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

AMERICAN RAILWAYS ARE FACING SERIOUS PROBLEM

Shrinkage in Profits Owing to Increase in Operating Costs---Wall Street Unable to Estimate Money Needed This Year

American railroads have more to fear from increasing expenses than from administrative aggression, says the New York Journal of Commerce. Illegal conduct alone will provoke the latter; the former are inevitable. Without exaggeration, it may be said that the problem of rapidly swelling costs is the most serious phase of the economic situation; even our strained credit system is occasioning less alarm since remedial plans can be devised therefor, whereas, in the present temper of the nation, railroad corporations would probably find it impossible to inaugurate higher rates. Every day brings home more vividly the gravity of the facts that face the railroads. Almost every statement of earnings emphasizes the shrinkage in profits consequent upon the recent advance in operating costs entailed by the radically higher wages demanded by employes, by increased dividends and dearer money, by the enormous appreciation in all kinds of material, by the extra supervision necessary to expedite freight movements during current congestion, and, temporarily, by the snowstorms that have delayed traffic. A study of statements of earnings for December and January reveals that more than one road cannot continue to work indefinitely under existing conditions without drifting into embarrassment. Either income must increase or expenses must decrease. How to accomplish improvement in either direction is a question awaiting solution.

Just how much financing the railroads of the United States propose, or rather may be required to do during the present calendar year, is bothering Wall Street a good deal at the present time. Not long ago it was stated by a prominent financier that probably 75 per cent. of all the railroad financing for 1907 either had been arranged or provided for, and that not more than 25 per cent. was yet ahead of us.

There are the Hill lines, with approximately $153,000,000; the Chicago, Milwaukee & St. Paul, with $100,000,000; the Chicago & Northwestern, with $25,000,000; the New York Central and allied lines, with $65,000,000; the New York, New Haven & Hartford, with $67,000,000, of which $26,000,000 already has been obtained by the sale of notes, and $41,000,000 soon is to be obtained by the sale of stocks; the Southern Railway, with $15,000,000, and various other lines which have lots ranging from $10,000,000 down—these have been arranged and provided for, the aggregate being in the neighborhood of $475,000,000.

In this list is not included the $25,000,000 the Great Northern possibly may want by reason of its contemplated stock issue of $60,000,000 being temporarily tied up by the courts. Among the other prominent roads not mentioned above are the Atchison, which may call for $25,000,000, and the Pennsylvania, which may call for more than the $100,000,000 anticipated, as the board of directors wishes authority from the stockholders to issue $200,000,000 bonds or stock, as it may see fit.

When the original announcement was made that the shareholders of the Pennsylvania would be asked to authorize an additional $100,000,000 in stock and the same amount in convertible bonds, Wall street felt rather blue, but when it was explained that the stock would be used to convert the bonds, and that $50,000,000 of the latter was to take up $50,000,000 bonds maturing some months from now, Wall street thought better of it. Now the financial district fears that the Pennsylvania stockholders may be asked to authorize practically a $200,000,000 issue to meet capital and emergency requirements, and put the money market to a severe strain.

Rumors of a sale of notes by the Cleveland, Cincinnati, Chicago & St. Louis Railway company, which were current in Wall street last week have been met by the statement from official sources that no such notes have been sold. However, there is no disposition in such quarters to deny that the railroad needs money, and it freely has been admitted that subscription by individual stockholders to the "Big Four's" last offer of $10,000,000 common stock were rather inconsequential in amount. It does not necessarily follow, however, that the "Big Four" will resort to the use of notes.

The Buffalo & Susquehanna Railway contemplates the sale of $10,000,000 of 5 per cent. short term notes, and it confidently is expected that the putting out of these securities definitely will be arranged in a short time. It is understood that the proceeds of these notes will be used to finance the recent construction of the line to a point six miles south of Buffalo, as well as the acquisition of terminal property in that city, in addition to furnishing other facilities as the company may require more fully to develop its territory.

Speyer & Company have announced that all of the $6,500,000 equipment 4 1-2 per cent notes recently purchased from the Chicago, Rock Island & Pacific Railway Company have been sold.

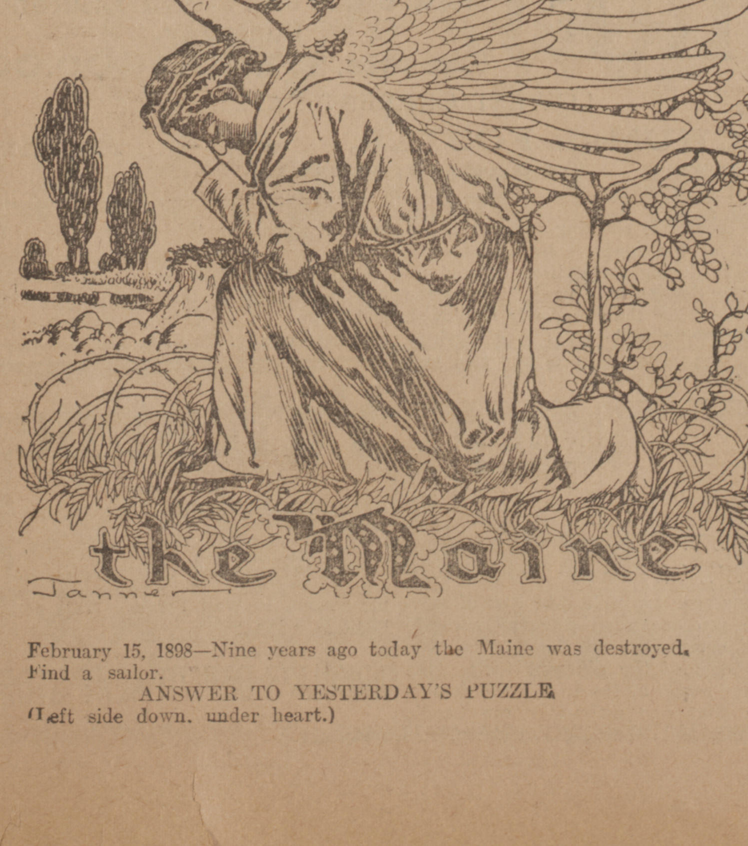
NEED FOR CAUTION IN STOCK MARKET

Owing to Signs of Industrial Reaction in the United States

The almost general verdict is that the first signs of an industrial reaction are becoming visible, says the New York Journal of Commerce—the trained eyes of a few deep students of economics discerned them two or three months ago. The iron and steel industry notes a slackening in the mad rush to place orders, the electric companies report a falling off in business, the impossibility of raising capital has induced—more correctly, forced—the large railroads to curtail their elaborate plans for break-neck expansion, and other industries, mining excluded, will, no doubt, pause before building additional plants at current inflated prices. Nothing has occurred to create alarm, but everything bespeaks the urgency of exercising care in laying plans for the future. Some people represent that currency reform, the provision of abundant instruments of credit, would give the country a safety valve, but while our financial system is absurdly inelastic and capable of being vastly improved, the mere placing of a scroll in the government's archieves could not make inherently unhealthy industrial conditions sound. If much of our prosperity had been artifically and unduly fostered, if there has been too much "banking" upon the prospects of the future, if the nation has spent more than it has earned, then the incipient reaction may develop into a relapse, even a collapse. This last is not looked for. The railroads—the chief spenders of money in the country—are not to drop schemes already under way, but are merely to exercise more economy and postpone whatever plans may be conveniently shelved until the competition for money becomes less severe. If other important industries adopt a similar cautious policy, the slowing-down process might prove entirely beneficial. Even a twentieth century steam engine cannot bowl along at full speed all the time, but if it stops gradually no harm results.

It is pertinent to ask, How will stock market securities be affected by the reaction? The glib reply may be made, All will depend upon the pace and extent of the reaction. True, but it may be permissible to consider the situation on the basis of what has happened to date. The effect of a decline in the amount of freight offered the railroads would not, broadly speaking, prove hurtful. Indeed, a let-up would enable the roads to handle merchandise more economically. A contraction of, say, 10 per cent. in traffic would probably help net earnings. Industrial concerns, in like manner, would not suffer financially were business to become a little less pressing. Everyone is now working under pressure, and whenever this is so the results in the long run are not ideal. In a word, therefore, railroad and industrial securities would not lose in value by a moderate business reaction, and the hope is expressed that there will be no wholesale cancelling of orders calculated to precipitate a slump.

TIMES DAILY PUZZLE PICTURE



February 15, 1898—Nine years ago today the Maine was destroyed. Find a sailor.

ANSWER TO YESTERDAY'S PUZZLE

(Left side down, under heart.)

MRS FISH DEPOSED; HARRIMAN AVENGED

Refusal to Take Up Daughters of Railroad Magnate Costs Social Leadership.

(New York World)

Mrs. Stuyvesant Fish's social supremacy hung in the balance with her husband's position as president of the Illinois Central Railroad in his contest with E. H. Harriman Mr. Harriman won. Mr. Fish lost his presidency, and now Mrs. Fish is devoting all the resourceful energies of an ambitious and beautiful woman to save her social eminence from going the way of the railroad leadership.

When Mrs. Fish marked out a social deadline which she declared that the daughters of Harriman must not cross she paved the way for the decapitation of her husband. For the last four months New York's smart set has been watching the Fish-Harriman social battle with bated breath. Those who have been keeping count declare that the palm of victory rests with Harriman.

What is said to have been the conclusive test of Mrs. Fish's standing in the smart set came Tuesday night, when she gave a dinner at her home in East Seventy-eighth street. Sixty persons were present. Not an Astor, not a Vanderbilt, not a Goelet, not a Rhinelander, not a Schermerhorn, not a Wilson; all of these stand in the front rank of New York's smart set, but they were not among the guests. The Astors, Goelets and Vanderbilts are all directly represented in the Illinois Central directorate.

Mr. Harriman himself is not socially aspiring. But he is intensely interested in having his daughters "break into" the "400." It was a simple enough matter. Stuyvesant Fish was president of the Illinois Central, in which Harriman was a director. Mrs. Fish was an undoubted leader in society. What more easy than to have Mrs. Fish take the Misses Harriman under her wing and bring them within the charmed circle?

But Mrs. Fish put her foot down hard and said that the Misses Harriman must stay outside. So Harriman gave up the attempt in behalf of his daughters and bided his time. That came in November. when he deposed Fish as president of the Illinois Central.

Mrs. Fish's one great ambition has been to succeed Mrs. Astor as the leader of the "400" Her own social standing through her marriage with Stuyvesant Fish, was unquestionable. She had birth, money, social gifts; an undoubted talent for entertaining. Society was ready, almost, to look at her as its leader. Her husband was a railroad man

railroad president, in with big men. She herself was original, daring, ever ready to set the pace, so society was ready to hail the new queen when the time should come.

However, she blundered, and now her coveted position is slipping through her fingers.

N. Y. STOCK MARKET

Friday, Feb. 15.

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	113¾	114	114⅝
Anaconda	293	293	295¼
Am Sugar Rfrs	134⅞	134⅝	135¾
Am Smelt and Rfg	144	144½	144½
Am Car Foundry	43¾	43¾	43¾
Atchison	104	104	104⅝
Am Locomotive	73⅞	74⅝	75⅛
Brooklyn Rpd Trst	74⅝	74¾	74⅞
Balt and Ohio	114½	114⅝	114⅝
Chesa and Ohio	51¼	51¼	51½
Canadian Pacific	185	184¾	185½
Chi and G West	16	16	16
Colo F and Iron	49¼	49¾	49⅜
Erie	35⅞	35⅝	36⅛
Nipissing	13b	13¼b	13¼b
Kansas & Texas	40¼	40½	42⅝
Missouri Pacific	82⅝	83	82⅞
Nor and Western	86¼	86¼	86¼
N Y Central	128⅝	128⅝	129⅞
North West		167	167
Peo C & Gas Co ex div 1¼ per cent	97¼	96	96
Reading	124¼	124½	125
Pennsylvania	131½	131⅝	132⅜
Rock Island	26	26¼	26½
St. Paul	149⅛	149⅛	149¾
Southern Railway	26½	26	26½
Soo		122	123¾
Southern Pacific	94¼	93⅞	94¾
Northern Pacific	153	154⅛	154½
Natl Lead	72⅞	72⅛	72⅛
Union Pacific	175⅝	175½	176¼
U S Rubber		52	52¼
S S Steel	45½	45⅝	46¼
U S Steel, pfd	104¾	104¾	105⅛

Total sales in New York yesterday 846,300 ¼ shares.

CHICAGO MARKET REPORT.

May corn	47¼	47	47¼
May wheat	79½	79	78⅜
May oats	40⅞	40¾	40¾
May pork	17.40	17.40	17.40
July corn	46¾	46¾	46¾
July wheat	79⅜	78¾	78⅜

MONTREAL QUOTATIONS.

Dom Coal	62	61b	61b
Dom Iron and Steel	21¾	22	22
Nova Scotia Steel	72	72⅝	72⅝
C P R	185	185⅞	185⅞
Twin City	103¾	104	103½
Montreal Power	90⅞	91	91
Toronto Street Railway	113½	113½	113½
Illinois Traction pfd	93½	93	93½

NEW YORK COTTON MARKET.

March cotton	9.25	9.26	9.29
May cotton	9.42	9.44	9.46
July cotton	9.54	9.57	9.58
October cotton	9.75	9.77	9.82

WALL STREET

NEW YORK, Feb. 15—The opening stock market showed a tone of hesitation in the mixture of gains and losses. A number of prominent stocks, which opened a fraction higher, ran off in the succeeding transactions. There were gains of a point in Minneapolis, St. Paul and S. S. Marie and Anaconda, and of 1¾ in St. Louis and San Francisco first preferred. Pacific Mail fell a point. The volume of dealings was small.

Owing to the high cost of living in the Panama Canal zone, the engineers and dredgemen on the canal will appeal to President Roosevelt soon for higher wages.



PROVINCIAL LEGISLATURE

Considerable Progress Made in Debate Yesterday Afternoon.

FREDERICTON, Feb. 15—The provincial legislature is now in full swing and good progress has already been made in the debate on the address.

As announced yesterday, Wm. Currie, the new member for Restigouche, moved the adoption of the speech from the throne. He congratulated the government on their success in obtaining the addition of $130,000 a year to the provincial subsidy from the Dominion government, and upheld the idea of increased grants to the teachers of the provinces.

With reference to the government's expressed intention to further assist the Restigouche and Western railway, he said the road which will pass across the province from Campbellton to St. Leonards, will open up a large tract of the North Shore country, which is now closed to all improvements.

He also dealt with the development of water power and establishment of industries at Grand Falls and the announcement of the government's intention with respect to winter roads.

Mr. Gogain seconded the address.

Mr. Hazen replied at length, referring to the price of school books among other matters. He directed attention to the report of the Ontario Commission on school books and charged that here the price is three or four times too high. He spoke of the need for farm laborers and immigration. He also said:

"We have also a reference to the international railway. Apparently the house is to be asked to guarantee bonds to bring the road to the river St. John. When previously asked to guarantee bonds for construction of part of the road and to give other subsidies, I pointed out that we were in reality assuming liabilities not of $250,000 but of over $500,000. Then the attorney general declared that it did not follow that we would have to guarantee for all the road in as much as there were great differences in the construction work, and that the difficulties of construction would be experienced in the first twenty-five miles or so. Now it is plain that we are to be asked to guarantee all. and to assume an additional liability of $250,000 or more."

Replying to Mr. Hazen, Premier Tweedie said in reference to the matter of schoolbooks, that the government was already enquiring into the question of cost. Other provinces as well as New Brunswick had been misled in respect to this. He agreed that there was a necessity of securing a proper class of immigrants to this province, and said that in this respect the needs of the province were being zealously guarded.

In reference to the International Railway, he said:

The leader of the opposition seems to have changed his position with regard to the International Railway since the Restigouche election. When canvassing in that county, he said he would support any measure to complete the road. This is a railway which should be built as soon as possible. The province needs it and the other railway companies are anxious for it. There has been no secret with regard to our transaction with this road, and it is not fair to accuse the government of withholding information.

Mr. Hazen—Will further assistance be asked for the first fifty miles of this line?

Hon. Mr. Tweedie—We will ask for authority to guarantee the bonds of the railway for $8,000 a mile over the whole line, and to secure this we will take a mortgage on the road. It is idle to attempt to construct such a railway as this on a subsidy of $2,500 a mile. This road, if not assisted, might drag on for years, and in the end might not be built at all, so we propose to take measures to insure its completion as early as possible.

The honorable gentleman when criticising the government, has not referred to the successful exhibitions of last year in St. John, Sussex and Chatham. These exhibitions did much to stimulate interests in agricultural matters, and they have never been surpassed in the history of the province.

In conclusion I trust that the end of the session will be as pleasant as its beginning has been. I feel grateful to my friends for the handsome support they have given me, and I hope that they will continue to have the same confidence in me in the future that they have in the past.

The address was then passed.

Hon. Mr. Tweedie presented the report of the chancellor of the University of N. B.

Hon. Mr. Tweedie presented the returns of the debt valuation, etc., of twenty-three municipalities and towns.

Hon. Mr. Tweedie laid on the table the report of the superintendent of the provincial hospital for 1906, and a report of the proceedings of the conference between the representatives of the provinces and of the dominion.

On motion of the Hon. Mr. Tweedie, the Hon. Messrs. Tweedie, Pugsley and Jones and Messrs. Hazen and Clark were appointed a committe to nominate standing committees for the house.

OBITUARY

Wellington E. Morrell

The body of Wellington E. Morrell, who died in Boston recently, arrived in the city yesterday for burial. Mr. Morrell, who was about thirty years of age, was a son of the late John Morrell, who lived near Hampton. Two married sisters—Mrs. Edward Earle, of Kingston, and Mrs. Charles Blanchard, of Montreal—survive. The body was in charge of George W. Morrell, an uncle of deceased, and will be buried in the family lot.

Mrs. John T. Fowler

Mrs. Delia M., wife of John T. Fowler, of 127 Bangor street, died at Portland at midnight Sunday, of bronchial pneumonia. The body was brought to this city on train No. 3 Monday noon, and funeral services will be held at the home in Bangor street at 2 o'clock Wednesday afternoon, Rev. H. E. Dunnack officiating.

The case is a particularly sad one. Mrs. Fowler had been in Portland for the past two weeks taking care of her daughter, Lillian, aged fifteen years, who was ill with pneumonia, and while there was taken with the same disease, which resulted fatally. Her age was thirty-nine years and seven months, and her husband and one daughter survive.—Kennebec Journal, Feb. 5.

John T. Fowler is a native of Sunbury county, and has been resident of Maine for some years. His wife belonged to Augusta (Me.)

A FINE PICTURE SHOW

The famous English Cineograph Company will give an exhibition of moving pictures in the Opera House tomorrow afternoon and evening, when some of the most interesting comedy and sensational films will be shown. The programme will include the screamingly funny series entitled "Where Did Smith Move To?" which has scored a big hit wherever shown.

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 Champlain, Liverpool Feb. 12.
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 Yesterday.

Stmr Aurora, 182, Ingersoll, Campobello, and cleared.

Cleared Today.

Stmr Lake Manitoba, 6275, Evans, for Liverpool, C. P. R. Co, general cargo.
Tug Lord Wolseley, 49, Wiley, for Portland, Me.

Coastwise:—

Schr Golden Rule, Gough, St Martins.
Schr Lennie & Edna, Lakeman, Grand Harbor.

Sailed Today.

Stmr Parisian, 3385, Johnston, for Liverpool via Halifax; Wm Thomson & Co, pass and mdse.

DOMINION PORTS.

Port Mulgrave, Feb. 13—Ard, stmr Kilkeel, from Halifax.
Strait full of large ice and very cold.
Halifax, Feb 14—Ard, sch Freedom, Perth Amboy.
Sld—Str Olenda, Bridges, Bermuda, West Indies, etc.

BRITISH PORTS.

Bermuda, Feb. 13—Ard, schr Ida M. Clarke (Br), Turks Island for —— (leaking.)
Isle of Wight, Feb 13—Passed, str London City, St John and Halifax for London.
Queenstown, Feb 14—Sld, str Oceanic, from Liverpool for New York.
Liverpool, Feb 13—Ard, str Monmouth, St John for Bristol.
Liverpool, Feb 14—Ard, strs Teutonic, New York; Ulunda, Halifax and St John's (Nfld.)

FOREIGN PORTS.

Colon, Feb. 4—Ard, schr Annie M Parker, Carter, from Pascagoula.
Mobile, Ala., Feb. 7—Ard, bark Persia (Br) Cogswell, Havana.
Portsmouth, Feb. 13—Sld, Norman (from St. John, N. B.), Bridgeport and New York.
San Jaun, Porto Rico:—In port 6th Feb, barks Aexander Black (Br), Virgie, from Annapolis, N. S.
Buenos Ayres, Jan. 15—Sld bark Strathisla, Douglass, Boston.
Ponta Delgada, Feb. 12—Sld, stmr Canopic (Br), Sealby, from Alexandria, E, via Naples for Boston.
Yokkaichi, Feb. 13—Sld, ship Astral, Dunham, Honolulu.
Colastine, Feb. 8—Arrived, steamer Pydna (Br), Fitzpatrick, Buenos Ayres, (for New York.)
New York, Feb. 13—Cld, schr Earl Grey, Petters, for Elizabethport; tug Gypsum King, Blizard, Halifax.
Vineyard Haven, Feb 14—Ard, schs Pilgrim, Halifax for New York; Charles W. Church, Clark's Cove for do.
Passed—Str Navigator (Nor), New York for Halifax.
Calais, France, Feb 14—Sld, str Cheronea, Liswell, for New York.
Boston, Feb 14—Ard, str Cunaxa, Starratt, from Huelva.
Savannah, Feb 14—Sld, str Eretria, Mulcany, for London, Rotterdam and Tyne via Norfolk.
Boston, Feb 14—Ard, strs Cunaxa, Huelva, Spain; A W Perry, Halifax; Boston, Yarmouth.
Cld—Sch Harry Lewis, Harborville (Nfld.)
New York, Feb 14—Ard, str Majestic, Liverpool.
Hong Kong, Feb 14, 4 p m—Sld, R M S Empress of India, Vancouver.

REPORTS, DISASTERS, ETC.

Bermuda, Feb. 13—Schr Ida M Clarke (Br), from Turks Island, has put in here leaking badly.
San Francisco, Cal., Feb. 13—Ship Carmanion (Br), from Antwerp, reports Nov. 30 saw a three masted ship ashore, with all sails set, near Cape St. John, Staten Island.
Jacksonville, Fla., Feb. 13—Schr Agnes Manning, from Key West for Fernanding, before reported ashore on St. Johns River Jetties, was pulled off the beach last night and towed to the city for repairs.
Jacksonville, Fla, Feb 12—Sch Agnes Manning, Shepherd, from Key West for Fernandina, went ashore in sight of St. Johns Bar early today and is lying in a dangerous position. Tug Three Friends has gone to her assistance.
Norfolk, Va., Feb 12—Str Berwind ,Dyer, Jobos (P R) Feb 4 for New York, arrived here today short of coal. Will proceed tomorrow.
Vineyard Haven, Mass, Feb 12—Bark Addie Morrill, Allen, Charleston (S C) for Boston, reports Feb 2, in Lookout Bight, broke port anchor. Feb 3, off Cape Hatteras, in N E gale, lost lower and upper topsails; will make temporary repairs and proceed.

VESSELS IN PORT

Not Cleared

(With their Tonnage and Consignee.)

Steamers.

Athenia, 5982, R Reford Co.
Halifax City, 1562, Wm Thomson & Co.
Lake Manitoba, 6,275, C P R Co.
Manchester Importer, 2,538, Wm Thomson & Co.
Nordpol, 2,428, J H Scammell & Co.
Parrisian, 3385, Wm Thomson & Co.
Vlieland, 1299, J H Scammell & Co.

Bark.

Mary Barry, 506, J Splane & Co.

Schooners

Abbie Keast, 95, W Watson.
Anna(465, J Splane & Co.
Annie A Booth 65 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.
Pansy, 76, Master.
Perry C, 287, master.
Phoenix, 396, 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, 250, 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 line steamer Cheronea, Capt. Liswell, sailed from Calais, France, yesterday for Boston.

Battle liner Cunaxa, Capt. Starratt, arrived at Boston yesterday from Huelva.

Furness line steamer St. John City, Capt. Bovey, sailed last midnight for London via Halifax.

The St. John schooner Annie M. Parker, Captain Carter, arrived at Colon on Feb. 4, from Pascagoula.

Capt. Bullerwell left here on Monday for St. John to take command of the schooner Alaska, owned by J. N. Pugsey. This vessel will load lumber at St. John for an American port.—Parrsboro Leader, Feb. 14.

It is reported that H. Elderkin has sold the schooner Virginian to Capt. Walter Merriam, James Graham and others. This schooner is 9 9tons register and was built at Port Greville in 1904.

The schooner Gypsum Queen is quarantined at Port Greville with two cases of smallpox on board. The schooner left Parrsboro some time ago for New York and while en route one of the sailors was taken sick with what the doctors at New York pronounced chicken-pox.

Schooner Gypsum Queen, Capt. Salter has arrived at Port Greville with two cases of smallpox on board. She has been quarantined and every precaution taken to stamp out the disease. It will be remembered that on the way to New York this schooner developed a case on board which baffled the New York doctors, but was finally decided to be chicken pox, but after clearing from that port the two new cases developed on the way home.—Parrsboro Leader, Feb. 14.

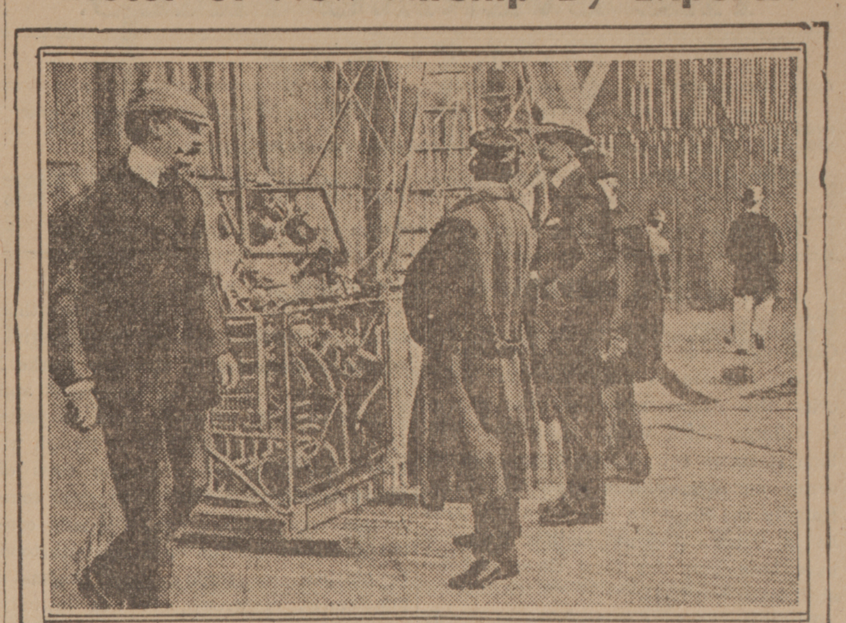
Storm battered and leaking, the long overdue British schooner Beaver was towed into Boston Wednesday afternoon and anchored on South Boston flats. She was a mass of ice, and tattered sails were hanging to the rigging, while the crew were pumping constantly to keep the water from gaining in the hold. Anxiety had been felt for the vessel as she was more than a month on the passage from Nova Scotia. Capt. E. W. Durant and the five men on board are well despite the terrible experience they passed through.

New York, Feb. 13—Charles W. Morse today announced that he had purchased a controlling interest in the New York and Cuba mail steamship company commonly known as the Ward line, by taking over the stock owned by Henry P. Booth, president of that company. The price paid was not disclosed.

Alfred G. Smith, general manager of the Ward line, said that other stockholders would be offered an opportunity to sell their stock on the same terms as the Morse purchase.

A representative of the Morse interests said that under the reorganization of the Ward line finances $20,000,000 in stock and from $10,000,000 to $12,000,000 of bonds would probably be issued. Mr. Morse and his associates are said to have acquired 20,000 out of the 25,000 shares issued by the old company. The entire deal is said to involve slightly more than $75,000,000, of which about one-third represents cash, the balance an exchange of bonds and probably some stock.

Motor of New Airship By Experts.



COMTE HENRY de la VAULX

PARIS, Feb. 12—Comte Henry de La Vaulx made two very successful flights with his airship at Sartronville recently, rising to a height of 200 meteres and effecting landings without exterior aid. The Comte de La Vaulx Thursday exhibited his apparatus to a party of military experts.

No ascent was made, but the balloon was examined in detail as it lay suspended in its huge shed. The visitors displayed the keenest interest in the structure, and questioned the Comte de La Vaulx closely on the working of the various parts. They expressed approval of the form of the balloon and the manner in which the mechanical parts had been distributed.

M. Julliot, an engineer, interviewed by your correspondent, stated that the mode appeared to him to be strikingly adapted for the use of men wishing to take up steerable balloons as a sport. He believed the same design on a larger scale, permitting the driver to be assisted by a mechanic who would devote himself exclusively to the motor, would prove successful from all points of view.

Before leaving the visitors were offered champagne, and they drank to the health of Comte Henry de La Vaulx and his new contribution to the science of aerial navigation. The motor and propellor were then set going, and an opportunity was thus given of remarking the enormous grip on the air obtained by the two bladed screw revolving at nine hundred revolutions a minute.

EXPORTS

For Glasgow, per stmr Lakonia:
Canadian goods—1 bdl apple barrel presses, 201 bdls pulp, 936 brls, 1000 cases apples, 16,000 bushels wheat, 21,973 bushels barley, 1,361 sacks flour, 2343 bales hay, 44 bales straw, 590 bags meal, 450 box herrings, 192,781 ft spruce deals, 173 bags clover seed, 4 pkgs plough parts, 90 baes leather, 20 cases lantern globes, 287 boxes cheese, 11 brls sausage casings, 61 boxes bacon, 10 tres beef, 24 boxes meats, 234 sheep, 693 cattle. Value $108,474.
Foreign goods—1,775 pcs pine lumber, 25 boxes hams, 271 qtrs beef, 2998 boxes meat. Value $24,675.
Total value of cargo $133,149.

For Cape Town, and other South African ports, per steamship Canada Cape:—
Canadian goods—120 kegs nails, 174 paper, 75 pkgs agricultural implements, 420 pkgs furniture and furniture stock, 233 pkgs doors, 20 doz washboards, 10 rolls fencing, 37 pkgs shurns, 9 pkgs leather, 2 cases stove castings, 1 case brooms, 2 cases yeast, 31 pkgs desks, 13 cases provisions, 2 boxes iron roofing, 293 boxes cheese, 5,405 cases oats, 100 drums carbide, 1 case ad matter, 942 hemlock ties, 1285 cedar ties, 110 bags peas, 10 boxes sheetings, 1271 pcs board, 611 drums calcium, 50 boxes poultry, 5 cases coffins, 2,245 bags wheat, 1 case rifles, 19,353 bags flour.
Foreign goods—5,310 cases milk, 245 cases cream, 67 pkgs pork, 40 cases sausages, 416 pkgs meats, 170 pkgs lard, 3 boxes pumps, 20 pkgs fagons, 2 cases chairs, 87 pkgs pork, 5 pkgs mdse, 59 cases organs, 6 pkgs wheels, 10 bags beans, 4,787 pcs lumber, 10055 bags flour.

IMPORTS

From London ex str Halifax City—575 chests tea, Anglo-Am Tea Co; 4 bales carpets, Amland Bros; 10 cases yellow metal, A W Adams; 8 casks white lead, Brandram & Henderson; 24 pkgs dry goods, Brock & Paterson; 50 one-half chests tea, H W deForest; 20 cases tea lead, W F Hatheway & Co; 3 cases mdse, London House; 2 cases dry goods, Macaulay Bros & Co; 27 pkgs dry goods, Manchester Robertson Allison, Ltd; 635 pkgs gin, John O'Regan; 1 lot scrap iron, order B N B; 20 cases pickles, order E & M; 450 cases gin, Comeau & Sheehan; 40 cases tea lead, order H G; 34 cases tea lead, etc, order P H; 57 chests tea, D T & Co; 10 cases tea lead, J H White; 50 bales oakum, deB Carritte; 27 chests tea, Soroco Tea Co.
For Sackville (N B)—3 bales carpets, G Ford; 4 bales carpets, J L Black & Son.
For Sussex (N B)—2 cases, 3 bales mdse, Sussex Mercantile Co.
For Bathurst (N B)—12 chests tea, W J Kent.
For Fredericton (N B)—2 cases dry goods, Edgecombe F B.
The steamer has also goods for the west and other points.

OLD TIME REVIVAL

(From the New York American.)

The entire male population of the village of Port Republic, N. J., has "sworn off" from the use of tobacco in any form as the result of a religious revival which has been in progress there for several weeks. One of those converted is Miss Amanda Blake, who was proprietor of the only store in the village where tobacco was sold. She made a bonfire of all the smokables she had in stock. One of the first to swear off was John Johnson, who is 70 years old, who had used tobacco from boyhood, and he is sick as a result of the unusual abstinence. Johnson is sexton of the church.

THE SHOW AT KEITH'S

Never mind the weather; we'll all be there together, is obviously the feeling in regard to this week's vaudeville bill judging from the very satisfactory business obtaining at the old York. The programme is bright and snappy and by judicious arrangement is made to give the audience a short respite after each laughter convulsing act (of which there are a number). There is a little of everything which makes the programme particularly adaptable to both old and young. Owing to the artists having to leave on the Saturday evening train there will not, as usual, be a performance on Saturday evening.

Business Notices

M. R. A.'s announcement to men tonight on the shirt question is a thoroughly business-like proposition on a very timely subject.

Tonight is ladies' night at the Queen's Rollaway. Ladies skate the 6th. band alone, and gentlemen have their "fast 7th."

Gilmour's sale of several lines of ready-to-wear overcoats at half-price, and suits, raincoats and trousers at 20 per cent. discount has enabled many to make substantial savings on the best ready-for-service clothes. The reduced prices only apply during February.

Personals.

It is estimated that twenty thousand operatives in the cloth factories in Mexico are now on strike, demanding higher wages. The trouble has extended over a long period of time, the men going out in small groups at widely separated places. It is said their grievances will be arbitrated.

BIRTHS

TURNER—On January 25th, to the wife of Bradford Allen Turner, a son (nee Mitchell.)

DEATHS

QUINN—In this city on the 15th inst., Jas. Quinn, leaving a wife, three sons and four daughters to mourn their loss.

Funeral on Sunday at 2.30 from his late residence, 305 Chesley street. Friends invited to attend.

HOEY—In this city, on the 14th inst, Mary, widow of the late John Hoey, in the 87th year of her age.

Funeral from her late residence, No. 132 Union street, on Saturday, at 3 o'clock. Friends and acquaintances respectfully invited to attend.

MITCHELL—In this city at her home, 41 Simonds street, on February 15th, Annie, widow of the late Matthew Mitchell.

Funeral on Sunday at 3.30. Interment in Fernhill cemetery. (Boston papers please copy.)

CONDENSED ADVERTISEMENTS

(Too late for classification.)

SELF-CONTAINED DOUBLE FLAT, 270 Germain street, 8 rooms and bath. Apply M. J. MORAN, 92 Orange street.
2-15—6t.

COAT MAKERS WANTED AT ONCE. Apply to CODNER BROS., Paradise Row.
2-15—2t.

ST. JOHN FIRE ALARM

SOUTH END BOXES.

2 No. 2 Engine House, King 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 Mechanics' Institute, Carleton street.
8 Corner Mill and Pond streets.
9 Corner Union and Crown streets.
12 Corner Peters and Waterloo streets.
13 Corner St. Patrick and Union streets.
14 Corner Brussels and Richmond streets.
15 Brussels street, Everitt'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, 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 St., Corner Germain.
36 Corner Queen and Carmarthen streets.
37 Corner St. James and Sydney streets.
38 Carmarthen St. (between Orange and Duke streets.)
41 Cor. St. James and Prince Wm. Sts.
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 St. (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 Road.
127 Cor. 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 Straight Shore.
142 Corner Portland and Camden streets.
143 Main street, head of Long Wharf.
154 Paradise Row, opp. Mission Chapel.
231 Engine House No. 4, City Road.
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 Gilbert's Lane.
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 Wharf.
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.

Spring Flowers

Sweet Daffodils, Tulips, Hyacinths, Narcissus, Freesias, Lily of the Valley, Violets, &c. Floral Emblems a specialty.

H. S. CRUIKSHANK,

Phone 658A—Store, 159 Union street.
658B—Conservatories, Lancaster.