Financial and Commercial

A CAUSTIC BRITON ON AMERICAN FINANCE

Millionaires Who Play With Money Not Their Own---A Rage for Colossal Speculation---The Question of Playing Fair.

(New York Post)

"American Finance," just published by Blackwoods, and written by W. R. Lawson of the London Stock Exchange—a well known and trenchant critic of international finance—takes up, among other questions involved in its topic, the question of the American millionaire and the part played by him in American finance. The writer, who has lately returned from a long trip of practical observation and inquiry in America, starts out by observing that "some nations die of creeping paralysis, while others prefer the nobler alternative of smashing up. There is nothing paralytic about American finance, nor is there ever likely to be. But it has vast and varied possibilities of internal convulsion. Its explosive risks are double those of other nations; they threaten it from above as well as from below. Of the two, the anarchists on top are much more dangerous than those at the bottom."

WALL STREET AND THE MILLIONAIRES

Pursuing this line of reasoning, the book takes up the question of the Wall Street millionaire:

"The railroad reorganizations of 1894-96 filled not a few pockets in Wall Street to bursting. Wall Street itself was so carried away by the prosperity they helped to create, that stocks had only to be hoisted fast enough in order to attract buyers. New millionaires sprung up faster than mushrooms, while old millionaires found themselves literally overwhelmed by floods of fresh wealth. Anything in the way of financial conjuring became possible. Combinations, conversions, 'communities of interest,' mergers, pools, syndicates, all called out for some one to come forward and perform them. They were as easy as playing poker, and every one of them had millions in it.

THE CARNIVAL OF 1901.

"From 1897 to 1903 Wall Street gave itself up to a carnival of financial wizards. It had begun with the railroads, but it did not stop there long. Very soon the insurance companies were drawn into it. The banks, of course, could not resist the temptation. Nor could the trust companies. The churches kept out of it with difficulty, and were much divided in opinion as to the propriety of accepting "tainted money." The hotel lobbies and the drinking saloons had no theological scruples. They hung over the ticker as if the fate of the country depended upon it. Congress was not indifferent to the great game of speculation going on all around it. Neither senators nor representatives were mere academic observers of the rise and fall of prices. The remotest State Legislature exchanged a good deal of wireless telegraphy with New York. The latest development of the speculative fever is said to be among Western farmers.

"Under the fascination of this wide-spreading craze, the Americans are becoming a nation of speculators. They may retort on us that speculation in wheat and stocks is at least more dignified and rational than universal betting on horse races. So it is, but it may for that very reason be much more dangerous to the nation. Betting in England is the vice of working men and boys, who have not much to lose by it. Among the educated and propertied classes it is comparatively rare. Speculation in America is much more extensive. All classes are more or less under its spell, and the amount of money staked on it is beyond comparison larger than what is staked in England on the turf.

WHO ARE OUR SPECULATORS?

"A rage for colossal speculation must sooner or later bring disaster on any community, however wealthy. But colossal speculation conceived in fraud, and inventing new roguerics at every turn, may threaten shame as well as ruin. If the colossal speculators were a class by themselves, who looked after each other and said no more about it, there would be some hope of their dying out in time. But the Napoleonic operators in Wall Street are not mere gamblers. They are also the financial leaders of the nation, its bank presidents, its railroad directors, and the heads of its great industrial organizations. They have a finger in every pie, social, political and commercial. Wherever there is an honest profit to be got, they have the first chance at it. But that is not enough for them. They are continually scheming for unfair advantages and secret "pulls" over other traders. The meanest tricks and dodges are resorted to against competitors. And when all else fails, they can stoop to the grossest forms of corruption.

QUESTION OF PLAYING FAIR.

After describing the special advantages which the writer conceives to be enjoyed by capitalists "as such," including high protection, use of Treasury money on deposit, and at times use of insurance resources, he proceeds:

"Any reasonable man should be satisfied with such a long start over his competitors. The heathen Chinee could have won every game with only half as many cards up his sleeve as a millionaire operator has all the time. No human being, therefore, has less excuse than the millionaire operator for sharp play. With such chances as he has, it should be almost impossible for him to miss anything in sight. The wonder is that he should think it worth his while to be a sharper. As to the fact, however, there can unfortunately be no doubt.

"Men of this stamp are the millionaires of Wall Street—the so-called money power of the country. They have a very large proportion of the national wealth in their keeping, and can use or abuse it as they please. The millions they play with are not their own; 70, 80, or may be as much as 90 per cent. of the money is borrowed. They have time loans and call loans running at scores of different banks. One pool they may finance in New York, another in Boston, and another in Chicago. Apart from these they may have blocks of stock pawned in London, Paris, and Amsterdam. Their simple and innocent rule is to borrow at every open door, and they never stand on matters of form. If they cannot raise a loan they will negotiate a bill or coax an acceptance out of some foreign bank. It is literally true at the present moment that the big plungers in Wall Street have their hands in everybody's pocket. They owe Europe a few hundred million dollars as a small supplement to their home loans.

"However many fortunes may be made in this way, no nation can ever be permanently enriched by them. It is more likely to be impoverished, for they are signs of decay and not of progress. They are suicidal elements in national economy."

INTEREST IN STANDARD OIL

The Stock's Remarkable Collapse, the Story of it, and Why it Was Done Before.

(New York Evening Post)

The break of 33 points in Standard Oil stock on the curb last week—that security has never asked admission to the Stock Exchange, and its price is always made from the Broad Street sidewalk—followed a break of 38 points the week before, in the closing week of last January, it sold at 709; it had reached a much higher price in other recent years—750, for instance, in January, 1903. Its course this year has shown a peculiar sensitiveness. In the April "deficit week," it got down to 650; the "San Francisco week" sent it down to 636.

On May 4, President Roosevelt sent to Congress his special message on Standard Oil and other Trusts, announcing that the department of justice will take up the question of instituting prosecutions in at least certain of these cases: the stock broke instantly nearly 40 points, to 590; it recovered and was quoted above that price as lately as the middle of November. The filing of the government's suit on November 15 has been followed by the subsequent break to 505.

This 200-point break, within a year, is perhaps the heaviest decline on the stock's record. It broke 170 points in the first half of 1903, and it fell 140 points in the single day of panic, May 9, 1901; but recovery ensued in each case, before this year's record was paralleled. Its swing has been wide: it was at 834 in 1901, and around 300 in 1897; but even so, its present price is the lowest in seven years. What is to be inferred from it?

First, that when a stock has so narrow a market and is so closely held, its price movement will be very wild. Second, that some holders—possibly small ones—do not like the talk of dissolution. Third, that the "inside clique" is taking no steps to sustain the price. This last consideration is what most impresses Wall Street. Of recent years, an almost superstitious consideration has been given to the movements of Standard Oil; in particular, its great break, at the opening of 903, has been accepted on the Stock Exchange as the forerunner of "Rockefeller liquidation." Yet, unless the Stock Exchange is much mistaken, the very "insiders" who are letting Standard Oil drop are putting their shoulders to the wheel in Union Pacific. This is a novel situation.

Is Standard Oil a bargain at current prices? That is a matter of judgment. At 500, with the 40 per cent. dividend of 1906 and 1905, it would net the buyer 8 per cent. In 1901, with a 48 per cent dividend, it netted him 5¾. Perhaps the difference measures the traditional dislike to "buying into a lawsuit."

NEW C. P. R. HEAD HAS FINE RECORD

Toronto, Nov. 28—Charles Murphy, of this city, who, it is announced, is to succeed Wm. Downie as superintendent of the Atlantic division at St. John, has as yet received no official notice of this transfer. Mr. Murphy is one of the most popular railway officials in Toronto, where he has acted as superintendent of division No. 2 for the past five years.

He was formerly chief train despatcher at Ottawa on the Lake Superior division, and his advancement in the service has been rapid. He is a modern railway man, alert, resourceful, courteous, and every step he has gained has been the reward of faithful and efficient service.

Mr. Murphy is an old Prescott boy and entered the C. P. R. service about eighteen years ago.

His home in Toronto is the centre of a very pleasant circle. Mrs. Murphy is a very pleasant friend to those who enjoy the pleasure of her acquaintance, and a most attractive woman, and will be an acquisition to society anywhere. They have four children.

The annual meeting of the St. John City and County Agricultural Society is being held this afternoon at the office of the president, Dr. T. Fred Johnston. Reports will be read from the directors, secretary and treasurer, and the election of officers for the ensuing year will be held. The report of the directors gives a review at length of the work of the year.

TIMES DAILY PUZZLE PICTURE



December 1, 1842.—Sixty-four years ago today Philip Spencer, a midshipman, and son of John C. Spencer, then secretary of war, and two others, were hanged at the yard-arm at sea for alleged conspiracy.

Find another seaman.

ANSWER TO YESTERDAY'S PUZZLE.

Right side down, under Franklin.

RESULTS OF SUNDAY LAW

How the New Measure Will Affect This Province --- A Summary.

At a meeting of the Nova Scotia Lord's Day Alliance the following summary statement was made of what the lower provinces gain by the new law to come in force next spring:

1. We are no longer compelled to punish the poor employe who has been obliged to work unlawfully on Sunday or risk losing his bread and butter. The employer is now liable as well as the employe, and to much heavier penalties. The workingman who violates the law exposes himself to a penalty of from $1 to $40. The employer who requires this of him is liable for from $20 to $100; while corporations as such are made subject to the new law and the penalty to which they are liable varies from $50 up to $500.

2. All Sunday trading, excepting only the sale of drugs and medicines where such are needed "for the relief of sickness and suffering," is prohibited in the new law. It is extremely doubtful if "servile labor" in the old law would be held to forbid any variety of trading. This consideration alone makes the new act invaluable to this province.

3. The publication, sale, distribution and importation of newspapers on Sunday is absolutely prohibited. Not more than the actual printing would be included, in all probability under the old law.

4. All varieties of the business of amusements, e. g., theatricals, races, sports, contests, games, concerts, etc., etc., are forbidden. The old law left the door open for Sunday theatres and all.

5. All excursions for hire and with the object of pleasure are prohibited on the Lord's Day by "any mode of conveyance."

6. Many workmen who have to do Sunday work of such sorts as are permitted in the law, are secured the right to "24 consecutive hours without labor" during the week, and hence cannot be compelled to work seven days a week, as now in Cape Breton, for example.

7. Liverymen are only allowed to hire conveyances "for the personal use of the hirer or his family," when wanted for purposes "not prohibited by this act," such as business, labor or excursions. This will shut out the sight-seeing tally-ho or van.

8. No freight train or freight vessel can be started out on Sunday.

9. Shunting by yard crews in railway yards cannot be done between 6 a. m., and 8 p. m. on that day.

10. Loading and unloading of ocean-going vessels is permitted only to liners having a scheduled time of sailing, and to these only when otherwise they would be "unduly delayed" beyond that time. Loading and unloading of all other vessels is prohibited altogether excepting that, after the 15th of September each year, "grain, coal and ore carriers" may be loaded or unloaded "before 7 a. m. and after 8 p. m." on Sundays.

11. The work of carpenters, painters and other workmen, in altering and fitting up vessels in harbor, is, under no circumstances, allowed on Sunday in the new law.

12. Section 2 applies not merely to manual laborers but to all classes alike, and forbids not merely the work of one's "ordinary calling," but "any work, labor or business" if done "for gain." This will prevent a great many things heretofore allowed, such as the work of singers, or members of brass bands, (excepting in connection with the regular services of Divine worship) unless their services are given gratuitously.

GIRLS OF TODAY ARE WEAKLINGS!

Few Possess the Vitality and Girlish Beauty of the Olden Times.

Never before was physical health and vigor so highly esteemed and so eagerly sought for as today.

No man finds happiness in a sickly wife, and the woman who wishes to enjoy the pleasures of life should spare no effort to maintain perfect health.

Is your daughter growing up strong and ruddy? Has she strength to drink in greedily all the pleasures that youth so zealously seeks — or is she compelled to use the street car instead of enjoying the delightful exercise of walking—does she after the ball arise refreshed and vigorous, or is she exhausted, indifferent, and perhaps irritable?

When strength and vigor can be so easily maintained by Ferrozone, when the glow of health is so quickly brought to the cheeks and elasticity to the step, it is plainly a mother's duty to see that Ferrozone is on hand to assist her daughter back to health.

Upon the wake of Ferrozone quickly follows a stream of rich, nourishing blood which imparts that power and surplus energy so earnestly desired by those in ill-health.

Stop and think what this means for your daughter—certainly a great deal, and it can be accomplished by Ferrozone.

Every growing girl and young woman derives enormous benefit in many ways from this nutritive, vitalizing tonic.

It is specially suited for young women and is a guarantee of health and regularity as long as it is used.

Ferrozone is free from alcohol and perfectly safe to use. Prepared in the form of a chocolate-coated tablet and sold in 50c. boxes or six for $2.50, at all dealers.

ROLLER SKATING SOON TO END

There will be band and roller skating in Victoria Rink tonight. Those who enjoy this sport had better take full advantage of it while it is on, for in a short time—a very short time—the rink management will convert the immense interior from a polished wooden floor expanse into an nice ink, when the true Canadian spirit will be rife again. Next Tuesday night there is going to be a farewell carnival, with thirty dollars in cash prizes.

A special car will be attached to this evening's C. P. R. express for Montreal, in order to accommodate a party of local people who are to attend the consecration of Rev. Dr. Richardson as coadjutor bishop. The party will include Mrs. Richardson, Misses Schofield, Jarvis, McMillan, Brenan, and Messrs. N. B. Brenan, L. B. Knight, R. E. Coupe, George E. Smith, Rev. G. F. Scovil and T. Carleton Allen, of Freedricton. Rev. Richard Mathers will also leave for Montreal tonight to witness the consecration ceremony. He will travel via the I. C. R.

SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers	Tons	From	Date
London City	1509	London	Nov. 13
Montezuma	5358	Antwerp	Nov. 14
Sarmatian	2431	Havre	Nov. 18
Lake Champlain	4685	Liverpool	Nov. 21
Halifax City	1562	London	Nov. 23
Tunisian	6802	Liverpool	Nov. 23
Marina	3322	Glasgow	Nov. 24
Mount Temple	6661	Antwerp	Nov. 28
Laurentian	2838	Liverpool	Nov. 29
Empress Britain	8024	Liverpool	Nov. 30
Cassandra	4726	Glasgow	Dec. 1
Inisrowen Head	1988	Belfast	Dec. 1
Lake Erie	4814	Liverpool	Dec. 5
Ionian	6324	Liverpool	Dec. 6
Man. Importer	2538	Manchester	Dec. 8
Lakonia	3046	Glasgow	Dec. 8
Lake Michigan	5340	Antwerp	Dec. 12
Sicillian	3964	Liverpool	Dec. 13
Empress Ireland	8028	Liverpool	Dec. 14
Lake Manitoba	3275	Liverpool	Dec. 19
Parisian	5385	Liverpool	Dec. 21
Man. Trader	2136	Manchester	Dec. 22
Montreal	5562	Antwerp	Dec. 26
Empress Britain	8024	Liverpool	Dec. 28

The above list is subject to change by the agents of vessels.

ALMANAC FOR ST. JOHN, N. B.

1906	Sun		Tides	
November	Rises	Sets	High	Low
26 Mon.	7.41	4.40	8.25	2.09
27 Tues.	7.42	4.40	9.16	3.06
28 Wed.	7.44	4.39	10.01	3.55
29 Thurs	7.46	4.39	10.41	4.56
30 Fri.	7.47	4.38	11.19	5.14
December				
1 Sat.	7.48	4.38	11.56	5.50

The time used is Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich mean time. It is counted from midnight to midnight.

PORT OF ST. JOHN.

Arrived

Thursday, Nov. 29.

Stmr Montezuma, 5,358, Birchman, from London and Antwerp; C P R Co, passengers and general cargo.

Stmr Senlac, 614, McKinnon, from Halifax and call ports; Wm Thomson & Co, pass and mdse.

Steam dredge Galveston, from Quebec.

Coastwise:—

Schr Maitland, 44, Hatfield, Windsor.

Schr Adella, 59, Morrison, Economy.

Cleared

Schr R Bowers (Am), 374, Kelson, for New York; Thomas Bell, laths.

Schr Golden Ball (Am), 253, Shanklin; A Cushing & Co, plank, laths, shingles, etc.

Schr Abbie Keast, 95, Gale, for Boston; Alex Watson, hemlock boards.

Schr Annie Bliss (Am), 275, Huntley, for City Island, for orders; A Cushing & Co, scantling and laths.

Schr Alice Maud, 119, Gale, for Boston; Stetson, Cutler & Co, plank, etc.

Coastwise:—

Schr Henry Swan, Cole, Sackville.

Schr Charley Troop, McGromahan, Margaretville.

Cchr Clara A Benner, Phinney, Back Bay.

Schr Abbie Verner, Gibson, Margaretville.

Cchr Dorothy, Gesner, Bridgetown.

Schr Nellie L, Dalzell, North Head.

DOMINION PORTS.

DIGBY, N S, Nov 21—Ard, schr Hattie C, King, New York.

Cld, 22—Schr Lois V Chaples, Robinson, for New York.

LOUISBURG, C. B., Nov. 26—Sld, stmr Mystic (Br), Abbott, Boston.

WEYMOUTH, N S, Nov 18—Ard, schrs Madeleine, Small, Boston; 20th, John L Treat, Barnes, Portland (and both remained 22nd, loading for Cuba.)

Isle of Wight, Nov 28—Passed bark Savanhild, from Chicoutimi for Queensborough.

Maryport, Nov 27—Ard bark Kamijord, from Port Hebert (N S.)

Kinsale, Nov 28—Passed stmr Englishman, from Montreal and Quebec for Avonmouth.

Glasgow, Nov 27—Ard stmr Cassandra, from Montreal and Quebec.

Manchester, Nov 27—Ard stmrs Jamacia, from Chaaham (N B), via Sydney (C B); Lord Londonderry, from Chatham (N B.)

Dublin, Nov 28—Ard stmr Inishowenhead, from Montreal and Quebec.

Glasgow, Nov 27—Ard stmr Corinthian, from Montreal and Quebec.

Halifax, N S, Nov 28—Ard stmrs St Pierre Miquelon (Fr), from St Pierre (Miq); Sokoto, from Montreal; Orinoco, from West Indies via St. John.

Sld—Stmr Annapolis, Canham, for Liverpool via St John's (Nfld.)

Hillsboro, Nov 26—Ard stmr Nanna, Naero, from Newark.

BRITISH PORTS.

LONDON, Nov 28—Ard, stmr St John City, from St John, N B.

Sld—Stmr Halifax City, for St John, N B.

LIVERPOOL, Nov. 27—Ard, stmrs Florence, Barr, St John, N B; Lord Londonderry, Hopam, Chatham, N B, for Manchester.

FOREIGN PORTS.

HAVANA, Nov 18—Ard, schr C W Mills, Mailman, from Bridgewater, N S.

CITY ISLAND, Nov 27—Psd, schrs Moravia, from Halifax for New York; Dora C, from Port Greville, N S, for New York; Gypsum Queen, from Port Greville for New York; stmr Edda for Hillsboro; schr Quetay, from Port Reading for Newmouth, N S.

NEW YORK, Nov 27—Cld, bark Glen Ville, Stewart, for Halifax; schrs Vinita (Br), for Cludia Bolwar; Laura C (Br), for Cayenne; Alberdha (Br), for Bridgewater, N S; barge Ontario (Br), for Windsor, N S.

Sld—Barks Skoda (Br), Bahia Blanca; Star of the East (Br), Axim, Africa.

BALTIMORE, Mr, Nov 27—Ard, stmr Simonside (Br), Robson, Daiquiri.

BORDEAUX, Nov 22—Sld, stmr Briardene, Crowe, for Sherbrook, N S.

BUENOS AYRES, Nov. 4—Ard, barks Sydenham (Nor), Guthormsen, Campbellton, N B; 7th, Russell (Nor), Hansen, Bear River; Australia (Nor), Anonsen, Yarmouth, N S.

Rockland, Me, Nov 28—Sd schrs Noromboga, from St John for New York.

Stonington, Me, Nov 28—Ard schr Romeo, from St John.

Philadelphia, Nov 28—Ard stmr Grane, from Hillsboro.

Boston, Nov 28—Ard schr Karmoe, from Pictou (N S.)

Cld—Stmr Pretorian, for Glasgow; schrs Winnie Lawry, for St Andrews (N B); Valetta, for Waterside (N B), via St John; Harteny W, for Canning (N S); B B Hardwick, for Clementsport (N S); Klondyke, for Wolfville (N S.)

Saunderstown, R I, Nov 28—Sld schr Golden Rule, from Tusket (N S), for New York.

Passed—Schr S S Hudson, from St John for Providence.

New York, Nov 28—Ard stmr Victorian, from Liverpool; ships Forth, from Demerara; Glendoon, from Durban; bark Arlington, from South Amboy.

Cld—Schrs George R Alston, for Halifax; Hugh John, for LaHave (N S.)

Sld—Stmr Navigator, for Windsor (N S.)

City Island, Nov 28—Bound south, schrs Georgia D Jenkins, Walton (N B); Norman, St John; Harry Miller, St John; Rothesay, St John; Elma, St John; Hugh G, Port Greville (N S.)

Vineyard Haven, Mass, Nov 28—Returned schr Walter Miller, from Deep River (Conn), for St John (N B.)

Sd—Brig Lady Napier, from Nova Scotia for New York; schrs Sallie E Ludlam, from Advocate (N B), for New York; Basutoland, from Sydney for do; Emily F. Northam, from Moncton for do.

Boothbay Harbor, Me, Nov 28—Aru schrs Hazel, from Boston; Melissa Trask, from Bangor for New York—reports an unknown two masted schooner ashore on the Old Man's Georges Island, on her beam end; Hazel Dell, from Stockton Springs; Clayola, from Sackville (N B.)

Sld—Schr Arthur Clifford, for Boston.

Portsmouth, N H, Nov 28—Sld schr Freddie A Higgins, from St John (N B), for Boston.

In port—Schrs J L Colwell, from Port Johnson for St Andrews (N B); Frank & Ira, from South Amboy for St John; Annie A Booth, from Port Reading for Dover; Emma McAdam, from Perth Amboy for Calais.

SPOKEN.

Barkt Geo C Perkins, from Hilo for Grays Harbor, Nov 17, lat 46.49 N, lon 124 W.

Bark Kildalton (Br), Jones, Liverpool for San Francisco, Nov 7, lat 30 N, lon 18 W.

DANGERS TO NAVIGATION.

BOSTON, Nov 27—Bark Oaklands (Nor), from Barbados, reports Nov 9, passed a spar showing out feet out of water, apparently attached to a submerged wreck, in lat 32.50, lon 75.27.

REPORTS, DISASTERS, ETC.

VINEYARD HAVEN, Mass, Nov 28—The disabled schr L A Plummer, from Stockton Springs for New York, and Emily F Northam, from Moncton, N B, for do, sailed today for destinations in tow of tug Underwriter.

CHARLOTTETOWN, P E I, Nov 24—Bark Olga (Nor), stranded at Cable Head Nov 5, was sold yesterday for $1,355.

The spruce deals in wrecked ship Sovinto (Rus) were sold to Charlottetown parties.

VINEYARD HAVEN, Mass, Nov. 27.—Schr Basutoland (Br), from Sydney, C B, for New York, reports, Nov. 23, 40 miles west of Cape Sable, in heavy SE gale, broke foregaff, tore foresail, lost jib and part of cutwater washed off.

KINGSTON, Ja, Nov 27—Schr Clara C Scott (Br), Scott, from Pascagoula, arrived Nov 17 with undry losses and damages sustained in heavy weather. Has been surveyed and recommended to repair. A rough estimate of cost of repairs would be £200.

VESSELS IN PORT

(Not cleared).

With their tonnage and consignee.

Steamers.

Alcides, 2181, Robert Reford Co.
Cacouna., 957, Dom. Coal Co.
Empress of Ireland, 8028, C P R Co.
Montfort, 2355, C P R Co.
Parisian, 3,385, Wm Thomson & Co.
Parthenia, 3310, Robert Reford Co.

Barks.

Shawmut, 407, John E Moore

Schooners.

E. Merriam, 331 F C Beatteay.
Fauna, 120, A W Adams.
H M Stanley, 97, J W McAlary.
Ida May, 119, D J Purdy.
Ida M Barton, 102, J W McAlary.
Isiah K Stetson, 217, J. W. Smith.
Lavonia, 266, J W Smith.
Manuel R Cuza, 258, P. McIntyre.
Moama, 384, P McIntyre.
Mourancy, 160 J. W. Smith.
Pardon G Thomson, 162, A Cushing & Co
Perry C. 287, Tufts & Co.
Phoenix, 396, master.
Ravola, 130, J W Smith
Rewa, 122, D J Purdy.
Ronald, 268, J. W. Smith.
S A Fownes, 123, F Tufts & Co.
Venturer, 318, J McAlary

MARINE NOTES

British steamship Briardene, Captain Crowe, left Bordeaux on the 22nd inst., for Sherbrooke, N. S.

Bark Kingdom, formerly the Boston bark Rebecca Crowell, which left Rockland, Me., Aug. 18, reported for Palestine, is reported missing. She had on board thirty of the Holy Ghost and Us missionary company.

The folowing barks have arrived at Buenos Ayres recently: The Sydenham, from Campbellton, N. B.; The Russell, from Bear River, N. S.; and the Australia, from Yarmouth, N. S. (See shipping column).

The survey on damaged steamer Kensington (Br) has been completed at Quebec. There is considerable indention under the starboard side, running from forward to amidships. On the port side, amidships, there are an indention and a frame bent. Temporary repairs are expected to be completed by Dec. 1. She will load here and proceed to Liverpool.

EXPORTS

For Boston, per schr Alice Maud, 119,280 feet spruce plank, 20,810 feet spruce scantling; Stetson, Cutler & Co. Also schr Abbie Keast 135,027 feet hemlock boards, Alex Watson.

For New Haven, Conn, per schr Golden Ball: 254,750 cedar shingles, 100,000 laths, 148,646 feet spruce scantling, 65,839 feet spruce plank, 7,220 feet pine boards, 40,255 feet spruce boards, 3,000 lbs sheathing paper, A Cushing & Co.

For New oYrk, per schr R Bowers: 2,210,000 spruce laths; Thos Bell & Co.

For City Island, for orders, per schr Annie Bliss: 1,401,600 spruce laths, 65,190 feet spruce scantling, 30,084 feet hemlock scantling; A Cushing & Co.

TEA AND ENTERTAINMENT

A delightful tea and entertainment was given last night at the Home for Incurables, by Mrs. Dykeman and a number of ladies from Main street Baptist church.

The programme was as follows:—

Address—Rev. D. Hutchinson.
Solo—Mrs. Tuck.
Recitation—Master Gordon Ferris.
Piano solo—Rev. D. Hutchinson.
Japanese song—Mrs. Tuck (accompanist, Miss Knight.)

At the close of the programme, which was greatly enjoyed, all joined hands and sang Auld Lang Syne.

When the steamer Montezuma did not arrive yesterday there was considerable dissatisfaction, among a number of people who journeyed to Sand Point in the expectation that she would dock at eleven o'clock. This was the word they received from the C. P. R. and they had a long wait for the steamer which was really not due until today. Among those who were waiting for her were several immigration officers and a number of citizens who had business on the big steamer.

MARRIAGES

DODD-KIMBALL—In this city, at the residence of the bride's father, on Nov. 28th, 1906, by Rev. G. A. Kuhring, John Gordon Dodd, of Winnipeg, to Lulu Edna, daughter of George A. Kimball.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED—TWO BOYS ABOUT SIXTEEN years old to work in packing room. Apply to T. H. ESTABROOKS, corner Mill and North streets. 11-29—2t

LOST—A WHITE ENGLISH SETTER DOG with black ears. Finder please return or telephone to T. H. ESTABROOKS. 11-29—2t

WANTED—A TEAMSTER, J. RODERICK & SON, Britain street. 11-29—1t

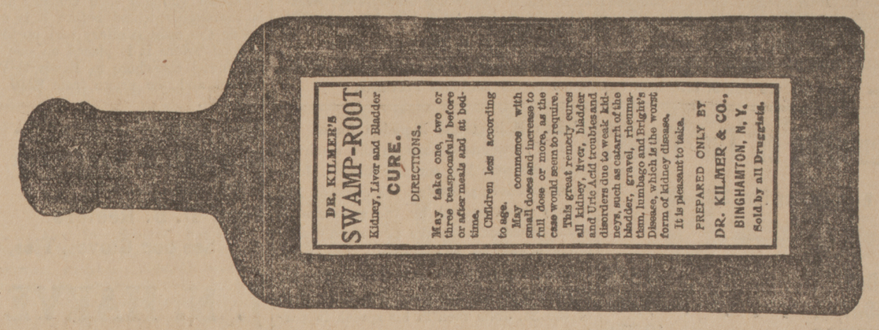
WANTED—GIRL FOR GENERAL HOUSEwork. Apply to MRS. H. C. WETMORE, 141 Union street. 11-29—tf

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Over 100,000 automobiles are now in the United States.

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CERTIFICATE OF PURITY



This is to Certify that Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy, is purely vegetable and does not contain any calomel, mercury, creosote, morphine, opium, strychnine, cocaine, nitrate potash (salt-petre), bromide potassium, narcotic alkaloid, whiskey, wine or any harmful or habit producing drugs. Swamp-Root was discovered through scientific research and study by Dr. Kilmer, who graduated with honors and is now actively engaged in the practice of his profession, which calling he has successfully followed many years. {State of New York, County of Broome, City of Binghamton, } S. S.

Jonas M. Kilmer, senior member of the firm of Dr. Kilmer & Co., of the City of Binghamton, County of Broome, State of New York, being duly sworn, deposes and says that the guarantee of purity of Swamp-Root, as described in the foregoing certificate, is in all respects true.

Subscribed and sworn to before me April 26. 1898. Jonas M. Kilmer

Jerome B. Hadsell Jr. Notary Public

Dr. Kilmer's Swamp-Root is not recommended for everything, but if you have kidney, liver or bladder trouble, it will be found just the remedy you need. Swamp-Root makes friends. Each bottle contains the same standard of purity, strength and excellence.

YOU may have a sample bottle of Swamp-Root free by mail, if you have not already had one. When writing to Dr. Kilmer & Co., Binghamton. N. Y., be sure to mention reading this generous offer in this paper.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular 75 cent and $1.25 size bottles at drug stores in Canada. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.



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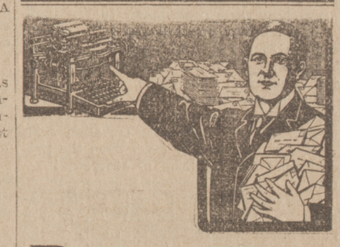
contains more gluten and nourishment, in more easily digestible form, than any ordinary brands, whilst it contains practically no cellulose or waste matter. In addition it is more economical, as, pound for pound, it will make more bread and better bread than the flours so-called "just as good."

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