CANADA PERMANENT MORTGAGE CORPORATION

Deposits.

$1 and upwards received on Deposit, and interest thereon paid or compounded half yearly at 4%

Paid-up Capital, - - $6,000,000.00
Reserve Funds, - - 2,000,000.00
Invested Funds, - - 24,000,000.00

Maritime Provinces Branch, Company's Building,
Prince William St., St. John, N. B.
EDMUND B. LeROY, Manager.

AMUSEMENTS.

ST. JOHN OPERA HOUSE.
St. John, N. B.

FOR A LIMITED ENGAGEMENT, COMMENCING
MONDAY, DEC. 25.
The WAITE Comedy Co.
AND CONCERT ORCHESTRA
25--People--25
Presenting a repertoire of Popular Successes
FRI. AND SAT. NIGHTS,
The Mysterious Mr. Raffles
CONTINUOUS PERFORMANCES.
SATURDAY MATINEE.
A Struggle for Liberty.
New Year's Week:
MONDAY MATINEE
Other People's Money.
MONDAY AND TUESDAY NIGHTS.
A Man of Mystery.

ELITE VAUDEVILLE.
POPULAR PRICES.

The Annual General Meeting of the Shareholders of the Saint John Opera House Company will be held at the Opera House on Thursday, January 4th, 1906, at 8.30 p. m.

J. FRED PAYNE, Secretary.
A. O. SKINNER, President.

Victoria Rink

BAND
Saturday Afternoon

Big Handicap Race
New Year's Night

Season Tickets:
Childs - - - - $1.50
Ladies - - - - 2.50
Gentlemen - - - 3.50
Sing Admission:
Ladies, - - 15c Gentlemen, 25c

R. J. Armstrong, Mgr.

WESTERN ASSURANCE CO.
Est. A. D. 1851.
Assets $3,300,000.
Loss paid since organization over $40,000,000
R. W. W. FRINK,
Branch Manager, St. John, N. B.

C. E. DOWDEN.
Stock and Bond Broker
CORRESPONDENT,
CURTIS & SEDERQUIST,
Phone 900 80 Prince Wm. St.

Fire and Marine Insurance,
Connecticut Fire Insurance Co.
Boston Insurance Company.
VROOM & ARNOLD,
10 Prince Wm. Street. Agents

E. R. MACHUM W. D. FOSTER
MACHUM & FOSTER, Fire Insurance Agents.
Law Union & Crown (Fire) Ins. Co.
Manitoba (Fire) Assurance Co.
Assets over $26,000,000.00
Offices—49 Canterbury St. St. John, N. B.
Telephone, 699 P. O. Box 233.

Guardian Fire Assurance Co.
LONDON, ENGLAND ESTABLISHED 1821.
ASSETS, - - $25,000,000
McLEAN & SWEENY, Agents,
42 Princess Street.

ROYAL INSURANCE CO.
Of Liverpool, England.
Total Funds Over $60,000,000
J. SYDNEY KAYE, Agent.
65 1-2 Prince Wm. St., St. John, N. B.

THE JANUARY DISBURSEMENTS

A Total of $141,000,000, an Increase of Over $4,000,000.

(Journal of Commerce and Commercial Bulletin).

Records show that the dividend and interest disbursements to be made next month will break all records; the grand total is $141,153,998, compared with $136,583,450 last year, an increase of $4,570,548. To this total the dividend payments contribute $61,631,998, an increase of $2,128,998, and the interest payments $79,522,000, compared with $77,080,000 last January, an increase of $2,442,000. Contrary to expectation, the railroad dividend disbursements reveal a material decrease, but this is attributable to the fact that though several companies have increased their rates the payments do not fall due next month; the total payment this year is $25,962,093, against $27,000,000 last year. The industrial dividends show an increase from $24,280,450 to $26,48?,9.0. New York traction dividend payments for next month are lower, owing to a change in the rates. Bank and trust companies will pay appreciably more in dividends this year than last. The railroad interest payments due in January have increased from $61,180,000 a year ago to $63,200,000. Following is a summary of the January disbursements, with comparisons:

DIVIDEND PAYMENTS.

	Jan., '06.	Jan., '05.
Railroad	$25,962,093	$27,000,000
Industrial	26,48?,9.0	23,8?9,450
New York traction	2,688,000	3,3 4,000
Bank and trust co's.	6,500,0.0	5,900,0.0
Total	$61,6?1,093	$59,503,450

INTEREST PAYMENTS.

Railroad	$63,200,000	$61,150,000
Industrial	8,750 000	8,?50 0.0
New York traction	1,8 0,000	1,8 0,000
Government	4,?5?,0.0	4,? 0 0.0
Greater New York city	1,522,0.0	1,60 .0.0
Total	$79,522,0.0	$77,080,000
Grand total	$141,153,.98	$136,583,450

At first glance the decrease in the railroad dividends, in face of the phenomenal prosperity throughout the country, and particularly in the anthracite region, may cause surprise, but the explanation is that, while several companies have increased their rate, the paymen.s do not fall due during January. For example, one change of importance during the year has been the beginning of dividends on Reading common; first a rate of three per cent. was fixed, but later this was increased to four per cent., the semi-annual distribution of which will be made Feb. 1. Another prominent token of increased prosperity has been the raising of the Union Pacific rate from four to five per cent., but this does not figure in the January payments. Neither does the increase of the Baltimore & Ohio dividends from four to five per cent. The only increase noted in the January list is that of the Philadelphia & Erie, from two to three per cent., while there are two much more important decreases. The New York, Ontario & Western last January made a special payment of three per cent. on the common, whereas this company does not appear in next month's table, notwithstanding that regular dividends have been started at the rate of 1¼ per cent.; this change involves the deduction of $1,743,539 from last year's total. The Chicago, Rock Island & Pacific pays only 1½ per cent. next month, compared with two per cent. at this time last year, representing a decrease of $374,213. These charges account for the reduction of $1,037,902 in this year's total.

TOO MUCH HARRIMAN

The Modern Industrial Alexander Who Sighs for More Worlds to Conquer.

(Wall Street Journal).

At the close of the ninth year since the reorganization of the Union Pacific and the debut of Edward H. Harriman on the stage of high finance, by far the most striking figure in the railroad world is the same Edward H. Harriman.

He has again demonstrated to the financial world that he can keep peace with no man. His legislative, financial, and personal methods have been vivisected in the open light of day. He has made a bold defiant announcement that he and his railways fear no man, or any combination of men, in the railway world.

Comparing his position at the moment with his position a year ago, several interesting questions arise. Undoubtedly, his capital power has appreciated immensely. The Union Pacific railroad alone has appreciated in value over $200,000,000 in the world's markets.

He has, however, added to his ring of enemies George J. Gould, Thomas F. Ryan, James H. Hyde, Samuel Untermyer, Herman Sielcken and many others. The circle of rivals with whom he has a bitter feud now includes, in addition to the above recruits, J. J. Hill, J. P. Morgan & Co., George F. Baker and the Firs. National Bank, William H. Moore, J. H. Moore and D. G. Reed, Edwin Hawley and the Harding coalmines.

If any man has a right to be proud of the strength of his enemies, the man is E. H. Harriman. To few has it been given in a long lifetime to make so many of such power. To no other, probably, has it ever been given to accomplish so much hostility in nine short years. And yet he has made some powerful financial friendships.

He has lost, in this momentous year, the Equitable Life Assurance Society as a friendly ally. He never controlled it. He only controlled its putative owner, James H. Hyde. An outraged public has robbed him of this sturdy prop for his fortunes. He can talk to Paul Morton, but so can any other policyholder.

His imperial ambition is still, as the year closes, unsatisfied of power. The same restless, sleepless energy that drove him into the Northern Pacific fight, into the purchase of Southern Pacific, into the courts with Northern Securities is urging him now to build new railways. Oregon lies before him, open, inviting, a world worth winning. Nearly a thousand miles of railway survey have passed beneath his eye and been approved in the past three months. He has bought all that his ambition can encompass; now he will build another railway empire.

Shippers, railway owners, editors, orators and politicians sigh, swear, write, preach about it throughout the mighty west and the tired east—and the text of all their deliverances is the same: "Too much Harriman!"

A GREAT MANY PEOPLE
are thanking us for advising them to take
HERNER'S DYSPEPSIA CURE.
They say they never felt any discomfort from their Christmas dinner. You try it.
Price 35 cents
At All Druggists.

RECEIVED YESTERDAY:
NINETY BALES
.WALL. PAPER

Prices start at 3c, roll; Border to match 1c. yard,
Other Prices, 4c., 5c., 6c. and up; Borders for all papers
Roller Blinds start at 15c.
Crockery, Cups and Saucers, 30c. the half dozen.
Odd Crockery, low price to make room for large shipment daily expected at

WATSON & CO'S.,
Corner Charlotte and Union Streets.

MAN WILL FLY WITHIN A YEAR

Noted Inventor Says it Will be Quite Easy --- Wings On Arms and Legs---Muscular Power Instead of Engines to Drive the Smaller Aerial Machines.

(Mail and Empire).

"The simplest mode of locomotion is soaring in the air, and it can be done with the least effort," said John P. Holland, the genius of submarine fame, in discussing his experiments with flying machines.

"Within twelve months people will be flying in the air," he continued, "and it will become the most popular method of locomotion, because it is perfectly safe."

Mr. Holland has been interested in aerial navigation for a great many years, and he began building airships twelve years ago. It has only been within the last year that he has hit upon this ideal that he claims makes man's flight practicable. Mr. Holland has applied for a patent upon a flying machine that he has been working upon for the last year, and as soon as he gains control of the rights he will complete the machine and have it given a public test.

"Man's flight without the use of an engine or propeller is perfectly practicable," he said. "I have proved that the principle is all right. People did not seem to understand the nature of flight, and imagined all kinds of difficulties, where as a matter of fact it is the simplest method of manual locomotion. No method of locomotion is so simple as soaring, and it requires so little mechanical energy to continue it.

"The reason people haven't succeeded in aerial navigation so far is that they haven't observed effectively the mechanism of flight in nature, and some so-called authorities who fancy they understand perfectly the mechanism of nature declare that human flight will be forever impossible, thus discouraging persons who might make the attempt and possibly succeed.

"It requires very little, indeed, in addition to what has already been accomplished to make aeroplane flight practicable. Only some trifling oversights on the part of those who have experimented have stood in the way of success. Their aeroplanes usually are too large for the power, and driven at too low a rate of speed, but there is also something—a simple device of great effectiveness—which I hope to see in use very soon.

"The use of the aeroplane, when it is perfected in this way, will be a great deal more dangerous than the use of the machine that will not require outside power, because an engine may break or may stick, whereas the flying man's muscles are very much more reliable; but it will be possible to attain very much more speed with an aeroplane than with a flying machine.

"The aeroplane will have the advantage over the latter also in the ability to carry passengers and freight for very long distances at an exceedingly rapid rate of speed and at a very small expense. They would fit admirably for carrying the mails, but I am afraid that some operators of aeroplanes would make considerable trouble for the revenue officers if they desired.

"People said that the submarine problem could never be solved. I solved it, though. They say that the flight of man is impossible. I have proved the practicability of flight, not by aerial flight, but by a device which can be made easily and quickly, and which is as simple as it is practicable.

"It didn't require genius or study or an adventure to discover this device, but simply observation of nature, and it is surprising to me that everybody is not flying today.

"I have started to build four machines during the past twelve years, and when near the completion of each I have destroyed the machines. I didn't destroy the last machine but worked out the improvements, changing the entire original idea of flying machines."

Mr. Holland said the machine he was working on now was not as large as its predecessors. It has two sets of wings that measure sixteen feet from tip to tip. One of the wings is for the arms and the other for the legs. He says that it is not necessary to work both hands and feet at the same time unless extraordinary speed is desired.

C. P. R. RECORDS

Gross for December Will Show Tremendous Development in Traffic Business.

The return of traffic earnings of the Canadian Pacific system for the week ending Dec. 21, gives gross at $1,273,000, compared with $1,0?,000 for the corresponding week a year ago, an increase of $272,000. The week takes fifth place in the list of record increases since the company's present fiscal year commenced. With a continuance of the favorable weather that has prevailed during the autumn there will most likely be some further improvements before the end of the year. It will be remembered that during last December the snowfall was considerable, and there was not nearly so much traffic business as there has been this month. There is, therefore, a reasonable chance that the gross for December will show an enormous increase. For the three weeks ending Dec. 21, gross returns show an increase of $790,000, and as there are still ten days before the end of the month, the million dollar increase is practically assured. The average daily increase for some time has been around $35,000, which, if kept up for the remaining ten days would give an increase in excess of $1,100,000.

The heaviest weekly increases for the fiscal year are shown as follows:

Nov. 7 to 14	$285,000
Dec. 1 to 7	$287,000
Oct. 12 to 23—ten days	$ 94 0 0
Oct. 8 to 14	$?4,000
Dec. 15 to 21	$272 00
Sept. 22 to 30—nine days	$?5 0 0
Dec. 8 to 14	$237,000

GRAND TRUNK INCREASE

Grand Trunk Railway earnings from Dec. 15 to 21:

1905	$?52,623
1904	688 ?1
Increase	$64,462

WEDDED IN SACKVILLE

Three Matrimonial Events of Interest to the College Town.

SACKVILLE, Dec. 28—Wm. W. Wood and Miss Lila Barnes were married last evening at the residence of the bride's uncle, Edmund Hoeg, Maccan. Rev. Wm. Brown performed the ceremony in the presence of the immediate relatives of the contracting parties. The bride looked charming in a dress of white silk, and was attended by her sister, Vera, who wore white organdie.

After the ceremony and congratulations, a wedding supper was served. The happy couple left on the Maritime express for a wedding trip to Boston and other American cities. Many valuable presents testified to the high esteem in which the bride is held. The groom's present was a handsome fur-lined coat.

The home of Mr. and Mrs. Gideon Carter was the scene of an interesting event last evening, the occasion being the marriage of their daughter, Margaret Maude, to John McLeod Blacklock, of Shemogue. Rev. Charles Flemington performed the ceremony, assisted by Rev. J. H. Brownell. The bride was handsomely gowned in white crepe de chene, wore a bridal veil and carried a bouquet of carnations. Miss Jennie Carter played the Wedding March. After the ceremony and congratulations, a bountiful wedding supper was served to about fifty guests.

The bride received a costly array of wedding gifts. The groom's present was a valuable fur-lined coat.

The home of Mr. and Mrs. John Snowdon, Sackville, was the scene of a happy event last evening, when their daughter, Eliza, was given in marriage to Louis Walker of Truro. Rev. B. N. Nobles tied the nuptial knot in the presence of about thirty guests. The bride wore a becoming dove colored silk gown and was unattended. After the ceremony and lunch the happy couple left for an extended wedding trip to Montreal and other cities. The bride's going away gown was green broadcloth with hat to match.

Mrs. Walker received many valuable presents, including a number of substantial cheques.

THE TELEGRAPH BINDERY
AND WHAT THEY DO THERE

Blank Books Made to Order
Ruling and Pamphlet Work
Names Stamped on Pocket Books and Dress Suit Cases
Hat Tips
Badges for Societies, Etc.
Fancy Covers, as Pastor's Sermon Cases, Etc.
Everything in Gilt Stamping
Cases for Business and Society Cards

ALL THE UP-TO-DATE MACHINERY THAT A FIRST CLASS BINDERY REQUIRES

Numbering and Perforating for the Trade
Leather Envelopes for Banks
Binding of Newspapers
Trade Papers
Medical Works
Law Books
Magazines
Art Folios
Music, Etc
Old Volumes Rebound and Repaired.

ESTIMATES AND INFORMATION CHEERFULLY GIVEN AT THE DAILY TELEGRAPH OFFICE

SHIPPING JOURNAL

MINIATURE ALMANAC.

1905 December	Sun Rises	Sets	Tides High	Low
26 Tues.	8.08	4.41	11.37	5.31
27 Wed.	8.08	4.42	12.00	6.21
28 Thur.	8.09	4.42	0.57	7.08
29 Fri.	8.09	4.43	1.44	7.56
30 Sat.	8.09	4.44	2.31	8.46

In Atlantic Standard Time, counted from Midnight to Midnight.

STEAMERS FOR ST. JOHN.

Name.	Date of Sailing.
Manchester Importer, from Manchester	Dec. 15
Kastalia, from Glasgow	Dec. 16
Indrani, from Greenock	Dec. 18
Lake Manitoba, from Liverpool	Dec. 19
Sicilian, from Liverpool	Dec. 21
Monmouth, from London	Dec. 21
Pretorian, from Liverpool	Dec. 26
Bengore Head, from Ardrossan	Dec. 27
Achenia, from Glasgow	Dec. 30
Lake Champlain, from Liverpool	Jan. 2

PORT OF ST. JOHN.

Arrived.

Friday, Dec. 29.

Bargt Rescue, 321, Williams, from Jacksonville, via Norfolk, Va; A W Adams, with 254,176 feet pitch pine lumber, in for harbor.

Schr Otis Miller, 98, Barton, from Hyannis, Mass; A W Adams, ballast.

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

Schr Lewanika, 299, Williams, from Philadelphia; R C Elkin, 553 tons hard coal, Starr.

Coastwise:—

Stmr Beaver, 42, Turner, Harvey.

Schr Clara A Benner, 37, Phinney, West Isles, and cld.

Schr Enori, 63 Apt, Annapolis and cld.

Schr Harry Morris, 98, Loughery, St Martins.

Cleared.

Schr Rebecca W Huddell, 210, Whelpley, for Fall River; Stetson, Cutler & Co., plank, etc.

Coastwise:—

Schr Hattie McKay, Card, Walton, N S.

Schr Nina Blanche, Crocker, Freeport.

DOMINION PORTS.

HALIFAX, Dec. 28—Ard, stmr Unique, Bermuda, Windward Islands and Demerara.

Cld—Schr Winifred, Cocon.

Sld—Stmr Veritas, Kingston, N S.

YARMOUTH, Dec 25—Ard, schr A K McLean, New York.

BRITISH PORTS.

LIVERPOOL, Dec 26—Ard, stmr Bovic, New York; Majestic, do.

Sld—Stmrs Sylvania, Boston; Dominion, Halifax; Pretorian, Dahome, Halifax.

LONDON, Dec. 28—Ard, stmr Carmatan, Halifax via Havre; Cambrian, Boston.

GLASGOW, Dec 28—Ard, stmr Caledonian, New York.

ARDROSSAN, Dec 27—Sld, stmr Bengore Head, for St John.

GLASGOW, Dec 27—Sld, stmr Teelin Head, for Sydney, C B.

FOREIGN PORTS.

ANTWERP, Dec 23—Sld, stmr Cunaxa, Starratt, Penarth and St Lucia.

PHILADELPHIA, Dec 28—Ard, stmr Gulfe, Hillsboro.

NEW YORK, Dec 28—Cld, schr Wanola, St John.

BOSTON, Dec 28—Ard, stmrs Saxonia, Liverpool; Boston, Yarmouth; Aranmore, Halifax.

Cld—Bark Avonia, Buenos Ayres.

VINEYARD HAVEN, Dec 28—Sld, schrs Freddie A Higgins Grand Manan, New York; Ellen M Mitchell, St John, do.

GLOUCESTER, Dec 28—Ard, schrs Annie M Souris; Gazelle, Boston, Plymouth, Olivia, do for Lunenburg.

SPOKEN.

British schr Severn, from Black River, Ja, for New York Dec 24, lat. 32, lon. 77.

REPORTS, DISASTERS, ETC.

A contract has been made to repair ship Senator (Br), Kinney, from Vancouver, for £795 at East London.

LONDON, Dec 20—Contract to repair ship Acme, at Singapore, after stranding in Sunda Straits, is for 158,000 Mexican dollars.

BLACKWALL, Eng., Dec 14—Stmr Sardinian (Br), Moar, from London 13th for Glasgow and Boston, while proceeding from Barking Reach, about 7.30 a. m. same day, ran aground and was floated the other day when attempting to go down the bay. She will proceed to her destination with first favorable wind.

RECENT CHARTERS.

Ship Euphemia, 1228 tons, from Brunswick to Buenos Ayres, lumber, $10.

British schr Orinoco, from St John, N B, to New Bedford, lumber, p. t.

British schr McClure, 191 tons, from New York to San Domingo, genneral cargo, back with sugar, p. t.

VESSELS NOW IN PORT

Not Cleared to Date—Showing the Tonnage and Consignee:—

STEAMERS.

Montreal, 5552, C P R Co.
Montcalm, 3,508, C P R Co.
Parisian, 3,338, Wm Thomson.
Salacia, 2,636, Schofield & Co.

BARK

E A O'Brien, 1027, J W Smith.
Spica, 882, Wm Thomson & Co.

BRIGANTINES.

Atlanta, 320, J. W. Smith.

SCHOONERS

Abbie and Eva Hooper, 276, R C Elkin.
Abbie Keast, 95, A W Adams.
Annie A Booth, 165, A W Adams.
Annie Bliss, 275, Master.
Clayola, 123, J. W. Smith.
Clyde, 125, D J Purdy.
Domain, 91, J W McAlary.
Emily F Northam, 310, A W Adams.
Eric, 119, N C Scott.
Frank and Ira, 98, N C Scott.
Genevieve, 124, A W Adams.
H H Perry 331, F Tufts.
Harlem, 193, R C Elkin.
Harry, 422, master.
Hunter, 87, D J Purdy.
Ida M Barton, 102, J W McAlary.
Jennie C, 98, A W Adams.
Lena Maud 98, D. J Purdy.
Lewanika, 298, R C Elkin.
Louis, 98, A W Adaws.
Lula Price, 121, Master.
Mary E, 95, F Tufts.
Minnola, 209, J W Smith.
Myra B, 90, Master.
Nellie Watters, 96, F Tufts & Co.
Preference, 242, G. L. Purdy.
Rebecca W Huddell, 210, D. J. Purdy.
Ronald, 268, J W Smith.
R D Spear, 299, J. A. Gregory.
Rewa, 122, D J Purdy.
Ruth Robinson, 452, R C Elkin.
Three Sisters, 288, John E Moore.
Uranus, 73, J W McAlary.
Vere B Roberts, 124, J W Smith.

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

MARINE NOTES

The Furness liner Gulf of Ancud sailed from Halifax yesterday for London and her cargo will include 5,000 or 6,000 bbls apples.

The P. and B. liner Oruro, which is in the dry dock at Halifax is having several new plates put in near the keel. Peter Leblanc has been promoted first officer of the Oruro and John Shaw, of Manalieu, second officer.

The Parrsboro schr Sakata, which was wrecked off the coast of Florida, was commanded by Capt. J. A. Conlon, who had on board with him his father, Capt. W. F. Conlon. The others on board were J F. Williams (saved), H. J Cox, E. Mallish, Arthur Cook, Benj. Thibedeau and C. K Simonson. The captain leaves a widow and child and his father a widow and grown up daughter. The Sakata, which was only launched in May of this year, was an exceptionally fine vessel of 386 tons register. She had steam hoisting gear and all modern improvements, and was valued at $26,000. The captain and his father owned half the vessel and M. L. Tucker and family and Alonzo Seaman the other half. She was partly covered by insurance.—Halifax Chronicle, Dec. 28.

IMPORTS

FROM LONDON, ex S S Montreal—102 tons scrap iron, Bank of N B; 15 pkgs mdse, D J Seeley & Son.

FROM ANTWERP—1 cs mdse, Vassie & Co; 4 cs mdse, Brock & Patterson; 16 bxs glass, S Hayward & Co; 100 cs brandy, J O Regan; 122 rough tyres, 200 bdls hoop iron, order; 3 cs plate glass, Royal Bank Canada; 694 steel billets, order S; 30 cs gin, order S; 100 pkgs gin, order M; 24 zinc sheets, Portland Rolling Mills, 6 cs toys, order; 32 cs capsules, Pollock Bros; 10 bbls extract, C H Peters & Son; 54 pkgs mdse, Manchester Robertson Allison, Ltd; 5 cs ironware, order L; 11 cs straw hats, D J Seeley & Son; 148 pkgs mdse, H C Olive.

Also a large cargo for the west.

EXPORTS

FOR LIVERPOOL, per S S Corinthian—Foreign goods: 440 bxs lard, 811 pails lard, 302 bxs meats, 4100 pkgs flour, 811 bbls maple. Value $49,758.

Canadian goods: 116 bales leather, 238 bbls apples, 71 bags mica, 88,979 feet spruce deals, etc, 160 tons birch timber, 400 sks oatmeal, 2 bxs effects, 1520 bxs cheese, 120 sks beans, 400 sks linseed cake, 320 sks rolled oats, 1800 sks flour, 4430 pcs boards, 495 bdls hoops, 925 bdles staves, 869 bush vegetables, 40,000 bush wheat, 445 cattle, 6 pkgs ad matter, 10 bales straw, 43 bags meal, 20 tons hay. Value $183,763.

Total value of cargo, $183,521.

FOR GLASGOW, via Liverpool, per S S Tritonia—Foreign goods: 36,7 sks flour, 435 pcs pine deals, 50 tcs lard, 8571 bush corn, 300 cattle, 9,140 jute bags, 1 cs underwear. Value $47,878.

Canadian goods: 16 horses, 6332 bgs flour, 2590 bgs oatmeal, 338 bbls apples, 11 bxs hides, 14 cs bacon, 24,000 bush wheat, 401 cattle, 328 sheep, 260 bales hay, 350 cs eggs, 46 bales straw, 400 bgs meal, 10 bgs bran, 6 bags oats, 1 cs picture, 172,007 feet spruce deals, 8 exs ad matter, 520 cs Quaker oats, 1073 bxs cheese, 298 bxs butter, 17 cs meats. Value $107,381.

Total value of cargo, $155,259.

FOR FALL RIVER, per schr Rebecca W Huddell—86 654 feet spruce plank, 51,283 feet spruce scantling, 5,000 feet spruce boards.

DOINGS IN THE SPORTING WORLD

HOCKEY, SKATING, THE RING, ETC.

DELIVUK AND GOTCH WILL MEET AGAIN

(Montreal Herald.)

Frank Gotch, the Iowa Agricultural Athlete, the swiftest and smoothest go-as-you-please, ever-ready, rough-and-tumble wrestler that ever drifted down the pike and cast anchor in Montreal, will exchange Happy New Year Graeco-Roman talk with Mr. Delivuk next Friday at Sohmer Park. Perhaps you don't know Delly?

Did you ever pass a chap in the street—a great, big, wide-shouldered ginny, too—dressed as if he had stepped out of Alice in Wonderland, or "Wao Put Me to Sleep?" Knee-breeches, open at the sides, high-laced boots, a coat that beggars description, with a shirt and tie that resemble a midnight struggle with a Welsh rarebit—that's Delivuk. The hat is about the size of a good big cup and saucer—but what's the use? The whole get-up is wild, weird and wholly woolley—that's Delly. Ever see him wrestle

If you have, you've seen the best Graeco—Roman man-eater in Europe; if you haven't, you've still got something left—even if Xmas is over—that will make your eyes bulge out till they could be picked off with a frozen mitt. Delly is a Cuckooinermo for sure. Ever see him crawl out of a bad hold, and then balance himself on the other fellow's head or his wishbone and throw about 843 semi-demiquivers? No? Well, it's too bad. He is just the cute, cunning thing, is Delivuk.

In Buffalo, where they used to raise real fighters and wrestlers once, Delivuk went up against Gotch at catch-as-catch-can, and even today Delly can see a whole firmament of red and green meteors, blue shooting stars, pink sun-dogs, and all the rest, merely by closing his eyes for a second.

Now Gotch is returning the compliment, "thanking you very much, and many returns of the day." He will ask Delly to let him try the Graeco-Roman fashion, and if the fantastically, fantosstic Austrian doesn't put his elbows 'way into Gotch's ears just to show that it's the festive New Year's season, lots and lots of people will agitate their guessing machines to no purpose. It will be two out of three.

Delivuk appeared here in the York Theatre, against Maupas, in the first wrestling bout in this city. He was entered as Geo. Schnable.

INTERCOLLEGIATE HOCKEY LEAGUE

Truro, N. S., Dec. 28—(Special)—An intercollegiate hockey league was formed in Truro this evening by Chas. I. Baillie, representing Dalhousie Amateur Athletic Club; J. Martin, St. Francis Xavier; Harry W. Lunney, U. N. B.; and Harry W. Jakeman, Mount Allison. Bylaws and constitution formulated for submission to the various associations for ratification cover the following points: Name—Maritime Intercollegiate Hockey League, to be governed by rules of Canadian Amateur Hockey League. Object—To improve, foster and perpetuate hockey among the maritime colleges, protect it from professionalism, promote friendly feeling between colleges. The executive is composed of one from each association. The players must be amateurs.

Dalhousie, University of N. B., St. Francis Xavier and Mount Allison to constitute the league. Only bona fide students shall be eligible to play, who are enrolled on the college books and attend lectures on these subjects for two weeks preceding the match. Each college submits the names of two referees and the captains may choose from these. If not agreed on referees twenty-four hours before the game the executive shall appoint one.

The Hewson trophy shall be competed for annually, the university winning it three times in succession shall own it. One member of the faculty of each university to compose the board of trustees to hold trophy.

"ALL IN"

"I'm all in!"—Bob Fitzsimmons.

Not on your life, Bob; not on your life!
The Muse salutes you!
And if there still be virtue left in catgut,
In brass or wood, she'll sound a stave that's worthy
The squarest, hardest hitting slugger that ever pawed the sawdust!
The man with the wallop!
"All in!"
Not on your life!
Your place is with the veteran heroes, with the elder statesmen.
Another may wear your laurels, but cannot blur your record!
Hero of thirty score hard fought battles.
An in-fighter who gave and took with a joyous ferocity?
Who fought manfully and as manfully lost!
Move up there, you Immortals!
Make room for a gladiator—not for a grafter!
Here is a tall fellow of his hands—whose hands are clean!
A rough jointed, red headed, slant browed tragedyte!
Such a one as might have wielded the cestus
Before applauding Rome!
Make room, I say!
While we who have roared and catcalled by the ringside,
Whooped, yelled, howled and trampled on our hats
As he grinned back at us in his hour of triumph—
A freckled, fierce, loose lipped satyr—
Take off our hats to add state to his exit.
"All in!"
Not on your life, Bob!
You have fought your last battle,
But it was the best of many.
And though lost, was not without glory.
Step up to your place with the Immortals
And live long to awe the youngsters
With the tales of your prowess.
—New York Sun.

SOME BIG PRICES FOR GREAT STALLIONS

NEW YORK, Dec. 27—When the famous stallion Watercress, was recently knocked down to James B. Haggin for $71,000, the question was asked: "How much would Mr. Haggin have been willing to pay for the great sire if there had been a bidder to raise the figures above the selling price?" Nobody could answer the query at the time, but the other day a well known breeder made the remark that Mr. Haggin would not have allowed Watercress to get away from him even if he had been compelled to pay $200,000 for him. The price paid for Watercress was $1,000 more than the figure paid by H. P. Witney for the mighty Hamburg at the dispersal sale of the famous stud a year ago. Mr. Whitney bid Watercress up to $70,000 but stopped at that point when he realized that Mr. Haggin had set his heart on retaining the great stallion.

But the prices paid for Watercress and Hamburg were comparatively small when other transactions in this line are recalled. The great Derby winner, Flying Fox, brought the highest price ever paid for a thoroughbred racehorse. M. Blanc, the noted French turfman, bid $187,000 at auction for him, and the horse was knocked down for that amount. The highest price ever paid for a horse in this country for a thoroughbred was $100,000 in one bid, made by Charles Reed for the celebrated St. Blaise, who was put up at auction when the late August Belmont's great racing stable was disintegrated. W. O. B. Macdonough paid $150,000 for Ormonde, the sire of Ormondale, this year's Futurity winner. Incidentally it might be said here that James R. Keene refused $100,000 for Sysonby last summer, saying that he would not part with the son of Melton at any price.

Clarence H. Mackay paid $51,000 for the great Meddler at the Whitney sale. A. L. Aste sold Nasturtium, by Watercress, to the late W. C. Whitney for $50,000 when the colt was a two-year-old. There are many stallions who are valued at from $50,000 to $100,000 by their owners, but are not on the market.

THE BELL SAVED GRIM

WILMINGTON, Del., Dec. 26—Joe Grim, the 'human punching bag,' thought that Jack Reardon of Philadelphia, was landing too hard on him in their fight before the National Sporting club here, Monday, and resorted to an old prizering trick that caused the worst rough and tumble fight ever seen here in a roped arena.

At the end of the third round Grim realized that he was getting the worst of the bout and called Reardon a foul name, hoping it would anger his opponent and cause him to be careless in the next round Reardon, however, pounced upon Grim who threw him to the floor. Then Grim proceeded to kick Reardon brutally.

The crowd became highly excited and everyone jumped to his feet. Referee Lew Bailey of Philadelphia was equal to the occasion and seizing Grim threw him almost out of the ring.

After quiteness was restored the bout went on. It is needless to say the spectators got their money's worth in the next three rounds. Reardon had all the best of it and the bell alone saved Grim from being knocked out in the sixth.

JEFF'S LATEST RIVAL

Chicago has unearthed a new championship possibility.

George Schaffnell, the village blacksmith, thinks he can whip Jeffries.

Schaffnell is 20 years of age, weighs 230 pounds and stands 6 feet 2 inches tall. He works every day at the anvil.

He thinks he has a punch in either hand which will put away Jeff. Not only is the Windy City smithy handy with his fists, but he is surprisingly active on his feet for a big fellow. His muscles are like whipcords.

He is determined to fight his way to the top.

Schaffnell will begin his ring career next week in the Illinois A. C. amateur tournament. If he wins he will look for trouble higher up.

A SWEEPING CHALLENGE

Howard Smith of Elizabeth (N.J.), who is considered to be the best 118-pound fighter in the world today, has issued a challenge to the featherweight fighters for a bout of any duration for a side bet of any amount. Smith has met and defeated the best men in the featherweight class, but as the title is held by a boxer who cannot make the featherweight limit, Smith has never had a chance to legitimately win the title.

JEFF WON'T MEET O'BRIEN

Los Angeles, Cal., Dec. 27—Jim Jeffries, resting comfortably on his onion farm, was shown the defi from Jack O'Brien this afternoon. "Well, I guess there is nothing doing there," said Jim, "for certainly I refuse to fight O'Brien. That's final."

PERFECTLY COMMONPLACE

Elsie—"So you consider him misleading and disappointing? Why?"

Edie—"Well, he had me on tender-hooks last night in expectation that he was going to ask me to go to the theatre."

"And didn't he?"

"No; he only asked me to marry him."—Tit-Bits.

MIGHT HAVE BEEN WORSE

Uncle Charles—"I don't know as you will thank me for interfering, Ellen, but they tell me that Mr. Cashman you are going to marry is utterly worthless."

Ellen—"Why, Uncle Charles?"

"Not in a pecuniary sense, you know—he's got money enough—but from intellectual point of view."

"Oh, Uncle Charles, you don't know what a turn you gave me!"—Tit-Bits.

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