlip's speech before the Bankers' Association at Washington. It was interpreted unfavorably on the "Street," and prices scored a sharp decline under pressure of a considerable volume of short selling and some liquidation of speculative accounts. That "Wall Street' 'attached an erroneous interpretation to Mr. Vanderlip's remarks is certain. No one doubts for a moment that over-speculation is dangerous, but there has, as yet, been no over-speculation, nor is there any large amount of stock held in weak hands. On the sharp decline very little long stock came out and the bears, hastening to cover, bid up prices on themselves. The buying on the decline looked much better than the selling.

With the exception of the break on Wednesday the market continued dull and irregular. It was quite largely professional and traders seemed satisfied with small profits either way. The money market was the chief consideration. Foreign exchange strengthened somewhat on the arrival of gold imports, and at present figures further engagements are improbable, although exchange would undoubtedly decline sharply on any signs of stringency in the local money market. Call money continued firm at around six per cent. and this alone was sufficient to curtail speculation.

One of the features of the market has been the excellent demand for low-priced industrial shares. Steel stocks have remained in good demand, and the market on the U. S. Steel common stock is broad and active. Other issues, such as U. S. Cast Iron Pipe, American Locomotive, American Steel Foundries, Union Bag and PaPer and International Paper are being given some little attention.

The business situation continues to show improvement, stimulated by the harvesting of our enormous crops. Steel and iron are in better demand, and all the iron, steel and equipment companies are doing an excellent business at increasing prices. It is estimated that the Steel Corporation for the year will earn about $117,000,000 net, or 60 per cent. greater than in 1904. For the year 1906 it is expected the Corporation will earn fully $140,000,000.

Recent annual reports are not unfavorable:

Company.	Surplus App. to Com.	Common Stock.	Per Cent. Earned
Pacific Coast	$ 832,996	$ 7,000,000	11.89
Western Union	5,960,865	97,370,000	6.12
Wis. Central	55,844	17,500,000	.32

For the immediate future the market will in all probability continue dull and professional until such time as money rates fall below their present level. With high-priced railroad issues netting less than 4 per cent. it is hard to induce speculative buying so long as money remains at 6 per cent. Were it not for this circumstance it is probable the Great Northern "melon" of 36 per cent. would have had a more favorable influence on prices. Hence speculation is apt to extend more and more to low-priced issues. We feel that prices will work higher in time, but the market is in a nervous condition, and any unfavorable development might cause a break of two or three points. Purchases of low-priced isues on recessions and profit-taking on rallies will probably prove profitable during the next few weeks.

Yours very truly,

J. S. BACHIE & CO.

THE MONTREAL STOCK MARKET

A Quiet Tone---Money Will Be High---Prices a Trifle Lower Than Week Ago.

(Witness, Friday.)

Local stock market conditions have been quieter throughout the past week, owing to the irregular tone of the New York market. It is now generally recognized that money will continue high until the end of the year, and although operators have been reluctant to see lower prices, the bearish influence of dearer money has had a slow but sure effect in that direction. Call money is stil above six per cent., and, if this rate continues, it cannot be expected that market operations will be aggressive, especially when it is considered that prices are higher than is warranted by conditions, however favorable the outlook may be for a year of record production. The much quoted Mr. Vanderlip has cast his die in favor of lower prices, in his declaration that the market price of securities is now at a high level, and in furthermore stating that if speculation were to start from this level there could be nothing but calamity awaiting the operator. Mr. Vanderlip knows of what he is talking, and such advice is sure to sink deep into the minds of all those who were of the opinion that the prospects of trade were so great as to justify the most violent period of speculation. We may now look for a steadily declining market, especially in those high-priced speculative issues around which have been cast so many spells of romance and optimism. The local market has made no material change since a week ago, excepting in the volume of business transacted. There has been a moderate turnover, but nothing to be compared with the business of last week. During that time, there was some very excellent buying on investment account, which is a most healthy state for stock market transactions. There has been a slight falling off from the prices existing a week ago, but no stock has made more than a point, loss within that time, excepting Canadian Pacific, which has become one of the most speculative on this market, under the influence of London and New York.

THE WHEAT MARKET

Viewed broadly, wheat should be counted good, safe property at around current prices, says the Record-Herald. World's crop this year is about the same as that of a year ago, and it is safe t oassume that reserves carried over are much lighter. America, which had the short crop last year used up all her wheat despite high values maintained throughout the season.

The crop shortages this year are on the other side of the Atlantic, and if, the effect is anything like the same as last year, the consuming countries will bid higher sooner or later for their supplies. It is hard for the home trader to take a broad view of the situation when the necessities of the immediate present are upon him.

With practically unlimited marketings of spring wheat, and the possibility of a supplementary fair movement of winter wheat at hand, it is hard for the buyer to be patient, and wait for legitimate trade conditions to assert themselves. Two things, however, should be borne in mind.

One is, that prices have steadily advanced here and at the important points of accumulation in the Northwest all through the recent heavy marketings, and the other is that the successful men of last year, and the largest merchandisers of actnual wheat are either already in possession of more or less liberal quantities of wheat or have modified previous bearish views and ceased to campaign vigorously on the selling side.

WALL STREET

NEW YORK, Oct. 16—Prices started downwards at the opening of the stock market today in sympathetic response to the heaviness of the London market. The changes were narrow with very few exceptions, and the amount of business done was small. International Power sold at a decline of 2 points and Locomotive and American Smelting fell three-quarters. The market opened heavy.

HOME LIFE AND THE PEOPLE'S LIFE

Two Canadian Companies Have Become Amalgamated --- The Saving Is $40,000 in Expenses.

(Toronto World.)

The Home Life Association of Canada have taken over the insurance contracts of The People's Life Insurance Company, amounting to about two and a half millions of dollars, which, with the four and a half millions of insurance business in force by the Home Life Association, will give the latter company an insurance business of about seven millions of dollars, with an annual premium of about a quarter of a million dollars.

The Hon. J. R. Stratton becomes president of The Home Life Association of Canada, and J. S. King retains the vice-presidency. J. K. McCutcheon becomes managing director of the associated businesses, and assumed the duties of his new position in The Home Life Building yesterday.

The board, although not fully completed, has among its membership: The Hon. J. R. Stratton, president; J. S. King, wholesale boot and shoe manufacturer, Toronto, vice-president; J. K. McCutcheon, managing director; Rev. Dr. Briggs, Methodist Book Room, Toronto; D. W. Karn, manufacturer of pianos and organs, Woodstock; C. Kloepfer, manufacturer, Guelph; J. L. Hughes, public school inspector, Toronto; J. W. Lyon, capitalist, Guelph; Jas. J. Warren, barrister, Toronto; J. C. Curry, K. C., county crown attorney, Toronto; Geo. Amoyt, manufacturer, Quebec;G. W. Body, Portage la Prairie; Prof. J. F. Tufts, Acadia College, Wolfville, N. S.; J. F. Huff, Winnipeg; J. H. Spencer, Medicine Hat.

It is understood that the contracts in force with agents of both companies throughout the Dominion will not be disturbed by the new management of the Home Life.

It will be gratifying to policy holders to know that following the amalgamation of the busines of these companies a saving in the neighborhood of $40,000 will be effected in general expenses, and that the two businesses, being under one management, will thus prove to be more beneficial to policy-holders generally.

The office of the People's Life Insurance Company will be with the Home Life Association in the Home Life Building from this time forward (northwest corner of Adelaide and Victoria-streets).

THE OGILVIE CO.

The Big Flour Milling Company Had a Profitable Year---The Officers.

MONTREAL, Oct. 13—The shareholders of the Ogilvie Flour Mills Co., Limited, held their fourth annual meeting yesterday afternoon. The annual report issued by the president showed satisfactory results for the past year.

The company's balance sheet showed that the profits of the year ending Aug. 31, 1905, amounted to $472,230.32, which, with $87,878.63 at the credit of the profit and loss account, 1904, makes the total $560,103.95, out of which interest was paid on the bonds $60,000; dividend on preferred stock, $112,000; dividend on common stock, $87,500; total, $289,500, leaving at the credit of profit and loss account $300,-608.95. The company's rest account now amounts to $1,000,000, and the special insurance fund to $50,000, and the other property reserves amount to $150,000, or a total of $1,200,000. The following directors and officers were elected for the ensuing year:

C. R. Hosmer, president; F. W. Thompson, vice-president; Sir George Drummond, Sir H. Montagu Allan, E. S. Clouston, H. S. Holt, and Sen. G. T. Fulford, directors; Geo. Creak, auditor.

The following officers were appointed:

Shirley Ogilvie, secretary; S. A. McMurtry, treasurer; W. A. Black, western manager; F. H. Anson, general superintendent; Thos. Williamson, assistant to the president; Col. A. E. Labelle, local manager.

GRAIN CONGESTION GROWING WORSE

Georgian Bay Ports Crowded With Loaded Vessels---Elevators Are All Full.

The situation among the grain merchants and the shipping companies is fast assuming a serious condition. At present there are two main features to the markets. There is a great shortage of cars to bring the grain from Georgian Bay points, and there is a heavy congestion at the elevators on the Georgian Bay. At Depot Harbor yesterday there were four vessels waiting to unload, and there was practically no room in the elevators. The captains of the vessels were unable to tell when they would be able to get away from Depot Harbor to go west again for another load. The four vessels referred to carried between them 600,000 bushels of grain. At Fort William there is an exactly contrary condition of affairs. The vessels instead of being able to take on a cargo in half a day are obliged to wait as much as two or three days in order to get a full load. Apparently there is no shortage of vessels, as they have been able to keep Port Arthur and Fort William practically clear all season. The difficulty at Depot Harbor, it is feared, will only become worse from now on until the close of navigation, and the inconvenience to Ontario millers will be great.

The trouble is aggravated by the congestion at Buffalo, where the elevators are overtaxed and the cars and canal barges available are wholly unable to cope with the large offerings. The canal there has practically lost its great influence as a grain carrier, and the number of barges available for the work has fallen off. For points in Eastern Ontario the difficulty is not so great as the vessels going through the Welland Canal can find good accommodation in the elevators at Kingston and Prescott.

NEW YORK STOCK MARKET

Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker.

Monday, Oct. 16.

	Saturday's Clos'g.	Today's Open'g.	Noon.
Amalg Copper	84¾	84⅝	85
Am Sugar Rfrs			140
Am Smelt & Rfg	128	127½	127½
Am Car Foundry	38	37¾	37¾
Am Woolen	37¾	37¼	37¼
Atchison	88¾	88⅝	88⅛
Am Locomotive	60⅜	60	59⅞
Brook Rpd Trst	72⅛	71¾	71⅞
Balt & Ohio	112⅝	112¼	112
Chesa & Ohio	57	56⅝	56⅞
Canadian Pacific	172¾	171	171⅛
Chi & G West	21⅞	22	22⅛
Colo F & Iron	45¾		
Colorado Southern	28⅝	28⅜	28⅜
Gen Electric Co	179½		
Erie	48⅝	48⅝	48½
Erie, First pfd	81	81	81
Erie, Second pfd	71½	71¾	71¾
Illinois Central	179½		179
Kansas & Texas	32¼	32⅛	32
Louis & Nashville	151⅝	151¼	151⅜
Met Street Ry		126	126
Mexican Central	25	24½	24¾
Missouri Pacific	104	104	103¾
Nor & Western	86	85⅞	85⅝
N Y Central	149	148½	148½
North West	217	216	216¾
Ont & Western	54¼	54⅛	54⅛
Pacific Mail		46⅝	46¼
Peo C & Gas Co	103⅝	102¾	103
Reading	121¼	121	121
Republic Stel	25⅛	25½	25¼
Pennsylvania	144	143⅝	143⅝
Rock Island	33¼	31⅞	32¾
St Paul	180	179⅞	179⅝
Southern Ry	35⅜	34⅞	35½
Southern Ry, pfd	99½	99	99
Southern Pacific	69⅛	68¾	69
Northern Pacific	207		
Natt Lead	47¼		
Tenn C & Iron	86⅝	86	86
Texas Pacific	35	34⅝	34⅝
Union Pacific	132⅝	132¼	132
U S Rubber	52¼	52⅛	52⅜
U S Steel	38	37⅞	37⅝
U S Steel, pfd	104½	104⅜	104⅜
Wabash	21⅝	21½	21⅝
Wabash, pfd	41⅝	41⅞	42⅜

Total sales in New York Saturday 172,900 shares.

CHICAGO MARKET REPORT.

Dec Corn	44¼	44⅛	44⅛
Dec Wheat	85½	85⅝	85½
Dec. Oats	28⅝		
Oct. Pork	15.75		
May Corn	43⅝	43½	43⅝
May Wheat	86⅝	86½	86⅝
May Oats	30	30⅝	30⅝

MONTREAL QUOTATIONS.

Dom Coal	78	78	78
Dom Iron & Steel	23	22¾	22¾
Dom I & S pfd	75	74½	74½
Nova Scotia Steel	65½	65	65
C P R	172¼	170½	171
Twin City	116½	116	116
Montreal Power	94	93	93
Rich and Ont Nav	72	72	72

NEW YORK COTTON MARKET.

October Cotton	9.53	9.41	9.47
December Cotton	9.77	9.68	9.70
January Cotton	9.87	9.77	9.82
March	10.03	9.93	9.97
May Cotton	10.13	10.02	10.05

BANK OF ENGLAND

The rate of discount of the Bank of England remained unchanged on Thursday at 4 per cent. The weekly statement of the Bank of England shows the following changes:—Total reserve decreased £392,000, circulation decreased £398,000, bullion edcreased £780,240, other securities decreased £4,122,000, other deposits decreased £1,217,000, public deposits decreased £3,523,000, notes reserve decreased £374,000, government securities decreased £150,000. The proportion of the bank's reserve to liability this week is 41.47 per cent, as compared with 38.6 per cent last week and 54.9 per cent a year ago.

OBITUARY

Miss Catherine McCullough

Miss Catherine McCullough, daughter of James McCullough, 182 Brittain street, died at her home Saturday noon, aged 43 years. She had been ill a long time. She formerly lived in Golden Grove. Her father, four sisters and three brothers survive. The funeral will take place this morning at 8.45 from her father's home.

Mrs. Mary Breen

Mrs. Mary Breen, wife of John Breen, of Petersville, Queens county, died on Thursday last, aged 64. She was widely known and respected. She is survived by five sons and three daughters. Thomas P. Breen, blacksmith, Marsh road, is a son. Mrs. Edward Hankard and Mrs. William Asbury, of Boston, are daughters. All the other children live at home. The funeral took place Saturday.

Roderick O'Donnell

Roderick O'Donnell, son of Mr. and Mrs. Roderick O'Donnell, of Petersville, Queens county, died in Eureka (Cal.) on the 9th inst. Mr. O'Donnell went to California about fifteen years ago and engaged in business with his brother, Daniel, in Eureka. Death was due to a stroke of paralysis. Deceased is survived by his wife, four children, three brothers in this city, and one in Montana.

PROBATE COURT

In the probate court in the matter of proving of the will of the late Martin Ring in solemn form, the evidence of John E. Ring, son of the deceased, was continued. In the course of his testimony he stated that at one time he promised his father that he would pay $100 to each of the following persons: Martin Donahue, Martin Danaher, Martin Ring and Miss McCafferty. He stated that he had intended carrying out his promise, but at present he would not bind himself to the promise until he knew the outcome of the present proceedings. Court adjourned until 2.30 o'clock this afternoon pending a settlement.

The body of Mrs. Sherwood, mother of Mrs. Norman Clarke, arrived in the city this morning and was interred in Fernhill cemetery.

The

EVENING TIMES

The only one-cent paper printing eight pages daily.

The only paper printing two colors daily.

The only afternoon paper without advertising on the front page.

The only one-cent paper printing twelve pages and a comic supplement in colors on Saturday.

The only paper publishing the new Sherlock Holmes stories.

The only one-cent paper delivered to St. John homes by our own carriers

The only paper that publishes want ads. free to subscribers.

The only one-cent paper printed on a

Two-Color Goss Press

The only one-cent paper that publishes a sporting page.

The only one-cent paper that does not use plate matter.

The only afternoon paper that prepares copy for advertisers.

The only one-cent paper with systematically arranged advertisements.

The only paper setting all advertisemets with reading matter alongside.

The only paper to read if you appreciate up-to-dateness and double value for your money.

The Evening Times is the best financial and shipping journal in St. John.

THE EVENING TIMES has the finest equipped plant of any afternoon paper East of Montreal.

IT IS THE LEADING EVENING PAPER, AND THE PEOPLE SAY SO.

STARS IN THE OCTOBER SKIES

The month of October finds the planets Mars, Saturn and Jupiter shining brightly in the evening, and Venus brilliant in the morning. Mars no longer attracts much attention, though it can be seen without difficulty in the southwest after sunset. Its daily path is very low in the sky, two degrees lower than that of the sun in mid-winter. As soon as it is dark enough in the evening it may be seen west of the meridian, about eighteen degrees to the left of the red star Antares in the constellation Scorpio. Observers of its motion must have noticed its passing by Antares early in September. This month it continues to move rapidly, and will pass very close to the five stars in Sagittarius, which older astronomers named the "Milk Dipper," because located in the Milky Way. On the 14th it will be apparently so close to the third magnitude star lettered lambda, which is the end of the handle of the Milk Dipper, that the two will make a double star, the components separated by but seven minutes of arc. In the course of the month Mars moves twenty degrees toward the east. It has ceased to be in good position for telescopic study, because of its increasing distance from the earth and its low altitude in the sky.

Saturn still shines quietly each evening in the south. It crosses the meridian on the 1st, soon after seven o'clock, and four minutes earlier each succeeding evening. Among the constellations it is found near the boundary which separates Capricornus from Aquarius, just east of the large spherical triangle which is the characteristic figure of the former constellation. It is moving slowly toward the right or westward, passing over one-half a degree this month. On the 31st it reached its western limit, and begins to move eastward again. It is in excellent position for telescopic study. The rings are inclined eleven degrees to our line of sight.

Jupiter now attracts wide attention as it rises in the evening with full splendor. One is apt to forget how bright this planet is, and to imagine that he has never seen it so brilliant before, when, as now, it rises in the east after a long absence from the evening sky. In its motion this month it will move toward the west 2 degrees. From now until next spring is a specially good opportunity for watching its changing positions, since it is near the Pleiades and the Hyadts, two of the best known groups in the sky. As its motion is quite slow, it is a good plan to make a little sketch of the star and put in the positions of the planet at intervals of a week or two. Or this may be done on a star map of the region. The bright red star below Jupiter is Aldebaran, and the V-shaped group, the V turned on its side with the vertex at the right and Aldebaran at the left hand, is the Hyades. The Pleiades are above Jupiter.

The area including these two groups and extending both east and west for 15 degrees or 20 degrees included the figure of the Bull in primitive star maps, and retains the name Taurus to this day. The word Aldebaran (usually pronounctd with the accent on the second syllable) is probably derived from Arabic words meaning "The Fellower." The star had also another Arabic name, meaning "The Eye of the Bull," which is its position in the earliest star catalogue that has come down to us. Jupiter is now very nearly midway on the line from the Pleiades to Aldebaran.

The faint planet Uranus is in the south west, near Mars. The two planets are within two degrees of each other on the 8th, when Mars passes Uranus in its rapid movement toward the east. Uranus may be found by pointing the telescope at right ascension 18h. 2m. declination S. 23 degrees 43 minutes.

Venus is the brilliant star which heralds the rising of the sun. On the 1st it rose at 2.55 a.m., and on the 31st at 4.04 a.m. It will move this month in the constellation areas Leo and Virgo.

Mercury is now in good position for observation. On the 1st it rose at 4.57 a. m., and draws nearer the sun as the days succeed each other. On the 12th it passes behind the sun and enters the evening sky, but it does not move far enough away from the sun to be seen after sunset until the month has passed.

Miss Sentimetal—"Would you die for me?
Mr. Practical—"No darling; I'll do better than that. I'll live for you, and work for you."

LATE LOCALS

Donaldson liner Hestia left Glasgow Saturday for this port. She has on board another large cargo of Scotch hard coal for city merchants.

A convention of railway ticket agents is being held at Portland (Me.) today. F. R. Perry and W. H. C. MacKay of the C.P.R. offices are in attendance.

Battle line steamer Himera, Captain Pye arrived at London today from Bremen. The Eretria, Capt. Mulcahy for this port from Liverpool, passed Cape Race yesterday at 4 p. m.

Schooner Ravola, Capt. Howard, arrived at Moncton, N. B. yesterday from New York with a cargo of hard coal. After discharging she will be loaded with lumber for New York at $4 per thousand.

The special train with the Irish Guards Band left Montreal over the Canadian Pacific Railway Sunday afternoon at four o'clock arriving in the city at 5.35 Monday morning. This is a remarkably fast run.

Frank Guthero, aged 12 years, escaped Saturday from St. Patrick's Industrial school and on being notified the police arrested him Saturday night. This morning the magistrate threatened the youth with four years and he willingly went back to the institution at Silver Falls.

add Funerals.

Contractor Crawford has a large number of men working at the grubbing near the dam of the waterworks. Mr. Crawford has a more difficult job than he anticipated. Yesterday fire wrought great destruction among the many stumps and many visitors to the waterworks viewed the pretty sight from the dam.

In Stageland, many an actor lies
Unwittingly in various scenes;
"I am undone!" the hero cries,
When "I'm done up!" is what he means.
—Cleveland Leader.

ST. JOHN FIRE ALARM.

2 No. 2 Engine House, King Square.
3 No. 3 Engine House, Union Street.
4 Cor. Sewell and Garden Streets.
5 Cor. Mill and Union Streets.
6 Market Square, Auer Light Store.
7 Mechanics' Institute, Carleton Street.
8 Cor. Mill and Pond Streets.
9 Foot of Union Street (east.)
12 Waterloo St., opposite Peters St.
13 Cor. St. Patrick and Union Sts.
14 Cor. Brussels and Richmond Sts.
15 Brussels St., near old Everett Foundry.
16 Cor. Brussels and Hanover Sts.
17 Cor. Brunswick and Erin Sts.
18 Cor. Union and Carmarthen Sts.
19 Cor. Courtenay and St. David's Sts.
21 Waterloo, opposite Golding St.
23 Cor. Germain and King Sts.
23 (Private) Manchester, Robertson & Allison.
24 Cor. Princess and Charlotte Sts.
25 No. 1 Engine house, Charlotte St.
26 City Hall, Princess and Prince Wm Sts
27 Breeze's Cor., King Square.
28 Cor, Duke and Prince Wm Sts.
31 Cor. King and Pitts Sts.
32 Cor. Duke and Sydney Sts.
34 Cor. Wentworth and Princess Sts.
35 Cor. Queen and Germain Sts.
36 Cor. Queen and Carmarthen Sts.
37 Cor St James and Sydney Sts.
38 Carmarthen St., between Orange and Duke.
41 Cor. St. James and Prince William Sts.
42 Cor. Pitt and Duke Sts.
43 Cor. Broad and Carmarthen Sts.
45 Cor. Brittain and Charlotte Sts.
46 Cor. Pitt and St. James Sts.
47 Foot Sydney St.
48 Cor. Sheffield and Pitt Sts.
51 City Road, near skating rink.
52 Pond St., near Fleming's Foundry.
53 Exmouth Street.
61 City Hospital.
62 York Cotton Mill, Courtenay Bay.

WEST END.

112 Engine House, King St.
113 Ludlow and Water Sts.
114 King St. and Market Place.
115 Middle St., Old Fort.
116 Winslow and Union Sts.
117 Sand Point wharf.
118 Queen and Victoria Sts.
119 Lancaster and St. James Sts.
212 St John and Watson Sts.
213 Watson and Winslow Sts.
214 C. P. R. sheds, Sand Point.
215 C. P. R. Elevator.

NORTH END.

121 Stetson's Mill, Indiantown.
122 Cor. Maine and Bridge Streets.
123 Street Railway car sheds, Main Sts.
124 Cor. Adelaide Road and Newman St.
125 Engine House, No. 5, Main St.
126 Douglas Avenue, (opposite Tapley's).
127 Cor. Douglas Avenue and Bentley Sts.
131 Cor. Elgin and Victoria Sts.
132 Strait Shore (opposite Hamilton's mill).
134 Strait Shore (Portland Rolling Mill).
135 Cor. Sheriff and Hilyard Sts.
142 Cor. Portland and Camden Sts.
143 Main Street (Police Station).
145 Main Street, head of Long Wharf.
154 Cor. of Paradise Row and Millidge St.
231 Engine House, No. 4, City Road.
241 Cor. Stanley and Winter Sts.
253 Wright Street, Schofield's Terrace.
312 Rockland Road, opp. Head Millidge St.
321 Cor. Somerset and High Sts, Fort Howe
412 Cor. City Road and Gilbert's Lane.
421 Marsh Bridge.

THE WORLD OF SHIPPING.

MINIATURE ALMANAC.

1905. October	Sun Rises	Sun Sets	Tides High	Tides Low
16 Mon	6.42	5.37	1.11	7.21
17 Tues	6.43	5.35	1.49	7.55
18 Wed	6.45	5.33	2.29	8.33
19 Thurs	6.46	5.32	3.11	9.15
20 Fri	6.48	5.30	3.56	10.02
21 Sat.	6.49	5.28	4.46	10.56

In Atlantic Standard Time, counted from midnight to midnight.

PORT OF ST. JOHN.

Arrived.

Monday, Oct. 16.

Schr Onward, 92, Wasson, from Bridgeport, Conn; A W Adams, ballast.

Schr Myra B, 90, Gale, from Portland, Me; Master, ballast.

Schr Preference, 242, Gale, from New York; G L Purdy, 457 tons hard coal for J S Gibbon & Co.

Coastwise:—

Stmr Harbinger, 46, Rockwell, River Hebert.
Schr Athol, 70, McLellan, Grand Harbor.
Schr Curlew, 63, Denton, fishing.
Schr Blanche, 23, Robbins, Tiverton.
Schr Selina, 59, Never, Apple River.
Schr Chaparral, 39, Comeau, Tiverton.
Stmr Beaver, 42, Turner, Harvey.

Cleared.

Schr Rewa, 122, McLean, for City Island for orders; 207,973 feet spruce plank, scantling and boards.

Coastwise:

Stmr Harbinger, Rockwell, River Hebert.
Schr Selina, Nevers, Apple River.
Schr Curlew, Denton, fishing.
Schr Maudie, Beardsley, Port Lorne.
Tug Lillie, Fardie, Musquash.

Sailed.

Stmr St Croix, 1064, Thompson, for Boston, via Eastport.

DOMINION PORTS.

MONCTON, N. B., Oct 15—Ard, schr Ravola, New York.

HALIFAX, Oct. 14—Ard, stmr Rosalind. St Johns, Nfld; brigt Ohio, New York; brigt Blenheim, Fajardo; 15th, stmr Senlac, St John.

Cld, Oct 14—Bark Noach VI, Swansea.

Sld—Stmrs Florence, London; Beta, Bermuda.

CHATHAM, Oct 14—Stmr Cheronea, Brow Head, for orders.

BRITISH PORTS.

PORT NATAL, Oct. 12—Sld, stmr Oriana, St John.

AYR, Oct. 12—Ard, bark Ymer, St John.

RUNCORN, Oct 13—Ard, bark Baron Holberg, from Shediac.

LIVERPOOL, Oct 13—Ard, stmrs Sylvania, Boston; 14th, Devonian, Boston; Lucania, New York.

PRESTON, Oct 13—Ard, stmr Nedenaes, Sherbroke, N S.

GREENOCK, Oct 14—Ard, stmr Fashoda, River Du Loup; 13th, ard, bark Anjebedg, Tiverton, Nfld.

FOREIGN PORTS.

NEW YORK, Ot 15—Ard, bark John S Emery, Montivideo.

NEW YORK, Oct 14—Ard, stmr Philadelphia, Southampton.

BOOTHBAY HARBOR, Oct 15—Sld, schr Oriole, for Sound Port.

GLOUCESTER, Mass, Oct 14—Ard, schrs Clifford C, St John for Boston; James Barber, New Haven for St John.

CITY ISLAND, Oct 14—Bound south, schr Ada, from Campbellton, via Greenwich.

Oct. 15—Bound South, stmr Volund, Windsor for Newburg.

PERTH AMBOY, N J, Oct. 14—Ard, schr Wm B Herrick, Hillsboro.

PORTLAND, Me., Oct 14—Sld, stmrs Ottoman, Liverpool.

VINEYARD HAVEN, Mass, Oct 15—Sld, schrs I N Parker, St John for Stonington; Leonard Parker, Miramichi for New York; Edyth, Halifax for do.

Passed—Schrs W H Watters, St John for New Haven; Romeo, do for Stonington, Conn; Tay, do, bound west; tug Gypsum King, towing three barges, Windsor for do.

BOSTON, Oct 14—Cld, schr R Carson, St Martins.

Oct. 15—Ard, stmr Prince George, Yarmouth.

Sld—Stmr Boston, Yarmouth.

RECENT CHARTERS.

British steamer Eretria, 2255 tons, from St John to west coast England, deals, 45 shillings.

British bark Dixon Rice, 196 tons, from Mobile to Savannah, lumber, p. t.

Norwegian steamer Gurent, 397 tons, from New York to Halifax, nitrate, $1.75.

REPORTS, DISASTERS, ETC.,

MOBILE, Oct. 12—Some fears are entertained for the safety of the British schooner Boniform, which left here a few days ago.

WILMINGTON, N. C., Oct. 12—The schooner Harriet A. Berwind, from Mobile for Philadelphia, before reported in charge of a prize crew from the schooner Blanche H. King, is at quarantine, with her mutinous crew imprisoned on board. The schoner Blanche H. King has arrived at Southport.

NOTICE TO MARINERS.

The British steamer Sierra Morena, from Java, reports that on Oct 8, in lat 37.55, lon 71.50, she passed some wreckage, which appeared to be part of a vessels' hull awash and very dangerous to navigation.

SPOKEN.

Ship Ueck (Ger), Kerjos, Vancouver, B. C., for Sunderland, Oct. 2, lat 50, lon 26.

Bark Dina (Nor.), Evensen, Delagoa Bay for Gulfport, Miss., Sept 1, lat 2 S, lon 32 W.

Bark Erasmo (Ital), from Phila for Nagasaki, bound south, Sept 30, lat 36 N, lon 38.40 W.

VESSELS NOW IN PORT

Not Cleared To Date.
Showing their tonnage and consignees:—

STEAMERS.

Almora, 2835, Schofield & Co.

SCHOONERS.

Almeda Willey, 493, J. E. Moore.
Arthur M. Gibson,296, J W. Smith.
Athol, 70, J W Smith.
Bessie Parker, 277, R C Elkin.
Cora May 117, N. C. Scott.
Corinto, 97, F. Tufts & Co.
D. W. B. 120 D. J. Purdy.
Eric, 118, N C Scott.
Etella Maud, 98, A W Adams.
Georgie Pearl, 118, A W Adams.
G H Gerry, 99, F Tufts & Co.
H M Stanley, 97, Master.
Hunter, 187, D J Purdy.
Ida M Barton, 102, J W McAlary.
Lotus, 98, A W Adams.
Malabar, 98, for repairs.
Nellie Watters, 96, F. Tufts & Co.
Pardon G. Thompson, 162, A. Cushing & Co.
Priscilla, 101, A. W. Adams.
Three Sisters, 275, J E Moore.

COASTWISE.

Dora, Parrsboro.
Emily, Advocate.
Fleetwing, Port George.
Helen M., Advocate.
Lizzie, Pt. Wolfe.
Mildred K, Westport.
Swallow, River Hebert.
Utah and Eunice, Freeport.

Note—This list does not include today's arrivals.

VESSELS FOR ST. JOHN

STEAMERS.

Evangeline from London Oct. 7.
Eretria from Liverpool, Oct. 3.
Oriana, Port Natal, Oct 12.

LATEST MARINE NOTES

Steamship Oriana sailed from Port Natal on the 12th inst. for this port direct.

Battle line steamship Cheronea, Captain Liswell, passed over the Miramichi bar last Saturday from Chatham, N. B., bound to Brow Head for orders with a cargo of deals.

Norwegian bark Alf, of Yarmouth, Capt. Anderson, is ready to sail for Buenos Ayres. She carries a cargo of 909,142 feet of lumber. Joseph Beals was the stevedore.

The schooner William B. Herrick, from Hillsboro, reported that coming in the race, L I Sound, at 5 p. m. Wednesday during a southeast gale, she carried away her maintopmast.

The British government, it is understood, has chartered the Elder, Dempster liner Zaria to bring back the English troops, numbering about 600 officers and men, from the West Indian garrison.

The showing made by the four-masted schooner, Hope Sherwood, of New Bedford, is rather exceptional. In the first year of her existence the vessel has earned 35 per cent of her original cost.

Later advices state that the schr Harry W. Lewis, Capt. Suthergreen, from Mobile to Lagua, ashore at East Bay, is in shallow water, so that tugs are not able to reach her. The despatch came from Port Eads, La.

Capt. Thomas A. Marsters has about completed the hull of the new schooner he is building at Hantsport. She will not be sparred this fall, but after some more carpenter work and caulding, will go into dock for the winter and be fitted out in the early spring. The captain is cutting up and burning the remnant of the hull of the old Bremen on the beach, for the double purpose of abolishing the unsightly old hulk, and recovering the metal bolts used in her construction.

EXPORTS

For London, per S. S. Florence, 127,435 feet spruce deals, &c., 425 barrels apples, 841 bales pulp, 1 case pictures, 1 box samples, 750 cases canned apples, 36 chests tea.

THE NEW WHARF

D. C. Clark Says He Will Be Prepared to Finish Well Within the Contract Time.

D. C. Clark, who has been awarded the contract for the new wharf, says he will be prepared to place his crib work in position within three months and to complete the superstructure well within the contract time; that he has considerable timber on hand and has offers for all he will require.

Speaking on Saturday Mr. Clark said he was only waiting until the contract was signed to start work in earnest. He intended to build the cribs at the Old Fort and when sufficiently advanced float them off into deep water, and continue building until they were nearly ready to sink. The final additions would be made on the site when the dredging was completed there. When sunk the top of the crib work would be about three feet above low water, so that the building could be continued as the tide served. He hoped to have the cribs ready for sinking in less than three months.

Mr. Clark added that from Rodney wharf the ground, when finished, would slope down gradually until the proper depth was reached on the wharf site, and in order to prevent any thing sliding down once the dredging was completed he would have to place the north crib, which would be 250 feet long, in position first. The southern crib, which would have a length of only 225 feet, could be sunk later.

As regards the necessary timber Mr. Clark said he had considerable on hand now and had offers to supply all that he wanted. The hemlock and southern pine would not be delivered, however, until the spring, but in ample time to have the wharf finished before August. He did not anticipate any difficulty in securing the red pine piles and fenders of the dimensions called for. The timber could be obtained in the Tobique district, and he was only waiting until the contract was signed to close with an offer to supply it.

The subject of possible difficulties on account of the dredging was touched upon and Mr. Clark was asked if he felt any anxiety on that score. "I don't anticipate any trouble at all," he replied. "Mr. Mayes is a fair man, and I have no doubt will do what is right when the time comes. I have never had any trouble with him in the past and I don't expect to have any now."

The recorder, who has been instructed to prepare the contract for the new wharf, said on Saturday that it would be ready in a few days. Formal ratification by the board of works would follow at an early date, and it would then be submitted to Mr. Clark for signature.

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