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.

The Royal Bank of Canada

(Incorporated 1869)

PAID UP CAPITAL, $3,900,000 RESERVE FUND, $4,390,000
TOTAL ASSETS, $45,437,516.00

THE ROYAL BANK OF CANADA will hereafter, until further notice, pay INTEREST on SAVINGS BANK accounts QUARTERLY instead of semi-annually, as heretofore.

Deposits of $1, and upwards received.

North End Branch: Cor. Main and Simonds Sts.

OPEN ON SATURDAY EVENINGS, FROM 7 TO 9 O'CLOCK.

The British Columbia Permanent Loan & Savings Company

HEAD OFFICE, VANCOUVER, B. C.

Paid up Capital over $1,000,000 Reserve Contingent $165,000 Assets over $1,850,000

Six per cent. Debentures maturing in 5 years

Interest payable semi-annually

The issue is limited to an amount not MORE THAN 75 PER CENT. OF THE PAID UP CAPITAL and will not exceed 20 per cent. of the value of properties under mortgage to the company, thus providing as security improved real estate to the value of $5.00 FOR EVERY DOLLAR ISSUED IN DEBENTURES.

The statements of the company are EXAMINED EVERY SIX MONTHS BY THE GOVERNMENT INSPECTOR.

From the above it will be seen the debentures are well safeguarded and conservative investors looking for a high grade security, giving a good return, will find these meet all their requirements.

There are only 100 of the above debentures offered for sale and are being rapidly taken up. Full particulars on application.

J. HERBERT CROCKET, Prov. Mgr., Room 21 Canada Life Bld.

Financial and Commercial

NOTE ISSUES THE FEATURE IN THE STOCK MARKET

Older Securities Sold to Purchase Them---The General Market in an Uncertain Condition --- The Recent Heavy Declines Leading Many to Expect a Rally---Factors in the Situation.

(New York Journal of Commerce.)

The recent distribution of short-term obligations by the large railroads, and the prevailing belief that additional issues are soon to be announced, may be regarded the underlying feature of the stock market at present. These notes are, in the main, being issued for periods covering the next presidential election, and are to that extent a measure of the fear entertained by the railroad managements throughout the country in regard to the railroad agitation which the president has been so actively leading. The sale this week of $60,000,000 of these notes by the Pennsylvania Railroad has, in addition, features peculiar to itself, in that it is intended to delay for a year at least the distribution of any of the $200,000,000 in new stock the directors have requested stockholders to authorize at the annual meeting of the company in April, while the proceeds are partly for the purpose of retiring $50,000,000 in equipment notes maturing in November next, the net amount issued, therefore, if the official promises are observed, will be but $10,000,000—a sum that in these days of billions may be considered almost unimportant. As the main purpose of the new issue is to retire obligations maturing no less than nine months away, it is quite evident that the keen financiers associated with the Pennsylvania management do not look for any material improvement in the money situation between now and November, which directs special attention to the high level money for immediate and distant obligations is occupying. This, in turn, carries with it the startling suggestion of how near the panic point the general financial situation was when prices were at their high level a very few weeks ago. Since the middle of December, for instance, there has been a decline of more than 17 points in the average quotations of twenty active railroad stocks, while during the same period the reduction in twelve active industrials has amounted to only 5 points. The much greater fall of the railroads was the result of the tremendous liquidation in the Hill and other high-priced stocks, due, in the first place, to enforced selling as the result of too great extension, and in the next place to active and voluntary liquidation by the old-fashioned class of investors and operators, who were able to distinguish the signs of the volcano under the market. The point that is now being given consideration is, what would have happened had the decline not come in the form and at the time it did? A reduction of an average of 17 points in railroad quotations means the releasing of many millions in the loans for which such securities form collateral; and notwithstanding this tremendous release of funds, bankers and other experts are, as already shown, preparing for a continuance of high money rates at a time when the natural drift of currency should be back to this centre.

DISTRIBUTION OF SECURITIES IN USUAL WAY IMPOSSIBLE.

Of course the continued selling of the short-term obligations means that the best authorities consider that any distribution of stocks and bonds in the usual way is impossible, and that as money is absolutely necessary it must be obtained at a greater cost in order to furnish more favorable conditions to investors. It is with the railroad people a question of obtaining money to place their roads in a position where they can handle the railroad traffic of the country in a sufficiently satisfactory manner to keep the public clamor in check, and, if possible, to keep President Roosevelt quiet. There is more railroad freight offering today than the railroads of the country can hope to transport; it is, they argue, an abnormal movement, and were it not for the public outcry, it is probable that the railroad managements would attempt to stagger along under it, without endeavoring to increase their equipment to the point where this volume could be handled as though it was merely normal. But with the widespread antagonism they fel that superhuman efforts are necessary, and hence the tremendous improvements that are being undertaken, and for which they are unable to secure capital.

If, as seems probable, the railroads almost as a whole are to cut down their expenditures for equipment and maintenance to dire necessities on account of dear labor and materials, the deduction is very natural that there is to be a corresponding reduction in the demand for materials and a corresponding reduction in the demand for labor. As the railroads are such large customers, this, if carried out far enough, means in turn a contraction in the industrial situation generally. A new phase showing how widely the antagonism to the railroads has extended is the number of state legislatures which are seeking to limit passenger fares to 2 cents per mile. This all points to the necessity of freight rates being advanced, which will in turn mean another stimulus for antagonistic legislation. Advances in rates, it is quite fair to assume, will not be made without most careful consideration by the railroad people. An instance of this timidity was the meeting of officials of all railroads engaged in the soft coal carrying trade called to consider an advance of one half cent per ton per mile, making the new rate 3 1-2 cents per ton per mile instead of 3 cents. After a full day's discussion the traffic officials decided to refer the entire matter to a committee as a result of the antagonism to railroads and the desire on the part of the latter to avoid further friction.

RAILROADS MAKING ELEVENTH-HOUR APPEALS FOR PUBLIC SUPPORT.

It will be noted that there is a regular system of addresses by high railroad officials before public audiences for the purpose of establishing a better understanding of railroad affairs; the similarity of these addresses suggest a common text book and the combined movement certainly merits commendation. The burden of all these addresses is that evils did exist, but that they have now been corrected and the necessity of further chastisement does not therefore exist. There is, of course, the possibility that proposed legislation may be carried too far, but the railroads have themselves alone to blame.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
CURES RHEUMATISM
BRIGHT'S DISEASE BACKACHE
DIABETES

AN AWFUL WRECK ON GRAND TRUNK

Three Killed and Eighteen Injured in a Smash-up Near Toronto.

Guelph, Ont., Feb. 26.—Grand Trunk train, leaving Toronto at 1 p. m., ran off the track three miles east of Guelph, at Trainer's Cut, about 2.40 this afternoon. Three were killed and eighteen injured. The curve at this point is very sharp and the cars were thrown over a forty foot embankment. The train consisted of parlor car, two first class coaches and baggage car.

THE HARBOR COMMITTEE

Hon. Wm. Pugsley, John E. Moore, and Alderman Baxter and T. H. Estabrooks have consented to serve on the committeee of five appointed to work with Deputy Minister of Railways Butler, in preparing a statement of St. John's requirements for harbor development. W. H. Thorne is absent from the city and has not yet been heard from, but it is thought he will be willing to act on the committee.

W. E. Benson, of Chatham, was registered at the Dufferin yesterday.

AWFUL TRAGEDY IN MONTREAL SCHOOL

Sixteen Little Children and a Woman Principal Perished in a Fire---Heroic Miss Maxwell Gave Her Own Life to Save the Children.

Montreal, Feb. 26—A total death rate of seventeen is the tragic result of a holocaust which swept the Hochelega Protestant school in the east end of the city this afternoon. The sombre nature of the catastrophe was relieved of its horror by an exhibition of rare heroism on the part of the principal, Miss Maxwell, who lost her own life while trying to save her charges.

The pitful feature of the disaster is that the whole loss of life appears to have been due to neglect of the most elementary precautions on the part of the authorities who are supposed to see after the safety, as well as the education of their young charges.

The outstanding feature of the terrible affair is the dauntless heroism of the lady teachers of the school, who proved themselves willing to risk their lives in the effort to save their little pupils. And not merely willing to die for one of them, Miss Maxwell, undoubtedly deliberately went to her death rather than risk losing one of her pupils.

No more brilliant instance of self-sacriticing bravery has been recorded in the long annals of this city. Here was a building with 150 young children in it under the charge of four lady teachers, suddenly confronted with an appalling calamity in a sudden outbreak of fire. The evidence does not show that one of them for a moment shirked her duty or lost her self-possession. Although the children were not properly trained in fire drill, which might possibly have saved them all—the teachers undertook to get them all out of the building with as little alarm as possible and when the alarm was given calmly told their classes to put on their clothes and go home.

But the fire spread with such fearful rapidity that almost half the children and the youngest ones, were shut off to the upper stories from escape. The smoke prevented their going down stairs and no other method of escape was possible.

It was then that the two principal teachers, Misses Maxwell and Keyes,proved themselves as worthy to be ranked amongst the heroines of Canadian literature. Without a thought of themselves they sought the most dangerous places and prepared the children for the help they expected. In the face of imminent and awful death they worked loyally to save the children. But the help came too late.

Although within a few minutes of the outbreak neighboring workmen had a ladder at one of the upper windows and rescued a score or more, and a few moments later the firemen had arrived and saved fully forty more, sixteen of the little ones were suffocated and their principal fell a victim with them, while Miss Keyes was only taken out of the building with her clothes on fire and in a fainting condition.

It would have been easy for Miss Maxwell to have saved herself, but with the flames fast closing in she refused the call of the firemen and once more braved the burning room to search for the others she knew were in peril. She did not find them but died with them.

The school, a brick structure, three stories in height, was situated on Pretontaine street, north of St. Catherine street, in Hochelaga ward, east end of the city. The fire broke out about 1.45 in the basement, having evidently originated from an overheated furnace. The building was heated by hot air, and the big pipes served as flues to carry the smoke and flames all over the building, so that within five minutes of the first alarm it was completely enveloped. It was the smoke that proved so fatal.

Few of the children were burned and subsequent examination showed that even these few had died from suffocation before the flames reached them.

Many scenes of deep pathos were witnessed both at the fire and at the morgue as parents recognized the blackened remains of their children. In one case a farmer, Andrew Spragg,lost two daughters, one of whom was in the kindergarten, while the younger had gone for the first time to visit her sister. It was in the kindergarten that the most dreadful fatality occurred, most of the dead ranging from four to eight years old.

Miss Sarah Maxwell, school principal, aged 31; lived at 41a St. Urbain street with her mother.

Wm. John Zimmerman, aged 7, 411 Aylwin street; identified by his father, W. Zimmerman, was his only child.

James Pilkington Lindrey, aged 6, 119 Aylwin street; identified by his father, James Pilkington Lindley.

Edith Golson, aged 6 years and 6 months, 311 Stadacona street daughter of John Golson, machinist.

Albert Edward Jackson, aged 6, of 33 Wurtell street, son of John H. Jackson, cotton expert at Alaska Feather Down Works.

Lilian Ridge, aged 5, of 25 Marlborough street, daughter of Harrison Ridge, carpenter, identified by Thomas Williams.

Myrtle Spragg and Mabel Spragg, aged 5 and 3 years respectively, daughters of A. Spragg, builder, 1726 St. Catherine street.

Edna Davey, aged 5 1-2 years, 14 Marlborough street, daughter of John Davey, engineer.

James McPherson, aged 7, of 333 Pretontaine street, son of James McPherson, foreman C. N. R. freight sheds.

Annie Jackson Andrew, aged 9, daughter of Andrew Jackson Andrew, of 63 Cuvillier street.

Cecilia Forbes, aged 6, daughter of Thos. Forbes, compositor, of 59 Cuvillier street.

John Lomas, aged 6, son of George Lomas, bleacher, of 111 Davidson street.

James Frederick Anderson, aged 6½ years, only child of J. F. Anderson, of 94 St Germain street.

Gladys Hingston, aged 6, daughter of Wm. Hingston, identified by her aunt; lived at 57a Rouville street.

Joseph Johnson, aged 7, 424 Cuvillier street, younger son of John Johnson, timekeeper at Angus shops.

Ethel Lambton, aged 5½ years, daughter of Geo. Lambton, foreman, of 345 Moreau street.

Before the fire alarm sounded, the men of the local station were on their way there, a passerby having seen the smoke and dropped in to warn the brigade. Immediately Captain Carson and a number of his men started out to the scene and before the first alarm had finished sounding they were preparing to rescue the children.

So speedily had the flames spread, however, that even in these few minutes those children who had not escaped at the first call, were pinned in the upper flats of the school, with a seething furnace of smoke and flame beneath them.

At every window were seen the imprisoned children and teachers, while from the windows on the lower floor, nothing could be seen but evidence of fire.

Captain Carson at once organized his men to set up extension ladders to the second story windows where Miss Maxwell was signalling for help. The ladder was promptly run up and every man who could crowd upon it got in position to make a living chain to rescue the little ones. Captain Carson headed the ladder and inside the window was Miss Maxwell surrounded by a swarm of children and excited almost to the limits of endurance.

As soon as the fireman had formed their living chain to safety, Miss Maxwell handed her little pupils, one by one, to Captain Carson, and they were swiftly passed down the ladder from hand to hand to the ground. Thus the work went on until probably forty of the children had been saved, and it seemed that none were left. Then Captain Carson called to Miss Maxwell to save herself. "No, there are others inside, and we must save them," she replied, and ran back to look for the other little ones who she knew must be on the upper floor. That was the end.

"Miss Maxwell ran back, and we called to her to come out, as the room was full of smoke and flames," said Captain Carson. "I saw her hurry to look for any of the other children, who might have been overcome. We could not follow her, it would have been simple suicide. A moment later she fell in the thick smoke. It was all we could do, and an hour later her body was carried through the window, along with those of the children she had tried so hard to save."

RHEUMATISM CURED BY "NERVILINE"

"Nothing I know of has the relieving power of Nerviline," writes David Wells of 222 Charlotte St., St. John, N. B. "When rubbed into the sore part, it eases at once. I have proved that Nerviline cures Rheumatism, Neuralgia, and Muscular pain; it is powerful and soothing and the best pain remedy ever tried. I recommend all to use Nerviline." Get a large 25c. bottle from your dealer to-day.

Business Notices

No bubbled shirt bosoms or torn sleeves when laundered by Ungar's new plant.

Spend a few spare moments and call at the Union Clothing Co.'s store and inspect their new spring suits they have just received. Their prices will surprise the keenest buyer. Union Clothing Co., 26-28 Charlotte street, old Y. M. C. A. Bldg.

FURNISHING HOMES.

Every young couple going into housekeeping should call at Amland Bros., Ltd., Waterloo street, to do their shopping, as they are recognized everywhere as experts in the above line. During the past fifteen years this well known firm have furnished a large number of homes, and today they are in a better position than ever before to cater to the wants of the public. They carry a beautiful line of high-class furniture, carpets, etc., and intending buyers will do well to call early and have their goods stored away until required.

ANOTHER POSITION.

Mr. Jos. Marry has secured a position in the office of the American Consul. He studied at the Currie Business University —New Freeman.

This school has been the heaviest factor in Eastern Canada for influencing the young and inculcating in them the genuine commercial spirit. It has piled up a record in securing first rank positions for its graduates which is unsurpased by the combined business colleges of the maritime provinces.

A prominent man approached the principal recently and made the following remarks:—"My nephew has been placed by your school in a position with a salary of a thousand a year, and his last school teacher, after ten years' experience only earning six hundred a year. Mr. Currie, your school deserves to be patronized."

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.

SOLD LIQUOR TO MINOR

The case against Wm. Hogan, charged with selling liquor to a minor, Lee Bassett, was heard in the police court yesterday afternoon. Bassett stated that he was eighteen and worked in the foundry, where he was taken for twenty-one, and drew a man's pay.

Mrs. Bassett, mother of the boy, said he was only eighteen.

E. S. Ritchie, acting for the defence, moved for a dismissal on the grounds that Bassett would be taken for a man.

Judgment was reserved till Friday afternoon.

Mrs. John H. Thomson, of St. John,and Miss Carmichael, of Truro, accompanied by two ladies from Toronto, left Boston Saturday on the steamer Canopic for the Azores, Mediterranean, etc.



Essentials of good bread are just three--common sense, a good oven and Purity Flour. Produced entirely from the choicest Western Canada Hard Wheat. That's why Purity Flour makes most delicious bread with least trouble.

Sold Everywhere in The Great Dominion

WESTERN CANADA FLOUR MILLS CO., Limited
Mills at Winnipeg, Coderich and Brandon

THE WORLD OF SHIPPING

MINATURE ALMANAC.

1907	Sun Rises	Sun Sets	Tide High	Tide Low
February				
27 Wed.	7.09	6.05	11.40	6.51
28 Thurs	7.07	6.06	0.02	6.28
March.				
1 Fri	7.06	6.07	0.40	7.04
2 Sat	7.05	6.08	1.17	7.42
3 Sun	7.03	6.09	1.56	8.24

The time used is Atlantic Standard.

VESSELS BOUND FOR ST. JOHN.

Steamers—
Almeriana, 1824, London, Feb. 1.
London City, 1509, London, Feb. 21.
Manchester Trader, Manchester, Feb. 10.
Marina, Glasgow, via Halifax, Feb. 23
Montreal, Antwerp, Feb. 20.
Monmouth, Avonmouth, Feb. 26.
Parthenia, Glasgow, Feb. 16.
Tunisian, Liverpool, Feb. 22.

PORT OF ST. JOHN.

Arrived Today.

Stmr Lake Champlain, 4684, Webster from Liverpool, C. P. R. Co. pass and general cargo.

Cleared Today.

Stmr Lake Michigan, 5340, Parry, for London and Antwerp, via Halifax, C. P. R. general cargo.

DOMINION PORTS.

Louisburg, Feb. 25—Stmrs Dominion, Cain Boston; Dahomey, Sutton, Halifax; Othello, Cox, Boston; Wasis, Ritchie, St. John (waiting chance for North Sydney.)

Sailed, stmrs Hector, Eltrum, Portland; Dominion, Cain, Boston.

Halifax, Feb 26—Ard, strs Boston (Nor), Jamaica; Manchester Trader, Manchester.

Sld—Strs Almeriana, Hanks, St John; St Pierre Miquelon (Fr), LaFourcade, St Pierre (Miq.)

BRITISH PORTS.

Brow Head, Feb 26—Passed, str Lake Manitoba, St John for Liverpool.

Prawle Point, Feb 26—Passed, str Mount Temple, St John and Halifax for London and Antwerp.

Avonmouth, Feb 26—Sld, str Monmouth, St John.

Liverpool, Feb 25—Ard, strs Parisian, St John; 26th, Montcalm, St John from Bristol.

Liverpool, Feb 26—Ard, str Montcalm, St John.

Inistrahull, Feb 26—Passed, str Inishowen Head, St John for Belfast.

Glasgow, Feb 25—Ard, str Athenia, St John.

FOREIGN PORTS.

Fernandino, Feb. 23—Ard schr Foster Rice, Lintop, Demerara.

Mobile, Feb. 23—Ard, schr Margaret G. Knowlton, Cienfuegos, H. J. Logan, Howard, Fort de France,; Clara A. Phinney, Semmes, Havana.

Pascagoula, Miss., Feb. 23—Arrived schr E M Roberts, (Br) Grundmark, Fort de France; Advent (Br) Hagan, Havana.

Cleared, 23rd schr Zeta, (Br) Havana.

City Island, Feb 26—Bound south, sch Theta, Tusket Wedge.

Vineyard Haven, Feb 26—Ard, sch Sadie C Sumner, Apalachicola for Boston.

New York, Feb 23—Cld, bark Ladysmith, Mahoney, Perth Amboy; sch Arthur M Gibson, Howard, St John.

Boston, Feb 26—Sld, strs Cunaxa, New York; Boston, Yarmouth.

Montevideo, Jan 26—Ard, bark Nora, St John.

New York, Feb 26—Ard, str Navigator, Halifax.

Cld—Strs Oceanic, Liverpool; Silvia, Halifax and St John's.

Sld—Bark Ladysmith, Perth Amboy.

RECENT CHARTERS.

Norwegian steamship Hird, 772 tons, Nova Scotia coal trade, eight months, £510.

British schr Canada, 199, tons hence to San Domingo with general cargo and back with sugar p. t..

British schooner W N. Zwicker, 398 tons, from San Domingo to New York with logwood, $5 and port charges.

REPORTS. DISASTERS, ETC.

Brunswick, Ga., Feb. 23—Schr Evadne (Br) Collins, arrived this afternoon, in tow from Fernandina, to repair damage to bottom, which the vessel received outside Fernandina.

Halifax, Feb. 24—Shrc Arizona which was abandoned and picked up by the Gloucester fishing schooner Elmer G. Grey and brought into Liverpool, was released last night on payment of a salvage claim of $500.

Vineyard Haven, Feb. 24—The ice on Nantucket Shoals is growing worse and it requires a strong breeze for a sailing vessel to sail through it. Several tugs with tows, bound east, are detained here by weather and ice.

SPOKEN.

Bark Socotra (Br), De Witt, Shields for Port Los Angeles, Feb 15, lat 27 N, lon 22 W.

NOTICE TO MARINERS.

Boston, Feb 23—Notice is given by the Lighthouse Board that on or about March 20, 1907, a first class spar buoy will be established to mark Mary Ann Rocks, near Manomet Point, south of entrance to Plymouth Harbor, in 27 feet of water, about 600 feet southeasterly of the rocks, on the following approximate bearings (magnetic): Tangent Centre Hill Point, S by W¾W; Duxbury pier lighthouse, NW5-16N; Plymouth (Gurnet) lighthouse, NNW¼W.

MARINE NOTES

C. P. R. steamship Lake Michigan, Captain Parry, will go to sea at 12 o'clock tonight bound for London and Antwerp via Halifax with a large general cargo.

Tug Lord Kitchener, Captain Stevens has gone to Quaco to tow a buoy back to this port. Tug Lord Wolsely, Capt. Wiley, left today for St. Martins to two a couple of schooners to this port.

top from Demerara, Schooner Margaret G. (British) Captain Knowlton, from Cienfuegos, and schooner H. J. Logan, (Br) Capt. Howard, from Fort de France, both arrived at Mobile, Feb. 23.

British schooner E M Roberts, Captain Grundmark, arrived at Pascagoula last Saturday from Fort de France and the Advent, Captain Hagan, from Havana.

IMPORTS

From Liverpool ex S. S. Lake Champlain: 100 cs oranges, 25 cs onions, T Potts; 50 cs oranges, 10 cs onions, F E Williams Co.; 10 cs glass, B S H Thompson Co; 5 cs mdse W H Thorne Co; 62 cs oranges, J. T. Estabrooks, 150 cs oranges, A L Goodwin; 37 coil wire, order N E W; 16 csks, 12 loose chains, A C Leslie Co; 3 trusses belting D K McLaren; 2 bales woollens, T Hoffman Co; 6 casks, 1 case steel bars, H A Drury Co; 24 billets, 289 axles, J Hutton & Co; 8 pkgs mdese, H C Olive; 1 case apparel, Dowling Bros; 12 cases dry goods, M R A; 10 pkgs dry goods, Vassie & Co; 1 cs, 2 bales dry goods, J Shane Co; 1 case woollens, order D A; 20 cases dry goods London ouse; 1 case books Rt. Rev. T. Casey; 7 pkgs carpets, J McDonald; 1 care razors, N S Co; 26 rolls lead,(S Hayward Co.

For St. Stephen—50 bags salt ,WTB Co.; 30 bbls almonds, B of M.

For Chatham—2 crates earthenwarse, Wyot Son Ltd.

For Shediac—3 bales cotton, order R N B.

For Campbellton — 1 crate earthenware, Gowan Kent Co.

For Fredericton—2 cases apparel, J J Weddall Son; 2 cases apparel, F. B. Edgecomb Co.

For Moncton—3 bals carpets, Moncton Carpet Co.

Also goods for other points.

EXPORTS

For Liverpool per S. S. Empress of Ireland:

Canadian Goods—3665 boxes cheese, 597 bxs meats, 4 pkgs leather, 4654 pcs lumber, 47 pkgs typewriters, 1 case raw furs, 718 pkgs washboards, 10 cases pickles, 76,286 ft spruce deals, 69 tons birch timber 2203 bbls apples, 15 boxes agricultural impliments, 79 boxes furniture stock, 1 bag ore, 1763 bales hay, 170 bags seeds, 450 sacks oatmeal, 500 sacks peas, 575 pcs boards, 19 bales rags, 4 pkgs pork, 1 bicycle, 3 stones, 32 elm logs, 470 sacks flour, 15 cases advt matter, 1 case effects, 200 boxes 104 pkgs leather, 1 bdls rails, 2 drums, 25,119 bushels wheat, 95 rolls paper, 2600 bdls shooks, 46 pkgs express goods. Value $166,879.

Foreign Goods—2 cases woolens, 48 casks zinc sheets, 500 sacks flour, 165 crates wood 44 crates handles, 202 pcs oak timber, 24 doors, 4955 pcs lumber, 2552 boxes meats, 205 pkgs tongues, 1895 pkgs dlard, 55 trcs, 50 bbls, 304 quarters beef, 30 boxes bacon, 25 cones, 2 cases hardware. Value 99,943.

Total value of cargo, $266,822.

For London per Stmr Halifax City:—

Canadian Goods—268,319 ft. spruce deals, 8 barrels glue, 111 barrels apples, 1 pcl samples. Value $6,063.

Mrs. Dacre Walker was a passenger on the steamer Canopic from Boston Saturday, going to the Mediterranean with a wealthy patient.

TIMES DAILY PUZZLE PICTURE



February 27, 1807—This is the centenary of Longfellow's birthday. Find the poet.

ANSWER TO YESTERDAY'S PUZZLE.

(Left side down, hear against arm.)

N. Y. STOCK MARKET

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

	Yesterday Closing	Today's Opening	Noon.
Amalg Copper	110⅞	111¾	110⅝
Anaconda	284½	286	285
Am Sugar Rfrs.	132⅛	133	132½
Am Smelt & Rfg	141⅞	142½	142⅜
Am Car Foundry	44⅞	44⅞	43½
Atchison	101⅞	102½	101⅝
Am Locomotive	72½	73	73
Brook Rpd Trst	71¾	71¾	71¾
Balt & Ohio	109¼	109¼	109¼
Chesa & Ohio	50⅝	50⅝	50⅝
Canadian Pacific	185	185	184½
Colo F & Iron	44⅛	44⅜	43⅝
Erie	34⅛	34⅜	33⅝
Nipissing	13⅜b	13⅜b	13⅜b
Kansas & Texas	42¼	42¼	41⅞
Louis & Nashville	129½	130	127½
Missouri Pacific	79⅜	80¼	79
N Y Central	125½	125¾	125¾
Reading	117	117½	116¾
Sloss Sheffield	68	68	68
Pennsylvania	129¼	129½	128⅞
Rock Island	24⅞	24⅜	23⅝
St. Paul	145⅝	146⅜	144⅝
Southern Railway	25⅞	25⅞	24⅞
Southern Pacific	91⅛	91⅝	90⅞
Northern Pacific	147⅝	147½	146½
Union Pacific	170½	171¼	169⅞
U. S. Steel	44⅛	44¾	44
U. S. Steel, pfd.	103¾	103¾	103⅝

Total Sales in N Y yesterday 1,009,300 shares

CHICAGO MARKET REPORT.

May Corn	47⅞	47½	47½
May Wheat	77¾	77¼	77⅝
May Oats	42⅜	42½	42
July Corn	46⅝	46¾	46¾
July Wheat	78½	78¼	78¼
July Oats	37⅞	38	38

MONTREAL QUOTATIONS.

Dom Coal	64½	68	69
Dom Iron & Steel	23½	23b	23b
C. P. R.	184½	184¾	184¾
Montreal Power.	90¼	90¼	90¼
Toronto Street Railway	112¼	113	113
Illinois Traction Pfd.	92½	92	92

NEW YORK COTTON MARKET.

March Cotton	9.34	9.45	9.46
May Cotton	9.50	9.59	9.61
July Cotton	9.62	9.71	9.72
October Cotton	9.90	9.99	9.97

LARGE GASOLINE TUG FOR COLONIAL COPPER CO.

R. W. Petre, superintendent of the Colonial Copper Company, was in the city last week, and purchased from Geo. H. Evans a 35 h. p. Smalley gasoline engine. This is one of the largest marine gas engines to be introduced in this part of the Dominion, and will be installed in a tug boat which is now under construction at the copper company's Cape D'or works. The boat is designed to stand the rough water of the Bay of Fundy, and besides working in the vicinity of the mines, will be employed in conveying copper to this city.

BIRTHS

HOLLY—In this city on the 26th. inst to the wife of M. McL. Holly, a daughter.

DEATHS

O'BRIEN—In Saint John, west, Feb. 26th, after a lingering illness, Thomas John, eldest son of Ann and the late Joseph O'Brien. (Boston papers please copy.)

Funeral at two o'clock on Thursday afternoon from 357 Ludlow street, St. John, west. Friends invited to attend.

McFARLANE—In this city, Feb. 26, Mary J. McFarlane, aged 62 , daughter of the late Alexander and Jane McFarlane, leaving three brothers to mourn their sad loss.

Funeral Thursday afternoon at 3.30 from 53 Clarence street. (Boston and Maine papers please copy.)

CONDENSED ADVERTISEMENTS

(Too late for classification.)

BLACKSMITH HELPERS WANTED. Apply JAS ELLIOTT, Nelson street. 2-27-1 t.

TWO LARGE ROOMS AND BOARD AT 15 ORANGE STREET. 2-14-1 mos.

FOUND—WORN, BLACK POCKETBOOK, containing sum of money and papers. Owner can have same by applying to 108 St. PATRICK, upstairs, proving property and paying for ad. 2-27-1 t.

WANTED—BRIGHT YOUNG MAN AS assistant bookkeeper and stenographer for lumber concern. Salary $40 per month. Address P. O. Box 50, St. John, N. B. 2-26—3t

WANTED—GIRL FOR GENERAL HOUSE work. Apply MRS. C. B. ADAMS, 43 St. James street. 2-26—tf.

OPERA HOUSE

ALL NEXT WEEK.

The Return of the Ever Popular.

MYRTLE HARDER BIG STOCK CO.

25 People. 8 Vaudeville Acts

New plays and special secnery.

Plays for the week: Monday and Tuesday: "An American Gentleman," Wednesday and Thursday, "Big Hearted Jim," Friday and Saturday, "Pals."

Matinee daily after Monday. Plays for the matinees announced from the stage. Seats now on sale.

Bankrupt Sale.

The complete stock of Mrs. A. J. Cox, 308 Brussels Street, consisting of Dry Goods, Fancy Goods, Crockery Ware, Tinware, Etc., is to be sold at once. Sale started Wednesday morning, Februare 20th.

AGENTS WANTED.

Either whole or spare time. Excellent contract given.

Fire, Life, Accident, Health, Plate Glass and Liability Insurance.

McLEAN & McGLOAN,
42 PRINCESS STREET.