# 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.*

## THE MENACE OF THE NATION

### J. Edward Simmons Says It is Dishonesty---Points to Corruption in High Places and Corporations---Sees in Trust Great Danger of Monopoly.

ANNAPOLIS, Md., Oct. 5.—The annual convention of the Maryland Bankers' Association began here today, and was attended by a large number of bankers from the counties and from points outside the state. J. Edward Simmons, president of the Fourth National Bank of New York, delivered an address on "Honesty Is the Best Policy." He said he believed that dishonesty in high places in the state, the judiciary and great financial institutions and corporations, and palliation of such acts by the masses gravely threaten the future of the country. He pointed to the lessons taught by the fall of the ancient Roman republic, the reign of terror in France, and the disasters which befell Russian arms in the recent conflict in the Far East, all of which, he said, were due to palliated dishonesty. He called upon the members of the association to give their assistance to remedying a condition which makes it possible "for men who pose as the salt of the earth and who condemn, without reserve, those who steal fifty dollars or forge a check of a hundred dollars, or accept a bribe, and themselves make millions by lying, by misrepresentation, by fraud and by bribery," without receiving punishment or even criticism, while the man who steals the paltry sum is sent to jail.

Mr. Simmons said that the workings and dangers of great corporations and multi-millionaire enterprises have not been and are not so fully understood as their advantages. He believed that their dark side should be investigated and set out as lucidly and forcibly as their bright side. He continued:

The life of a nation, especially of a republic, depends to a great degree on the intelligence of its citizens. How is it that in a land where education is general, corruption thrives and dishonesty rules? Have we trained the intellect too much and the moral sense too little? Let us not mince the truth. To make one successful villain takes hundreds, perhaps thousands, of fools What has caused the humiliation of the once proud Russian empire during the last two years? The corruption of its bureaucracy, the fraud of its magistrates and the dishonesty of its naval and military administration. I cannot look upon the present conditions in our country with a light heart, and I appeal to you one and all, to work with might and main to conquer this most insidious enemy of our fatherland.

"I recognize readily the vast blessings which union or consolidation for business purposes, if properly guarded and honestly conducted, may bring upon the nation. We must not forget, however, that all trusts are monopolistic in tendency, and that almost every industrial consolidation that has been formed has had for its object the curtailment of competition; and every thoughtful man knows that the more you curtail competition the nearer you approach monopoly; and when no competition exists, then monopoly prevails. Under exceptional circumstances it may be even justifiable to make a tariff protect an industry, but I hold that no tariff is justified that has not for its sole aim the advantage or the necessities of our country in its entirety. The man who imposes a duty, or leads another, with or without a bribe, to impose a duty, in order to fill his pockets, is dishonest, and all the more baneful in his dishonesty because he extracts his plunder, without danger to himself, from the pockets of those who cannot resist.

"Great corporations and multi-millionaire enterprises, whether conducted by the State or by its citizens, are modern growths. Their workings and their dangers have not been and are not as fully understood as their advantages. In the interest of the nation and of its citizens their dark side should be investigated and set forth no less lucidly and forcibly than their bright side, and their advantages should not be ignored, nor should their evils be fostered. But precisely because all their dangerous influences are not yet known, because all their deadly effects have not yet been discovered, it behooves us, as men and citizens, to be cautious in creating financial and industrial monsters which, perchance, may at last swallow the very nation that has created them. If we can restore the old, rigid standards of honesty and uprightness in all business dealings and limit and restrict the operations of trusts to their beneficial uses, eliminating the power to monopolize and oppress, we shall go far in the direction of preventing the extension of the threatening evil of Socialism. The fact that the country has awakened to the prevailing conditions and that fearless and able men are organizing and leading a campaign against them are grounds for hope that a far-reaching remedial process has already begun."

## H. S. BACHE'S LETTER

NEW YORK, Oct. 6—Dear Sir:—The feature of the trading during the past week has been the steadiness of security prices in the face of high rates for call money, and the great resistance to attempts to depress prices. Money advanced to as high as eight per cent., and 7 per cent. was the prevailing rate. Notwithstanding this unfavorable influence, coupled with renewed discussion of governmental control of railroad rates prices did not break. They eased off slowly and stubbornly, and short commitments resulted only in loss of stock. Stocks did not come out on recessions, nor so far as we can learn are there any stop orders of importance near the present level of prices.

So far as the actual trading went the industrial shares absorbed more than their share of speculative interest. Steel common sold at the highest point so far reached on this movement, and the preferred equalled its former high record. Minor steel issues came in for renewed attentions; Railway Steel Spring increased its dividend rate 2 per cent., and it is probable that Cast Iron Pipe will be placed on a 4 per cent. dividend basis. Colorado Fuel & Iron and Republic Steel were each active at sharp gains. Copper shares were more genuinely active, and showed better strength than at any time since the big advance four years ago. It seemed as though the increase in the Anaconda dividend supplied the needed stimulus to a bull market in Coppers. Other industrial shares, such as American Sugar, U. S. Rubber and American Smelting were in demand, and the buying looked to be well informed.

Recent annual reports (except the Metropolitan) continue to show heavy increases in earnings by the leading companies, and the showing of the Metropolitan was no worse than expected. A few of the more important recent statements follows:

| | | | Per Cent |
|---|---|---|---|
| | Common Stock | Sudplus Ap to C. | Earned on Com |
| Louis. & Nash... | $60,000,000 | $6,827,000 | 11.37 |
| Dist. Secrts. | 32,478,480 | 1,568,881 | 4.83 |
| Met. St. Rly. | 52,000,000 | 1,244,673 | 2.36 |
| St. Louis & So. W. | 16,500,000 | 255,174 | 1.5 |

The only change worth mentioning in the business situation is the strength and activity of the iron and steel situation. The Fall buying movement has begun much earlier than usual, and is in surprising volume Steel billets continue in heavy demand, and it is probable the prices of both billets and Bessemer iron will be advanced shortly.

The increased money rates will undoubtedly call for further gold imports, but in view of the Panama Canal expenses, the activity in general business and the magnitude of the crops, it seems improbable that money rates will permanently fall much below 5 per cent. for the balance of the year. We feel that the market will not again become active until money falls to at least 5 per cent., but prices have not yet discounted the improvement in the business and industrial situation, and consequently we look for a higher level of prices in time.

Yours very truly,
J. S. BACHE & CO.

## McCALLISM IN INSURANCE

### Its Dangerously Loose Views of the Obligations Governing the Conduct of Fiduciary Affairs---Autocratic Assumption of the Right to Use Trust Funds.

(From the New Haven Register, Ind.)

It is now established that what may be known as McCallism in the conduct of the insurance business is a distinct evil to be met in some way by legislation and by the improvement of business morals operated upon by an enlightened public opinion. McCallism may be disposed of at once as deliberate dishonesty; it is not that. McCallism selects an individual or the individual selects himself, as in the case of the president of the New York Life, to exercise all of the rights and privileges of an autocrat. He draws money or authorizes its appropriation upon his own initiative, and when surprise is expressed that a single officer should exercise such powers he replies that hesitation to exercise would show him to be unfit for the office he holds. McCallism is essentially self-centred, and to that extent exceedingly dangerous, where trust funds are concerned, but it is not necessarily dishonest, as that term is used.

The really alarming feature of McCallism is its loose view of the obligation supposed to govern the conduct of fiduciary affairs.

Its attitude is expressed in the words of President McCall spoken before the investigation committee: "I thank God that Bryan and free silver were defeated and that I had a share in their defeat." This statement requires amplification. As it stands Mr. McCall expresses his personal gratification that Bryanism was defeated, to which satisfaction of mind he is clearly entitled under the terms of the constitution, but it does not tell the truth about his share. So far as his testimony is concerned, it should be made to read: "I thank God that the money entrusted to me for insurance purposes was used to defeat Bryanism," which is an entirely different proposition, and goes at once to his right to use that money in that way without the consent of its owners. McCallism is objectionable, because it assumes to use the trust funds in its care upon its own responsibility. When called to task for that loose view, it blusters and talks restitution, which is not enough. The question is: What business has McCallism to use money for other than insurance purposes which does not belong to it? That is the question that must be answered, and then restitution will become a live issue, perhaps.

## RECORD PRICE FOR RAISINS

FRESNO, Cal., Oct. 7—The board of directors of the California Rasin Growers' Co. have just announced the prices it will ask for rasins this year. The prices are higher than they ever were before, except in 1903 when the extremely high prices caused disaster to the old association.

The new schedule was arranged on what is known as the four half or sweat box basis, as follows: Loose Raisins—Four crown, 6½ cents per pound; three crown, 6 cts. two crown, 5¾cents. Seeded Raisins—Fancy 16-ounce, 8¼ cents; fancy, 12-ounce, 6⅝ cts; choice, 16-ounce, 8 cents; choice, 12-ounce, 6⅜cents.

## THE BREAK IN COTTON

### Comment on the Decline of $1 Per Bale Last Thursday.

Cotton broke $1 per bale in the New York market last Thursday following a decline in Liverpool where heavy liquidation and refusal of spinners to buy caused weakness in the market.

Richardson, Hill & Co say: "Enormous selling pressure was brought to bear on the cotton market Thursday and the options broke badly. Liverpool came lower and E. S Peters of the Southern Cotton Growers' Association sent a despatch advising everyone to sell their cotton, stating that he was selling his. The bears helped things along by dumping the staple right and left. Traders say that the market, on general principles, should now have a smart rally, as the liquidation has been very complete.

"It would not be surprising if the large bears had covered and the short interest left is of small calibre. Bulls generally aver that the Government crop report of last week, giving the condition 71.2 is not warranted by conditions."

## DAIRY PRODUCE

(Montreal Witness, Friday.)

There seems to be no signs of weakening on the local butter and cheese markets and both exporters and factorymen are firm in their views. The English market is being watched with keen interest, and in the cheese trade especially some fairly important transactions are reported. On the butter market the report is not so encouraging bids are none too free, and the majority of those that are made are quite at variance with local values.

## BIG SAO PAULO EARNINGS

The talk is that Sao Paulo will show 13 per cent earned on the capital stock this year. A cable from Sao Paulo reports the September earnings as follows:.

| | |
|---|---|
| Sept. 1905.. | $97,000 |
| Sept. 1904.. | 77,000 |
| Increase | $20,000 |

## WORK FOR THE BIG ONE

The Rev. Dr. Norman McLeod, of Glasgow, Scotland, was in the habit of telling a story of a ferry rowboat crossing a Highland loch; a storm came up, and the passengers got afraid, and asked two ministers who were in the boat to pray for them. One of the ministers was a very large man. The fisherman, who was rowing the boat, said that the wee minister could pray if he liked, but the big one would have to take an oar.


# ABBEY'S Effervescent

Recommended by the FACULTY

Used by the masses, who, unsolicited, certify to its worth.

Tones the Stomach and Stirs the Liver to healthy action.

Is Nature's Remedy for Tired, Fagged-out and Run-down Men

If taken regularly contributes to the Perfect Health, Makes Life Worth Living.

ALL DRUGGISTS. SALT.


## THE TIMES WASHINGTON LETTER

### May Be a General Shake Up in the Consular Services---Complain That Consuls Abroad Do Not Work to Foster America's Trade.

(From Our Regular Correspondent.)

WASHINGTON, D. C. Oct. 5—It is stated with some appearance of truth that Secretary Metcalf of the Department of Commerce and Labor was decidedly annoyed that at the first cabinet meeting from which he was absent through sickness, the other members of the cabinet seemed to hold him personally responsible for the strained commercial relations of this country with China. It is known that Secretary Metcalf is a strong advocate of Chinese exclusion and that he is willing to enforce the existing law to its last letter. At the same time the letter to consuls known as "the President's circular" ordered them to be more lenient in their demands for certificates and credentials from the better class of Chinamen who contemplate visiting the United States. It is said that the activity of the consuls in this respect has been the cause of much of the complaint that has come to this government from the Chinese authorities. This activity and the harshness of the immigration inspectors at San Francisco were both complained of and both the consuls and the inspectors were warned to go slow. Secretary Metcalf has protested strongly against the imputation that his department was in any way responsible for the Chinese boycott and it is likely that the whole question of Chinese exclusion will be put up to the Senate in the form of a new treaty during the coming session. The chances are that if it is, the treaty will be killed in executive session. Secretary Taft, who was charged with investigating this phase of the eastern question during his trip just ended, said that the aw very worth ilodartm htfah trtatrto law as it stood was difficult of enforcement. It worked hardships on very worthy Chinamen who sometimes had to come a long way to the American consulate only to have their applications refused, and it threw on the consuls work that it was almost impossible for them to perform.

It is said that Secretary Root, in his capacity as the new secretary of state, intends to have a general shake-up in the consular services. It is complained that the consuls abroad do not work as they should in fostering American foreign trade and there are a good many of them who think it is the duty of a consul merely to live abroad in a house with the American coat of arms on the door and to draw his salary for so doing. Now, while it is possible that there are some consuls in the service who take this view of their duties, there are others who take a decided interest in their work and who protest bitterly that trouble with American trade abroad is not that the consuls do not foster it, but that American merchants are utterly indifferent to the foreign field. Consul Skinner of Marseilles has just sent a report of this sort to the state department, saying that he is tired of living abroad for years and working to help the American merchant only to have everything that is done annulled by the indifference of the manufacturers at home. This charge is true to a very large extent. American manufacturers either are wholly indifferent to foreign trade or else they are woefully ignorant as to how that trade should be worked up. There are very few schools in this country who pay any attention to preparing young men for the position of commercial representative abroad, and the manufacturers seem to be equally indifferent to employing such men even when they have taken the pains to equip themselves. The work of American merchants if they seriously wish to capture the foreign field, must go far beyond relying on the efforts of consuls. But this is a fact to which they seem to be permanently blind.

The president has been the recipient of a great number of invitations to include new towns in his coming trip south or to prolong his stay in places already mapped out in his journey. There were delegations at the White House today from New Orleans, Birmingham, Ala., Raleigh and Vicksburg, all of whom wanted more of the president's time than he could spare. He was assured by the New Orleans delegation that there would be no danger in his staying in town over night. But he had already made his plans to arrive in the morning and leave in the evening, and the programme could not be altered.

It is likely that the plans at first made for sending the Tacoma or one of the small protected cruisers to convey the president from New Orleans to Hampton Roads will be changed in favor of having one of the larger and swifter vessels to take him. The use of the Colorado, the Pennsylvania or the Maryland or West Virginia, one of the newest and fastest of the armored cruisers, would be much more in keeping with the dignity of the duty assigned it. Nothing has been definitely settled yet, but it is probable that the Pennsylvania will be selected, as she has the speed record for her class, and it would be interesting to have her make the run of three days from New Orleans to Hampton Roads under regular service conditions. It is also likely that there will be another ship of the same class assigned to act with her for escort duty. It is always possible that an accident of some sort may happen to even the finest warship at sea, even if it is only a trifling lay-out of the machinery for a few hours. No head of a European state ever thinks of going to sea without more than one ship in attendance, and it is possible that this course will be carried out in the case of the president.

## GAMU'S RIDE

(From the Afghan.)

Laila, Moon of my Heart's delight,
The horses are bridled, the girths are tight.
Will you ride once more? Then to horse and away;
One more ride with me, Moon, I pray,
One more ride by the Kabul River,
Before we are parted, perhaps, forever.
Riding is good in this glorious weather
Even though this is our last together.

Laila says "Yes" So as fast as we may
Let us jump on our horses and off and away
The sunshine streams from the clear blue sky;
The Pampas grass shakes as we gallop by,
And the jackals hide in the jungle grass,
As the thundering hoofs of our horses pass.

The mild-eyed buffaloes sleepily stare
As we cleave, like an arrow, the rushing air.
(Had they seen such lunatics anywhere?)
Lunatics! Lunatics? Well, who knows?
Though man proposes, the Gods dispose.
It's only a very fond foolish loon
Who sobs out his soul for the golden moon,
And it's only a fool who cries out against Fate,
When The Finger has written "Too late, too late!"

Gallop, let's gallop, whate'er betide,
For it's not too late for a glorious ride
Through glassy glades where the long reeds quiver
Down by the banks of the Kabul River,
Galloping, galloping all the time
To the sobbing music of Gamu's rhyme.

Gamu wrote it and rhymed it. Aye,
But we have ridden it, you and I.

Multani, in The Spectator.

## PROFESSOR McGILL

### Is Addressing Teachers' Conventions in Winnipeg and the Farther West.

(Winnipeg Free Press, Oct. 4)

Pdofessor. R. McGill, of Halifax Presbyterian college, arrived from the east last night, and is a guest of Rev. Clarence Mackinon. Prof. McGill is an Irishman by birth, and was educated at Quebec college, Belfast, and University of Ireland, Dublin, where he took honor courses, and later spent two years at the University of Jena, Germany, where he took the degree of Ph. D.

For four years he was a fellow and examiner in Royal college, Belfast, and then came to Canada, where he was appointed professor of theology in the Halifax Presbyterian College, and lecturer on philosophy in Dalhousie university.

Prof. McGill has lectured in different parts of Nova Scotia on industrial education, which on account of the great manufacturing plants, is a live subject in that province.

His trip to the west is not a pleasure tour, but is for the purpose of delivering a series of lectures under the auspices of the provincial educational department. He lectures before the teachers' conventions in Winnipeg, Portage la Prairie and Brandon.

## FISHERY REPORT

Halifax Oct. 9.

NOVA SCOTIA.

Digby—Hake and haddock fair; herring scarce.
Clark's Harbor—Herring plenty; cod and haddock scarce.
Port La Tour—Cod, haddock and halibut fair; no mackerel. Dogfish plenty.
Whitehead—Cod fair; squid scarce.
Arichat—Cod fair; squid scarce.

QUEBEC.

Port Daniel—Cod and squid fair; herring scarce.
Newport Point—Herring plenty; cod fair.
Ste. Adelaide de Pabos—Cod fair; herring scarce.
Perce—Cod and herring fair.
Douglastown—Cod, herring and squid fair.
All branches dull at West Arichat, Descousse, Lockeport, Petit de Grat, Queensport Port Hood, Point Escuminac, Cheticamp, Sand Point, Grand Pabos and South West Point, Anticosti.

BAIT AND ICE.

Bait obtainable at Grand Harbor, Seal Cove and Three Islands.

Ice at Digby, Tiverton, Freeport, Westport, St. Mary's Bay, Sandy Cove, Yarmouth, Whitehead, Canso, Georgetown, Port La Tour, Lockeport, Lunenburg, Pubnico, Queensport, Port Hood Island, Liverpool, Louisburg, Arichat, Seven Islands, North Head, G. M.; Half Island Cove and Halifax.

Frozen Bait at Port Muigrave, Half Island Cove and Queensport.

## POLICE COURT

In the police court this morning eight persons were fined $8 each for drunkenness, four of them forfeiting their deposits of $8 each. Two of the drunks were arrested on Sunday, and the magistrate intimated that liquor must be sold on the Sabbath.

Harry Brown, who claims Hampton as his native place, was arrested Saturday afternoon by Officer Marshall, charged with profanity. This morning the officer stated that the prisoner's language was most offensive and was made in the presence of ladies. Brown, when arrested, first gave his name as Whittenburg. He was fined $8. Sixty dollars of Confederate States bills were taken from him when arrested, and the prisoner said that about two years ago he found them on King street, and kept them merely for curiosity sake.

Miss Margaret Richardson has returned home after a visit of several weeks to relatives in New York, Boston, Philadelphia and Washington.

# THE WORLD OF SHIPPING.

MINIATURE ALMANAC.

| 1905 October | | Sun Rises | Sun Sets | Tides High | Tides Low |
|---|---|---|---|---|---|
| 9 | Mon. | 6.32 | 5.50 | 8.59 | 2.40 |
| 10 | Tues. | 6.34 | 5.48 | 9.50 | 3.35 |
| 11 | Wed. | 6.35 | 5.46 | 10.32 | 4.23 |
| 12 | Thur. | 6.36 | 5.44 | 11.08 | 5.05 |
| 13 | Fri. | 6.38 | 5.42 | 11.43 | 5.43 |
| 14 | Sat. | 6.39 | 5.41 | 12.00 | 6.18 |

In Atlantic Standard Time, counted from Midnight to Midnight.

PORT OF ST. JOHN.

Monday, Oct. 9, 1905.

Arrived.

Stmr Coban, 689, Kemp from Louisburg, N. S. R. P. & W. F. Starr, 1100 tons coal.

Schr Almeda Willey, 493, Hatfield, from Salem, Mass. John E. Moore, ballast.

Schr Pardon G. Thompson, 162, McLean, from Stamford Conn. A. Cushing & Co, ballast.

Schr Nellie Watters, 96, Bishop from Boston, F. Tufts & Co. ballast.

Coastwise:—

Schr Viola Pearl, 20, Wadlin, Beaver Harbor, and cleared.

Schr Bess, 25 Melanson, North Head.

Schr Rescue, 16, Nesbett, North Head and cld.

Schr Yarmouth Packet, 76, Shaw, Yarmouth.

Schr Little Nell, 21, McLellan, Campobelle

Schr Rolfe, 54, Rolfe, Economy.

Schr Fred & Norman, 32, Cheney, Grand Harbor.

Schr Lizzie Maud, 48, Allen, fishing.

Schr Haines Bros. 46, Haines, Freeport.

Schr Telephone, 18, Brown, fishing.

Cleared.

Stmr Coban, 689, Kemp for Louisburg, C. B. R. P. & W. F. Starr, ballast.

Schr Abbie C. Stubbs, 289 Colwell for N. Y. 1734 pcs piling.

Schr Genelevo, 124, Butler for New Haven, Conn. 80,694 ft. spruce plank; 67,400 ft. spruce scantling; 20,086 ft. spruce boards.

Schr D. J. Sawyer, 288, Hilland for Bridge port, Conn. 64211 ft. spruce deal, 126,635 ft. spruce plank, 135,747 ft. spruce scantling, 15263 ft hemlock deals 84,226 ft. hemlock plank, 35,468 ft. spruce boards.

Coastwise:

Schr Sea Foam, Brown, Clark's arbor.
Schr Lizzie Maud, Allen, fishing.
Barge No. 5 McCullough, Parrsboro.
Schr Wanita, Rolfe, Cheverie.
Schr Wild Rose, Sabean, Port Lorne.

Sailed.

Stmr Calvin Austin, 2853, Pike for Boston via Eastport.

DOMINION PORTS.

HALIFAX, Oct. 8—Ard—Tug Catherine Moran, Boston with barge in tow, Schr Laura C. Philadelphia.

Sld, Etmrs Gulf of Ancud, London, Haveso, Havana.

CHATHAM, N. B. Oct. 7 Cld stmr Bangor, Manchester.

BRITISH PORTS.

SCILLY, Oct. 8—Pased stmr St. John City, St. John and Halifax for London.

CARDIFF, Oct. 6—Ard Bark Kentigern, Paspebiac.

KINSALE, Oct. 8—Passed stmr Manchester Commerce, St. John and Philadelphia for Manchester.

MALIN HEAD, Oct 7—Passed stmr Victorian, Montreal for Glasgow.

SOUTHAMPTON, Oct. 8—Sld stmr St. Paul, New York.

LIVERPOOL, Oct. 8—Ard stmrs Parisian, Montreal; Umbria, New York; 6th, stmr Milwaukee, Montreal.

GIBRALTAR, Oct. 5—Ard stmr Briedablik, Sydney, C. B.

HULL, Oct. 8—Sld stmr Hector, Montreal.

FOREIGN PORTS.

STONINGTON, Conn. Oct. 7—Ard. Lena Maud, St. John.

PORT EADS, La., Oct. 8—Sld stmr Yola, Three Rivers, N. S.

GLOUCESTER, Mass, Oct 7—Ard Stmr Canning Packet, Bellevue Cove, N. S.

SALEM, Mass. Oct. 7—Sld schrs Almeda Willey St. John; Howard Boston.

PROVIDENCE, R. I. Oct. 8—Ard schrs Frank & Ira St. John; Alaska, River Hebert Ronald, do.

BOOTHBAY HARBOR, Me. Oct. 8—Ard Schrs Lois V. Chaples, St. John.

Salem, Mass, Oct. 8—Ard schrs Quetay, Yarmouth, N. S.

Sld—Schrs H. M. Stanley, from Boston for St. John.

CITY ISLAND, Oct. 7—Bound south stmr Silvia, and Halifax; Schrs Persis A. Colwell Walton, N. S.; John Paul, Ship Harbor, N. S.; Phoenix, Windsor, N. S. Grace Darling, Wndsor, N. S. Harry Milner, St. John; Winnie Lawry, St. Martins, N. B; Evolution, Campbellton, Ophir, Sheet Harbor, N. S.; Eugene Borda, Pleasant River, N. S.; John Proctor, Windsor, N. S.

Oct. 8—Bound south schrs Mary A Hall, Tusket Wedge, N. S. Aldine, St. John; Wm. L. Elkins, do.

BOSTON, Oct. 7—Ard schrs A. K. Woodward, Weymouth, N. S. Temperance Belle, from St. John; Silver Wave, St. Martins.

Cld—Schrs Brookline, for Hillsboro; C. W. Perry, St. John; Hartney W. Parrsboro.

BOSTON, Oct. 8—Schr Luta Price, for Apple River, N. S.

Sld—Stmr Boston, for Yarmouth.

HYANNIS, Mass. Oct. 7—Sld schr Priscilla St. John.

CHATHAM, Mass. Oct. 8—Fresh southwest winds clear at sunset.

VINEYARD HAVEN, Mass Oct 7—Ard and sld schrs Ronald, from River Hebert for Providence, Alaska do for do.

Ard—Schr Nicamer, from Philadelphia for Sydney.

SPOKEN.

Bark Baldwin (Br) from Santa Cruz, Cuba New York, Oct 5, lat 34, lon. 76.

Bark Theodor (Sw) Pyk, Cape Tormentine for Dublin, Sept 21, lat 41 lon 43.

REPORTS, DISASTERS, ETC.,

Brigt. Maggie Bell, from Porto Rico and Turk's Island for Lunenburg, while running into that port on Friday, grounded on the shoal near the lower part of the harbor. She will probably be floated in a few days.

VICTORIA, B. C. Oct. 6—The Canadian government steamer Quadra, which stranded on a reef near Race Rocks light house yesterday, was floated last night and has been sent to the Esquimalt yards for repairs. Her damages are not serious.

RECENT CHARTERS.

British schooner Moama, 384 tons from Gaspe to New York, laths, $1.

## VESSELS NOW IN PORT

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

STEAMERS.

Leuctra, 1949, Wm. Thomson & Co.

SCHOONERS

A P Emerson, 231, R C Elkin.
Annie Bliss, 275, F Tufts & Co.
Annie A Booth, 165, A W Adams.
Arthur M. Gibson, 296, J W. Smith.
Athol, 70, J W Smith.
Cora May 117, N. C. Scott.
Domain, 91 J. W. McAlary.
Erie, 118, N C Scott.
F & E Givan, 99, F Tufts.
Etella Maud, 98, A W Adams.
Georgia E. 88 J. W. McAlary.
Glendy Burke, 89, F Tufts & Co.
Hunter, 187, D J Purdy.
H A Holder, 94, A W Adams.
Malabar, 98, for repairs.
Pandora, A W Adams.
Rewa, 122, D J Purdy.

COASTWISE.

Eastern Light, Grand Harbor.
Ethel, Meteghan.
Maudie, Port Lorne.
Effort, Annapolis.
Rex, St. Martins.

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

## VESSELS FOR ST. JOHN

STEAMERS.

Almora from Glasgow, Sept 30.
Evangeline from London Oct. 7.
Florence, from London, Sept 27.
Eretria from Liverpool, Oct. 3.

## LATEST MARINE NOTES

Furness steamship Evangeline left London last Saturday for this port and Halifax.

The steamer Trebia, now on the way to Halifax from Maryport, has a cargo of steel rails for the South Shore Railway.

Donaldson line steamer Almora from Glasgow, is due here Wednesday. She has on board a large amount of hard coal for city merchants.

The lightship Lurcher arrived at Yarmouth, N. S. this forenoon for her annual overhauling, and will go on the marine railway as soon as the Senlac comes off.

Powell demanded $5,000 damages. As the Canada is about to sail the order of arrest was issued and in the city court the master furnished $1,000 bail for appearance tomorrow.

The Italian brigantine DueSorelle B. has finished discharging. A survey last Friday ordered the vessel to be towed to Parrsboro for repairs, as she is too large for the marine slip at Yarmouth, N. S.

Alfred G. Morrison, barrister, of Halifax, has instructions from the owners of the steamer Albano to appeal against the decision of the admiralty judge in the case of the Albano vs. the Parisian. The appeal is taken to the supreme court of Canada.

A sunken lighter was discovered by Capt. McKinnon of a D. A. R. steamship in the ship channel off Fort Winthrop, Boston on Thursday. The lighter, it is thought, must have been dropped from a string of tows and sunk without the towboat discovering the loss.

The steamer Beta, now on the way here from Jamaica, Turk's Island and Bermuda, has on board Capt. Thurber, his wife and part of the crew of the bark Still Water, which was wrecked off Turk's Island a couple of weeks' ago while bound to Portland, Me., from Turk's Island.—Halifax Chronicle Oct. 7.

Capt. Nathaniel D. Munro, master of the British shop Canada, lying off Grand Street New York, East River, was arrested yesterday as he was leaving the office of British Vice-Consul Smithers, No. 2 State St. in a suit brought by John Powell an American citizen, and an old sailor, who alleges he was shanghaied from Gulfport, Miss and sent on a voyage to Rio Janeiro on the Canada against his will.

## NOT HIS LEGS

A Russian peasant, having gone to the town to buy himself a pair of new boots, fell asleep by the road side on his way home, and was stripped of his cherished boots by a light-fingered tramp; but his sleep remained unbroken till a passing wagoner, seeing him lying half across the track, shouted to him to "take his legs out of the way."

"My legs?" echoed the half aroused sleeper, rubbing his eyes, "those legs ain't mine—mine had boots on!"

Miss Eva R. Kierstead returned home Saturday evening from New York on the steamer Calvin Austin.


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Turbans—All styles and colors. Full line, Misses' and Children's Tams and Auto caps. Cashmere and Wool Gloves. Novelty bracelet gloves.

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**PASSENGER TRAIN SERVICE FROM ST. JOHN, EFFECTIVE OCTOBER 8th, 1905.**

Trains daily, except Sunday, unless otherwise stated.

ATLANTIC TIME.

DEPARTURES.

7.00 A. M. DAY EXPRESS—For Bangor, Portland and Boston; connecting for Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, and points North; Presque Isle, Plaster Rock, Edmundston, etc.

PULLMAN PARLOR CAR, St. John to Boston

5.05 P. M. FREDERICTON EXPRESS—Making all Intermediate stops.

6.05 P. M EXPRESS—For Montreal and Boston connecting at Fredericton Jct. for Fredericton, and at McAdam Jct. for Woodstock and St. Stephen, and at Montreal for Ottawa, Toronto, Hamilton, Buffalo, Chicago and St. Paul; and with PACIFIC EXPRESS for Winnipeg, and Canadian Northwest; Vancouver, and all Pacific Coast points.

PALACE SLEEPER and FIRST and SECOND CLASS COACHES TO MONTREAL.

PULLMAN SLEEPER and FIRST and SECOND CLASS COACHES TO BOSTON.

C. P. DINING CAR, St. John to Mattawamkeag.

ARRIVALS.

8.50 A. M. —FREDERICTON EXPRESS.
12.05 A. M. —MONTREAL and BOSTON EXPRESS.
11.15 P. M. —BOSTON EXPRESS.

C. E. E. USSHER, Gen. Pass. Agent. MONTREAL.
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