FINANCIAL and COMMERCIAL

BIG SLUMP IN WALL STREET

The New York Market Bordered on Panic Yesterday

Lowest Level of Years Reached by Many Railroad and Industrial Stocks---Various Causes Are Assigned.

New York, Aug. 7—Conditions bordering on a panic, during which both railroad stock and industrials suffered heavy declines, many reaching the lowest levels for years, were experienced on the New York stock exchange today. The sudden decline in prices is attributed generally on the street to the effects of the imposition of the Standard Oil fine and state attacks on railroads in their efforts to enforce recent drastic legislation.

Prices, at first buoyed up under the report that capitalists were merely ridding themselves of superfluous securities, soon declined, when the liquidation became general. Stock after stock, regardless of its previous good reputation, tumbled one after the other and excited brokers struggled on the floor to rid themselves of declining securities. Conditions were as bad if not worse than the so-called silent panic of March last. Falling stocks today received practically no support and many levels far below those of the spring were recorded.

Some keen observers of the Wall street situation say that they would not be surprised if an old-fashioned panic such as has been called the twenty year panic would occur at any time. The would-be investor under ordinary conditions is afraid to buy. The immense surplus shown in the savings bank report yesterday gives sufficient evidence that the money is going into the stockings rather than into the stock. People who are holding stocks that a year ago were considered gilt-edged are catching the scare. To others some of the offers are too alluring to be considered substantial. Where a year or so ago an investor would consider himself doing well and secure with a first class stock paying him 5 or 5 3-4 per cent, he has now held out to him stocks yielding seven per cent. The same is true in the bond market. It looks too much like a "come on" game.

Various reasons are given for today's slump, but the Standard Oil fine, the government attacks on railroads and the general recession of trade are regarded as large and active factors.

In the market today the first stock to go was Smelters. That was weak all day for bear pressure that brought it yesterday down below its low figure on March 25, when the second shock of the spring panic occurred, succumbed easily. It was followed closely by Amalgamated Copper. The Interborough Metropolitan stocks had already fallen below their previous low record, and Atlantic coast line went by the board at the same time.

As the flurry continued one stock after another gave way to the rush of orders. Louisville & Nashville went to 107 and a few persons noticed in the confusion that it had touched a figure where it had not been in years. Union Pacific at 130 1-2 was only ten points above the price at which it sold when the Interstate Commerce Commissions' investigation precipitated the biggest decline in prices since 1901, the Northern Pacific panic. New York Central was far under its March price, and Great Northern preferred only a short two points away.

Late prices represented rallies on short covering of 1 to 3 points and the fact that such net declines remain as 5 1-8 in Union Pacific 4 1-8 in American Smelting 3 5-8 in Amalgamated Copper, 3 1-2 in Sugar and between 2 and 3 points in Reading, St. Paul, and the Hill stocks is evidence of the violence of the day's decline. The closing tone was unsettled and irregular with not all the rally held.

Bonds were steady; total sales, par value, $1,168,000. United States fours declined 1-2 per cent on call.

JAPAN TO LONDON IN ELEVEN DAYS

By Way of the Manchurian Railway System --Comment on the Japanese Loan.

Regarding the Japanese loan the London correspondent of the New York Evening Post writes:—

"As regards the railway schemes for which the present loan is intended, the details are distinctly interesting from a geographical as well as from a financial standpoint. Roughly speaking, the money is required to broaden the gauge of the South Manchurian Railway, running from Port Arthur to Changchun (a point slightly south of Harbin) from three feet six inches to four feet eight and one-half inches the latter being the standard gauge on all the Chinese and Korean railways. The South Manchurian Railway is, of course, that portion of the Manchurian railways retained under Japanese control after the conclusion of the war, and there is no doubt that it covers a highly productive area, both as regards agriculture and minerals.

"By these means of transit, it is maintained that Japan could be reached from London in about eleven days, with only about seven hours at sea. It is stated that most of the £4,000,000 just raised in London (with the help of underwriters) will be spent in this country for railway materials, but I have good reason to know that Japan is also spending very largely in the United States, and that she has recently much increased her balances in New York. I should be inclined to estimate such balances at the present time at about eight millions sterling—a sum which probably leaves a considerable margin over what is required to meet that portion of the 6 per cents, expiring in September held by American investors."

SOME PHASES OF THE FOREIGN OUTLOOK

Review of the General Financial Situation by the Wall Street Journal.

"Several points of foreign interest are attracting attention at the present time," says the Wall Street Journal. "Among them is the progress of Japanese control in Korea. Another is the developments along the Russian frontier of Siberia, including the building of the Amoor River Railroad, giving to Russia a complete line within her own territory to the Pacific, and the other is the exploring expedition which the Russian Geographical Society is sending out through the country of Tibet. The Geographical Society is nominally an exploring organization, but politically and commercially it represents the advance guard of Russian influence in the effort to extend her frontier and to widen the range of her markets. Conditions in Egypt suggest another great service which has been rendered by European powers in placing that country upon a more businesslike footing, both in its public finance and in private enterprise. Yet there is much to do there. The Egyptian situation has been brought to a crisis, not as some people presume to intimate, by the undue extension of the cotton-growing industry, but by the land speculating officials and hangers-on of government, who have together helped to create a condition which is now giving the European banking world some concern. In Africa, especially in British possessions, there has been a fairly prosperous fiscal year. Germany's colonial policy, with the imperial secretary on the spot, begins a more businesslike era of activity. South America and Australia are both securer financially than they have ever been before. These conditions suggest that none of the great continental divisions show any signs of general danger. The broad outlook is good. In most of the less advanced countries two dollars of capital could be profitably used where there is one available."

N Y. STOCK MARKET

Thursday, Aug. 8.

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

Amalg Copper	76¾	76½	77
Anaconda	51½	50½	49½
Am Sugar Rfrs.	114½	114	114½
Am. Smelt & Rfg	104	102¾	102
Am Car Foundry	40¾	39¾	39½
Atchison	87⅞	86	86¾
Am Locomotive	55	54½	53¾
Brook Rpd Trst	51¾	50½	50¼
Balt & Ohio	94¾	94⅝	94
Chesa & Ohio	34	34⅜	34⅜
Canadian Pacific	170⅞	170	169
Chi & G West		10⅝	10⅝
Colo F & Iron	27¼	26¾	26½
Erie	23⅜	22¾	23
Kansas & Texas	37½	36	36
Louis & Nashville	106¾	105¾	106¾
Missouri	71¼	70⅜	70⅜
Nor & Western	72	71½	71½
N Y Centrac	108½	108½	109
Soo	95¼	95⅛	95⅛
Reading	96¼	95⅜	94¼
Pennsylvania	119½	119	119⅜
Rock Island	20¼	20⅛	20⅜
St. Paul	124½	123	124½
Southern Rly	18¼	18⅛	18
Southern Pacific	85	84	84⅜
Northern Pacific	123¾	123	122½
Natl Lead	52	54	50½
Union Pacific	132	131½	120⅝
U S Steel	33½	32½	32½
U S Steel, pfd.	97¼	96½	96⅜

Total sales in N Y yesterday 1,087,300 shrs

CHICAGO MARKET REPORT

Sept Corn	54¾	55	55
Sept Wheat	87⅞	88⅛	88½
Sept Oats	43½	44	44½
Dec Corn	51½	51¾	52⅜
Dec. Wheat	92⅜	92½	93

MONTREAL QUOTATIONS

Dom, Iron & Stell	20¼	19¾	19¾
Dom I & S pfd.	47¾	47	47
Nova Scotia Steel.	66¾b	65½	65½
Montreal Power.	90¾	90¾	89¾
Detroit United	65½	63½	63½
Mackay Co.	65	65½	65½
Toronto St Rly.	100	100	100

N. Y. COTTON MARKET.

October Cotton	11.97	12.09	12.09
December Cotton	12.07	12.22	12.20
January	12.14	12.27	12.29

Five Years' Hay Fever Cured

Don't leave home—don't experiment—just use Catarrhozone;—it cures every case as quickly as it did Thomas Eaton, of Westwood, Ont., who says: "Five years I suffered from Hay Fever and had to leave this part of the country a month previous to the time of attack. Since using Catarrhozone I have not been bothered. My cure is complete."

For Summer Catarrh, Asthma and Hay Fever, Catarrhozone is guaranteed. Get it for $1.00 from any dealer.

THE HAPPY HALF HOUR

The Happy Half Hour has an exceptionally strong bill commencing at 12.25 today and for the balance of the week. Picturesque Canada shows scenes in Quebec, Montreal and the West, and includes some of the buffalo and other animals in Banff Park. This picture should be seen by everyone. I Must Forgive, is a Danish story of strong dramatic interest. A Slave's Love is a hand colored picture and will prove without question to be the handsomest colored picture ever seen in the city. The scenes are laid in the Far East, and the rich and georgeous colored costumes worn by the principals are well worth seeing. The Oxford-Cambridge boat race shows the contest that took place on March 16, 1907 over the historic course, and shows the thousands of spectators lining the banks of the Thames. Le Domino Rouge, assisted by Harry B. Le Roy, will sing the popular illustrated song: Arrah Wanna. Altogether this programme is the best yet seen at this popular place of amusement.

Miss Florence Bartlett, of Ironwood (Mich.), who has been visiting her aunt, Mrs. Wm. McIntyre, for the past year, returned home yesterday.

Non-alcoholic Sarsaparilla

If you think you need a tonic, ask your doctor. If you think you need something for your blood, ask your doctor. If you think you would like to try Ayer's non-alcoholic Sarsaparilla, ask your doctor.

We publish the formulas of all our preparations. J. C. Ayer Co., Lowell, Mass.

LYONS THE ADVERTISER

Box 203 - - St. John, N. B.

late advertising manager Fraser, Fraser & Co.

YOUR DAILY SALES increased by the LYONS METHOD OF ADVERTISING. SPECIAL SALES CONDUCTED with profitable results.

Correspond with me and increase your sales. Contracts taken for ad writing.

THE RIVER SERVICE

Demand for a Full Investigation of the Crystal Stream Fire---Competition on the Lake Route

To the Editor of the Evening Times:

Sir:—Through your columns I would like to ask the citizens of the city of St. John and the river counties why some effort is not being made to locate and bring to justice the steamboat fiend! When we review the last twenty years of the history of steamboating on the St. John river and recall the number of passenger boats burned during that period, and the circumstances connected therewith, we naturally come to the conclusion that somewhere, within the steamboat region, persons exist who have a mania for burning steamboats of the passenger service. In each case the question has been raised as to the origin of the fire, but as no investigations were held, the events passed into history, leaving the public to grope in the darkness of uncertainty. But the horrible tragedy of June 21st, when the steamer Crystal Stream was burned and four young men lost their lives, while the remainder of the crew narrowly escaped the same fate, was of such a nature as to cause the public to demand an investigation. The investigation (termed an inquest), was such a feeble effort, keeping so far beneath its privileges, tending to soothe rather than disturb, as to give to the public no satisfactory evidence as to the origin of the destructive fire, and the demand is still made for further inquiry. While these steamers were operated on the river they were all owned in the City of St. John, and should thus be of interest to all citizens. If a boy had entered one of the large stores in your city and stolen a small amount of goods or robbed the till of some of its contents, and no clue could be given, detectives would have been set to work at once to—if possible—locate the offender and bring him to justice. But a steamer valued at $22,500 and owned in the City of St. John, can be burned with terrible loss of life and government property under suspicious circumstances and no effort is made to sift the matter! Where is the detective service of which your city is so proud? Why not shadow every man in any way connected with the steamboat service on the Washademoak Lake? Why not follow every suspicion until the public are satisfied that nothing of an incendiary nature can be atached to it? When the White Chapel fiend first made his presence felt in the City of London, by the finding of the mutilated body of a woman, public interest was aroused, and an effort made to discover the perpetrator, but when victim after victim was found in the same condition, evidently slain by the same hand, public sentiment knew no bounds, and the conclusion was soon reached that London had within its limits a person who had a mania for destroying women of a certain class in the same horrible manner, and time and money were no object in the effort to administer justice. Of all the steamboats burned how many, I ask, have gone to ashes in the light of day, and how many away from their moorings? Today there is a strong feeling in the public mind that the last awful tragedy was the work of an incendiary, the object yet a mystery. Some say she was burned for the insurance, others that the route was the object, while a few inoffensive men slightly removed from the line that divides the population into two classes, think that no person would be bad enough to burn a steamboat. I ask is not our country today called upon to deal with all kinds of crime? There are men in every country just as bad as the circumstances demand. It would be a relief to know that the burning of the Crystal Stream was purely accidental, but until some effort is made to satisfy the friends of the four young men who were lost and the public who sympathize deeply with the bereaved, a feeling will exist that justice has not been administered. If the owners of the steamers concerned do wish to release themselves of the weight of such an odium or the government, who lose a large sum of the people's money by the burning of the new passenger bridge, think it not worthy of their attention, then let the people who are interested in the steamboat service come to the front and demand that they be released of the uncertainty that hangs like a pall over them.

I am poor and have to work hard for every necessary of life, yet I am ready to contribute $10 (ten dollars) toward a fund to be raised by the people for a thorough investigation.

As to the steamboat service, fifty years ago, when the Washademoak Lake was in the early stages of development, the people had a steamboat of the wheel-barrow type, but as the Lake rapidly developed it became evident that a better steamboat service was required.

The steamer Star was built and put in commission in the year A. D. 1873, proving herself equal to the requirements of the trade, and developing the route into one of the best on the river St. John. The Star was burned in the year A. D. 1902 under suspicious circumstances, and the company at once procured another boat of about the same capacity, in order to give the people a good service. Last year a few persons came to the conclusion that the Lake people were getting too good a service and should be forced back to the old wheel-barrow days. Accordingly the steamer Aberdeen was purchased and when spring came put on in opposition to the side wheel service. No success attended the effort, notwithstanding a few non-progressive citizens favored the single wheel and even some professional men along the route spent much of their valuable time on the public wharves in advocacy of the wheelbarrow service. The burning of the Crystal Stream has left the Lake with an inadequate service and some move should be made to procure a boat that will satisfy the demands of the trade.

Let every man who favors advancement work for this end.

FARMER.

LETTER ENIGMA.

My first is in pig, but not in hog;
My second is in iron, but not in log;
My third is in cut, but not in knife;
My fourth is in wrangle, but not in strife;
My fifth is in image, but not in clay;
My sixth is in clover, but not in hay,
My whole of six letters
Spells a word meaning pleasure
To people in summer
Who have the leisure.

TOO NUMEROUS.

First Mosquito—Don't you think these human beings are too numerous?

Second Mosquito—Altogether so; some effort ought to be made to exterminate them.

In the North Central states there is a percentage of 30 unmarried men out of every 100, to 19.3 of unmarried women.

SHIPPING

	A.M.		P.M.
Sun Rises	5.22	Sun Sets	7.37
High Tide	11.04	Low Tide	5.12

PORT OF SAINT JOHN

Arrived to day.

Schr Reliance, 21, Akerly, Eastport, master, ballast.

Coastwise:—Schr Florence, 18, Lomax, Beaver Harbor; schr Dorothy, 49, Gesner, Bridge town; schr Try Aagain ,16, Ingersoll, Grand Harbor.

Cleared to day

Schr Reliance, 191, Coumans, Ponce, P. R. A Cushing & Co. 213,561 ft. pine boards, 50,000 spruce clapboards, 167,000 cedar shingles.

Schr Rebecca W. Huddell, 210, Scott, City Island, for orders, Stetson Cutler & Co. 264,693 ft. spruce deals.

Schr Oriole, 124, McLean, New York, Alex Watson, 22,682 ft scantling, 102,453 ft. plank.

Schr D. W. B. 120, Holder, Thomaston, master, 115 cords wood.

Coastwise:—Schr Rowena, Alexander, Pt. Wolfe; schr Hustler, 44, Hill, Windsor; schr Constance, Bleen, Meteghan; schr Dora, Canning, Parrsboro; schr Nellie, Backhouse, River Hebert; schr Little Annie, Poland, North Head; Stmr Symra, Halfstad, Sydney.

Arrived Wednesday

S. S. Orthia, 2649 Horsbourgh, Glasgow, Robt. Reford Co. general cargo.

DOMINION PORTS.

Campbellton, Aug 1—Cld, bark D Sene, Jaunkald, Douglas, Isle of Man; 5th, schr Minnie, McKinley, New York; stmr Yoruba, Davis, Buenos Ayres.

Moncton, Aug 6—Cld, schrs Otis Miller, Cole, Vineyard Haven f o; Thett, Salter, Shulee.

Quebec, Aug 2—Ard, stmr Domira, Johnston, Montreal, and proceeded for St Thomas (Can) to load.

Sld 2—Stmr Bray Head, McDowell, Murray Bay (to complete loading for Belfast).

Passed down 2—Stmr Roman, Montreal for London, Hull and Antwerp.

Passed Father Point 2—Stmr Cassandra, Montreal for Glasgow.

Passed Fame Point 2—U S gunboat Don Juan de Austria.

Montreal, Aug 6—Ard, stmr Montcalm, Bristol.

BRITISH PORTS.

Bristol, Aug 7—Sld, stmr Montfort, Montreal.

Liverpool, Aug 7—Ard, stmr Caronia, New York.

Cardiff, Aug 6—Ard, stmrs Inishowen Head, Montreal via Cork; Madrileno, St John via Louisburg (C B).

Scilly, Aug 7—Passed, stmr Sardinian, Montreal and Quebec for Havre and London; Iona, Montreal and Quebec, for London.

Preston, Aug 3—Sld, bark Arcola, Gaspe.

FOREIGN PORTS.

Boston, Mass, Aug 7—Ard, stmrs Ran, Louisburg (C B); Prince George, Yarmouth.

Cld—Schr F & E Givan, Hantsport.

Sld—Stmr Prince George, Yarmouth; schrs Annie, Yarmouth; Fanny, St John; Cora B, Port Wade.

New Haven, Conn, Aug 7—Sld, schr Alcea, Liverpool (N S).

New London, Conn, Aug 7—Sld, schr Margaret, from New York for Advocate.

New York Aug 7—Cld, Stmr Prince Arthur, Yarmouth; schrs Ronald, St John; Bravo, Halifax; Coral Leaf, Spencer's Island.

Havre, Aug 7—Sld, stmr Pomeranian, from London for Montreal.

Lynn, Mass, Aug 7—Ard, schr Polanda, Parrsboro.

Chatham, Mass, Aug 7—Light southerly wind, hazy at sunset.

Eastport, Me, Aug 7—Sld, schr G H Perry, St Martins.

Salem, Mass, Aug 7—Sld, schrs R Carson, St Martins; Jennie C, St John; Clifford C, do.

Calais, Me, Aug 7—Sld, schr Mollie S Look, Sand River.

Philadelphia, Aug 7—Cld, stmr Dagfred, Windsor.

City Island, Aug 7—Bound south, stmrs Prince Arthur, Yarmouth; Nanna, Hillsboro, Hillsboro for Newark; schrs Garfield White, Point Wolfe.

Vineyard Haven, Mass, Aug 7.—Ard, schrs E A Sabean, Halifax for Philadelphia.

Sld—Schrs Abbie Ingalls, from Port Johnson for Duxbury; Arthur M Gibson, from Philadelphia for St John.

Passed—Stmr Rosalind, Halifax for New York.

RECENT CHARTERS

S. S. Virginia, 1370 tons, Pugwash to W C E, excluding Gloucester, Garston and Preston, deals, 37s. 6d. prompt; schr Helen Montague, 344 tons, Bridgewater to New York,

IMPORTS

From Glasgow ex S. S. Orthia:—15400 bags and 197 tons anthracite coal, 369 bags ell coal, Robt. Reford Co; 30 cs whiskey, R; 100 cs, 10 octaves whisky, R Sullivan & Co; 150 cs whiskey, 10 cs ginger ale, etc, Comeau & Sheehan; 430 cs whiskey, McIntyre & Comeau; 5 casks, 30 cs whiskey, J Ryan; 3 hhds whiskey, 20 bags sugar, ordr,; 10525 fire bricks, Gandy and Allison; 336 bags sugar, B; 48 block sheets, 610 pipes, J Robertson Co; 10 csks whiskey, Foster & So; 85 cs pickles, Jones & Schofield; 27 cs do, Northrup & Co; 50 cs do, Hall & Fairweather; 1 cs hats, Macaulay Brs & Co; 3 cs mdse, H C Olive; 492 black shots, 166 bars iron, 11000 fire bricks, 100 bags fireclay, 94 casks enammelled bricks, 300 csk fireclay pipes, W H Thorne & Co; 2 pkgs mdse, W. H. B. Sadler; 1 roll lineoleum, 4 bales mdse, M R A Ltd; 81 bales steel bars, I & ER Burpee; 8 pkgs mdse, F A Dykeman; 21 cs jellies, 3 cs mdse, W Gilbert; 1 cs hats, F S Thomas; 2 cs mdse G H Arnold; 1 cs millinery, F W Daniel; 15 cs coffee, Bowman & Cole; 4 cs cs stationery, Gray & Richey; 2 cs millinery L A Melaney; 2 cs caps Thorne Bros; 1 cs hats, Scovil Bros; 2 cs pickles, 3 Dearborn & Co.; 11 bales hides T F & Co.

For Moncton—6 coils wire rope, S C; 100 black sheets, W F Taylor.

For Sackville—21 black sheets, J Robertson Co.

For Dalhousie—18 black sheets, B W.

For Shediac—7 cs fine goods, R C Talt.

For Port Elgin—6 cs fine goods, C H Milton.

For Woodstock—41 bdls black sheets, S & F Co; 30 tons pig iron, Thos Roberston & Co; 1 bale rugs, W F Dibblee & Son.

For St. Stephen—1900 bags sugar, R C & Co; 3cs order Misses Young.

For Chatham—5 cs millinery, Sussex Mercantile Co.

For Fredericton—1 cs millinery, Miss Morgan; 7 cs do Misses Young; 30 cs order.

Also goods for other points.

The Canadian Northern railway company has taken out a building permit for the construction of railway shops in Fort Rouge. The cost is given as $20,000.

Indians and half breeds were fined for keeping dogs without a license at Calgary.

DEATHS

TIPPING—Entered into rest at his late residence, 80 Dorchester street on the 7th. inst., John Tipping in the 71st. year of his age.

The remains will be taken to Model Farm on the 1.15 train tomorrow (Friday) for interment. Service at the house this evening at 8 o'clock.

A NEW FEATURE AT THE NICKEL

A Society Drama is the Headliner for Today and Rest of Week.

Quality is once again the distinguishing feature of the programme of motion photographs to be put on at the Nickel today and throughout the balance of the week. There are films and films in this now very much campaigned line of business, but the pictures shown by the reputable Keith house are conspicuously sharp, steady and well selected. No indistinct or shaky views are tolerated for a moment.

The list of new pictures for today, Friday and Saturday is a generous one. Its leading feature is a society drama in several acts, entitled A Victim of Science. In this piece a professor of chemistry, after becoming betrothed, is stricken blind by an explosion in his laboratory. Cruelly jilted by his affiianced bride because of his misfortune, the broken-hearted man dashes himself from a precipice to immediate death. Lost On the Arizona Desert is a pathetic picture, in which a two-year-old baby plays the leading part. The remainder of the show is of the "laugh-and-grow-fat" quality, as the following titles suggest: The Broker's Constable, Unlucky Interference and Sambo As a Footman.

The prettily illustrated song, And a Little Child Shall Lead Them will complete a highly interesting performance of nearly forty minutes' continuous duration.

ITEMS OF INTEREST

The N. B. Southern train left the rails twice Tuesday evening on the run from St. Stephen to St. John. The train reached St. John yesterday morning. No serious damage was done.

Our facilities for doing all kinds of laundry work at the shortest notice are sufficient to meet all demands. Ungar's 'Phone 58.

Theobald's Lake, near St. Martins, has been leased to a private fishing club, and the general public, who hitherto have been allowed to fish there, will now be debarred from the privilege.

When in need of cold boiled ham or breakfast bacon order from Philps corner Douglas avenue and Main street; every slice same thickness. 'Phone 886.

Ald. Bullock, Ald. Frink and Superintendent W. Downie of the C. P. R. left last evening for Montreal where they will meet D. McNicoll, vice-president of the C. P. R. and members of the Shipping Federation ,to discuss a scale of charges for winterport business next season. It is thought the rates will be increased to about double last year's charges.

REMNANT SALE AT M. R. A's.

The announcement made by M.. R. A' Ltd. in the regular space tonight is of exceptional interest to the ladies; particularly those who are contemplating the purchase of summer wash materials for waists, etc. Tomorrow morning a big bargain sale will be inaugurated—a veritable clearance of remnants. All will be fresh goods, all will be marked in plain figures and conveniently displayed. Particulars in the advt.

Miss Edith D. Wallace is the winner of the Parker silver medal as leader of the St. John matriculants in mathematics in the U. N. B. matriculation examinations. She made 211 points out of a possible 275. Hazen Howard was second with a percentage of 204 points. Miss Mollie Lingley of this city won the lieutenant governor's medal for the High school entrance exams in St. John county.

ANOTHER POSITION.

Wm. A. Comeau, of Weymouth Bridge, N. S., has been selected by the employment bureau of The Currie Business University, Ltd., to fill the position of assistant clerk at the Royal Hotel.

In an attempt to make a mountain out of a mole hill and thus escape, good, hard wholesome toil, Peter Deighan, who made an escape from the prison squad on Tuesday, complained of two scratches on his ankle, which he declared were caused by bullets from Guard Beckett's revolver. Dr. Christie, the jail physician, examined the injured member and said he found nothing but a scratch or two, caused, evidently, from barbed wire.

ST. JOHN FIRE ALARM

SOUTH END BOXES.

2 No. 2 Engine House, Kiny Square.
3 No. 3 Engine House, Union street.
4 Corner Sewell and Garden streets.
5 Corner Mill and Union streets.
6 Market Square, Corner Chipman's Hill.
7 Corner North Market Wharf and Nelson street.
8 Corner Mill and Pond streets.
9 Calvin Church, Carleton street.
12 Corner Peters and Waterloo streets.
13 Corner St. Patrick and Union streets.
14 Corner Brusels and Richmond streets.
15 Brussels street, Wilson's Foundry.
16 Corner Brussels and Hanover streets.
17 Corner Brunswick and Erin streets.
18 Corner Union and Carmarthen streets.
19 Corner St. David and Courtenay streets.
21 Waterloo St. opposite Golding street.
23 Corner Germain and King streets.
23 (Private) Manchester, R. A. Ltd.
24 Corner Princess and Charlotte streets.
25 No. 1 Engine House, Charlotte street.
26 City Hall, Prince William street.
27 Breeze's Corner, King Square.
28 Corner Duke and Prince Wm. streets.
31 Corner King and Pitt streets.
32 Corner Duke and Sydney streets.
34 Corner Wentworth and Princess streets
35 Queen street, Corner Germain.
36 Corner Queen and Carmarthen streets.
37 Corner St. James and Sydney streets.
38 Carmarthen St. (between Orange and Duke streets)
39 Corner Union and Crown streets.
41 Cor. St. James and Prince Wm. streets
42 Corner Duke and Wentworth streets.
43 Corner Broad and Carmarthen streets.
45 Corner Brittain and Charlotte streets.
46 Corner Pitt and St. James streets.
47 Sydney street (opp. Military Build'gs).
48 Corner Pitt and Sheffield streets.
51 City Road, Christie's Factory.
52 Pond street, near Fleming's Foundry.
53 Exmouth street.
61 Gen'l Public Hospital, Waterloo street.
62 Courtenay Bay Cotton Mill.

NORTH END BOXES.

121 Stetson's Mill, Indiantown.
122 Corner Main and Bridge streets.
123 Car Sheds, Main street.
124 Cor. Adelaide Road and Newman street.
125 Engine House No. 5 Main street.
126 Douglas Avenue (opposite F. Miles')
127 Bentley St. and Douglas Ave
131 Corner Elgin and Victoria streets.
132 Strait Shore, opp. Hamilton's Mill.
134 Strait Shore, Portland Rolling Mills.
135 Cor. Sheriff street and Strait Shore.
142 Cor. Portland and Camden streets.
143 Main street, Police Station.
145 Main street, head of Long Wharf.
154 Paradise Row, opp. Mission Chapel.
231 Engine House No 4, City Road.
232 Cor. Mt. Pleasant and Burpee Avenues.
241 Corner Stanley and Winter streets.
253 Wright street, Schofield's Terrace.
312 Rockland Road, opp. Millidge street.
321 Corner Somerset and Barker streets.
412 Cor. City Road, and Meadow street.
421 Marsh Road, Corner Frederick street.

WEST END BOXES.

112 Engine House No. 6, King street.
113 Corner Ludlow and Water streets.
114 Corner King and Market Place.
115 Middle street, Old Fort.
116 Corner Union and Winslow streets.
117 Sand Point
118 Corner Queen and Victoria streets.
119 Corner Lancaster and St. James streets.
212 Corner St. John and Watson streets.
213 Corner Winslow and Watson streets.
214 Winter Port Warehouses.
215 C. P. R. Elevator.
221 Princess, near Dykeman's corner

Thursday, August 8, 1907. Store Open Until 9 p. m.

The Greatest and Most Successful

Clearance Sale

in the history of the North End is drawing to a close. As the BARGAINS have become better known, the crowds have become greater and greater. Have you been one of the crowd? If not, won't you take advantage of the TWO REMAINING DAYS to save a lot of money on that SUIT and OVERCOAT you are needing? Or is it a PAIR OF SHOES, or any of the HABERDASHERY you need—from your head to your heels?

We can save you at least ONE-HALF WHAT THEY WILL COST YOU ELSEWHERE.

Just Think, Suits from $4.75 to $10.98, Worth from $8.00 to $16.50.
Boots from 28c. to $2.48. Were 50c. to $3.50.
Overcoats from $5.48 to $9.98, Were $8.50 to $15.00.
Shirts from 18c. to 78c. Worth 35c. to $1.25.
15c. Collars, Latest Styles, Now 3 for 25c.
Pants, 88c. to $2.68. Were $1.25 to $3.50.
Hats for 48c. Were $2.00, $2.50 and $3.00.

C. B. PIDGEON,

Cor. Main and Bridge Sts., - - North End

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Sale of Men's Clothing.

Raincoats at 1-3 Off Regular Prices.

A bunch of Raincoats, not more than one or two of a pattern, sizes mostly 39, 42 and 44. Regular prices were $15.00 and $18.00.

TWEED OVERCOATS, Spring and Fall weight, a small lot, sizes 37 to 40 regular price $18.00, now $12.00.

TOPPERS, broken lines, sizes 35 to 40; reduced 25 per cent.

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Do you get the smooth pure tones of the singer voice?

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We will be delighted to "show" you.

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WANTED—MACHINE SEWERS; ALSO, few learners on shirtwaists, 107 Prince William Street, 2nd. floor. 1082-8-15.

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Main 1593-11	Heenan, W. J., residence, 454 Main St.	
Main 658-	Seely, Alfred, residence, 46 Wright St.	
Main 213-11	Vanwart, J. R., Grocer, 124 Bridge St.	
Main 1593-21	White, D., residence, 474 Main St., number changed from Main 877-21 to 1593-21.	

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August 7th, 1907.

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