CANADA PERMANENT MORTGAGE CORPORATION

Prudent investors look first to SECURITY. We combine a security that is ABSOLUTE with a 4 p. c. rate to our depositors.

$25,200,000.00 Carefully Invested Assets
6,000,000.00 . . Paid up Capital
2,200,000.00 . . Reserve Fund

Trustees are empowered by Order-in-Council to invest in the Securities of this Corporation.

MARITIME PROVINCES BRANCH:
Prince William Street and Market Square, St. John, N. B.

EDMUND B. LeROY, Manager

Financial and Commercial

STAPLE PRICES RISING SAYS BRADSTREET'S REPORT

(Bradstreet's.)

Insistent demand or, in the absence of new business, large orders booked for delivery for months to come, make for a strong and still steadily rising scale of prices. Perhaps the most notable feature of the entire prices exhibit is the steady strength manifested by so many distinct articles of consumption. Thus, during the month of January, fully one-half of all the 107 staple articles covered by Bradstreet's table of commodity prices remained steady and unchanged, while nearly one-third advanced and only one-fifth declined. The result was that ten out of thirteen classes of commodities advanced, while only two declined, and one remained unchanged. Consequently the general level of all values, as indicated by Bradstreet's approximate index number, is steadily strong at the highest point ever recorded.

Bradstreet's approximate index number on February 1, 1907, was $8,9853, a gain of eight-tenths of 1 per cent. on January 1, of 9 per cent. over February 1, 1906, and 57 per cent. over July 1, 1896.

Examination of the detailed price table shows notable strength in textiles and provisions. For the first, the immense demand for and advancing prices of cotton and cotton goods is largely responsible, though it is to be noted that jute and flax are also strong, while some grades of wool and raw silk are lower. In provisions the strength of hog products is the moving feature. With demand no smaller, the lack of hogs is considerably less than a year ago. Breadstuffs are all higher on the month, and vegetable oils are also stronger. Two important decreases shown are those of hides and yellow pine.

In all, thirty-one products advanced during the month of January, while twenty-two declined and fifty-three remained unchanged.

Compared with a year ago, the larger majority of prices are higher, as the following table shows:

February 1, 1907, compared with February 1, 1906.

Increases—Corn, oats, barley, beeves, hogs, beef, carcasses; hogs, carcasses; eggs, beef, family; pork, bacon, hams, lard, butter, mackerel, codfish, molasses, peanuts, lemons, raisins, currants, hides, hemlock leather, oak leather, wool, Australian; jute, silk, flax, print cloths, ginghams, cotton sheetings, iron ore, eastern pig iron, southern pig iron, Bessemer pig iron, steel billets, tinplates, steel beams, silver, copper, lead, tin, quicksilver, bituminous coal, Connellsville coke, southern coke, cotton-seed oil, castor oil, olive oil, rosin, turpentine, tar, lime, nails, glass, yellow pine, hemlock timber, borax, carbolic acid, alcohol, opium, quinine, tobacco, paper, hay, cotton seed.

Decreases—Wheat, rye, flour, sheep, horses, mutton, coffee, tea, salt, rice, beans, peas, potatoes, apples, cranberries, cotton, hemp, standard sheetings, petroleum, refined; linseed oil, brick, spruce timber, hops, rubber.

Unchanged—Milk, bread, cheese, sugar, Union leather, wool, O. and Pa.; steel rails, anthracite coal, petroleum, crude; alum, bicarbonate soda, caustic soda, nitric acid, sulphuric acid, phosphate rock, ground bone.

It will be seen that sixty-six different staples are higher, while twenty-four are lower and sixteen remain unchanged, as compared with a year ago.

STOCKS AND BONDS OF GOOD VALUE

(J. S. Bache & Co.)

The fact is that many of our securities are now very reasonable in price, and that purchase for investment is going on daily in odd lots, which is always the commencement of a reversal of the tide. When foreign buying begins again, it will probably take place in large volume.

Among many other stocks which investors may safely take may be listed: Baltimore & Ohio, paying on the investment 5.12 per cent.; Southern Pacific, paying 5.32 per cent.; Erie 1st preferred, yielding 5.71 per cent.; Missouri, Kansas & Texas preferred, showing returns on the investment of 5.63 per cent.; Union Pacific, yielding 5.75 per cent.; also Northern Pacific, through the rights, which, with first assessment paid, can be bought at $130 per share, and St. Paul preferred, through rights, at $147 per share.

ALSO IN BONDS.

For the bond buyer a list is herewith appended of high class investment character, showing also their yield. These bonds are cheap.

	Yield.
At. Coast Line R R. Co, 1st gold 4's	4.?8
Chi., Rock Island and Pac. Ry. rf gd 4's	4.65
Chi., Bur. & Quincy 4's joint bonds	4.51
Colo & Southern 1st gold 4's	4.66
N. Y. City 4 per cent corporate stock	3.97
Penn. R. R. conv. gold 3 1-2's	4.64
So. Pac. R. R. 1st ref. gld. S. F. 4's	4.30
Cent. of Georgia Ry Co., con. gold 5's	4.50
Mis., Kansas & Texas, 2nd gold 4's	4.72
Nor. & Western, 1st con. gold 4's	4.32
Ore. Short Line, gtd. ref. gold 4's	4.45
Rio Grande Western, 1st gold 4's	4.35
Reading-Jersey Central, coll. 4's	4.25

THE MARKET.

In the stock market a better feeling prevails. This is temporarily due to new understanding between President Roosevelt and the largest of corporate interests and capital, namely, that his policy will be, while continuing to insist on close observance of the law, to endeavor to protect corporate rights and to restore confidence.

N. Y. STOCK MARKET

Wednesday, Feb. 13th.

New York Stock Market and Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and broker:

	Monday's Closing	Today's Opening	Noon
Amalg Copper	114⅜	114¾	115⅛
Anaconda	295	298½	298½
Am Sugar Rfrs	137	137	137¼
Am Smelt & Rfg	144¼	145	144⅞
Am Car Foundry	43⅞	44	44
Am Woollen	32		
Atchison	104⅜	104⅝	104⅝
Am Locomotive		72¼	72¼
Brook Rpd Trst	74¾	74½	75
Balt & Ohio, ex div. 3 per cent	117¼	115	114⅞
Chesa & Ohio	50¾	51	50⅞
Canadian Pacific	182	183¼	183
Chi & G West	16½	16⅛	16¼
Colo F & Iron	49⅜	49½	50¼
Erie	36	36⅛	36⅛
Nipissing	12b		
Kansas & Texas	41¼	41½	41⅜
Distilleries	75½	76¾	78
Louis & Nashville	135	134⅞	135½
Interboro		35¾	36¼
Missouri Pacific	84⅝	85	84⅝
Nor & Western	86¼	86½	86¾
N. Y. Central	128¾	129½	129¼
North West	163¼	165	165
Ont & Western	44½	45	45
Pacific Mail	36½		
Peo C & Gas Co	97¼	97	97⅛
Reading	124	124¾	125
Republic Steel	36	36¼	36¼
Sloss Sheffield	70½	71¼	71¼
Pennsylvania	131¼	131¾	132⅛
Rock Island	26	26½	26½
St Paul	148½	149	149¼
Southern Ry	26⅞	27	27¼
Southern Pacific	94⅜	95	95⅛
Northern Pacific	151¼	152¼	152¾
National Lead	71¼	72	72¼
Texas Pacific	33⅞	33⅞	33⅞
Union Pacific	173¾	174½	175¼
U S Steel	45⅜	45¾	46¼
U S Steel, pfd	105¼	105⅝	105¼
Western Union	83⅛		

Total sales in New York Monday, 724,500 shares.

CHICAGO MARKET REPORT.

May Corn	46⅝	46⅝	46⅝
May Wheat	80¼	79⅞	79¾
May Oats	40¾	40½	40½
May Pork	17.75	17.55	17.65
July Corn	46⅜	46¼	46¼
July Wheat	79⅝	79½	79⅝
May Oats	37⅜	37	37
May Pork	17.85	17.82	17.82

MONTREAL QUOTATIONS.

Dam Coal	61b	61b
Dom Iron and Steel	22¾	22¾
Dom I & S, pfd	56b	56b
N S Steel	72b	72b
Rich & Ont Nav	79	79
Detroit United	80½	80½
MacKay Co	74⅞	74⅞
Toronto Railway	113½	113½
Ill Traction, pfd	93½	93½

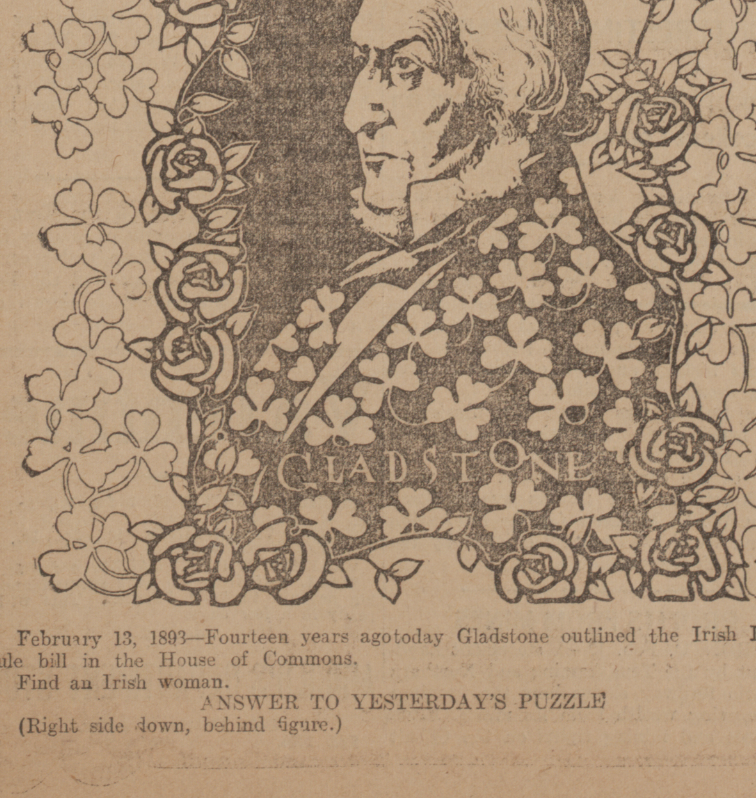
NEW YORK COTTON MARKET.

March Cotton	9.36	9.43	9.39
May Cotton	9.52	9.58	9.55
July Cotton	9.63	9.68	9.66
Oct Cotton	9.80	9.84	9.82

MONTREAL STOCKS

MONTREAL, Feb. 13.—(Special). — The stock market was extremely dull today, none of the Canadian issues which are usually prominent figuring. There were some heavy transactions in Rio bonds at 78 to ½. Other stocks which sold were Mexican 57½ to ¼, MacKay 74⅞, Richelieu Navigation 79¾.

TIMES DAILY PUZZLE PICTURE



February 13, 1893—Fourteen years agotoday Gladstone outlined the Irish Home Rule bill in the House of Commons.

Find an Irish woman.

ANSWER TO YESTERDAY'S PUZZLE

(Right side down, behind figure.)

ONE HUNDRED AND FIFTY LIVES LOST BY SINKING OF STEAMER LARCHMONT

Tragic Ending to the Career of the Old I. S. S. Co.'s Steamer Cumberland, Now Known as the Larchmont of the Joy Line---Struck by Schooner Harry Knowlton, and Awful Loss of Life Followed.

Block Island, R. I., Feb. 13—About 150 persons went to their death in Block Island Sound last night as a result of a collision between the three-masted schooner Harry Knowlton and the Joy line steamer Larchmont, bound from Providence to New York.

It is estimated that, including the crew, there were nearly 200 on board the steamer when she sailed from Providence. Of these only 19 appear to have survived the disaster, ten members of the crew and nine passengers. Forty-eight bodies have been recovered.

The bodies identified were:

Steward, James B. Harrison, Brooklyn.

First assistant engineer, Jasper Hest, Albany.

Assistant engineer, Edward Logan, Providence.

First watchman, Jacob Zadmus, Paterson (N. J.)

Waiter, George Smith, Providence.

Harry Eckler, Block Island.

The steamship officials estimate that about 150 passengers and a crew of fifty were on board the steamer when she left Providence last night. Forty-eight bodies reached these shores today, and nineteen were alive when taken from the lifeboats. Taking the estimated figures of the steamship officials as a basis, there are still 138 persons to be accounted for. The only positive evidence of the steamer's victims is lying at the bottom of Block Island Sound. The list of passengers and crew, handed to the purser just before the steamer left Providence, was locked in a safe and it was not recovered.

The cause of the accident has not been satisfactorily explained. It occurred just off Watch Hill about 11 o'clock last night when the three-masted schooner Harry Knowlton crashed into the steamer's port side amidships. Captain George McVey, of the Larchmont, declares that the Knowlton suddenly swerved from her course, luffed up into the wind and crashed into his vessel.

Captain Haley, of the Knowlton, asserts that the steamer did not give his vessel sufficient sea room and that the collision occurred before he could take his schooner out of the path of the oncoming steamer.

The steamer, with a huge hole torn in her side, was so seriously damaged that no attempt was made to run for shore and she sank to the bottom in less than half an hour. The Knowlton, after she had backed away from the wreck, began to fill rapidly but her crew manned the pumps and kept her afloat until she reached a point off Quonochontauf, where they put out in the lifeboat and rowed ashore. There were no fatalities on the schooner but the men suffered from the extreme cold.

Most of the Larchmont's passengers had retired for the night, and among them the loss of life was heaviest, as few of them had time to clothe themselves and succumbed long before they reached shore.

When the schooner collided with the Larchmont the impact was so terriffic that the bow of the sailing craft ploughed its way through half the breadth of the steamer, and when they separated, left a gaping hole through which the water poured with a velocity that meant sure doom.

The Larchmont was unprovided with water-tight compartments, and therefore little could be done to stem the rushing water.

Boats and life-rafts were at once ordered out, and the passengers, now almost frozen, were placed in them.

Captain McVey remained on the upper deck directing his officers and crew until every one on board appeared to have been cared for. He ordered all lifeboats and rafts cut away and before he stepped into his own boat, he stood on the upper deck a moment to see that his order was executed. Then he ordered that his boat, the largest on board, be cleared away, but it seemed as though the boat would be dragged down before she could be freed from the doomed steamer.

Every hand in the boat was too cold to handle a knife and cut the ropes which, however, slipped through the tackles, and set the craft adrift just as the vessel became submerged.

The pitiable condition of the passengers and crew was increased a hundredfold the moment they had launched their boats. Every wave sent its dash of spray over boats and their contents.

Soon a thin coating of ice enveloped everyone. Those who were fully clothed suffered from frozen faces and numbed feet, but there were many who had on only their night clothing.

One man in the captain's boat, although dressed warmer than many others, was suddenly driven insane by his intense sufferings. He pulled a big clasp knife from his pocket and gashed his throat. No one stayed his hand and again he plunged his knife into his throat. Those who sat near him were either too dazed to interfere or looked upon the act of self destruction as justified. The unknown man's body fell to the bottom of the boat where it remained unheeded.

Fisher's Point, the nearest point of land, was not quite five miles to the westward of the point where the steamer went down and every boat immediately headed for that place.

But the boats were heavy and the men at the oars were weak. A fifty mile gale blew on their backs as the men strained at the ice covered oars in a hopeless endeavor to overcome the handicap against which they were struggling. The boats and rafts soon become separated and the only details of the terrible disaster which could be learned here were given when Captain McVey's boat came ashore. Not a man on board was able to walk. Their feet were frozen so badly that the life savers carried the survivors bodily to the life saving station.

Captain McVey was so overcome by the enormity of the disaster that, for a time, he was unable to give a lucid account of what had happened after the ship had gone down. Shortly after his arrival here, the captain said that he had on board his ship between 150 and 200 passengers and a crew of fifty.

Later he said there were between fifty and seventy-five passengers on board the steamer when the vessel went down. The latter figure, however, is far below the estimate made by the officials of the Joy line at Providence who estimated the number of passengers at not less than 150. The exact number of passengers was given in a list which was handed the purser just before the Larchmont started on her fateful journey but it is believed that it was lost when the ship went down.

Captain McVey said that had his crew been able to make progress against the northwest gale they would have landed at Fisher's Island between 12 and 1 o'clock. The wind, however, he said, was too strong to be overcome and there was nothing left for the seamen to do but turn around and head for Block Island, 15 miles away. It was shortly after 11 o'clock when the captain of the boat cut away from the sinking steamer and it was not until 6.0 o'clock in the morning that it arrived at Rock Island. It seemed, the captain said, as though the seven hour struggle against the elements occupied an eternity and not a soul in the boat expected to survive the excruciating suffering to which all were subjected.

Captain McVey asserted with emphasis that the crew of the schooner was responsible for the wreck. He said that had the sailing vessel held true to the course which she was sailing when first sighted, there would have been no possible chance of an accident.

The schooner, however, suddenly luffed and crashed into the port side of the Larchmont almost before the helmsmen had ported their wheel.

Captain Frank T. Haley, of the schooner Harry Knowlton, which was in collision with the Larchmont, stated that the accident was entirely due to the steamer. He said that his lights were burning and he held to his course with the expectation that the tseamer, having sighted him, would pass him with plenty of sea room. When he discovered that the steamer would not turn out, Captain Haley said it was too late to avert a collision.

Capt. Frank T. Haley, of the Harry Knowlton, is a St. John man. His wife and family reside on Germain street, west end. Mrs. John Murphy, of Queen street, west end, and Mrs. George McLean, of Boston, are daughters.

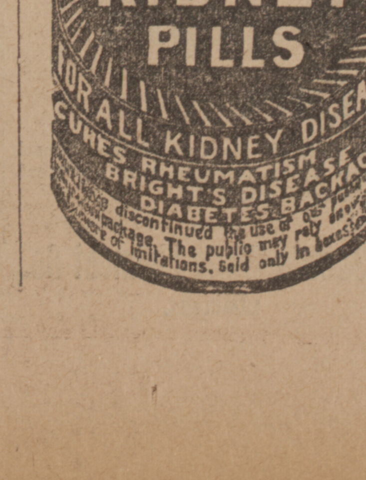
The steamer Larchmont, which ran into the schooner Harry Knowlton yesterday off Watch Hill, near New London (Conn.), was formerly the Cumberland, and belonged to the Eastern Steamship Company. She was well known at this port and for a number of years ran on the route between here and Boston.

The steamer has had rather a checkered career. About three or four years ago the Donaldson line steamship Alcides, while coming out of her berth in Carleton, ran into the Cumberland, then at her berth at Reed's Point, doing much damage to the Cumberland's upper works. Soon after this the Cumberland met with a mishap and sank in Boston harbor.

After the second accident she was sold to the Joy Line Company. The third and last accident—that of yesterday—is most appalling.

The Larchmont was built at Bath (Me.) in 1885 by the New England Steamship Company and was 252 feet in length, her breadth was 37 feet, depth 14 feet. Captain Allan, of the Governor Cobb, now in port, was at one time in command of the Cumberland and when called on by a reporter of The Telegraph yesterday, said he felt deeply grieved over the loss of so many lives.

A number of the young ladies of Brussels street Baptist church gave a pleasing entertainment in the school room of the church last evening. Rev. A. B. Cohoe acted as chairman. The programme consisted of instrumental music by Messrs. Hoyt, Smith and Hoyt, recitations by W. Stevens, Miss MacKay and Miss Law, juggling by H. Beville, solos by Miss Edwards, Percy Bonnell, Beryl Blanche and Mr. Wood; flag drill by 12 girls, piano solo, W. G. V. Stokes; piano solo, A. Belding, and music by the young ladies quartette.



THE MONEY OUTLOOK

There was a startling difference in the amount of total reserves carried by the New York Associated Banks as shown in Saturday's statement, when contrasted with the figures of last year, and more especially with the reserve reported two years ago. There was barely the requisite proportion of reserve required by law, surplus being $3,345,875, against $5,943,575 last year, and $11,036,925 in the corresponding week of 1905. As a consequence the current quotations for call loans in New York are much higher than for the past week or two. Today call loans were quoted at 5 to 4 3-4 per cent. London is reported dull and uninteresting. The fortnightly settlement begins tomorrow.

Until money takes a decided turn there is not likely to be much development of price and the internal spring demand for funds will soon make a further inroad on cash that would otherwise be available for market purposes. In addition to this the banks will be required to return $6,000,000 of government deposits, unless Mr. Shaw makes a further extension of the time for such payments.

Business Notices

ENGLISH CINEOGRAPH CO.

Saturday afternoon and evening next, Feb. 16th the world-famed English Cineograph Co. are booked to exhibit their wonderful moving pictures at the Opera House. This entertainment is pronounced one of the best travelling, and they promise to show nothing but the newest moving pictures.

SIX DAYS OF REPERTOIRE.

Jere McAuliffe, who has not paid a visit for several seasons, will start a six days' engagement of repertoire at popular prices at the Opera House on Monday of next week, in a list of plays that have never before been presented at popular prices. Each play will be given a scenic production and special scenery is carried for that purpose. Mr. McAuliffe has the strongest acting company that he has ever had, and the plays to be presented include: Why Women Sin, The Young Wife, Hearts Adrift, The Voice of Nature, Outcasts of A Great City and others. Matinees will be given daily (except Monday). A whole vaudeville company will appear between the several acts.

Why not have your eyes tested before it is too late? It will pay you to call at D. Boyaner' optician, 38 Dock street.

Ladies storm rubbers, sizes 2 1-2, 3, 3 1-2, 5 1-2, 6, 6 1-2 and 7 for 50 cents. Ladies' ten button gaiters, leather strap and heel shield; all sizes, 50c. Child's felt slipper, felt soles, one strap, navy blue only for feet wearing Nos. 4 to 10 at 25 cents. At William Young's shoe store, 519-521 Main street. Read his advertisement on page seven.

A chance to get a snap in men's suits is now being offered by J. N. Harvey. Read his ad on page 4 of this issue.

We have a special lot of mens sweaters, regular $1 value, that we are selling now at 69c. each. Union Clothing Co., 26-28 Charlotte street, old Y. M. C. A. Bldg.

Five dollars for the first one who guesses the names of the five pictures at the Valentine Carnival in the Queen's Rollaway tomorrow night. Three are actresses, two are actors. All have been here. All are "stars," except one, and that one plays leads. When the names of the pictures last week were announced it was a surprise, they were so easy. These are easier. The conditions are the same as in the last contest. The winner of the last contest was the second one to cast his guess. Others guessed as many as he did, but were too late. The moral is get there early tomorrow night. Tickets and skate checks on sale tomorrow from 10 to 1 and 2.15 to 6.

Pullman Palace car porters have decided to ask for a uniform rate of $40 a month and will no longer rely upon tips from passengers.

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1907 February	Sun Rises	Sun Sets	Tide High	Tide Low
11 Mon	7.36	5.41	10.49	5.11
12 Tues	7.35	5.42	11.43	6.03
13 Wed	7.33	5.44	0.15	6.51
14 Thur	7.32	5.45	1.04	7.38
15 Fri	7.30	5.47	1.51	8.24
16 Sat	7.29	5.48	2.37	9.10
17 Sun	7.27	5.50	3.22	9.57

The time used is Atlantic Standard Time.

VESSELS BOUND FOR ST. JOHN.

Steamers—
Almeriana, 1824, London, Feb. 1.
Bengore Head, 1619, Ardrossan Feb. 1.
Cassandra, Glasgow, Feb. 9.
Empress of Ireland, 8028, Liverpool, Feb. 8
Lake Michigan, 5340, Antwerp, Feb. 6.
Manchester Trader, Manchester, Feb. 10.
Montfort, 3,554, Bristol, Feb 9.
Pretorian, 4299, Liverpool, Feb. 7.
Pomeranian, 2700, London, Feb. 7.
Salacia, 2,635, Glasgow, Feb 9.
Yola, 2246, Newcastle, Jan. 29.

PORT OF ST. JOHN.

Arrived today.

Stmr Halifax City, 1,562, Alldridge, from London, via Halifax; Wm Thomson & Co, gen cargo.

Coastwise:—

Schr Olive C, 26, Carter, fishing.
Schr Nellie D, 52, Leighton, Beaver Harbor.

Cleared today.

Schr Pardon G Thompson (Am), 162, Evans, for Boston; A Cushing & Co, 102,927 feet spruce boards, 52,473 feet pine boards.

Coastwise:—

Schr Aurelia, Cronk, St Andrews.
Schr Nellie D., Leighton, Beaver Harbor.
Schr Olive C, Carter, fishing.

Arrived yesterday.

Stmr Governor Cobb, 1,553, Allan, from Boston and Maine ports; W G Lee, pass and mdse.
Schr Rebecca M. Walls (Am), 516, McLean, from Boston; master, ballast.
Schr Anna (Am), 465, Kerrigan, from Boston, master, ballast.

Coastwise:—

Schr Sam Slick, 90, Burgess, Parrsboro.
Schr Viola Pearl, 23, Wadlin, Campobello.

DOMINION PORTS.

Louisburg, Feb 11—Ard 9th, schr Alembric, Bartlett, sixteen days from New York (loading cargo tar in tanks from Sydney chemical works for New York); 10th, stmr Hektor, from Boston.
Sld 9th—Stmr Othello, for Boston.
Annapolis, N S, Feb 11—Sld, schr Margaret May Riley, Richards, for West Indies.
Halifax, Feb 12—Sld, stmrs St Pierre Miquelon, LaFourcade for St Pierre (Miq); Halifax City, Allruge, for St John.

BRITISH PORTS.

MANCHESTER, Feb. 10—Sld, stmr Manchester Trader (Br), Fisher, St John, N B.
LIVERPOOL, Feb 10—Ard, stmr Monarch (Br), Williams, Galveston (see disasters, below); 11th, Ionian (Br), Uunan, St John, N B, and Halifax.
DEMERARA, Jan 22—Sld, ship Avon (Br), Fox, New York (since spoken.
Stmr Orinoco (Br) will sail Feb 8 for Halifax, via ports.
Melbourne, Feb 12—Ard previously, brk Albania, from Campbellton.
Liverpool, Feb 12—Ard, stmr Manchester Shipper, from St John for Manchester.
Liverpool, Feb 12—Ard, stmr Lake Erie, from St John.
Liverpool, Feb 12—Ard, stmr Lake Erie, from St John.
Liverpool, Feb 12—Ard, stmr Lake Erie, from St John.
Fastnet, Feb 12—Passed, stmr (supposed) Monmouth, from St John for Liverpool and Bristol.

FOREIGN PORTS.

CITY ISLAND, Feb 11—Psd, tug Gypsum King, Blizzard, Halifax, N S, for New York, towing barge Daniel M. Munro, Marsters, from Halifax, N S, with plaster; schrs Golden Rule (Br), Swain, New York for Yarmouth, N S; Freedom (Br), Carteret, N J, for Halifax, N S.
NEW YORK, Feb. 11 — Cld, schr W N Zwicker, Emeno, Perth Amboy.
Sld—Ships Arno (Br), Calcutta, etc; Glooscap (Br), Rosario.
PHILADELPHIA, Feb 11—Cld, schr Mayflower, Llewellyn, for St John.
PORTSMOUTH, Feb 11—Sld, schr Beaver, Walton, N S, for New York.
Portland, Me, Feb 12—Ard, schr Victoria, from Lunenburg (N S).
Cld—Stmrs Catalone and Dominion, for Louisburg (C B).
Philadelphia, Feb 11—Sld, stmr Mantinea, for Havana.
New Orleans, Feb 11—Ard, stmr Himera, from St Lucia.
Bahia Blanca, Jan 10—Ard, brk Dorothea (Rus), Jansen, from Weymouth (N S) via Annapolis (N S).
Boston, Feb 12—Cld, stmr Othello, for Louisburg (C B).
Sld—Stmr Boston, for Yarmouth (N S); brktn Shawmut, for St John; schrs Anna, for St John; Peerless, for Lunenburg (N S); Muriel M Young, from Lunenburg.
Hamburg, Feb 9—Ard, stmr Grane, from Norfolk via Sydney (C B) and Rotterdam.
Vineyard Haven, Mass, Feb 12—Ard, schrs Golden Rule, from New York for Yarmouth (N S); Dorothy M Porter, from Bonaire for New York.
Hyannis, Mass, Feb 12—Ard, schr Winnie Lawry, from St John for Norwalk (Conn) (in tow of tug Piedmont); tug sailed east over the shoals. The schr is uninjured but badly iced up.

SPOKEN.

Ship Avon (Br), from Demerara, for New York, Feb 9, lat 30, lon 74 20.
Schr Governor Powers, from Port Tampa for Baltimore, Feb 10, lat 27.42, lon 79.55 (by wire less from stmr Havana).

REPORTS, DISASTERS, ETC.

LONDON, Feb 11—Str Monarch (Br), Williams, from Galveston, has arrived at Liverpool and reports while at sea a fire broke out in No 4 hold Feb 1; continuously injecting steam; damage unknown.

VINEYARD HAVEN, Mass, Feb 11—Bark Snowdon (Br), from Barbados for Boston, experiences heavy weather, lost and split sails. In coming to anchor here this morning lost starboard anchor and chain; will tow to destination.

Schr Dorothy Palmer, from Baltimore for Boston, stopped here today for water; lost jib and split foresail off Barnegat.

Louisburg, C B, Feb 11—The steamer Bruce was unable to make North Sydney on Saturday, by reason of the extensive ice field extending more than sixty miles. The steamer arrived at Louisburg yesterday morning instead, and discharged the passengers and freight here.

Arichat, C B, Feb 11—The steamer Amelia, Capt Hare, which is performing service between Halifax and Canso, is here disabled. While on her way to Halifax from Canso off Glasgow Head, in the ice on Saturday at 10 o'clock in the morning she lost her propeller. The captain, who is a very competent pilot on the coast, successfully brought his vessel into port last night.

RECENT CHARTERS.

British bark Enterprise, 499 tons, from Gulf to north side Cuba, lumber, $6.50.
British schr E A Sabine, 264 tons, from Philadelphia to Halifax, coal, private terms.
Battle line steamer Platea, 2,044 tons, from London to New York, with chalk, private terms.

VESSELS IN PORT

Not Cleared

(With their Tonnage and Consignee.)

Steamers.

Athenia, 5982, R Reford Co.
Inishowen Head, 1,988, Wm. Thomson & Co.
Lake Manitoba, 6,275, C P R Co.
Manchester Importer, 2,538, Wm Thomson & Co.
Montcalm, 5,349, C P R Co.
Nordpol, 2,428, J H Scammell & Co.
St. John City, 1411, Wm. Thomson & Co.
Vilieland, 1299, J H Scammell & Co.

Bark.

Mary Barry, 506, J Splane & Co.

Schooners

Abbie Keast, 95 W Watson.
Anna, 465, master.
Annie A Booth 85 A W Adams.
Alaska, 118, J W Smith.
Comrade, 77, J M Driscoll.
D W B, 120, D J Purdy.
E Merriam, 331, F C Beatteay.
Emily F. Northam, 315, A W Adams.
Eric, 119, N C Scott.
F and E Givan, 99, F Tufts & Co.
Fanny, 91, F Tufts & Co.
Genevieve, 124, A W Adams.
Georgie Pearl, 118, A W Adams.
Harry Miller, 246 A W Adams.
Helen, 122, J Splane & Co.
Hunter, 187, D J Purdy.
Ida May, 119, D J Purdy.
Isaiah K Stetson, 271, J W Smith.
Jennie C, 98, A W Adams.
J Arthur Lord, 189, F C Beatteay.
Lizzie H Patrick, Master.
Laura C Hall, 99 master.
Lavonia, 266, J W Smith.
Lotas, 98, A W Adams.
Lena Maud, 98, J W Smith.
Myrtle Leaf, 336, A W Adams.
Onward, 92, J W McAlary.
Otis Miller, 98, J W Smith.
Pardon G Thompson, 162, A Cushing & Co.
Pansy, 76, Master.
Perry C, 287, master.
Phoenix, 386, Master.
Priscilla, 101, A W Adams.
Rebecca M Walls, 516, master.
Rebecca W Huddell, 210, D J Purdy.
Rewa, 122, D J Purdy
Roger Drury, 307, R C Elkin.
Romeo, 111, P McIntyre.
S S Hudson, 350, master.
Sallie E Ludlam, 199, D J Purdy.
Three Sisters, 275, J E Moore
Walter Miller, 118, N C Scott
Wandrian, 311, J A Likely.
Witch Hazel, 235, F C Beatteay.

MARINE NOTES

Battle liner Himera, Captain Pye, arrived at New Orleans yesterday from St. Lucia.

Allan line steamer Pomeranian left Havre last Saturday for St. John. She will call at Halifax.

West India steamer Oruro, Captain Seeley, arrived at Bermuda at 6 a. m., Monday.

C. P. R. steamship Mount Temple, Captain Boothby, will probably sail today for London and Antwerp with a full cargo.

H. E. Olsen, chief officer of the bark Snowden, had to leave her at Buenos Ayres and came here via New York, arriving on the Red Cross liner Silvia Saturday. He will leave this morning for Weymouth, his home. Paralysis of the right side caused him to leave the ship.—Halifax Chronicle, Feb. 12.

EXPORTS

For Liverpool, per steamer Empress of Britain:

Canadian goods—750 sks oatmeal, 710 sks rolled ots, 9 cs floud, 646 pkgs leather, 1,298 brls, 244 boxes apples, 82 boxes adv matter, 38 boxes organs, 44 boxes typewriters, 16 cs maple blocks, 4 bdls lumber, 9 pkgs cartridges etc, 4,271 boxes cheese, 72,455 feet deals, 283 bxs salmon, 459 pkgs poultry, 756 pkgs meats, 8 check barrels, 3,304 bales hay, 814 bdls handles, 622 pcs pine deals and board, 2 cases mdse, 50 pkgs express goods, 767 rolls pulp, 35,000 bush wheat. Value, $205,754.

Foreign goods—1 cs linens, 4,578 pkgs meats, 1,800 pkgs lard, 1,286 bdls hardwood lumber. Value, $137,338.

Total value of cargo, $343,338.

For Dublin, per stmr Dunmore Head:

Canadian goods—150 cs skillets, 4,600 sacks flour, 56,299 bush wheat, 800 sks oatmeal, 861 bales pulp, 22 bxs grains, 7 cs brush backs, 1 box bricks, 1 cs stationery, 8,433 bdls shooks 5 cs egg fillers, 12 pkgs saws and axes, 421,725 feet spruce deals, 77 pkgs lawn mowers. Value, $77,902.

Foreign goods—25 boxes meats, value $409.

Total value of cargo, $78,311.

PILES CURED at HOME by New Absorption Method.

If you suffer from bleeding, itching, blind or protruding Piles, send me your address, and I will tell you how to cure yourself at home by the new absorption treatment; and will also send some of this home treatment free for trial, with references from your own locality if requested. Immediate relief and permanent cure assured. Send no money, but tell others of this offer. Write today to Mrs. M. Summers, Box P 71, Windsor, Ont.

BIRTHS

PUDDINGTON.—On Feb. 12th, to Mr. and Mrs. Percy Puddington, west end, a son.

MARRIAGES

SMITH-PETERS — On Tuesday, the 12th, at St. John's church, by the Rev. Gustave A. Kuhring, Mary Worrall, daughter of Edwin Peters, of St. John, N. B., to Harry Atwater, son of J. Harper Smith, of Somerville, New Jersey.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

CHAIRS RESEATED, CANE, SPLINT, and perforated; umbrellas, covered, repaired and made. Perforated seats shaped square, light and dark, all sizes. L. S. chair cane for sale (we use no other). DUVAL'S UMBRELLA SHOP, 17 Waterloo street.

TO LET—TWO FLATS, 38 CHARLES ST. Can be seen at any time. 2-13—6t

SOME LABOR QUESTIONS

No. 7—DICK, THE MILL OWNER, AND LABOR LAWS.

Mill Owner—Pretty good cigar for an old hermit like you to keep for your friends.

Prof.—Drop the ashes in that tray to the left. Yes, Dick, old man, I think they're pretty good. How you seem to enjoy it! How a good smoke makes a fellow think more clearly and calmly! Say, I envy you men who control the wheels by which you take a wood lot on the Tobique and transfer it into smooth lumber for Spain or England.

Dick—If you admire us so much, why do you try to hamper us by these crazy ideas about making us pay for accidents? When you and I went to school, you had no such notions.

Prof.—I heard you say one night at the club that Bismarck was the greatest statesman Europe ever produced.

Dick—True it is, too. He wouldn't stand any nonsense. He made every man do his full share, and his system of government left no place for shufflers and loafers.

Prof.—I am glad you admire him, Dick, because he was the first statesman to lay down the principle that the employer and not the worker should take the risk of all accidents. Here's Tom Jones working at an edger. He does his work well. The man who worked at the next edger has left. Your foreman puts in a yardman at the edger. He is green at it, and has to learn how to handle his stick or deal. If by that man's poor work he causes an accident by which Jones is killed, who is to blame? Not Jones. He did not hire the green hand. Clearly the foreman is to blame, and as you are the mill-owner, then you should pay Jones' widow full damages, at least $2,500 for the death of her husband.

Dick—Say, old man, don't you think that is a little strong? Why should I pay? He can insure himself against accidents.

Prof—Germany, Belgium, Great Britain, in fact almost all Europe, by their laws, take the position that the employer should take the risk. Bismarck in 1884 originated that splendid insurance system, by which the government and the employers pay nearly 75 per cent and the workers pay about 25 per cent of the annual insurance premium. What is the result? The workingmen of Germany are getting contented. They have larger sums per head in the savings bank than have the English people, and there is more immigration than emigration.

Dick—Ah! but that is due to their protective tariff and their excellent technical schools.

Prof.—Very largely, but also to the fact that mill, foundry and factory owners are most careful to have the right men in the right place, and thus avoid accidents.

Dick—I would not object to an insurance scheme like that, but I don't like this compensation act. Suppose a boomman clips his leg with an axe and is laid up for three months, why should I pay for it? Or suppose a raftsman is careless and gets a coil of rope around his leg, breaking it, should I get him a new leg?

Prof.—Now you are making fun of me. You know that the British law provides that if a worker gets hurt by his own careless act, there is no compensation. Also Dick, you know that this act, through your influence and also by the efforts of the mill owners, debars the boomman, the raftsman, the miner and the quarryman from getting compensation. You are far more able in brains and in money than I am; but you cannot now, friend to friend, in all honor, give me any sound reason why the ship laborer can have the advantages of this act and those other four left out.

Dick.—You're throwing it pretty hot, and don't you think that I ought to protect myself? Besides lumber can't stand too much. Higher wages, shorter hours and then $2500 every time a man gets killed. Say, you are all right to give it to the boys at Fredericton on sociology and economics, but, my dear fellow, you can't run my business.

Prof.—Now, don't get cross about it' In fact I know you are not. I also know that not a man on the river has a kinder heart than you. Don't I know about Clancy's broken leg, and that you paid all the doctor's bill, and paid for the new leg and let him stay as watchman. I know of other equally kind things you have done to men who have been hurt through their own carelessness. But, my friend, the thing we receive as our just due is infinitely more to us than is the hand of charity. The $1.00 earned is red with our blood, the $1.00 given us as alms is our shame. I don't know of one mill-owner near St. John in the last 30 years who has not made money. Count them up and they all are well off,—some quite rich, worth over $100,000. Don't be piqued because labor men ask the same laws as New Zealand, as Belgium, as England. Give them that law and what is the result? When you send your tug boats to tow the rafts, each captain will know that you have to pay for accidents from frayed lines, leaky boats, or worn-out dogs and gear. Each captain, if from bad gear, etc., a man's life is lost, will know that his captaincy is ended. Why? Because he, the tug boat captain, is responsible to you, and you to the deceased man's people. Thus, every man will be more careful. Your work will be better done and there will be fewer men taken from the ranks of labor.

Dick—Well, old chap, you may be right. Hang it, though, I don't like to be dictated to by an inspector.

Prof.—Yes, I know, but remember these men really only earn a poor living. They can't save much on $5000 a year. What is there to help make them saving? It takes a week's wages to pay taxes and another week's wages to pay insurance. Think over that insurance plan, for the state must give either the government insurance or a compensation act that does not bar out the miner, the quarryman, the boom-man and the raftsman.

BYSTANDER.

The highest of the five tenders submitted to A. A. Wilson for the estate of Mrs. Annie Cox, Brussels street, has been accepted. The name of the successful tenderer is not given out but it is understood the amount offered was about forty cents on the dollar.

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