

Financial and Commercial

TARIFF CHANGES

FAVOR BRITAIN

What the Ottawa Correspondent of the New York Times Predicts.

NEW YORK, Nov. 20.—A despatch from Ottawa to the Times says:

When the revision of the Canadian tariff is presented to parliament in a very short time the changes will be numerous, but not of a very material character since the existing tariff has been pronounced by nearly all classes to be highly satisfactory.

PROTECT WOOLLEN MEN.

The woolmen are expecting more protection against imports from Britain. The Canadian Manufacturers' Association which does not include all the manufacturers of the Dominion, would like to see the British preference disappear, but as it would be extremely unpopular to attack it directly overt means have been adopted to destroy its effect.

However, the preference—and it is not to be a sham one—is here to stay, and it will have a column set apart for itself. Instead of there being a preference of 33-1-3 per cent, as in the past, it will in the future vary all the way from 20 to 75 per cent, according to the British and Canadian trade conditions of the item under review. To put the matter more clearly, Britain will get the opportunity of supplying whatever goods the Canadian mills cannot turn out, and will also have a chance of competing on equal terms with the Canadian manufacturers in the home market.

THROW TRADE TO BRITAIN.

It may be just as well to eliminate at once, and altogether any idea that the Canadian tariff is to be framed for any other purpose than to suit the interests of the Canadian people in the first place, and in the second place to give any advantage that it is possible to the British manufacturer over the foreigner.

This is a small return for the open market which Britain extends to all countries, but the principal reason is that the current of Canadian trade is now being directed toward the home land because of the tariff barriers between Canada and the United States, and which at any time might be raised to Dingy proportions.

Canada can no longer afford to be at the mercy of the Washington legislature. And this fact alone will bring about a more speedy remedy, even with our American friends, than the old idea of running to Washington for trade favors.

OPENINGS FOR CANADIAN TRADE

Reports From Our Commercial Agents in Japan and England

An interesting report has been received by the trade and commerce department at Ottawa from Alexander Maclean, Canadian agent at Yokohama. He says that the general grain crop of Japan shows an increase of twenty-three million bushels. A syndicate of Japanese is promoting the grinding of wheat, but a large importing firm is recommending dealers to take up Canadian flour. The importations of flour from Canada for nine months were only valued at \$82,015, but this, however, is double the importations of the previous year. The exports of tea to Canada for the nine months totalled 2,304,620 pounds, a decrease of 700,000 pounds, as compared with corresponding period of 1905. Professor Shiza, director of forestry, has patented an invention for the preservation of wood, applicable to railway ties, posts, bridge timber, etc. Tar and creosote are the principal materials used. The invention has attracted great attention. The agricultural college has been experimenting in the manufacture of pulp. The young bamboo plant, or bamboo grass, has been tried with great success.

EGGS DEAR IN ENGLAND.

J. B. Jackson, agent at Leeds, says that eggs are from two to three shillings the great hundred dearer than at the corresponding period last year. The importation of eggs into Great Britain for the year ended at \$24,278,000. Mr. Jackson reports a large demand in Yorkshire for Canadian

WALL STREET TALK

NEW YORK, Nov. 21.—Although there has been considerable profit-taking during the last few days, all offerings have been eagerly taken, and there appears to be no limit to the buying capacity. The short interest has been heavily reduced and the principal selling represents speculative holdings. The recent easing of money and prospect of further improvement in monetary conditions, have encouraged outside investment and there is now more public interest in the market than for months. The improved foreign demand is due mainly to the betterment of financial conditions abroad. The Bank of England is rapidly increasing its reserve and a reduction of the discount rate is looked for early next month. It is quite likely that the foreign demand for our exports will be very active during the remainder of this month at least. Greater abundance of money is the thing lacking to make all conditions favorable for a big bull market, and it now seems quite certain that the supply will increase considerably within the next few weeks, although rates are not likely to be low until the first of the year.—A. O. Brown & Co.

N. Y. STOCK MARKET

Thursday, Nov. 22, 1906.

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

Yesterday's Today's

Closing. Opening. Noon.

Amalgamated Copper . . . 112 1/2 114 1/4 114 1/4

Anacostia . . . 112 1/2 114 1/4 114 1/4

Am Sugar Refs . . . 112 1/2 114 1/4 114 1/4

Am Smelt & Refs . . . 112 1/2 114 1/4 114 1/4

Am Car Foundry . . . 112 1/2 114 1/4 114 1/4

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THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1906	Sun	Tides	Low
Nov. 19	7:30	4:15	7:30
20	7:30	4:15	7:30
21	7:30	4:15	7:30
22	7:30	4:15	7:30
23	7:30	4:15	7:30
24	7:30	4:15	7:30

The time used is Atlantic Standard, for the 6th Meridian, which is four hours slower than Greenwich mean time. It is counted from midnight to midnight.

VESSELS BOUND FOR ST. JOHN.

Steamers	Tons	From	Date
London City	1500	London	Nov. 13
Montevideo	1500	Antwerp	Nov. 14
Empress Ireland	8000	Liverpool	Nov. 15
Parthian	2000	Glasgow	Nov. 17
Montevideo	1500	Liverpool	Nov. 17
Samaritan	2400	Antwerp	Nov. 18
Lake Champlain	1800	Liverpool	Nov. 21
Halifax City	1500	London	Nov. 22
Marina	2200	Glasgow	Nov. 24
Mount Temple	6000	Antwerp	Nov. 25
Italian	1500	Liverpool	Nov. 25
Empress Britain	8000	Liverpool	Nov. 26
Cassandra	1700	Glasgow	Dec. 1
Lake Erie	1800	Liverpool	Dec. 1
Tunisian	1800	Liverpool	Dec. 7
Lakonia	1800	Glasgow	Dec. 8
Lake Michigan	1800	Antwerp	Dec. 12
Siljilian	1800	Liverpool	Dec. 13
Empress Ireland	8000	Liverpool	Dec. 19
Parthian	2000	Glasgow	Dec. 21
Montevideo	1500	Liverpool	Dec. 21
Preclonian	4000	Liverpool	Dec. 27
Empress Britain	8000	Liverpool	Dec. 28

PORT OF ST. JOHN.

Arrived.
Stmr. Senlac, 614, McKinnon, from Halifax and Cape ports; Wm Thomson & Co. pass and mds.

Coastwise.

Tag Sprinhill, 96, Cook, Parrsboro and cleared.
Barge No. 5, McCullough, Parrsboro.
Schr. Barge, 54, Rouse, Parrsboro.
Schr. Lena, 50, Scott, Noel, N. S. and old.
Schr. Wanda, 42, Rolfe, Port William.
Schr. Susan, 42, Noel, Port William.
Schr. Fia Back, 24, Ingersoll, North Head.
Schr. Helen M., 62, Mills, Parrsboro.
Schr. Juliette, 14, Schen, St. Martins.
Schr. Anne Pearl, 19, Sterling, River Hebert.

Cleared.

Stmr. Evangline, 1417, Heely, for London via Halifax; Wm Thomson & Co. general cargo.

Coastwise.

Schr. Irene Bellevue, Hantsport.
Schr. Lone Star, Richmond, North Head.

DOMINION PORTS.

Montreal, Nov. 20.—Stmr. Kensington (Br.) Morle, Quebec.

Halifax, N. S., Nov. 21.—Stmr. Garscube, Smith, from Antwerp for New York, having coaled; Ragnarok, Faulsen, from Lewport (Nfld) for New York, having coaled.

Perry, Haves, for Port George, Hopkins, for Bermuda, Turle Island and Jamaica.

Schr. Susan, 42, Noel, Port William.

Hillsboro, Nov. 19.—Stmr. Edda (Nor), Mendell, for Cape Point.

BRITISH PORTS.

Carbonara, Nfld, Nov. 13.—Schr. Sir Livonia, Boston.

Calala, Me., Nov. 20.—Schr. Seth M. Todd, Perth Amboy.

Berry, Nov. 15.—Schr. Lord Ivesagh (Br.) Brown, St. John, N. B.

Grow Head, Nov. 15.—Schr. Bathurst, N. B. for Manchester.

Gloucester, Nov. 20.—Schr. Athena (Gr.) McNeil, Montreal and Quebec; Mongolian (Br.) Henderson, do do.

Shannon, Nov. 20.—Schr. Lord Ivesagh, from Cape Point.

Liverpool, Nov. 20.—Schr. Nordstar, from Cape Point and Bathurst for Manchester.

FOREIGN PORTS.

Santos, Nov. 17.—Schr. Wyanadine (Br.) Richards, New York.

Norfolk, Va., Nov. 20.—Arrived, steamer Inland (Br.) Martin, St. John, N. B.

New London, Conn., Nov. 21.—Schr. Anie, A. Booth, Port Reading for Dover; J. L. Colwell (Br.) Branscombe, do for St. John, N. B.

Philadelphia, Nov. 20.—Schr. St. Gimble, for St. John, N. B.

New York, Nov. 20.—Schr. Steamer Mackay Bennett (Br.) Schenke, Halifax, Nov. 15, via Cape Point.

St. John, N. B., Nov. 21.—Schr. Lord Ivesagh, from Cape Point.

Philadelphia, Nov. 21.—Schr. Lady of Avon, for St. John; Ann Louisa Lockwood, for Saguay.

Delaware Breakwater, Nov. 21.—Schr. Nara, from Windsor for Chester.

Vineyard, Nov. 21.—Schr. Lord Ivesagh, from St. John, N. B.

B. M. Robert, from New York for Windsor (N. S.).

St. John, N. B., Nov. 21.—Schr. Windsor (N. S.) for Portland.

New London, Conn., Nov. 21.—Schr. Victor, from St. John, N. B.

New York, Nov. 21.—Schr. St. John, N. B. for Halifax; Adventurer, for St. John's via Sydney; schrs. Scotia, Queen, Marie, and others.

(N. S.); Gypsum Express, for Windsor.

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St. John, N. B., Nov. 21.—Schr. St. John, N. B. for St. John, N. B.

been floated by tug and towed to Caline. The will make temporary repairs, then go on railway at Camden.

Halifax, Nov. 20.—Steamers Garscube (Br.) from Antwerp for New York, and Ragnarok (Nor.) from Lewport, Nfld. for New York, have put in here for coal.

Halifax, Nov. 20.—A wireless message received from Cape Sable states that an unknown schooner was seen to capsize and founder yesterday about one mile west of the Southwest Ledge. There were no signs of a crew on board.

Parrsboro, N. S., Nov. 10.—Schr. St. Olaf (Br.) Burgess, from New York, arrived here with sparer and forecastle damaged in Thursday night's gale of Maritimes.

Quebec, Nov. 19.—Schr. Marie Louise, hence Tuesday for Riviere Blanche, was wrecked Friday night at Trois Poutres. Crew saved. Tug Spray, valued at \$500, was totally wrecked on Madore Island.

Yarmouth, N. S., Nov. 20.—A cablegram received here today states that bark Reform, of this port, which was ashore at Barbuda, off Antigua, is a total loss. The crew were saved.

Yarmouth, N. S., Nov. 20.—Tug Marine, which yesterday went to the assistance of the tug Spray, and on Saturday's ledge, has not yet returned. The crew of the vessel landed safely on Pense's Island.

VESSELS IN PORT

(Not cleared.)

With their tonnage and consignee.

Steamers.

Alcedo, 2181, Robert Redford Co.

Orion, 1853, Dominion Coal Co.

Cruizer, 24, C. P. R.

Orion, 2300, Robert Redford Co.

Barks.

Bonny Dean, 370, C. P. R.

Nora, 1653, Wm. Thomson & Co.

Schooners.

Abbie Keast, 36, A. Wilson.

Alice Maud, 119, N. C. Scott.

Allice Bliss, 275, E. Hunsley.

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