

Financial and Commercial

INTERVALS OF DULNESS WITH SAGGING TENDENCY

This is what Some Banking Interests Say of the Market---The Matter of Gold Engagements and London Sentiment.

(Brooklyn Eagle, Tuesday.)
Today's foremost topic of conversation was the money market, as gauged by current and prospective conditions. It is banking opinion, as well as that of the public, that the outlook does not favor relaxation in rates and that, even if call loans may shortly be obtainable on more favorable terms, time money will remain dear, there being as yet no assured sign of relief in any quarter. Whether or no a decided flurry would be experienced before the financing of the unusually heavy July disbursements was completed, did not enter so much into discussion as the fact that demands upon the money market for general accommodations would keep supply from becoming adequate to the point of abundance.

Banking interests, finding a ready market for all available funds at remunerative rates and seeing the situation best by some uncertainties—the crops, to mention one instance—are no less eager to put their resources to use offering than to employ them in the security markets. And, then, the outlook is complicated by the recall of the government deposits of \$10,000,000 and by the injection into the situation of the new Panama loan to say nothing of the yet undisturbed state of affairs existing over the San Francisco disaster and the settlement to be made by the fire insurance companies. Close observers in view of all these facts said today that the most the market could be expected to do would be to rally from time to time. Intervals of dulness with a sagging tendency, were among the indications.

(New York Evening Post)
In one particular London sentiment is being conciliated in a fashion which seems likely to redound to the advantage of our securities. This is in the matter of gold engagements. Foreign exchange is now at a point where our bankers could take London's metal at a profit irrespective of the slow system of facilitating imports. Small sums will be engaged in all probability. But the consensus of judgment among American bankers is that the present is not the moment for large engagements, and for two reasons: first, because now we do not need the gold, and second because London does need it. The withdrawal of large amounts would disturb the London market without special benefit to our own.

Until the Russian situation is cleared the European money market will be peculiarly susceptible to bad news in that quarter. It will be almost as adversely affected by uncertainty. Seemingly the Czar is making up his mind to grant large concessions to his people, represented in the Duma; but, pending an assurance that even very large concessions could placate the fanatical idealists who would establish a Russian republic in a week, the London money market will remain acutely sensitive; and it is wisdom on the part of American financiers to adopt just the attitude of restraint they are adopting toward London's gold holdings. By the time foreign gold is needed on this side of the Atlantic for the ends of legitimate trade, the chances are that it can be imported with slight embarrassment to London. That date is at least ten weeks ahead.

IRON TRADE HAS BEST HALF YEAR IN HISTORY

Review Declares Outlook for Second Half of Year Is Very Favorable---Prosperity Will Be Unchecked.

CLEVELAND, July 6.—The Iron Trade Review says: "The first half of the year which has just closed has been one of the most prosperous in the history of the iron trade. While there have been no boom conditions, the production has been exceedingly heavy, and good prices have prevailed, but extreme quotations have not been made."

"The outlook for the second half is very favorable. Reports indicate that while crops will not be extraordinary, they will be fully up to the average, and there is no reason for believing that prosperity will be checked."

"The slight hesitancy noted last week on the part of pig iron has been a temporary phenomenon, due to the dissolution of the southern agreement, has disappeared."

"Prices are steady and there has been considerable contracting. Buying has been brisk in Chicago district, where 100,000 tons of various grades of pig iron have been ordered. The Bessemer Pig Iron Association has sold 30,000 tons to independent interests for the last quarter, and there is very little Bessemer to be obtained. The demand for basic has continued good, and among the sales for the past week were 12,000 tons to the American Bridge Co., the corporation which bought 10,000 tons Bessemer pig iron September delivery at \$17.25."

"Numerous contracts for sheet bars at the price of \$29 per ton have been made. The demand for iron and steel bars is active and sales aggregating 75,000 tons of steel are reported by eastern mills. The plate market is stronger than for some time."

MINERS LOSE \$12,400,000

WILKES-BARRE, July 6.—It cost the mine workers of the anthracite region a loss in wages alone of \$12,400,000 in striking from April 1 to May 15, according to figures just compiled by coal operators. The total anthracite shipments in April, 1905, were 5,278,941 tons, and for May, 1905, 6,500,158 tons. Estimated on this basis the tonnage from April 1 to May 15, 1905, would have been more than 6,000,000 tons. The average amount paid in wages of labor per ton of production in the anthracite field is \$1.55, showing a loss of at least \$12,400,000 sustained by the wage-earners.

DAIRY EXPORTS

Exports of butter and cheese from the port of Montreal to June 30:

CHEESE.	
Since May 1, 1905	540,934
Cor. period, 1905	491,835
Cor. period, 1904	421,178

BUTTER.

Since May 1, 1906	79,902
Cor. period, 1905	104,030
Cor. period, 1904	67,387

GOOD CORN SELLER FOR 25c

A marvel of efficacy and promptness, a remedy that does cure corns and warts, it's name is Putnam's Corn Extractor. Contains no acids, never pains, gives lasting satisfaction. Insist on "Putnam's" only. It's the best.

A. B. Copp, M. P. P., who has been conducting the Curlew inquiry, went home yesterday forenoon. It is likely the inquiry will be resumed Tuesday morning, when Capt. Pratt will commence his defence.

Mr. and Mrs. J. E. Ganong, of St. Stephen, were registered at the Royal yesterday.

"A WORD FROM THE WISE."

"An Irving by any other name would taste as sweet"

"GET THE HABIT" SMOKE

IRVING CIGARS

AND SAVE THE BANDS

J. HIRSCH & CO. MAKERS. MONTREAL

ATLANTIC CITY

Is the Place to Spend the Birthdays of

George Washington

and Abraham Lincoln

The New Fireproof

CHALFONTE

Superior in its Appointments and its location on the beach is THE house at which to stop. Send for illustrated Folder and Rates to

THE LEEDS COMPANY.

Travellers Guide

TRAINS DEPART FROM ST. JOHN.

6.00 a. m.—Express for Pt. du Chene, Halifax, Sydney, etc.	6.25 a. m.—Express for Boston, Fredericton, Quebec, etc.
7.45 a. m.—Express for Moncton, etc.	9.25 a. m.—Suburban for Welsford, etc.
11.00 a. m.—Express for Pt. du Chene, Halifax, Sydney, etc.	11.45 a. m.—Express for Pt. du Chene, Picton and Welsford, etc.
1.15 p. m.—Suburban for Hampton, etc.	1.40 p. m.—Express for Moncton, etc.
3.05 p. m.—Suburban for Welsford, etc.	3.35 p. m.—Express for Moncton, etc.
5.05 p. m.—Suburban for Hampton, etc.	5.35 p. m.—Express for Moncton, etc.
6.40 p. m.—Express for Moncton and coast, Fredericton and St. Andrews.	6.55 p. m.—Express for Boston, etc.
8.10 p. m.—Express for Fredericton, etc.	8.35 p. m.—Suburban for Hampton, etc.
7.00 p. m.—Express for Quebec and Montreal, Pt. du Chene.	10.20 p. m.—Suburban for Welsford, etc.
11.25 p. m.—Express for Picton, Halifax and Sydney.	

TRAINS ARRIVE AT ST. JOHN.

6.25 a. m.—Express from Sydney and Halifax, etc.	7.45 a. m.—Suburban from Hampton, etc.
7.50 a. m.—Suburban from Welsford, etc.	8.35 a. m.—Express from Fredericton, etc.
9.00 a. m.—Express from Sussex, etc. (Connects Hampton & St. Martins on Saturday.)	10.40 a. m.—Express from Boston, etc.
11.20 a. m.—Express from Montreal, Fredericton, etc.	12.10 p. m.—Suburban from Welsford, etc.
12.30 p. m.—Express from Montreal, Quebec, Pt. du Chene, etc. (Connects Hampton & St. Martins, daily except Sunday.)	3.20 p. m.—Suburban from Welsford, etc.
4.30 p. m.—Suburban from Hampton, etc.	4.50 p. m.—Express from Moncton, etc.
6.30 p. m.—Express from Pt. du Chene and Moncton.	6.55 p. m.—Express from Halifax, Picton, Campbellton, (Connects Ocean Limited, from Montreal.)
8.30 p. m.—Suburban from Welsford, etc.	10.20 p. m.—Suburban from Welsford, etc.
11.00 p. m.—Express from Boston, etc.	1.40 a. m.—Express from Moncton, Sydney and Halifax, etc.

Trains on the New Brunswick Southern Railway leave west side and arrive east side on return at 7.10 p. m.

RIVER STEAMERS.

DEPARTURES.

8.00 a. m.—May Queen leaves Indian town for Chatham, Georgetown and Grand Lake points Wednesdays and Saturdays.	8.30 a. m.—Victoria, for Fredericton and intermediate landings, daily, Sunday excepted.
9.00 a. m.—Kingston and Kennebecasis landings, Tuesdays, Wednesdays and Thursdays.	10.00 a. m.—Crystal Stream, for Cole's Island, the Narrows and landings on the Westmain River, Tuesdays, Thursdays and Saturdays.
12 noon—Champlain, for the Bellefleur, Mondays and Saturdays.	3.00 p. m.—Hampton, for Hampton, Mondays and Saturdays.
5.30 p. m.—Blaine, for Cole's Island, except Sunday, for Wickham and intermediate landings.	5.30 p. m.—Majestic, for Hampton and intermediate landings, on Saturdays.

ARRIVALS.

8.00 a. m.—Majestic, from Hampton every Monday.	9.00 a. m.—May Queen, from Hampton.
10.30 a. m.—Blaine, from Wickham daily.	12.30 p. m.—Crystal Stream, from the Westmain River, Mondays, Wednesdays and Fridays.
3.30 p. m.—Champlain, from Bellefleur, Mondays and Saturdays.	3.30 p. m.—Victoria, from Fredericton daily.
4.00 p. m.—May Queen, from Chipman and Grand Lake points, Mondays and Thursdays.	

FERRY STEAMERS.

Ferry steamers cross the harbor from the foot of Princess street, east side, to Rodney wharf, west side, every 20 minutes, commencing at 6 a. m., the last boat leaving the east side at 11.30 p. m. On Sundays the first trip is from Rodney wharf at 8 a. m., and the last trip from the east side at 11.30 p. m. On Saturday evenings only, boat leaves west side at 10 p. m. On Sunday from 8 a. m. till 9 p. m.

The E. Ross, from Indian town to Miramichi, makes trips at hour, daily (Sunday excepted), from 6.15 a. m. till 10 p. m. and Saturdays till 10.30 p. m. On Sunday from 8 a. m. till 9 p. m.

The Maggie Miller between Millville, Summerside, Kennebecasis Island and Bayview.

Leaves Bayview at 6.00, 7.30 and 10.30 a. m., and 2.45 and 5.35 p. m.	Leaves Millville at 6.25, 7.45, and 10.45 a. m., and 2.00 and 5.00 p. m.
Leaves Summerside at 6.45 and 9.30 a. m., and 2.00, 4.00 and 6.00 p. m.	Boat will leave Millville every Monday morning at 6.00 o'clock.

SATURDAY.

Leaves Bayview at 6.30, 7.00 and 10.30 a. m., and 2.45, 5.45, and 7.45 p. m.	Leaves Summerside at 6.50, 7.20, and 10.45 a. m., and 4.00, 6.00 and 8.00 p. m.
Leaves Millville at 6.15 and 9.30 a. m., and 2.00, 5.00 and 7.00 p. m.	

Leaves Millville at 9.00 and 10.30 a. m. and 2.30 and 5.35 p. m.

Leaves Bayview at 9.45 and 11.15 a. m., and 5.00 and 7.00 p. m.

Leaves Summerside at 10.00 and 11.30 a. m., and 5.30 and 7.20 p. m.

Commencing July 1, steamers leave St. John at 8 a. m. on Mondays, Wednesdays and Fridays for Lunenburg, Portland and Boston. For Boston direct on Tuesdays and Saturdays at 6.30 p. m.

Returning from Boston via Portland, Lunenburg and Lunenburg, Mondays, Wednesdays, and Fridays at 9 a. m. From Boston direct on Mondays and Thursdays at 12 noon.

Steamer Prince Rupert for Digby leaves her wharf daily at 7.15 a. m., connections for Halifax and Yarmouth, returning arrives about 4.30 p. m.

Steamer Seneca sails Thursday evenings at 6 o'clock from Reid's Point wharf, for Yarmouth, Barrington, Shelburne, Rockport, Liverpool, Lunenburg and Halifax. She arrives in St. John Wednesday evenings at 6 o'clock.

Steamer Westport III. leaves Knox's wharf every Friday at 12 noon for Westport, Yarmouth, Yarmouth, etc. She arrives in St. John Thursdays.

Steamer Aurora, for Grand Manan, Campbellton, Eastport, etc., leaves Tuesday at 10 a. m. and arrives Mondays at 2.30 p. m. at Merritt's wharf.

Steamer Granville, for Lower Granville, Annapolis, etc., leaves Tuesdays at 12 noon and arrives Mondays at 1. C. R. pier.

Steamer Brunswick, for Spencer's Island, Canning, Wolfville, etc., leaves Tuesday evenings and arrives Mondays at Thorne's Wharf.

Steamer Beaver, for Harvey, Albert, Hillsboro, etc., leaves Thursdays and arrives Wednesdays at Thorne's wharf.

Opera House.

Three Nights, Commencing

THURSDAY, JULY 12th.

SATURDAY MATINEE

MILES BROS', ORIGINAL, GENUINE, MOVING PICTURES

San Francisco Disaster!

Direction Meyer Cohen

Descriptive lecture by Leonard J. Mack, a survivor of the calamity. Additional comedy and sensational pictures.

PRICES—Night, 15, 25, 35, 50. Matinee—Children, 15, Adults 25.

SHIPPING

PORT OF ST. JOHN.

VESSELS DUE FOR ST. JOHN.

Steamers.	From.	Arrive.
Atlantis, at Newport, June 23.	Chester, 2.30, Manchester, July 2.	Cyrl, 1.00, at Paris, July 16.
Kvangeline, 1.02, London, June 24.	Manana, chartered.	Pdina from Antioch, June 23.
Tsella Head, chartered.	Trunkby, 1.05, Philadelphia, July 1.	

Barks.

Droning Sophie, 7.7, from Liverpool June 7.	Hugo, Limerick, May 20.
Marla, chartered.	Unabro, 1.70, at Genoa, May 27.

MINIATURE ALMANAC.

1906	Rises	Sun	Tide
July 1	4.35	8.31	High Low
2 Tuesday	4.35	8.31	8.47 2.42
3 Wednesday	4.35	8.31	9.48 3.42
4 Thursday	4.35	8.31	10.46 4.35
5 Friday	4.37	8.29	11.41 5.31
6 Saturday	4.37	8.19	12.00 6.21

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.

PORT OF ST. JOHN.

Arrived.

S S Trunkby, 188, Gains, from Philadelphia, July 6.	S S Lord Londonderry, 1621, Girvan, from Port Talbot, W. Malcolm Mackay.
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DOMINION PORTS.

Victoria, B. C., July 4—Arrived, steamer (Transit), Sydney and Brisbane via Honolulu. Sailed—Steamer Empress of China, Yokohama.

Halifax, July 6—Arr. str. Evangelina, London; Korona, Demerara, Barbados and St. John's; Kalliklia (Nor), Buenos Ayres; bkn John's Bonnet, Philadelphia.

Sid-Srs Miss (Br cable), Decatur, sea; Sid-Srs Miss (Br cable), Decatur, sea; Dix, Bridgeport, Quebec; bark Flourine, St. Stephen, July 6—Arr. str. Kilkeel, Port Harlow.

Sid-Sch Corinto, Paresboro. Hillsboro, July 4—Arr. str. Leonard Park, New York, July 6—Arr. str. Larcana, New York.

Richibucto, July 5—Arr. str. Hazelwood, Irving, and Bader-Powell, McLean, New York.

BRITISH PORTS.

Montreal, July 6—Arr. str. Victorian, from Glasgow for Montreal.

Schly, July 6—Passed, str. Lake Michigan, Montreal for London.

Harry, July 6—Arr. str. Campden, Miramichi.

Liverpool, July 6—Arr. str. Manxman, Montreal and Quebec for Bristol.

Cardiff, July 6—Arr. str. Martha, Miramichi.

Drove Head, July 6—Passed, str. Annapolis, Cambridge, St. John's and St. John's (Nfld) for Liverpool.

Wells, July 6—Arr. str. Jacana, Montreal via Vancouver.

Cardiff, July 6—Arr. str. Fernside, Montreal via Vancouver.

Montreal, July 6—Arr. str. Kalliklia, Auguste Victoria, from Hamburg 7th for New York.

Main Head, July 6—Passed, str. Corinthian, Montreal and Quebec for Glasgow.

FOREIGN PORTS.

Antwerp, July 6—Arr. str. Mount Royal, Montreal.

Delaware Breakwater, July 6—Arr. bark Marguerite, Philadelphia for Halifax.

New York, July 6—Arr. str. Larcana, St. John for Bridgeport.

Passed—Str. Prince Arthur, Yarmouth for New York; str. Hattie, south west, Saundersdown, July 6—Passed, str. S A Fowles, St. John for East Greenwich (Conn.).

Yarmouth, July 6—Arr. str. Perth Amboy; str. Windsor, St. John's; str. North Amherst; str. Melba, Summerside; Unity, New York; St. Maurice, Bridgeport (N. S.).

New York, July 6—Arr. str. J. L. Colwell, New Haven for St. John; Omaha, Dor, New York for Bangor; John J. Ward, St. John.

Portland, July 6—Arr. str. Huron, Thompson, Boston for St. John, and sailed.

Boston, July 6—Arr. str. Hermes (Nor), Louisbourg; Prince George, Yarmouth; str. New York, St. John.

Old-Sir Hermes (Nor), Louisbourg; str. Charlotte E. C. Halifax; Newburgh, Hantsport.

Sid-Srs Parisian, Glasgow; Prince George, Yarmouth.

City Island, July 6—Bound south, str. New Liverpool (N. S.) via New Haven; Invictus, Hantsport.

Calcutta, July 6—Arr. str. F. G. French, Musquash.

REPORTS, DISASTERS &c.

BALTIMORE, July 5.—Sch. T. Charleston, Henry, Boston, for Baltimore, light, is ashore on Bodkin Bar, in nine feet of water; she draws 12 feet.

MACHIAS, July 1.—Sch. Ella G. Ellis, of Portland, was wrecked on L'Isle Island yesterday while bound to New Bedford; captain saved; four men lost.

LEWES, Del., July 4.—Sch. Loring C. Ballard, Red Beach, Me., for Norfolk, with plaster, has arrived at Delaware Breakwater, leaking and with 25 feet of water in her hold.

DEAUFORT, N. C., July 4.—Sch. Humarock, New York for Charleston, before reported ashore, is still off the bar, leaking; and she is too high to go out to her. She appears to be making out all right; captain is still ashore.

SPOKEN.

July 2.—Lat 40 50, long 54 11, British steamer Canope, Boston for Azores.

July 3.—Lat 39 00, long 54 00, schooner Henry Lippitt, Philadelphia for Charleston, S. C.

ARTISTS WHO FAIRLY FLY

Aerial Circus One of the Latest Things in the Modern Ring Show.

The modern circus is, to a great extent, "up in the air." Instead of two or three trapeze performers, as in olden days, a very large part of the up-to-date circus company is made up of aerial experts. This, it is said, is particularly true of the Barnum & Bailey circus this season. The advantage of the aerial performance to the spectator is the fact that it can be seen from all parts of the big arena. To the performer it means a freedom of action and an opportunity for inaugurating new ideas that the rings and hippodrome track do not afford. It is scarcely possible that a complete aerial circus, with everything performed in mid-air, will ever be an actuality, but it is certain that the future will see even a greater development along this line than has been the case during the past few years.

That the "aerial circus" idea has come to stay is, however, amply demonstrated by the Barnum & Bailey Greatest Show on Earth, this season, judging from the many mid-air performances that receive special mention in the newspaper reviews of the big show. One of the reviews says:

"A very large part of the Barnum & Bailey circus performance was given in the air, and it was an innovation that appealed strongly to the audience. Owing to the mammoth proportions of the great hippodrome tent, there were times when it was difficult to see the performance in the middle ring from the far end of the amphitheatre, but the aerial performers always stood out like moving silhouettes against the background of the great canvas dome. The aerial performance, too, was sufficiently diversified to suit the most eccentric taste. In fact, much of it was of a distinctly thrilling, and even startling, nature. There was, for instance, a handsome young American girl who took a flight through the air in an automobile.

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Just received a selected shipment of the Finest Wines and Spirits—in special cases—from the world-famous house of

W. & A. GILBEY, Ltd.,
London, England,

Growers and Distillers of ABSOLUTELY PURE Wines and Spirits

Each case contains
2 Quart Bottles of PORT "Invalid."
2 Quart Bottles of SHERRY "Invalid."
2 Quart Bottles of CLARET "Bas-Medoc."
2 Quart bottles of "STRATHMILL," Pure Malt Scotch Whisky.
2 Quart Bottles of LONDON DRY GIN.
2 Quart Bottles of COGNAC, "Royal."

Priced at \$12.00 a case. Delivered free of express or freight charges at any railroad station in the Province of N. B.

Note--Each Bottle is Strictly Guaranteed as to PURITY—QUALITY and GENUINENESS

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The largest Wine and Spirit Merchants in the world. Purveyors to H. M. the King, H. R. H. the Prince of Wales, H. M. the King of the Belgians, and Colonial Governors and Suites.

The trade supplied at special trade prices.

On sale at The Royal Hotel, Temple Bar, Hotel Edward, William Baxter, John Walsh, J. P. McGuire, and all the leading Hotels in the Province. Special assorted cases at \$12 each.

McINTYRE & COMEAU Ltd., Distributors, St. John.

Talk No. 5

Hewson Tweeds
for the
Children's Clothes

For the wildly-happy, rough-and-tumble child-life the ideal clothing combines durability, lightness and economy with neat appearance. All these qualities are found in the strong, beautifully-woven Hewson Tweeds—pure wool, the healthiest material both in winter and summer.

Hewson Tweeds not only wash and keep their colour, but they are delightful to make up, cutting well, pleasant to sew on, and of such a firm yet soft texture, they keep their good shape to the last, and wear wool all through—because there's nothing but wool to wear.

Get some of these fine, iron-wearing Tweeds, and make them up for the youngsters. If your dealer hasn't got them, we'll be glad to supply you through him on receipt of his name and address. Note the trademark—and insist on getting the genuine Hewson goods—for they're far from being like ordinary tweeds.

Hewson Woollen Mills, Ltd.,
The Big New Mill. Amherst, N.S.

PURE WOOL HEWSON, AMHERST, TWEEDS.

Mrs. John Dunlop, Miss Dunlop and Miss E. M. Rainnie, of Westview street, will leave today to spend several weeks at Mrs. Howard Williams', Williams' Landing, on the river.

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Of Liverpool, England.
Total Funds Over \$60,000,000
J. SYDNEY KAYE, Agent
45-47 Prince Wm. St., St. John, N. B.