WITH MORE THAN

$25,000,000.00

of carefully invested funds we are giving our depositors a security from which the element of risk is eliminated. That this is appreciated is evidenced by the fact that during 1905 the funds placed with the Corporation for investment increased from

$15,892,546.22 to $16,799,212.68.

Interest at 4% Paid or Compounded Half-Yearly

CANADA PERMANENT MORTGAGE CORPORATION, Prince Wm. St. St. John, N. B.

# Financial and Commercial

## TWO SALIENT EVENTS OF THE PAST WEEK

### The Government Crop Report, and the Rise in Call Money Rates---Comment of New York Evening Post on the Situation.

(New York Evening Post, Saturday.)

The two salient events of the present week, among really basic influences in finance, were closely connected with one another. One was the Government's August crop report, on Friday; the other was the rise in Wall street call money rates, the day before, to the highest figure reached in this week of August during ten years past.

No one was greatly surprised at the crop report, though its results were somewhat singularly attained. The continuous break in wheat prices, during the three or four past weeks—the stampede, so to speak, of Board of Trade speculators to get out of the way of the huge stream of grain descending on the market from the farms—has shown clearly enough what was going on. Spring-sown wheat, it appears, will hardly measure up to the maximum of former years; it does not promise as well, for instance, as the crop of last year, or 1902, or 1901, or 1898. But the out-turn in winter wheat has been so remarkable that the estimates made at the time of harvest have been raised as sharply as were the estimates of the cotton crop of 1904, between the department's December forecast and the final figures. The net result is, promise of a wheat yield surpassing all previous records—even the famous "bumper crop" of 1901. This noteworthy sequel to the predictions, two years ago, that the United States was now about to fall to the second rank among wheat-producers, is repeated in the corn crop, whose August indication is for the largest harvest ever garnered.

Comment on the significance of this harvest promise—coupled as it is with a cotton crop which at the moment foreshadows a yield far exceeding any but that of 1904—is hardly necessary. Fortunately for itself, the country has outgrown the childish superstitions of five years ago, when even educated bankers preached the doctrine that the fortunes of industrial America no longer depended on out-turn of the crops. It is now well understood, by everybody, that harvest results are the basic element in continuing American prosperity—certainly not less so, when Wall street has adopted the practice of borrowing quite unheard of sums of foreign money on its notes, trusting to an ample grain and cotton harvest for the means of settling the international account. A crop failure would not, to be sure, ruin our farmers, who are out of debt, or our railways and manufacturers, who have the accrued profits of six or eight prosperous years behind them. What it probably would have involved, this year, would have been such a drain upon our gold supply, to meet these maturing foreign bills, that the money market would have been gravely disorganized, and with it the general structure of finance.

Our great harvest guarantees against any such sequence of events; yet we are witnessing, this week, a money rate which at least suggests disturbance. What is likely to result? There is not the slightest doubt that this week's 5 per cent. Wall street rate for demand loans foreshadows early and more or less severe stringency in money. In all probability, what may be called high money rates will continue throughout the season. This fact is clearly enough foreshadowed, not only by the low bank surplus, the absorption of capital in trade and industry, the unusually high price of loans fixed for the balance of the year, the failure of new securities with low interest rates to find a market, and the dependence of our market on loans made here by Western banks which will largely be recalled at harvest-time, but by the prevalent money rates on foreign markets. Discounts at London, Paris, and Berlin are nearly or quite twice as high today as they were a year ago. If we replace the loans recalled by western lenders with loans obtained from Europe, and if, as a consequence, we import European gold to make good our falling bank reserves, we must pay the price.

At a price, it can apparently be done. Financial Europe has certainly displayed its willingness to help finance our crops, and after this week's crop report, the fall in exchange and flow of gold this way ought presently to begin. But there is not the slightest reason to suppose that Europe will cheerfully give up its gold to finance another such stock-jobbing venture as last autumn's. Paris—on which, directly or indirectly, we must rely for any large sum of imported gold—has never failed to express its objections forcibly to such a movement for the benefit of Wall Street speculation. It will not be wholly convenient for these markets to give up gold at all. The Bank of France holds $2,000,000 less than it had a year ago; its own outstanding loans exceed last year's by $50,000,000; and there is still the haunting dread of an outright political debacle at St. Petersburg. Even the Imperial German bank this week is $12,000,000 short of last August's coin and bullion reserve and $12,000,000 higher on its loan account. We shall see some interesting manoeuvres on these money markets before the next two months are past.

## NEW YORK STOCK CHANGES FOR THE WEEK AND MONTH

(Boston Post, Monday).

The following list of New York stocks comprises the leading active issues in the market. Figures showing their high and low for 1905 as well as the present year, and the net changes for the week and for the month just past, will, therefore, give Post readers an adequate idea of the present trend of prices as well as enable them to make interesting comparisons:

INDUS TRIALS.

| Stocks | High 1906. | Low 1906. | High 1905. | Low 1905. | Close Aug. 11, 1906. | Close Aug. 4, 1906. | Close July 7, 1906. | Gain past week. | Gain for past month. |
|---|---|---|---|---|---|---|---|---|---|
| Am Car and Foundry | 47½ | 32¾ | 43⅝ | 31 | 38½ | 37¾ | 36 | ¾ | 2½ |
| Amalgamated | 118¼ | 92⅜ | 111¾ | 70 | 102⅜ | 101¾ | 99 | ⅝ | 3⅜ |
| Am Locomotive | 78½ | 63¾ | 76¼ | 33 | 69 | 69 | 67¼ | | 1¾ |
| Am Smelting | 174 | 138½ | 170⅝ | 79¾ | 152⅜ | 151⅜ | 145 | 1 | 7⅜ |
| Am Sugar | 157 | 127½ | 154⅜ | 130 | 136⅛ | 136⅜ | 136¼ | a¼ | 5⅞ |
| Anaconda | 300 | 223½ | 295 | 100½ | 255 | 253 | 235½ | | 21½ |
| Colorado Fuel | 85⅝ | 40¾ | 59 | 38 | 53½ | 51¾ | 49⅝ | 1¾ | 3⅞ |
| Consolidated Gas | 181¾ | 130⅞ | 214 | 175 | 140 | 137¼ | 139½ | 2⅞ | ½ |
| Distillers' Securities | 65⅝ | 51 | 54⅛ | 34⅞ | 60 | 59¼ | 57⅜ | ¾ | 2⅜ |
| Pressed Steel Car | 64⅝ | 43 | 58⅜ | 33½ | 51⅞ | 51 | 46½ | ⅞ | 5⅜ |
| U. S. Steel common | 46¼ | 32⅝ | 43¼ | 24⅞ | 40⅞ | 39¼ | 35⅛ | 1⅝ | 5¾ |
| U. S. Steel pref. | 113¼ | 98¾ | 107 | 90¾ | 106 | 106⅝ | 101⅝ | a⅝ | 4⅜ |

RAILROADS.

| Stocks | High 1906. | Low 1906. | High 1905. | Low 1905. | Close Aug. 11, 1906. | Close Aug. 4, 1906. | Close July 7, 1906. | Gain past week. | Gain for past month. |
|---|---|---|---|---|---|---|---|---|---|
| Atchison | 96⅞ | 85⅜ | 93⅜ | 77⅝ | 94¼ | 92⅝ | 87⅝ | 1⅝ | 6⅜ |
| Brooklyn Rpd. Trst. | 94⅛ | 71 | 91½ | 56⅞ | 78 | 78½ | 75 | ½ | 3 |
| Canadian Pacific | 177¾ | 155⅜ | 177¼ | 139¾ | 167½ | 164¾ | 159½ | 2¾ | 8 |
| C., M & St. Paul | 193 | 155¼ | 187⅛ | 168¼ | 186½ | 186¼ | 174½ | ¼ | 12 |
| Erie | 50⅞ | 38⅛ | 52¾ | 37½ | 43¼ | 42⅝ | 40¾ | ⅝ | 2½ |
| Missouri Pacific | 106¾ | 85½ | 110⅞ | 94½ | 95 | 93⅞ | 91¾ | 1⅛ | 3¼ |
| New York Central | 156¼ | 127¾ | 167¾ | 136¾ | 140 | 139½ | 130½ | ½ | 9½ |
| Norfolk & Western | 93½ | 84 | 88½ | 76 | 92½ | 90⅝ | 87¾ | 2⅛ | 4¾ |
| N. Y., Ont. & Western | 57¼ | 43¾ | 64 | 40⅝ | 47¼ | 46 | 47⅛ | 1¼ | a⅝ |
| Northern Pacific | 232½ | 179¼ | 216½ | 165 | 205¼ | 203¼ | 202¼ | 2 | 3 |
| Pennsylvania | 147½ | 122½ | 148 | 131½ | 135¾ | 131⅛ | 120¼ | 4⅝ | 9½ |
| Reading | 164 | 112 | 143¾ | 79 | 131 | 130¾ | 122¾ | ¼ | 8¼ |
| Rock Island | 28⅝ | 22½ | 37⅞ | 21¾ | 26 | 25½ | 23¾ | ½ | 2¼ |
| Southern Pacific | b78⅝ | 61 | 72⅜ | 57¾ | 78¼ | 75¼ | 66¼ | 3 | 12⅛ |
| Southern Railway | 42⅞ | 32½ | 38 | 28 | 37⅛ | 36¾ | 34⅜ | ⅜ | 2¾ |
| Union Pacific | 160½ | 138½ | 151¾ | 113 | 157½ | 155¾ | 144⅛ | 1¾ | 13⅜ |

a Decline. b New high mark for 1906 made on Aug. 14.

## WOMAN HELPS AT PUMPS OF WRECKED ARGENTINA

BOSTON, Aug. 14—Tossed about in the high and heavy seas of the South Atlantic ocean for seven days in a dismasted bark and saving themselves from death only by the constant working of the pumps, was the experience of Capt. Robt. Otterson and crew of 11 men of the bark Argentina.

Gallantly fighting with the captain and his crew was Mrs. Otterson, the wife of the captain, who on several occasions assisted in the working of the bark's pumps.

Capt. and Mrs. Otterson were passengers on the ship Cascilda, which docked yesterday afternoon at the National docks East Boston. They expressed themselves as pleased to again be in Boston and after a day or two spent in visiting friends they will go to their home in Truro, N. S.

The bark Argentina was loaded with bones and was bound from Buenos Ayres to New York, having left the former port on June 11. Capt. and Mrs. Otterson and the crew of 11 constituted the bark's company. Capt. Otterson said yesterday afternoon that excellent weather, in fact, as good as he ever experienced, prevailed for nearly a week.

On June 18, when the bark was in the South Atlantic, he didn't exactly know what latitude or longitude, the bark ran into a terrrific gale. The sea was high and as the day wore along the wind increased and finally became so fierce that the bark was dismasted and all those aboard were at the mercy of the seas.

For seven days, Capt. Otterson said, he and his crew were constantly at the pumps, this being their only means of saving themselves. Finally the British steamer Foreric came in sight and went to the assistance of the Argentina. Capt. Otterson, his wife and the crew of 11 were taken aboard the Foreric in an exhausted condition and conveyed to Montevideo, which port they reached on June 29.

Capt. and Mrs. Otterson remained in Montevideo till July 11, when they boarded the Cascilda. The members of the crew were shipped from Montevideo to different ports.

## MORE IMPRESSIONS OF "HABITANT LAND"

(Continued from page 1.)

His life. The place of Judgment, the garden of Gethsemane, the hill of Calvary are visited in turn and the story of Christ's trial by Pilate, His agony in the garden and His crucifixion is eloquently told by splendid paintings, securely framed and protected by a canopied stand not unlike a pulpit. In this way, following in succession, the various events in the life of our Saviour, one reaches at last the tomb of Jesus.

### The Lamb of Jesus.

The tomb is situated on a slight elevation overlooking the whole garden. From the exterior it resembles a small chapel about fifteen by twenty feet, and say 12 feet high. A contribution box confronts one at the door. Entering, the visitor finds himself in a small, bare room, the walls, ceiling and floor of which resemble marble. At the side opposite the entrance is a small, low opening looking to the uninitiated like an enlarged open fire place. This is the entrance to the tomb. Through a short passage where one must stoop to walk and the tomb proper is reached. There is an awesome gloom about the place, a sort of semi-darkness. The visitor's shadow takes on a weird, ghostly form upon the wall. A subdued rose light filters through the apartment although at first one is hardly aware of it. The light comes from five handsome lamps of hammered brass, hung near the roof, and so guaged that their light serves merely to relieve the gloom rather than to dissipate it. These lamps burn perpetually, their care being entrusted to the priests and attendants. There is a spicy aromatic odor of consuming incense that comes from a mysterious somewhere and imparts a distinctly eastern atmosphere to the whole. Just to the right of the entrance is a narrow marble slab some two feet above the floor, and on this reposes an heroic figure of Jesus. It is wrought in an unknown composition, and is startling in its corpse-like appearance.

The whole scene is a most impressive one, and the most pronounced scoffer, after witnessing it, would carry from that tomb other thoughts than those which possessed him when he entered. What then, must be the effect of it all upon the devout pilgrims who make Cap. Magdalen their Mecca?

Apart from the spiritual side of it the material needs of the pilgrims are well cared for. Several large and roomy buildings in the vicinity of the church and shrine bear a legend which, loosely translated, means "house for the pilgrims." Evidently the proprietors of these houses have found the investment a profitable one. At any rate they all look prosperous and are among the largest contributors to the church funds.

### Children of Great Faith

The simple faith of these French-Canadians in the power and efficacy of their church furnishes a valuable example to people of other denominations in more advanced communities. They do not question, they do not doubt; they simply hear and believe with their entire being, and woe-betide any outsider of any denomination whatsoever who attempts to sow the seeds of unbelief. They would simply refuse to listen to him and continue the even tenor of their way. Their church is not a Sunday church alone, but it enters into their daily lives. Their priests are their mentors and guides in their material as well as their spiritual affairs. The parish cure is the confidant of the village, the priest, the material as well as the spiritual advisor.

And this being the case it is not unnatural that many of the simple villagers believe that the cure holds almost supernatural powers. Many stories are told around the village fires amply illustrative of this. One or two related to the writer by a typical French-Canadian who himself had absolute faith in their verity, will serve to illustrate.

### Two Interesting Tales

There was a priest at Cap Magdalen some years ago who is alleged to have done some wonderful things. On one occasion in the winter when the new church was being built, the teamsters engaged in the work were hauling building stone from across the river. The ice was hardly strong enough to bear the heavy stone laden sleds and it seemed that the work must be delayed. In despair the workmen went to the priest. That gentleman, it is said, went at night to the river bank and prayed, and the next morning behold a natural ice bridge had formed. This bridge held for four days while the necessary building stone was taken across it.

Afterwards, when some villagers desired to use the bridge for hauling cordwood, the priest forbade them, saying that the bridge was for God's work and now that it had served its purpose it would disappear. Next morning the bridge had gone.

It is also related that the same priest successfully invoked Divine aid on a later occasion, when the church was endangered by a bush fire, which, after burning several barns, was borne by a high wind to the very edge of the church property. Again the priest prayed, and almost immediately the wind changed direction and the fire soon burned out.

These stories are absolutely believed by the French-Canadian villagers of Cap Magdalen, La Fleve, St. Malo and other nearby villages. A better illustration of the simple faith of the habitant could hardly be procured.

## J. J. HILL'S BIRTHDAY

James J. Hill, the Canadian invader, will be 68 years old next Thursday, the 16th. Mr. Hill is the biggest man in the American west today, and his birthday is usually marked by a banquet by one of the big commercial bodies in either Minneapolis or St. Paul.

Mr. Hill was born in Guelph, Ontario, and left this country at the age of 15 for St. Paul, where he worked in a steamboat office for some years.

It was not until 1870 that he became a factor in the railroad business.

In 1879 Mr. Hill became general manager of the St. Paul, Minneapolis and Manitoba Railway.

## ANOTHER FRUIT FARM IN NIAGARA DISTRICT

TORONTO Aug 15—(Special)—At Vineland, Niagara, on behalf of the Ontario government, Hon. Nelson Monteith, minister of agriculture, formally accepted a gift of land from M. F. Rittenhouse, a Chicago millionaire, to be used as an experimental fruit farm in the Niagara district. Speeches were made by the minister, several members of parliament and others.

## HEAVY SENTENCES FOR BOY THIEVES

LONDON, Aug. 15—A gang of boy thieves ranging from 15 to 19 years, who appeared before Judge Edward Elliott yesterday, received severe sentences. Wm. McDonald received five years in Kingston penitentiary, Ernest Langley four years, and Wm. Lake three years. George Ward was sent back to the "Home" at Mimico, whence he escaped some time ago.

BUTTER AND CHEESE PRICES.

MONTREAL, Aug. 15.—(Special).—Cheese: Quebec, 12; Ontario, 12½ to ⅝; Townships, 12¼ to ⅜. Butter, 22¼ to ¾.

# SHIPPING

PORT OF ST. JOHN.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Almore, to sail from Glasgow Aug 1.
Hestia, 2434, at Halifax, July 31.
Mantinea, Liverpool, Aug. 8.
Sellasia, 2263, Manchester, August 9.
Phoebe, 1755, chartered.
Teelin Head from Cardiff, Aug 10.

Barks.

Augustus from Rhyl, Aug. 6.
Aureola, 251, from Barbados, July 5.
Umberto, L. 706, at Genoa, May 27.

MINIATURE ALMANAC.

| 1906 August | Rises | Sun Sets | Tide High | Tide Low |
|---|---|---|---|---|
| 13 Mon. | 5.18 | 7.38 | 6.09 | 12.00 |
| 14 Tues. | 5.19 | 7.37 | 7.04 | 0.55 |
| 15 Wed | 5.21 | 7.35 | 8.03 | 1.51 |
| 16 Thur. | 5.22 | 7.34 | 9.00 | 2.45 |
| 17 Fri. | 5.23 | 7.32 | 9.52 | 3.35 |
| 18 Sat. | 5.24 | 7.30 | 10.39 | 4.21 |

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.

Wednesday, Aug. 15.

Stmr Gladiator, 2,168, Fatla, from Pernambuca; Wm Thomson & Co, ballast.

Barktn Bonny Doon, 510, Morenouse, from Elizabethport, N J; R C Elkin, 728 tons hard coal, R P & W F Starr.

Schr James Barber, 80, Tufts, from New Bedford, Mass; F Tufts & Co, ballast.

Coastwise:—

Schr Lone Star, 29, Richardson, North Head.

Schr Maitland, 44, Hatfield, Beaver Harbor.

Schr Freddie A Higgins, 78, Ward, North Head.

Cleared.

Schr Zeta, 335, LeCain, for Cheverie, N S; Joseph A Likely, mdse.

Schr Pandora, 98, Smith, for St Martins.

Coastwise:—

Stmr Beaver, Turner, Hillsboro.
Barge No 7, Wadman, Parrsboro.
Schr Murray B, Baker, Margareesville.
Schr Aida, Shannon, fishing.

Sailed.

Stmr St John City, 1,412, Bovey, for London via Halifax.

Stmr Unique, 1,298, Haraldsen, for Pictou.

Stmr Huron, 2,254, Thompson, for Boston via Eastport.

DOMINION PORTS.

HILLSBORO, Aug. 11—Ard, stmr Ragnarok, Paulsen, New York; 15th, sumr Nanna, Naero, Newark.

HALIFAX, N S, Aug 14.—Ard, stmr Dahome, from Liverpool; A W Perry, Sydney, and sld for Boston; schrs Utopia, Boston; Bessie Parker, Norfolk.

Cld—Ship Oddero, Campbellton.

Sld—Stmrs Hestia, Ferguson, St John; Rosalind, Clark, St. Joun's, N F; Silvia, Farrell, New York.

BRITISH PORTS.

BRISTOL, Aug 11—Ard, stmr Ella Sayer, Parrsboro, N S.

CARDIFF, Aug 10—Sld, stmr Platia, Parker, Pictou and Halifax.

CAPE TOWN, July 21—Sld, ship Arcadia (Nor), Egertsen, Nova Scotia.

GALWAY, Aug 11—Ard, bark Bertha (Nor), Campbellton.

SWANSEA, Aug 12—Ard, ship Albania, Parrsboro.

MALIN HEAD, Aug 14—Psd, stmr Lake Champlain, Montreal for Liverpool.

INISHTRAHULL, Aug 14—Psd, bark Don Quixote, Bathurst, N B, for Troon.

LARNE, Aug 13—Ard, brig Roma, Newcastle, N B.

NEWRY, Aug 11—Sld, bark Concordia, Shediac, N B.

BARROW, Aug 11—Sld, bark Kamfjord, Sydney, C B.

LIVERPOOL, Aug 14—Sld, bark Labora, Miramichi, N B.

ST. JOHN'S, N F, Aug 14—Ard, stmr City of Vienna, Liverpool for Halifax and Philadelphia.

FASTNET, Aug 14—Psd, stmr Dora, Grand Pabos, Que, for Portishead.

SWANSEA, Aug 13—Ard, stmr Heim, Tilt Cove, N S.

LIMERICK, Aug 14—Sld, stmr Dunmore Head, for Campbellton, N B.

KINSALE, Aug 14—Psd, stmr Albuera, St John for Manchester.

NATAL, Aug 14—Ard previously, str Elmville, Montreal and Sydney, C B, via Cape Town.

LIVERPOOL, Aug. 14—Ard, stmr Kensington, Montreal.

BROW HEAD, Aug 14—Psd, stmr Majestic, from New York for Queenstown and Liverpool, 250 miles west at 1.25 p. m. Will probably reach Queenstown 8.30 a. m. Wednesday.

FOREIGN PORTS.

BUENOS AYRES, July 20—Sld, ship Gloscap, Spicer, New York.

BOSTON, Aug 14—Ard, stmr Boston, Yarmouth; schr Jennie C, St John.

Cld—Tug Togo, for Halifax; schrs E Potter, Clementsport, N S; Fanny, St John; Temperance Belle, St John.

Sld—Stmrs Halifax, for Halifax; Boston, Yarmouth, N S.

NEW YORK, Aug 14—Sld, stmr Caronia, Liverpool.

FALL RIVER, Mass, Aug 14—Ard, schrs Pardon G Thompson, St John; D W B, St. John.

STONINGTON, Conn, Aug 14—Ard, schrs Walter Miller, Sackville, N B; Irene, Moncton.

BOOTHBAY HARBOR, Me, Aug 15—Ard, schr Maggie Miller, Windsor.

NEW HAVEN, Conn, Aug 14—Ard, schr Ida May, St John's, N F.

Sld—Schr Priscilla, St John.

NEW LONDON, Conn, Aug 14—Sld, schr Winnie Lawry, St John for New York.

CITY ISLAND, Aug 14—Bound south, stmr Edda, Hillsboro, for Newark; schrs Maple Leaf, Halifax; Centennial for Yarmouth, NS.

PHILADELPHIA, Aug 14—Cld, stmr Nora, for Windsor.

DELAWARE BREAKWATER, Aug 14—Psd out, stmr Breidablik, Philadelphia, for Sydney, C B.

VINEYARD HAVEN, Mass, Aug 14 — Ard and sld, schr A K McLean, Halifax for New York.

Ard—Schr Scotia Queen, Port Greville, N S, for New Haven.

Sld—Schrs Silver Wave, Port Reading for St John; Theresa, Port Johnson for Gaspe.

PQ; Ivanhoe, Weehawken, for Halifax; Victoria, Weehawken for Halifax; Laconia, New York for Parrsboro, N S; Lotus, New Haven for St John; Abbie Keast, Westerly for St John.

Psd—Bark Trinidad, New York for Weymouth; schrs Laura C, New York for Bridgewater; Marguerite, New York for Nova Scotia; Onyx, New York for Halifax; Erie, New York for St John.

NEW BEDFORD, Mass, Aug 14—Ard, schrs Charlotte C, St John; Madagascar, Calais, Me.

Sld—Schr Sadie O Holmes, for Shelburne, N S.

REPORTS. DISASTERS. ETC.

BOSTON, Aug 13—Stmr Arkansas was recently sold at Liverpool to Italians for £11,200.

HALIFAX, N S, Aug 12—Schr Flora, of Digby, stranded at Cape Sable today. She is making considerable water, but may float at high tide. Crew landed.

VINEYAR DHAVEN, Mass, Aug 13 — Tug Powerful (Br), Harvey, New York for Hantsport, N S, towing barges Plymouth and Ontario, for Windsor, N S, ran ashore on Hedge Fence Shoal, Vineyard Sound, at four o'clock this afternoon; came off two hours later, apparently uninjured, and proceeded.

GALVESTON, Texas, Aug. 9.—The British schr J W Hutt reached port today from Trinidad with a cargo of asphalt, consisting of 3,110 barrels. The schooner is a three-master and consumed seventeen days making the voyage to Galveston. Captain Swain, of the Hutt, reports very rough weather most of the way.

DANGERS TO NAVIGATION

BOSTON, Aug 13—Captain Jensen, of stmr Admiral Schley, reports Aug. 2, on the outward passage to Jamaica, in lat 33.20, lon 70.10, passed a submerged wreck, with mast projecting; keel up about 15 feet out of water. It was apparently a large schooner, which had recently been wrecked. Lies directly in the track of shipping and is a dangerous obstruction.

RECENT CHARTERS

Barks Lady Palmerston, Annapolis to Rosario, lumber, $8.50.

Flora, Bridgewater to Buenos Ayres, £3.50, option Rosario, $9.50.

OPENS SEPT. 1, 1906 CLOSES SEPT. 8 1906

# St. John Exhibition

ENTRIES CLOSE AUG. 20 ASK FOR PRIZE LIST

THE BEST FAIR IN EASTERN CANADA

The AMUSEMENTS and ATTRACTIONS

of the St. John Exhibition are unrivalled and the Best and Biggest ever shown in Canada

THE FOLLOWING ARE SOME OF THEM:

Barlow's Plunging Elephants
Wormwood's Animal Theatre
Montague's Cockatoo Circus
Dida
Helman—the Man of Magic and Mystery
The "Pike," with laughter at every turn
Leading Ladies' Band of America
Best Display of Fireworks ever in St. John
Grand Motor and Motor Boat Show
Manual Training in Actual Illustration
Domestic Science Schools in all Branches
Great Art and Fancy Work Exhibit
Five Aquariums with Live Fish
Wireless Telegraphy Demonstrated
Fine Natural History Exhibit
The Best Dog Show ever in Maritime Provinces

The Splendid Industrial Moving Machinery, Carriage, Poultry and Live Stock Exhibits constitute a Fair that you cannot afford to miss.

THIRTEEN THOUSAND DOLLARS IN PRIZES FOR LIVE STOCK

HORSE RACES Sept. 5th and 6th at Moosepath. Entry form sent on application. Cheapest transportation rates from all points by railway and steamboats.

A. O. SKINNER, President. C. J. MILLIGAN, Manager.

## VESSELS IN PORT

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

STEAMERS.

Eretria, 2253, Wm Thomson Co.
Himera, 2253, Wm Thomsan & Co.
Leuctra, 1950, Wm Thomson & Co.
Nemea, 2259, Wm Thomson & Co.
Manchester Exchange, 2649, Wm Thomson & Co.
Roda, 1,587, Wm Thomson & Co.
St. John City, 1412. Wm. Thomson & Co.
Trebia, 2543, Wm. Thomson & Co

BARKS

Bonanza, 598, Wm Thomson & Co.
Dronning Sophie, 727, Geo. McKean.
Enterprise, 499, A Wilson.
Johanne, 208, W M MacKay.
Maria, 818, J H Scammell & Co.

BRIGS.

James Daley, 162, Crosby M Co.
Sceptre, 120, J W Smith.

SCHOONERS.

Abbie Keast, 95, A W Watson
Abbie C Stubbs, 295, master.
Agnes May, 92 master.
Almeda Willey, 493, J E Moore.
Bessie Parker, 227, R C Elkin.
Carrie C. Ware, 156, A W Adams.
Clayola, 123, J W Smith.
Clifford C, 96, master.
Cora May, 117, N C Scott.
Edna V Pickles, 309, J A Likely.
Effie May, 67, D J Purdy
Ellen M Mitchell, 235, J W Smith.
Fanny, 91, F Tufts & Co.
Frank & Ira, 93, N C Scott.
Hunter, 187, D J Purdy.
Georgia E, 88, J W McAlary.
Ira M Barton, 102, J W McAlary
Jennie A Stubbs, 155, master.
Lucia Porter, 235, P McIntyre.
Luta Price, 121, W M Mackay.
Morancy, 169, J M Smith.
Norman, 288, R C Elkin.
Norombega, 266, R. C. Elkin.
Onward, 92, N C Scott.
Pandora, 98, A W Adams.
Priscilla, 102, A W Adams.
R. P. Emerson, 231, R C Elkin
S A Fownes, 125, F Tufts.
R. D. Spear, 299, J A Gregory
Ravola, 120, J W Smith.
Rewa, 12, D J Purdy.
Valetta, 99, Tufts & Co.
Wm Marshall, 250, Peter McIntyre
Winnie Lawry, 215, D J Purdy.
W H Waters, 120. A W Adams.
Zeta, 335, J A Likely.

## MARINE NOTES

Donaldson line steamer Hestia is due here from Halifax this afternoon.

Battle line steamer Platea is now on her way out to Pictou and Halifax from Cardiff.

British steamship Ella Sayer arrived at Bristol last Saturday from Parrsboro.

The schooner Sirocco arrived at Halifax from Havana, Monday afternoon, with a cargo of molasses.

The schooner Leonard Parker, 246 tons, has been chartered to load creosoted material at Norfolk, Va., for Halifax.

Bark Rebecca Crowell, 567 tons gross, built at Boston in 1873, is reported sold by Bucksport, Me., owners to the Kingdom Yacht Co., Durham, Me.

Schooner Hattie E. King, from Edgewater for Castine, has been detained at Vineyard Haven by her crew refusing to get the vessel under weigh. A new crew was to be shipped, and the vessel proceed.

T. S. Doane, in charge of the fog alarm at Yarmouth, says that he has had the present season the longest continuous fog in 35 years. The whistle was sounded continuously for 35 days. The previous longest time was in 1878, when 28 days was the record.

The sale of wreckage from the steamer Harlyn, at North East Harbor, consisting of steam winches, etc., and 1,400 bushels of salt, took place recently. Good prices were realized. The steamer's hull brought $700, Mr. Lantalum, of St. John, being the purchaser.

Lloyd's returns of vessels of all nations totally lost, condemned, etc., during the quarter ended Dec. 31, 1905, shows a total of 74 steamers of 100,688 tons gross, including 5 abandoned, 8 in collision, 10 foundered, 10 missing, and 41 wrecked; also 126 sailing vessels of 61,316 tons gross, including 19 abandoned, 11 broken up, 5 burned, 10 in collision, 12 foundered, 12 missing and 67 wrecked. One of the steamers and 13 of the sailing vessels were under the American flag, a total of 9,725 tons.

## WEDDINGS

### Bill-Vanwart

A quiet but very pretty home wedding took place at six o'clock this morning at the home of Alderman J. W. Vanwart, Charlotte street, when his daughter, Miss Lucy E., became the wife of E. Gordon Bill, son of Mr. and Mrs. C. R. Bill, of Wolfville, N. S. The ceremony was performed by Rev W. W. McMasters, pastor of Germain street Baptist church, in the presence of the immediate relatives of the contracting parties.

The bride wore a gown of white point d'esprit over taffeta silk and carried a white shower bouquet. There were no attendants. The bride's travelling suit was brown, with hat to match. Many very handsome gifts were received attesting to the popularity of the young people.

The drawing rooms were very prettily decorated with wild flowers and maple leaves, an arch being erected at one end, where the bridal couple stood during the ceremony.

After a wedding breakfast had been partaken of the happy couple left on the steamer Prince Rupert for a two weeks' trip through Nova Scotia. Mr. and Mrs. Bill will reside at New Haven, where Mr. Bill is connected with Yale University, where he recently graduated with high honors.

Among the guests from outside the city who attended the wedding, were Mrs. Bill, mother of the groom; Philip Bill, of Amherst, and Miss Ethel Davis of Sussex.

### Payne-Reynolds

St. Stephen, N. B., Aug. 14.—(Special)—A quiet wedding took place this afternoon whereby Miss Margaret, daughter of James Reynolds of St. John, was united to J. Fred Payne, son of the late R. A. Payne, of Lincoln, Sunbury county. The bride and her sister, Annie, arrived here last night and were guests at the home of Customs Officer J. P. Bixby. From that place the wedding party left for Calais this afternoon where the ceremony was performed by Rev. Father Horan, pastor of the church of the Immaculate Conception. After supper at Mr. Bixby's the happy couple left for St. John on the C. P. R. train and will make their future home at Lincoln.

## N. Y. STOCK MARKET

Wednesday, Aug. 15.

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 | 103⅞ | 104¼ | 104½ |
| Anaconda | 257¾ | 257¾ | 257¾ |
| Am Sugar Rfrs | 136½ | 136½ | 137 |
| Am Smelt & Ref | 153⅝ | 154 | 155⅜ |
| Am Car Foundry | 39 | 39¼ | 39⅜ |
| Am Woollen | 37¼ | 37⅞ | 38¼ |
| Atchison | 95⅛ | 95½ | 95½ |
| Atchison, pfd | | 100¾ | 100¾ |
| Am Locomotive | 69¾ | 70¼ | 70⅜ |
| Brook Rpd Trst | 76⅜ | 76½ | 76¾ |
| Balt & Ohio, ex div. 3 per cent | 122⅜ | 119½ | 119¼ |
| Chesa & Ohio | 61¾ | 61⅞ | 61¾ |
| Canadian Pacific | 166½ | 166¾ | 166⅜ |
| Chi & G West | 18⅝ | 18⅝ | 18⅝ |
| Colo F & Iron | 54⅞ | 55¼ | 55⅜ |
| Consolidated Gas | 139 | 140 | 139¾ |
| Colorado Southern | 38¼ | 38⅛ | 38⅛ |
| Erie | 44¼ | 44¼ | 44⅛ |
| Erie, first pfd | 79½ | 79⅞ | 79⅞ |
| Erie, second pfd | 71 | 70½ | 70½ |
| Illinois Central | | 176¼ | 176¼ |
| Kansas & Texas | 35½ | 35¾ | 35¾ |
| Kan & Texas, pfd | 70¼ | 70¾ | 71 |
| Louis & Nashville | 145¼ | 145½ | 145¾ |
| Interboro-Met | 36¾ | 37¼ | 37⅜ |
| Mexican Central | 21 | 21⅛ | 21 |
| Missouri Pacific | 95⅞ | 96¼ | 96 |
| Nor & Western | 92¾ | 92½ | 92⅜ |
| N Y Central | 141 | 141 | 141⅛ |
| North West | 212 | 211 | 210½ |
| Ont & Western | 48 | 48⅛ | 48 |
| Pacific Mail | 35¾ | 36 | 37 |
| Reading | 133¾ | 133¼ | 134 |
| Republic Steel | 29¼ | 29½ | 29¾ |
| Sloss Sheffield | 77⅝ | | |
| Pennsylvania | 136⅛ | 136⅝ | 136⅛ |
| Rock Island | 187¾ | 188¼ | 188¼ |
| Southern Ry | 37½ | 37⅝ | 37⅝ |
| Southern Pacific | 79⅝ | 80⅛ | 80⅜ |
| Northern Pacific | 206¾ | 206¾ | 207 |
| National Lead | 79½ | 80⅛ | 80⅛ |
| Texas Pacific | 34¼ | 34¼ | 34½ |
| Union Pacific | 158¾ | 159 | 159¾ |
| U S Steel | 41⅝ | 41¾ | 41¾ |
| U S Steel, pfd | 106¾ | 106¾ | 106½ |
| Wabash, pfd | 47½ | 47¾ | 47¾ |

Total sales in New York yesterday 591,200 shares.

CHICAGO MARKET REPORT.

| | | | |
|---|---|---|---|
| Sept Corn | 49½ | 49⅜ | 49¼ |
| Sept Wheat | 71 | 71 | 70¾ |
| Sept. Oats | 31⅜ | 31⅝ | 31⅛ |
| Dec Corn | 45⅛ | 45 | 44⅞ |
| Dec Wheat | 74 | 74 | 74 |
| Dec Oats | 32⅜ | 32⅜ | 32⅜ |
| May Wheat | 78 | 78 | 77⅞ |

MONTREAL QUOTATIONS.

| | | | |
|---|---|---|---|
| C P R | 166¾ | 166¾ | 166¾ |
| Montreal Power | | 96¼ | 96¼ |

NEW YORK COTTON MARKET.

| | | | |
|---|---|---|---|
| Sept Cotton | 9.41 | 9.36 | 9.36 |
| Oct Cotton | 9.57 | 9.50 | 9.43 |
| Dec Cotton | 9.69 | 9.60 | 9.56 |
| Jan Cotton | 9.78 | 9.69 | 9.65 |

## MONTREAL STOCKS

MONTREAL, Aug. 15.—(Special). — In a slightly more active, but still light stock market today, C. P. R. opened at the closing point of yesterday, 166¾. Other stocks in which there were sales were Toronto Rails, 126¾; Bell Telephone, 153; Montreal Power, 96¼; Merchants Bank was listed ex dividend at 2 per cent. and Bank of Montreal at 2½.

## WALL STREET

NEW YORK, Aug. 15.—Wall street.—Prices of stocks advanced quite uniformly today in the opening dealings, but in only a few cases did the gains exceed a small fractional average. St. Paul, Reading, Consolidated Gas, and Interborough Metropolitan preferred gained about a point and the common stock, National Railroad of Mexico preferred, and American Ice large fractions. There were very heavy transactions in the Harriman Pacifics, but the dealings generally were well distributed. The market opened firm.

NEW YORK COTTON MARKET.

NEW YORK, Aug. 15.—Cotton futures opened easy: August 9.25 bid, September 9.36, October 9.50, November 9.54, December 9.60, January 9.63, February 9.75 bid, March 9.81, April 9.83,