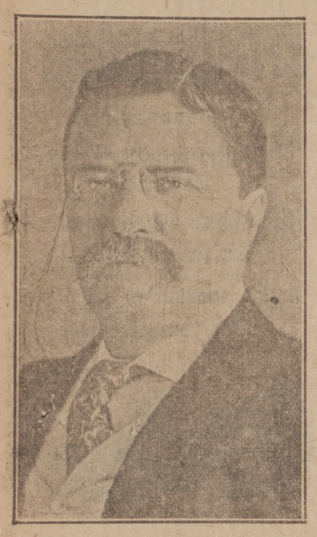
MEN WHO ARE "IN THE NEWS" OF THE NEW YORK CAMPAIGN

Some of the Principal Figures in Hearst's Spectacular Fight for the Chair at Albany --- Hughes is Betting Favorite But the Yellow Journalist is a Highly Dangerous Proposition.

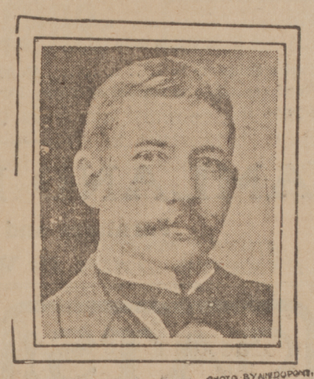
New York, Nov. 2—The campaign reached white heat today when the speech of Elihu Root at Utica last night was spread before the voters. The tremendous arraignment of Hearst as the inciter of the assassination of President McKinley made the issue stark and clear. The fact that the secretary of state spoke with the direct authority of President Roosevelt gave his words an overwhelming force. It is absolutely unprecedented that a president of the United States should intervene so decidedly in a local campaign. It was characteristic of Roosevelt that when he acted he should do so with all his might.

There were days when McKinley lay dying at Buffalo that Hearst hid himself in actual fear. His newspapers were boycotted by nearly all respectable clubs and organizations in the country. He had thought he had lived that down, and even in the stress of the present campaign his opponents have handled him with gloves, treating him gently in regard to his past. There has seemed to be a general timid fear of "rousing the animals."

Roosevelt has shaken off this timidity and has laid the issue clear at one stroke as between the forces of anarchy and the forces of responsible government. The prevailing view is that while Roosevelt may have aroused sympathy for Hearst in some quarters by his terrific onslaught, the general effect will be overwhelming by the other way, that thousands and thousands of voters who have been obfuscated by the speciousness of the Hearst theories, have had their eyes opened.



PRESIDENT ROOSEVELT.
Whose message to the people of New York was delivered by Secretary Root at Utica.



ELIHU ROOT. PHOTO BY DUPONT.
Whose castigation of Mr. Hearst has started the whole world talking.

CHAS. F. MURPHY. PHOTO BY PATS.
THE BOSS OF TAMMANY.
The head of the Democratic machine in New York, who will strongly support Hearst.

WILLIAM R. HEARST.
The multi-millionaire owner of many newspapers, who wants to be governor of New York.

CHAS. E. HUGHES
The Republican candidate who is the favorite in the betting.

THE KAISER CRITICIZED BY ONE OF HIS SUBJECTS

Venturesome German has Written Remarkable Book Dealing of Some of the Unfavorable Features of Life in the Rhineland---He Says Flatterers Have Fooled the Kaiser.

BERLIN, Nov. 2—Count Reventlow, the well known authority on naval matters, who is also a conspicuous Imperialist politician, has written a remarkable book calling attention to some of the unfavorable features of public life in Germany. The book, which will shortly be published at Munich, is entitled "Kaiser Wilhelm II. und die Byzantiner."

Briefly, Count Reventlow's Byzantines are the sycophants whose existence and power are the canker of German politics. Although the writer disapproves of the Kaiser's policy, he, as a Loyalist, abstains from any direct offensive criticisms of his majesty, but he allows it to be inferred that the evils of which he complains are owing to Wilhelm's susceptibility to flattery, by which his political judgment is badly influenced by servile satellites around the throne. This state of affairs, he says, has produced estrangement between the Kaiser and the nation, and the latter's interests are seriously endangered.

The author condemns the Kaiser for indulging in extremely versatile interests instead of devoting his whole time to state business, as his grandfather did. The result is that, despite his majesty's good intentions, he cannot possibly discharge his monarchical duties efficiently. His undoubtedly oratorical gifts have produced the most injurious effects. He has been encouraged by the exaggerated praise of mendacious flatterers to say many things that were better unspoken. The Kaiser is subject to many changes of mood, and his speeches reflects those changes. So it is a great mistake to attach excessive importance to the Imperial utterances. A speech delivered by the Emperor reflects most his mood of the moment, and a comparison of his speeches delivered within a comparative short time reveals remarkable self-contradictions, which materially detract from the serious character of his oratorical efforts.

Systematic servile flattery has greatly strengthened his majesty's belief in the Divine right of kings. Although he is deeply imbued with the importance of his position, the emperor does not accept the doctrine in its entirety. He does not regard himself as infallible.

Nevertheless he does not concede to mortals below royal rank the right to criticize his words or actions. Hence he regards criticism by his subjects as improper, insulting and unjust. At the same time he does not spare self-criticism, and, according to Count Reventlow, he frequently feels deep regret for indiscreet acts which he has committed, and which he recognizes as having produced injurious results. He has frequently laid awake night after night pondering with remorse over the effect of some of his speeches which have been prejudicial to the interests of Germany.

Count Reventlow severely trounces the sycophants for their disastrous influence on the kaiser's Moroccan policy. They bolstered the fable of good, innocent Germany and her wicked, envious neighbors. They declare that the emperor, with plans destined to benefit the whole world, was misunderstood and evilly requited by the wicked nations around. The same evil influence has affected almost every question of foreign policy, during the kaiser's reign.

One of the chapters of the book is devoted to pillorying the sycophants among the German diplomatists abroad. Baron Speck von Sternberg, the ambassador at Washington, is vigorously denounced as one of the most mischievous upholders of sycophantism. He has introduced, says Count Reventlow, a system of advertising his sovereign hitherto unheard of. Count Metternich, the ambassador at London, receives a similar lashing.

THE BOYS HAD A PLEASANT TIME

The Y. M. S. of St. Joseph attended the performance of the Ellis Stock Company in a body last evening in honor of their fellow member, Owen G. Coll, who is playing with the company.

Immediately after the performance, some fifty members of the society, accompanied by Owen G. Coll, Harold Graham, Harry G. Roscoe, Lee C. Koehler, Dan'l. Bagnall, Algernon Eden and John L. Green, repaired to White's, where an oyster supper was given by the members in honor of Mr. Coll.

Despite the fact that the affair was gotten up hurriedly, all present enjoyed themselves until the early hours of this morning.

Edward Moran, the society's president, was in the chair, and he spoke very pleasingly of Mr. Coll's work while in the society, and predicted a glowing future for him. Mr. Moran also referred to the excellent work of the company in the Opera House last night, and stated that it was well worth very large audiences.

Replies were given by the different members of the company, all of whom thanked the society for their generous hospitality. Mr. Coll, in referring to his work, stated that he had been treated by the Ellis Stock Company in a most kindly manner and hoped that he would be capable of achieving the great success predicted for him by Mr. Ellis, who made reference to his work before the curtain last evening.

After justice had been done the supper, and the cigars had been lighted, the following impromptu programme was carried out: Solo, J. A. Barry; piano selection, F. Hamilton; piano selection, B. P. McCafferty; solo, D. Higgins; piano selection, Joseph Mullalay; solo, J. Carleton; declamation, Owen G. Coll; solo, William Pyne; declamation, Mr. Graham; declamation, Harry G. Roscoe; declamation, Norman McGloan. J. Mullalay acted as accompanist.

Messrs. Moran and McGloan were the committee in charge of the affair, and on behalf of the committee Mr. McGloan made a few brief remarks. William Pyne told about Mr. Coll and himself playing together on many occasions.

The singing of "Auld Lang Syne" brought the festivities to a close.

A GREAT PLAY

The Ellis Co. this week produced one of the strongest plays in "Zira" that has been seen here for years, and Miss Aubrey, and the company made a great impression. Tonight will be the last performance of that play, and those who have not seen it should take advantage of the opportunity tonight. Next week, beginning Monday night, will be given the stirring melo-drama "Knobs o' Tennessee" The scene is laid in the mountains of that state, among the moonshiners, and is full of action with a strong heart interest and love story running through it The late President McKinley is represented granting pardon to an old mountaineer who fought for the union with his sons. Knobs o' Tennessee will run the first three nights of next week, and Wednesday matinee to be followed by the great play of the "White Slave" for the balance of the week. Lost Paradise will be the offering Nov. 12th.

ANOTHER LETTER FROM MR. HOPPER

He Replies to W. Frank Hatheway's Criticism of the St. John Railway Co

St. John, N. B., Nov. 3, 1906.
To the Editor of the Times:

Sir,—In your issue of Thursday, W. Frank Hatheway has a letter referring to proposals of the St. John Railway Co. regarding extensions of their line and generally criticizing the management of the company. This is not the first time Mr. Hatheway has been heard from as a critic of the St. John Railway Co., and it is not putting it too strong to say that, speaking generally, it would scarcely be possible for the directors of the company to adopt Mr. Hatheway's ideas and continue to pay dividends to the shareholders and interest on the bonds issued by the company. But Mr. Hatheway only looks upon one side of the question, which is quite evident when he asserts that "the city concluded last year a ten-year contract for street lamps at $10.00 per lamp higher than paid by most cities of a similar size in Canada." In making this statement, Mr. Hatheway has evidently accepted the figures of an anonymous correspondent of the Star of a few days ago, which figures are incorrect and misleading.

The agreement under which the St. John Railway undertakes to do the street lighting of this city provides for light every night in the year and for lamps of 2,000 c. p. each, while in all of the five places mentioned where the price is lower than in St. John, a moonlight schedule prevails. Under the moonlight schedule the lamps burn 3,000 hours each year, while under the every night schedule, which the common council adopted, the lamps burn 4,000 hours. In addition in most of the towns named 1,200 c. p. lamps are used. This being the case, the cost to the city of St. John is less per lamp per hour than in any of the places named. Under the new contract entered into last April, the taxpayers of St. John are saving over $4,000 per year, or nearly $50,000, as compared with previous arrangment, besides getting light every night in the year instead of the moonlight schedule. Halifax, one of the places mentioned, has 35 more lamps than in St. John and pays $35.00 per annum for each lamp on a moonlight schedule. In comparing the two contracts, it is necessary to add one-third to the Halifax price to make it equal to St. John. In other words the cost per lamp in Halifax for every night on the basis of the present contract would be $86.66 as against $75.00 paid in St. John. Besides coal costs 65 cents a ton more in St. John than it does in Halifax. These facts should make it clear to Mr. Hatheway and all others, that the St. John Railway is not receiving an excessive price for street lighting but on the contrary is doing it at a lower rate than prevails elsewhere in Canada where conditions are similar.

Mr. Hatheway also thinks the price charged for illuminating gas, $1.75 per thousand feet, "is from 50 to 100 per cent. more than many other cities are paying." To quote Halifax again, the price of illuminating gas is $2.00 per thousand feet and $1.00 for heating gas. Everyone knows that the greater the consumption of gas the cheaper it can be produced. Halifax has 200 more gas consumers than St. John and five miles less of street mains, yet the price is higher there than here. In St. John there are about 50 gas consumers to each mile of main, while in some thickly populated cities where gas is sold at $1.00 per thousand feet there are as many as 3,000 consumers for each mile of main. The difference is obvious. A reference to the annual reports of the various gas companies of Massachusetts shows that the consumption of gas in cities of the same size as St. John, is three times as great as it is here. If St. John had the same number of gas consumers as these cities, it would be possible to cut the price down very materially. So far as the quality of the gas is concerned the company have already spent a large sum to modernize the plant and produce a good article and when the improvements are completed it is confidently expected that the gas supply of St. John will be equal in quality to any produced in Canada.

Regarding the extension of the railway on the west side, the council has given the matter careful consideration and have had all the facts before them and are in a much better position to judge the situation than any private citizen with only a superficial knowledge of the situation.

H. M. HOPPER.
Sec.-Treas. The St. John Ry. Co.

N. Y. STOCK MARKET

Saturday, November 3, 1906.

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

	Yesterday's Closing.	Today's Opening	Noon.
Amalg Copper	111⅜	111½	111⅝
Amaconda	271½	271½	282⅝
Am Sugar Rfrs.	133¾	134⅛	135⅞
Am Smelt & Rfg	155⅜	155¼	156
Am Car Foundry	44	44¼	44
Am Woolens	35⅛		
Atchison	10.¾	101⅝	101¾
Am Locomotive	74½	74½	74½
Brook Rpd Trst	80½	0⅝	80⅜
Balt & Ohio	119¼	119⅜	119
Chesa & Ohio	54⅜	54⅜	56
Canadian Pacific	175⅛	175½	176
Colo F & Iron	53⅜	52	52¼
Colorado Southern		38½	38⅜
Distilleries	69⅜	69	69
Erie	44½	44⅜	44⅜
Louis & Nashville	144	143½	144¼
Merican Cenural	22¾	22	23⅜
Missouri Pacific	94⅜	94¾	94¼
N Y Central	128¾	128⅜	129⅞
Ont & Western	46	45½	45½
Reading	146½	146¼	146¼
Republic Steel	35⅜	35¾	35⅜
Pennsylvania	144⅜	144½	144⅞
Rock Island	28⅛	28½	21½
St. Paul	171⅞	172	172¾
Southern Ry	34⅛	34	34
Southern Rights		5⅜	5⅜
Southern Pacific	91⅝	92⅛	92
Northern Pacific	215	216¼	216
National Lead	76	76¼	75¾
Union Pacific	183⅝	182⅝	182¾
S Rubber	50	50⅛	50⅛
U. S. Steel	47⅛	47⅜	47⅜
U. S. Steel Pfd.	106⅞	106⅞	106⅜
Wabash		19⅜	19⅜
Wabash, pfd		42½	42⅛

Sales in New York yesterday 1,120,500 shares.

CHICAGO MARKET REPORT.

December corn	43¼	43¼	43¼
December wheat	72½	74⅝	74⅝
December oats	33⅝	33⅜	33⅜
May corn	44	44⅛	44⅛
May wheat	78⅞	79	79
Jonuary pork	13.97	14.07	14.07

MONTREAL QUOTATIONS.

Dom Iron & Steel	29¾	29¾	29½
Montreal Power	99¼	99¼	99¼
Toronto Street Rail..		115¼	115¼
Detroit United	90	90½	90½

N. Y. COTTON MARKET.

November cotton	9.92		
December cotton	9.88	9.81	9.87
January cotton	9.94	9.87	9.92
March cotton	9.0	10.01	10.08
May cotton	9.21	10.14	10.16

EXPORTS

For London, per stmr Halifax City, 75,188 ft spruce deals, J E Moore & Co., 1935, birch sjuare; Thos Bell & Co.; 50 cases salmon, 85 cases lobsters, W. S. Loggie Co; 55 casks extracts, 119 brls apples, 1 box moose head, 1 box mde, Wr. Thomson & Co.

Best Kidney Remedy Known To Science

For pain in the back—scanty urine—highly colored urine — irritated bladder — irregular bowels—bad stomach — there is nothing that will bring such quick relief and so certain a cure as FRUIT-A-TIVES.

These marvelous tablets are nature's natural remedy for irritated or weakened kidneys. They act directly on the kidneys—soothe the irritated membranes—clean, heal and strengthen the organs—and help them to new vigor with their work.

Often kidney trouble is not due to any organic defect in the kidneys. If the bowels are constipated—if the skin does not throw off the tissue waste of the body—then these impurities are carried to the kidneys. In a vain endeavor to rid the system of impurities, the kidneys are overworked—the blood vessels are dilated—the nerves inflamed. That causes a host of kidney troubles.

Fruit-a-tives

OR "FRUIT LIVER TABLETS"

not only heal and strengthen the kidneys but they also increase the action of the skin, and act directly on the liver, thus curing the constipation.

FRUIT-A-TIVES are the natural and logical cure for all kidney troubles. They are made of fruit and tonics—are pleasant to take—and a guaranteed cure when faithfully used.

50c. a box or 6 boxes for $2.50. Sent on receipt of price if your druggist does not handle them.

FRUIT-A-TIVES LIMITED - OTTAWA.

SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Almeriana, 1,824, Liverpool, Oct. 28.
Evangeline, 2133, London, Nov. 2.
Florence, 1609, London, Oct. 19.
Indrani, 2,339, Glasgow, sailed Oct. 17.
Orthia, 2694, Glasgow, Nov.1

MINIATURE ALMANAC.

1906 November	Sun Rises.	Sets	Tides High	Low.
1 Thurs	7.05	11.55	11.46	5.39
2 Fri	7.07	0.46	0.06	6.13
3 Sat.	7.08	1.29	0.42	6.49
4 Sun	7.10	2.05	1.19	7.27

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.

Coastwise

Saturday, Nov. 3, 1906.

Stmr Westport III, 49, Powell, Westport and cld.
Schr Wanita, 42, Rolfe, Noel, N. S.

Cleared.

S S Lord Iveagh, 2136, Girvan, for Brow Head for order; The Alex Gibson Rwy & Mfg Co.
S S Olenda, 2005, Bridges, for West Indies via Halifax; The Robert Reford Co, general cargo.

Coastwise

Stmr Aurora, Ingersoll, North Head.
Schr Maudie, Bradshaw, Port Lorne, N S.
Schr Hustler, Thompson, Beaver Harbor.
Schr Alba, Newcombe, St. Martins.
Schr R. Carson, McLean, St Martins.
Schr Dorothy, Gesner, Bridgetown.
Schr Rolfe, Rolfe, Port Greville.

Sailed.

Stmr Senlac, 614, McKinnon, for Halifax and cadd ports.

DOMINION PORTS.

Halifax, Nov. 3—Ard stmr Halifax City, St John for London.
Sld, stmd Florence, for St. John.
Quebec, Nov. 2—Ard, stmr Lake Michigan, London and Tntwery.
Sld—Stmr Empress of Ireland, Liverpool.
Montreal Oct. 31—Ard stmrs Inishowen Head, Pickford, Rotterdam; Athenia, McNeill, Glasgow.
Sailed, 31, steamer Oxonian, Dickinson, Antwerp.
Victoria, B. C., Oct. 24—Arirved, ship Blythswood (Br), —— (late Prichard), Halphong. (Capt. Prichard died when the vessel was in the straits in sight of land).
Halifax, N S, Nov 2—Ard stmr Melville, from Montreal via Sydney.
Sld—Stmrs Nordkap (Nor), Larsen, for Newport (Eng), and Havre having restowed cargo; Jacona, Lindsay, for Montreal via Quebec; Florence, Barr, for St John; Silvia, Farrell, for New York; Hird (Nor), Jensen, for Parrsboro.

BRITISH PORTS.

Belfast, Oct. 31—Ard, stmr Freysdal, Kalderup, Newcastle, N. B.
Glasgow, Oct. 31—Sld, stmr Salacia (Br), Fraser, Montreal.
Manchester, Oct. 31—Ard, stmrs Concordia (Br), Black, Chatham, N. B.; Himera (Br), Pye, Parrsboro.
Liverpool, Nov 1—Ard, stmr Baltic, New York; Nov. 2, stmr Manchester Spinner, Montreal for Manchester.
Sld—Stmr Empress of Britain, Quebec; Corean, Halifax and Philadelphia.
Moville, Nov 2—Sld stmr Ionian, from Liverpool for Montreal.
Belleisle., Nov 2—Stmr Victorian, Liverpool for Montreal, 45 miles east at 7 p. m., Nov 1.
Malin Head, Nov 2—Passed stmr Virginian, Montreal and Quebec for Liverpool.
Bristol, Nov 2—Ard stmr Montfort, Montreal and Quebec.
Queenstown, Nov 2, 11.25 a m—Ard stmr Lucania, New York for Liverpool, and proceeded.
London, Nov 1—Ard stmr Puritan, from Montreal and Sydney (C B), for Hamburg.
London, Nov 1—Sld stmr Evangeline, for Halifax and St John.
Ardrossan, Nov 1—Sld stmr Teelin Head, for Miramichi.
Grimsby, Nov 1—Ard bark Normanvik, from Halifax.
Preston, Nov 1—Ard schr Uku, from Shediac.

FOREIGN PORTS.

Santiago, Cuba, Oct. 31—Ard, bark Alkaline Zwicker, Philadelphia.
San Francisco, Oct. 31—Bark Amy Turner, Warland, Hilo.
Delaware Breakwater, Del, Nov 2—Ard schrs Harold B Cousens, from St John for Philadelphia; Alameda Willey, do for do.
New London, Conn, Nov 2—Sld schrs Two Sisters, for Sackville (N B); E Merriman, Ricker, from New York for St John.
New York, Nov 2—Cld stmrs Umbria, for Liverpool; Philadelphia, for Southampton; schrs Meteor, for Halifax; Lavonia, for Port Reading.
Boodbbay Harbor, Nov —Ard schrs Samuel Castner, Jr, Hooper, from Calais; Stella Maud, from Alexander, from Point Wolfe (N S.)
Portland, Me, Nov 2—Ard stmr Governor Dingley, Linscott, from Boston; schr Walter M Young, for Philadelphia.
New York, Nov 2—Sld stmr Celtic, for Liverpool.
Vineyard Haven, Mass, Nov 2—Ard schr Ida M Barton, from New York for St John.
Anchored in Vineyard Sound—Schr Zeeta, from Perth Amboy for Wolfville (N S.)
Saunderstown, R I, Nov 2—Sld schr Therese, from New York for Halifax.
Boston, Nov 2—Ard schr Effort, from Annapolis (N S.)
Cld—Stmr Mystic, for Louisburg; schrs Priscilla, for St John; Harry W Lewis, for Port Greville (N S.)
Sld—Stmr Prince George, for Yarmouth.
Tenant's Harbor, Me, Nov 2—Ard schr Fannie, from St John for Rockport (Me), with sails and anchors gone.
Salem, Mass, Nov 2—Ard schrs Georgia, from St John for New York; J L Colwell, do for Vineyard Haven for orders; Grace Darling, from Bass Rivers (N S), for Stamford; Cora B, from Thorne's Cove for Lynn; Leo, from Parrsboro to Salem for orders.

RECENT CHARTERS.

British schooner Rhoda, 199 tons, hence to Colon with general cargo, and back from San Blas Coast to New York or Philadelphia with nuts, p. t.
Schooner Isaiah K. Stetson, from New York to Kettery Point, coal, private terms.

SPOKEN.

British ship Hertfield, Sanderson, San Francisco for London, Oct 18, lat 26 N, lon 38 W.
British bark Mozambique, from Vancouver for Queenstown, Oct. 10, lat 17 30 N, lon 33 W; all well.

NOTICE TO MARINERS.

New Orleans, La., Nov. 1—Notice is given by the Lighthouse Board that the fixed red light (No. 8), on the easterly side of the dredged channel, Mobile Bay, heretofore reported extinguished, was relighted Oct. 21.

DANGERS TO NAVIGATION.

New York, Nov. 1—Steamer Francesca (Aus), from Trieste, &c., reports October 24, lat 39 40, lon 18 15, passed a black painted can buoy, very rusty, apparently a long time adrift.
Charleston, S. C., Nov. 1—Captain Wells, of schr Geo. E. Dudley, from New York, reports that when 26 miles WSW of Frying Pan lightship, during the night, came near running into a submerged wreck. The wreck is a danger to navigation.

REPORTS, DISASTERS, ETC.

Charlottetown, P. E. I., Nov. 2—Schr Lillian, coal laden, was wrecked on Wednesday night trying to enter North Rustico Harbor. Crew saved.
The steamer ashore at Cable Head is the Turret Bell, of Liverpool. Her crew is safe, but have not yet been communicated with. It is thought the vessel will be a total loss.
St. Johns' Nfld, Nov. 1—Steamer Buram (Br), Hocken, fror New York Oct. 25, for Belfast, Ire., has put in here with intermediate crank loose; fitting spare one.

MARINE NOTES

The Elder-Dempster liner Melville, due at Halifax from Montreal via Sydney, will complete loading there for South Africa. Among the cargo will be several thousand barrels of apples.
Schooner Sparmaker, before reported ashore about seven miles from Parreboro, N. S., will probably be a total wreck, the late storm will probably finish her. Her cargo was landed in a damaged condition, and was sold by order of the underwriteds.
The following is taken from the London Timber Trades Journal:—"The arrivals this week at Bristol, England, have been upon a moderate scale. In the Portishead Dock Jones & Wainwright have a large steamer named the "Pruth" discharging spruce deals and birch planks from St. John. This steamer is the largest wood-laden vessel which has ever entered the port of Bristol. She has a carrying capacity of upwards of 2,000 standards, but part of this huge cargo was unloaded at Newport, Mon. The shipment was made by John E. Moore & Co., of St. John, N. B., who are represented in this country by H. W. Lightburne & Co.
Schooner Wallula, Captai Perry, from this port for Parrsboro, is adript in Cumberland Bay and waterlogged. The vessel came to anchor Thursday during the storm, and sprung aleak and commenced to fill. As the wind was blowind a gale and liable to take her down the bay, and in her helpless condition likely to roll her over, the crew left her and landed near Eatonville. The vessel will likely go to pieces on the New Brunswick shore. The Wallula was built in 1884 at Chipman, N. B., is 82 tons register and is owned by her commander. There is no insurance on her.

(Yesterday's Portland Advertiser)

The two-masted fishing schooner Margie Turner simply flew before the wind yesterday from Yarmouth, N. S., to Portland, making the distance in 18 hours, averaging ten knots. The biggest Gloucester fishermen, which are built with the intention of having them able to race to port are considered to be doing well when they can make ten knots and for a small schooner of th ordinary type to do the stunt, is notable. Capt. W. A. Turner with his crew of 14 men left Vinalhaven a fortnight ago on their fishing trip and for two weeks they have been working in the vicinity of Briar Island, in the Bay of Fundy.
Annapolis, Nov. 1—The new tern schooner built at Granville Fery by John Wagstaff for Pickles and Mills, was successfully launched today. As she slid off the ways she was named Georgina Roop, after the daughter of Captain Norman Roop, who will command her. She measures 138 feet keel, 32 feet beam, and 12 feet depth of hold. Her lines indicate a mast sailer and reflects credit on her master builder. She is a fine specimen of marine achitecture. One day last week while passing through Petite Passage, the schooner Eddie J., Captain Snow, grounded on a bar or ledge and turned over on her side, losing her cargo of apples and a quantity of fishing gear. The man at the wheel had a very narrow escape, as he was thrown into the rigging. The vessel was afterwards got into the cove, where she is now undergoing repairs.

LOCAL NEWS

The eastern side of Saskatoon is receiving more attention today from railroads, manufacturers and wholesale dealers than any other part of Western Canada west of Winnipeg. The lots advertised for $125 each by the Northwestern Land & Investment Co., will advance to $150 each on the 15th of November. Call or phone and make your selection now.

At a recent meeting of the elected officers and board of management of the Associated Charities the following twelve were added to the board: Adjutant Thompson, Dr. W. A. Roberts, T. H. Estabrooks, H. V. McKinnon, C. F. Sanford, W. S. Fisher, Geo. A. Knodell, Mrs. G. A. Henderson, Mrs. Charles H. Dearborn and Mrs. J. N. Golding. The visiting committee will be chosen at the next regular meeting.

Miss Ida Newcombe gave an interesting lecture in the Germain street Baptist church on Indian Missions last evening. She spoke especially of the condition of women in India, dwelling on the horrors of child widowhood. Wherever missionaries went, she said, great improvement was noticed. Some of the most revolting customs of the Hindoo were being abandoned and great numbers of the natives were being converted.

BIRTHS

THOMPSON—To the wife of J. Royden Thomson, Nov. 3, a daughter.

HUGH H. McLEAN, Agent,
Fire Insurance and Real Estate
NORMAN L. McGLOAN,
Sub-Agent.
42 Princess Street.

Advertising Merchants

Who fail to use the columns of *THE TIMES* are staying out of the homes of the great middle class of buyers who do not read *any other evening paper.*

THE EVENING TIMES delivers by carriers every afternoon, more papers than *its two competitors combined.* By using *THE TIMES alone* you can reach more homes *direct* than by the use of *both of the other papers.*

Why pay two papers to accomplish *less results* than can be given you by the *sole use* of the newspaper that has the largest circulation, as well as the largest house to house delivery in the city of St. John?

Any merchant who will call at the Circulation Department will be shown the homes on each street in the city where *no evening paper* but *THE TIMES* is read. Can *you* afford to stay out of these homes which *cannot* be reached through the *two other evening papers?*

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