TO LET.

Suite of Offices in Canada Permanent Building.

POSSESSION MAY 1st.

Financial and Commercial

THE MANIPULATORS WERE UNLOADING THEIR STOCK

Bad Railroad Returns May Explain Desire to Liquidate---Prospect of More Financing Also a Factor---Call Money Dearer.

NEW YORK, May 4—It is becoming clearer that the trading in Union Pacific and Reading has been engineered for the sole purpose of facilitating liquidation of long stock. Yesterday's exhibition was regarded as conclusive on this point. The way Reading was rushed up in the last hour in an effort to stem the general liquidation was manifestly artificial. The developments of yesterday supply reasons why insiders may wish to reduce their stock holdings. These figures are ominous: The New York Central's expenses for the first quarter of the current year increased $2,755,000, and the net earnings decreased $2,259,000; the deficit for the three months increased $2,508,000. Southern Railway reported a decrease in its net earnings during March of $498,000, making the decrease for the fiscal year to date $2,334,000. Southern Pacific's net decreased $569,000 in March. The Union Pacific's monthly statement was not so unfavorable, although it retained in net earnings an increase of only $151,000 out of an increase in gross of $1,094,000. Such returns are causing concern among bankers and responsible investors, for they have doubts as to whether the big railway systems can maintain the high dividends fixed last year. It has become so expensive to do business that every additional dollar of income often means more than its equivalent in expenses, and of course this ratio cannot be indefinitely maintained. Securities have more to fear from such statements of earnings than from all the inspired talk of Administrative hostility.

Notwithstanding these returns, the manipulators were able to hold up the market during the greater part of the day by means of transactions in Union Pacific, Reading and, by way of a change, a few of the specialties, including National Lead, Brooklyn Rapid Transit and Amalgamated. In the last hour, however, the whole list declined abruptly, wiping out a majority of the earlier advances. Little attention was paid to bearish news regarding the crops, to an advance in call money to 4 per cent or to an estimated loss of cash by the banks owing to gold shipments to Canada. The most influential interests in the market are endeavoring to reduce their loads before fresh financing has to be done, and in anticipation of a bad crop report next week. It is freely rumored that the Union Pacific will follow the example of Atchison and issue $60,000,000 5 per cent convertibles, but the authoritative statement was obtained last evening that nothing has been definitely arranged "yet." This road must shortly come into the market for money, and the besmirched reputation of its management may force the directors to offer special inducements in order to insure the disposal of new securities. The fact that its stock is selling on a 7 per cent basis deeply suggestive. A certain element found satisfaction in the Albany vote against the governor, and a rise of 2 1-2 points in Brooklyn Rapid Transit was due to the confident expectation that the opponents of Governor Hughes will kill the Public utilities bill. Even those who do not see eye to eye with the governor have a vague fear that he may be defied at too great an ultimate cost. The most substantial people in the financial district have reluctantly come to entertain a higher regard for the public will.

GATES FAREWELL TO WALL STREET

All Life, He Says, is a Gamble---His Departure is Not Lamented.

Gates' farewell to Wall Street, delivered in his luxurious apartments in the Waldorf-Astoria, contains these gems of logic: "Life is a gamble. When the farmer plants his corn he is gambling. He is practically betting that the weather conditions will enable him to raise a good crop. Sometimes he loses. Sometimes he wins. Every man who goes into business embarks upon speculation. Of course, the element of judgment enters in, but the element of chance cannot be ruled out. Whenever a man starts out on a railway journey it's a gamble whether he ever reaches his destination. All life is a gamble, you see."

The Street's memory is short, yet it may be recalled that the house of twelve partners has been advising the purchase of stock. Its advices frequently were bullish, and urged purchases. But what does John W. Gates now confess? "I have always operated on the bull side of the market. Never had anything to do with bear deals in all my life. Never would. I'm a bull operator by nature and belief." But he adds: "But at no time since last January have I carried any heavy amount of stocks. I don't think I was carrying over 10,000 shares when the slump hit the street. As I have frequently been carrying 200,000 or 300,000 shares at a time, you can see that there wasn't any great chance of my getting badly nipped in the March unpleasantness. As a matter of fact, I haven't been deeply interested in the market since last June." A man who can carry 300,000 shares and influence 1,500,000 is a thorn in the flesh of the Easterners, and his departure will not be lamented by them.

MARINE NOTES

The United States barkentine Shawmut, Captain Reicker, arrived in port last night from Portland (Me.) in ballast. John E. Moore is her agent here. She is chartered to load lumber for New York.

Norwegian steamship Atlas has gone to No. 4 berth, west side, to receive her outward cargo of deals for Troon port, in the United Kingdom.

Two British schooners, the Golden Ball and the Priscilla, cleared from New York last Friday for Fredericton with hard coal.

The Campbell Lumber Company, of Weymouth, have six vessels chartered to carry lumber, three of them tern schooners and two barges, and one schr. for pulp. The company launched their new scow Monday. She is a trim craft and carries 100,000 feet of lumber.

Donaldson line steamship Cassandra has been fitted to accommodate about four hundred more passengers than she could formerly carry. She left Glasgow on the fourth instant for Montreal with 220 cabin and 1,010 steerage passengers.

Monday's Boston Journal says:—On their Second Mate J. Steel, of the Donaldson line steamer Indrani, which arrived in port yesterday afternoon from Glasgow, gave out the following report: "We left Glasgow on April 24 and had a fine passage all the way across. In latitude 47.07 north, and longitude 43.38 west, passed a small iceberg, and when off the Banks of Newfoundland had fog for about two days. Near Sable Island, in latitude 43.30 north, longitude 49.34 west, had fog for twelve hours."

The Indrani made the passage in twelve days. This is the first steamer of the summer service from Glasgow. The steamer, after she is discharged, will go to Baltimore to load for Glasgow. She has on board a large cargo for this city, including 13,775 bags of Scotch anthracite coal, also cargo for other points. She is now berthed at the new city wharf.

way to New York part of the crew of the Norwegian steamer Universe, which was wrecked on the Nova Scotia coast recently, while on a passage from New York to Louisburg to load coal for Montreal, arrived here yesterday on the steamer Boston, from Yarmouth. The Universe, which was of the trunk type of steamer, struck on White point a few miles west of Canso, on the night of April 24, during a dense fog. The night was very dark and the fog shut out the coast line. Capt. Dontig miscalculated his position and figured he was forty miles off shore. The crew of twenty-three men was landed safely and taken to Halifax by the steamer Bridgewater. When they left the steamer she was full of water and a total loss. Thirteen of the men went to Yarmouth and embarked on the Boston, the others going to New York by steamer from Halifax.

Canso, May 4—Two fishermen, one dead, the other living, reached the huts of some lobster fishermen near here last night. They belonged to the crew of the schooners "Canopus," belonging to Grand Banks, Nfld. The dead man's name is said to have been Anstey, but the survivor, John Brussard, of Moretier Bay, is not sure about it. They left their vessel on the southern edge of Quero Bank on Thursday last to set their trawls and lost the vessel in the fog. They laid to a "dorge" that day, the sea being very high and all they could do was to keep the boat's head to the wind. Ansey soon got discouraged and lay down in the bow of the boat, apparently sleeping, through the night, which was very cold. Wednesday Ansey was drowsy and dul, but Brussard kept rowing for the land as best he could by his compass, not daring to sleep. On Thursday morning he found his companion was dead. The weight of the latter in the bow of the dory made progress more difficult, but Brussard was too weak to remove him.

The steamers Crystal Stream and Aberdeen collided yesterday on the Washademoak river just below Starkey's wharf and both were somewhat damaged. The officers of each vessel place the blame on the other and there is talk of a lawsuit.

A young lad named Collins who lives on Fort Howe had a narrow escape from drowning last night. He fell off some logs on which he was playing at Long Wharf and was rescued with some difficulty by John Thompson, a 'longshoreman.

IMPORTANT THINGS.

'Name some of the more important things existing today which were unknown one hundred years ago."

Tommy—"You and me."

BATHE THE BACK OF THE HEAD,

at the top of spine, or just under the bump freely, and inhale

DR. SCOTT'S

WHITE LINIMENT,

if you are suffering from Headache or Neuralgia. Use it also for Cuts, Bruises, Burns, Chafes, Sore Throat, Etc. A great family remedy.

25c.—EVERYWHERE—25c.

——MADE BY——

DR. SCOTT'S WHITE LINIMENT CO. - - ST. JOHN, N. B.

THE PUBLIC ARE INDIFFERENT

"We could not pay expenses were it not for our cotton and grain departments," said the manager of an important Stock Exchange house in New York last week. "The public are indifferent to stocks, and until trade slackens materially a good many men will have neither time nor inclination to dabble in Wall Street. Apathy is widespread, but as a song inspired by the dullness pertinently asks, 'How are you going to pay your bills with apathy?'" As the announcements of the last few days show, quite a few houses are going to stop incurring certain of their bills. Commission houses are speculating as to how the business formerly done by Gates & Co. will be distributed. Harris, Winthrop & Co. and A. O. Brown & Co. are understood to have made arrangements to take over the custom of several of the offices formerly run by 71 Broadway. The numerous partners in the dissolving firim have not yet announced their plans.

IT CREEPS LIKE A SERPENT.

Steals through the system like a thief in the night. That's how Catarrh acts. Don't experiment with a doubtful treatment. Time and experience prove that Catarrhozone does cure, that it gives you quick relief and so thoroughly destroys the disease that it dies forever.

Get Catarrhozone to-day and your cure is assured. In 25c and $1.00 sizes at all dealers.

ITEMSOF INTEREST

Typewriting Bureau, 26 Canterbury St.

There's economy of money, time and labor in sending your carpets and curtains to Ungar's. Phone Main 58.

An entertainment will be held in St. Patrick's Hall, this evening at 8 o'clock in aid of the building fund.

The Senior Mission Band of the Brussels street Baptist church will hold a scallop tea and apron sale this evening from 6 till 7.30, to be followed by an unusually attractive programme; tickets low price.

Seasonable sale of a special purchase of men's soft front regatta shirts at F. W. Daniel & Co's, Charlotte street. This lot just arrived and to be sold at a bargain price notwithstanding the advance at the mills. See advertisement on page 5.

The meeting of St. John Council, No. 133, Royal Arcanum, will be held this evening at 8 o'clock. Committees will be appointed to arrange for celebration of thirtieth anniversary. A full attendance requested.

LADIES' NIGHT QUEEN'S ROLL-AWAY.

Tonight is ladies' night at Queen's Rollaway, and during the evening the grand march will be put on. On Thursday night Nixon and Alward will skate a three mile race, the winner to go against Jack Olive for the championship.

VELOURS RUG BARGAINS.

The sale of handsome velours rugs at M. R. A.'s tomorrow affords an opportunity to buy these handy commodities at the lowest possible figure. Charming colors and delightfully soft textures. These rugs are used as portieres, couchthrows, wraps, driving rugs, etc., also for children's carriages, cribs.

In the studio of the Women's Art Association, Union street, this evening at 8 o'clock, Hamilton MacCarthy, designer of the proposed Champlain monument, will read a paper on architecture, after which an informal discussion on the subject of the monument will be held. The W. A. A. requests a full attendance of members and invites all ladies and gentlemen who are interested in the monument to atend the meeting.

Rev. E. Rivington-Jones, who was named as successor to Rev. P. Owen-Jones as rector of the Mission Church of St. John Baptist, has accepted and he was yesterday licensed to the pastorate by the bishop. Rev. P. Owen-Jones resigned as before stated, because of his health and will remove from the city. Necessarily he resigned as president of the Church of England Institute and at a meeting of the council of the institute yesterday J. Roy Campbell was chosen president.

N. Y. STOCK MARKET

Tuesday, May 7, 1907.

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

	Yesterday Closing	Today. Opening	Noon
Amalg Copper	95	95	94
Anaconda	63⅛	62⅞	62¾
Am Sugar Rfrs	125	125	124½
Am Smelt and Rfg	134	133½	131¼
Am Car Foundry	37⅝	37¾	37
Atchison	95¼	95⅝	95
Am Locomotive	63¾	63½	63½
Brook Rpd Trst	60½	60¼	59½
Balt and Ohio	99	98⅝	98¾
Chesa and Ohio	42	41⅞	40⅞
Canadian Pacific	177	176¾	176
Colo F and Iron	35¾	35⅝	35½
Erie	24¼	24⅜	24
Erie, First pfd	55¾	55⅝	55⅜
Kansas & Texas	36½	36⅝	36½
Louis and Nashville	118	118	117¾
Missouri Pacific	75¼	75¼	75¼
Nor and Western	78	77	77
N Y Central	116¼	116½	114¾
Reading	112⅞	112⅝	111⅜
Pennsylvania	123⅜	23	122¾
Rock Island	22	21⅞	21⅞
St Paul	125⅜	136	124½
Southern Ry, pfd		21⅜	21⅜
Southern Pacific	84⅜	84¾	84
Northern Pacific	134½	134	133¾
Natl Lead	64	63½	63½
Union Pacific	146⅞	147⅛	145¼
U S Steel	37⅝	37⅞	37¼
U S Steel pfd	102	102	101¾

Total sales in New York yesterday 591,400

CHICAGO MARKET REPORT.

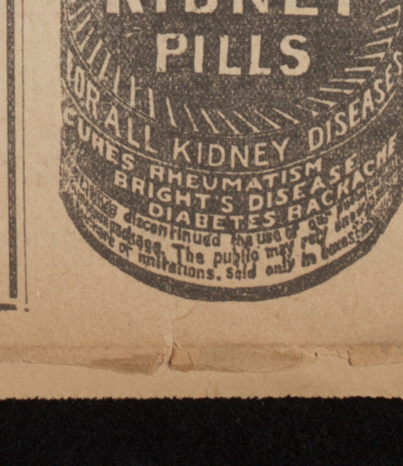
July wheat	85⅜	85½	85½
September wheat	86⅞	87	87

MONTREAL QUOTATIONS.

Montreal Power	90	90¼	90
Detroit United	70	70½	70½
Mackay CCo	71¼	71	71
Toronto St Ry	106¼	106½	106½

NEW YORK COTTON MARKET.

May cotton	10.46	10.52	10.54
July cotton	10.49	10.55	10.56
October cotton	10.56	10.59	10.62
December cotton	10.63	10.63	10.67



SHIPPING

MINIATURE ALMANAC.

1907 May.	Sun Rises	Sun Sets	Tide. High	Tide. Low
6 Mon	5.11	7.30	6.54	1.21
7 Tues	5.10	7.31	8.02	2.28
8 Wed	5.08	7.33	9.06	3.30
9 Thurs	5.06	7.35	10.02	4.21
10 Fri	5.04	7.36	10.52	5.06
11 Sat	5.03	7.37	11.36	5.47

The time used is Atlantic Standard.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Kenawha, at Halifax May 1.
Lanagra, chartered.
Mattaweah, chartered.
Pontiac, at Bremen, March 26.
St. John City, London, April 27.

PORT OF ST. JOHN.

Arrived Today.

Coastwise:—Stmr Centreville, 32 Graham, Sandy Cove; Stmr Brunswick, 72, Potter, Canning; stmr Bear River, 70, Woodworth, Bear River; stmr Ruby L, 49, Lewis, Margaretsville; Schr L M Elis, 34, Nent, Freeport; Eveline, 22, Trahan, Meteghan; Loyd, 31, Clayton, Annapolis; Haines Bros, 46, Haines, Freeport; Viola Pearl, 25, Wadlin, Beaver Harbor; Souvenir, 27, Opthouse, Tiverton; Bay Queen, 32, Leighton, Grand Harbor; Tug Flushing, 73, Chambers, Parrsboro, with barge No. 2 in tow.

Cleared.

Coastwise:—Stmrs Brunswick, Potter, Canning; stmr Bear River, Woodworth, Bear River; Stmr Centreville, Graham, Sandy Cove; schrs Haines Bros, Haines, Freeport; Golden Rule, Gough, St Martins; Swallow, Ells, St Martins; Souvenir, Outhouse, Tiverton; Viola Pearl, Wadlin, Wilson Beach; Waldo R Hooper, Deer Island.

Stmr Montreal, 5552, McNeill, for London and Antwerp, C P R, general cargo.

Arrived Yesterday.

Brktn Shawmut (Am), 407, Reicker, from Portland (Me), John E. Moore, ballast.

Schr James Barber, 80, Tufts, from Bath, Me., C M. Kerrison, 2 sticks oregon pine, 5 Hyde winlass complete—boiler, sett conveyor chain, pulleys, etc.; 1000 bdls oakum for the Bay Shore Lumber Co, Great Salmon River, N B.

DOMINION PORTS.

Port Mulgrave, May 4—Passed north, stmr Bangor, for Miramichi and several fishing schooners. No ice in the Strait.

Shelburne, May 4—Cleared, schr Kimberley, Rafuse, Boston.

Montreal, May 3—Ard, stmrs Athenia, McNeil, Glasgow, Gaspesian, Blonina, Gaspe; 5—Ionian, Liverpool, via Halifax.

Halifax, N S, May 6—Ard, brktn Gaspe, from Liverpool (N S).

Cld—Stmrs Kathinka, for Jamaica via Cuba.

Sld—Stmrs Senlac, for St John via ports; St John Orvine for Port Hood; Garabaldi, for Port Hood; Minia (Br cable), for sea.

BRITISH PORTS.

London, May 5—Ard, stmr Halifax City, (Br), Alldridge, St John, N B, and Halifax.

Sailed, 5th—Stmr Eagle Point (Br), Robertson, Philadelphia.

Hong Kong, May 5—Sld, stmr Athenian, for Vancouver (B C).

Glasgow, May 4—Sld, stmr Cassandra, for Montreal.

Moville, May 6—Ard (in the bay), stmr Hebe, from Middlesbrough for Montreal.

Glasgow, May 4—Sld, stmr Sicilian, for Montreal.

Middlesbrough, May 3—Sld, stmr Unique (Nor), Haraldsen, for Sydney (C B).

Barbados, May 1—Ard previously, schr Muriel (Br), Hilton, from Shelbourne (April 6), to load for Halifax.

FOREIGN PORTS.

New York, May 5—Sld, bark Lawhill, for Whampoa.

City Island, May 5—Stmr Nanna (Nor), Naero, Hillsboro, N. B.

Schr Sadie O Holmes (Br), Sheet Harbor, N S, for New York.

Schr E Merriam (Br), Reicker, St John, N B, for New York.

Salem, Mass, May 6—Ard, schr G H Perry, from Boston for St John (lost jibboom, fore and main topmast and foremast-head; put in for repairs).

Provincetown, Mass, May 6—Ard, schr Bessie, from Plympton (N S) to discharge.

City Island, May 6—Bound south, schr St Anthony, from Parrsboro (N S).

Philadelphia, May 6—Ard, schr Manuel R Cuza, from St John.

Cld—Anna Louisa Lockweed, for Boston.

Vineyard Haven, May 6—Ard and sld, schr Scotia Queen, from Five Islands (N S) for City Island.

Ard—Schrs Freedom, from St Margarets Bay for New York; Alban, from Bridgewater (N S) for New York; Gafield White, from Point Wolfe (N B) for New York; Winnie Lawry, from St John for orders.

Passed—Schrs Crescent, from Maitland (N S), bound west; Annie B Mitchell, bound west.

Boston, May 6—Ard, schrs Temperance Belle, from St John; Wapita, from Halifax; Lizzie H Patrick, from Elizabethport.

Cld—Stmr Othello, for Louisburg (C B); schrs Freddie A Higgins, for Montague (P E I); Georgia E, for St John.

Sld—Brktn Arlington, for Fajardo (P R); 4th, schrs Three Sisters, for St John; Canning Packet, for Meteghan (N S); Annie, for Salmon River (N S), all sailed 5th.

Machias, Me, May 6—Ard, schr Mary E, from River Hebert for Boston; Josie, from Boston; Alaska, from Edmunds (Me) for New York (with main gaff broken).

Boothbay Harbor, Me, May 6—Ard, schr Oriole, from St John.

Chatham, May 6—Passed south, schrs Garfield White, from Boston for New York; Calabria, from Windsor for New York; Albany, Annie B Mitchell and Judge Low, from eastern ports.

Passed east—Stmr Gwent, from New York for Windsor (N S).

Portsmouth, N H, May 6—Ard, schrs Cora M, from Hantsport (N S) for New York; Ida B Gibson, from Rockland for New York; G M Porter, from Calais for New York; William Thomas, from Calais for Boston; Alma, from Deep River for Sackville (N B); Rosa Mueller, from Deep River for Bangor.

SPOKEN.

Stmr Manchester Trader (Br), from St John, N B, for Manchester, May 1, lat 44.05, lon 41.49 (by stmr New York.)

DANGERS TO NAVIGATION.

New York, May 5—Stmr Bluecher (Ger.), from Hamburg, &c., reports May 2, lat 41.23, lon 58.35, passed the derelict schr Everett Webster, with reefed mainsail and jibboom standing, stern smashed, seas washing completely over the wreck.

Stmr Citta di Torino (Ital), from Naples, reports April 27, lat 35.32, lon 32.54, passed a red can buoy.

Stmr Oriflamme (Br), from Rouen, reports May 3, lat 40.08, lon 70.38, passed a black buoy, with white figure 1 on the side.

REPORTS, DISASTERS, &c.

Delaware Breakwater, Del., May 5—Schrs Benj. A Van Brunt, Savannah, for New York, and Alicia B Crosby, Portland for Philadelphia, arrived here today, both damaged as the result of a collision at sea. The Benj A Van Brunt is waterlogged and her bowsprit and headgear carried away. The Crosby has a large hole in her starboard side.

Canso, May 3—Schr Sceptre (Be) was towed in today disabled, having been ashore on Middle Ground Shoal; was beating in. Two tugs floated her and brought her in to repair. (Brig Sceptre (Br) was last reported at Lunenburg (N S), April 26, for Ponce).

NOTICE TO MARINERS.

New York, May 4—The inspector of the third lighthouse district gives notice that Nova Scotia junction buoy, a red and black horizontally striped second class spar, has been in 27½ feet of water off the SW point of Nova Scotia bar, Jamaica Bay, New York, to mark the forks of Big and South channels, and Nova Scotia bar buoy No 1, a black second class spar, hitherto marking the South channel to Rockaway docks, has been discontinued. No bearings are given; the buoy will be kept in position to suit the changes in channels.

RECENT CHARTERS.

The following charters are reported for the past week by Scammell Bros., brokers, New York: Nor stmr Atlas, 613 tons, St John (N B) to Troon, deals, 41s 3d; May. Nor stmr Falco, 1,376 tons, provincial deal trade, time charter for the season, £560; May. Steamer, 1,000 standards capacity, Halifax to W Britain or E Ireland, deals, 37s 6d; May. Br stmr Silvia, 1,295 tons, Miramichi to W Britain or E Ireland, deals, 40s 9d; May. Br stmr Magda, 1,506 tons, St Lawrence to London, deals, 40s, option London and Yarmouth, 42s 6d; May. Br stmr Tanagra, 2,159 tons, St John (N B) to Manchester, deals, 36s; May. Nor stmr Ada (new), about 4,500 tons d w Canadian deal trade, 3 round trips on time charter, £835; delivery and redelivery Europe; May. Swed brk Africa, 668 tons, Halifax to U K, deals, p t; May. Nor ship Ma[illegible] (ex-Clan Robertson), 1,540 tons, Camp[illegible] Mass. S) to Buenos Ayres, lumber, $9.50. Ital brk Gregorio, 890 tons, Nova Scotia to Buenos Ayres, lumber, at or about $9.50. Nor brk Lingard, 999 tons, Bridgewater (N S) to Buenos Ayres, lumber, $9.50; option Rosario, $10.50. Br ship J D Everett, 1,957 tons, Weymouth (N S) to Rosario, lumber, $10.50. Nor brk Hebe, 700 tons, same, $11; option Buenos Ayres, $10. Br brk Puritan, 2,283 tons, Boston to Buenos Ayres, lumber, $8.50.

Br schr Water Witch, 190 tons, St John (N B) to Porto Rico, lumber, p t. Schr Carrie A Lane, 703 tons, New York to Fajardo (P R), coal, and back, sugar, p t. Br schr Damaraland, 193 tons, Jacksonville to Sanchez, San Domingo, lumber, $8.50 and port charges. Br schr Success, 190 tons, Barbados to Wilmington (N C), molasses, p t. Nor stmr Flora, 630 tons, Cape Breton to Philadelphia, lath, 85c. Schr Marie F Cummins, 489 tons, Tusket Wedge to Philadelphia, lumber, $4.25; July-Aug. Br schr Arclight, 103 tons, Pt Johnston to Halifax, coal, $1. Br schr Roanoke, 100 tons, same. Br schr Ceto, 95 tons, same. Br stmr Albuera, 2,259 tons, Agua-Amarga to Philadelphia or Baltimore, ore, 8s 9d; May.

VESSELS IN PORT

Not Cleared.

(With their Tonnage and Consignee.)

Steamers.

Atlas, 834, W M Mackay.
Cape Breton, 1110, R P and W F Starr.
Indrani, 2339, R Reford Co.
Man. Commerce, 3444, Wm Thomson & Co.
St. Andrews, 1893, R P and W F Starr.

Barks.

Shawmut, 407, J E Moore.

Schooners.

Abbie and Eva Hooper, 276, R C Elkin.
Aldine, 131, A W Adams.
Clayola, 123, J W Smith.
C B Wood, 224, Stetson, Cutler Co.
D W B, 120, D J Purdy.
E C Gates, 100, J Splane & Co.
Emma E. Whidden, 199, master.
Greta, 149, Master.
H M Stanley, 97, J W McAlary.
Isaiah K Stetson, 271, J W Smith.
J Arthur Lord, 189, F C Beatteay.
Lucia Porter, 285, P McIntyre.
Montrose, 198, Master.
Myrtle Leaf, 336; A W Adams.
M D S, 190, Master.
Oriole, 124, J Splane & Co.
Preference, 242, G R Purdy.
Pardon G. Thompson, 163 A Cushing & Co.
R D Spear, 298, J A Gregory.
Rewa, 149, D J Purdy.
Roger Drury, 307, R C Elkin.
Talmouth, 99, J W Smith.
Venturer, 318, Capt McLean.

The water at Indiantown and all along the river is reported as having fallen somewhat during the last 24 hours and it is generally believed that unless a rainstorm sets in the highest mark for this year has been reached.

KIRK BROWN GIVES SPLENDID PRODUCTION OF THE CHRISTIAN

Favorite Actor Opens Engagement at the Opera House to a Capacity Audience---Fine Moving Picture Show at the Nickel.

KIRK BROWN

Often and often has it been said and possibly, in some cases, with good reason that the theatre-going public has a poor memory and is a cruel, exacting master. It raises an actor to the pedestal of its favor one week and lightly tumbles him over the next to make way for some new favorite who has caught the fancy.

Kirk Brown is still solid on the pedestal which public approval erected for him in St. John last season and that he is in no danger of being overthrown was abundantly shown by the ovation he received when he made his first entrance at the Opera House last night, after an absence of a year.

St. John has not forgotten the splendid productions with which Mr. Brown delighted us last season but, like all ambitious young men he is not content to rest on laurels won. He must gain new ones with each season and his desire in this respect will undoubtedly be realized to the full during his present engagement.

The play selected for the opening of Mr. Brown's engagement here was "The Christian" and it was well adapted to the various members of the company. It may be that St. John audiences prefer to see Mr. Brown as the hero of romantic drama or tragedy. For my own part I like him best for his really magnificent Othello or his dashing Gil de Beralt in Under The Red Robe, but the severe clerical robes of John Storm become him well and his conception of a most exacting role is an excellent one. Nature has been more than ordinarily kind to Mr. Brown. He has a splendid physique, a rich, flexible well controlled voice and histrionic ability which has already carried him far on the road to success and will take him much farther. Really it is a surprise to many that he has returned to us this year instead of following the line his talent has marked out for him and gravitated to the "big cities." like Shea, Frawley and numerous others who have been seen here at popular prices and have afterwards acquired national fame. However, his time must come for I venture to predict that Kirk Brown is too good an actor to remain long in a stock company even if it is his own.

As John Storm Mr. Brown leaves nothing to be desired. He is throughout the earnest man with a purpose, who may easily be dubbed a fanatic by those who do not comprehend the depth of his nature. It is one of the greatest and at the same time one of the hardest parts in the modern drama, but Mr. Brown gave it an admirable production and brought out the many sides of the complex character with force and brilliancy.

All honor to Miss Fields. She played Glory last night and was more pleasing than ever, sparkling with animation from start to finish, yet when her deeper emotions were aroused she showed great capability. She ranks with the best leading ladies ever seen here.

Mr. Elwyn is not with the company this season, but his place has been well filled by Mr. Charlton, who last night played Lord Robert Ure so very well that we may expect great things of him in other parts. Mr. Bird, as usual, was at his best. He had the somewhat thankless part of Horatio Drake, and played it excellently. Much improvement was also noticed in the work of James Brown (brother of the star), who did well with the character of Parson Quayle. Mr. Fey, Mr. Tennyson, Mr. Gillespie, Mr. Devitt and Mr. Earle were good in minor parts. Miss DeWeale was Mrs. Callander to the life, and had a delightful brogue; while Miss Wayne and Miss Purcelle contributed in so small degree to the success of the whole.

Scenically the production was a triumph. Kirk Brown is noted for the lavish scenic investiture he gives to his plays, and the result is a delight to the eye and a treat to the intellect. The setting of the prologue—a garden scene—was a masterpiece such as only an artist could produce, and the audience heartily applauded it.

Taken altogether Kirk Brown's engagement will probably be the success of the season. Certainly he has one of the most capable and best equipped companies ever seen in St. John. Tonight The Christian will be repeated and tomorrow night theatre goers will have an opportunity to see Mr. Brown in one of his finest roles, that of Gil de Beralt, in Under The Red Robe.

Sarah Bernhardt's version of Camille, in English, will be the attraction at tomorrow's matinee with Miss Fields in the title role.

MUNDAY KNIGHT.

FINE PICTURE SHOW AT NICKEL

Popularity of the Nickel Theatre is on the Increase.

The growing popularity of the Nickel is evidenced clearly by the crowds that daily attend the regular performances and yesterday was no exception to the rule. The change of bill drew immense crowds and all through the afternoon and evening the house was packed to its capacity.

The new films are easily the best shown since the Nickel opened, and, judging from comments heard yesterday evening, the theatre will be unusually well patronized during the present week. Undoubtedly the most amusing film of the evening represents the tribulations following the visit of a mother-in-law, who is a veritable tartar.

On receiving word that she is coming, the son-in-law makes up his mind to grin and bear it and goes to the train to meet her. She arrives safely, and, laden with bandboxes and luggage, he brings her home. The old lady immediately proceeds to take charge of the house, and to get her out, the desperate son-in-law resorts to various measures. First, the painters and paper hangers are brought in; then the plumbers, and both turn the house upside down; then follows a wild ride in a runaway automobile. Finally he hits upon a plan and pretends to have contracted smallpox, and drives the obnoxious guest, "bag and baggage," from his door.

The Fairy of Spring, the Stag Hunt, the Whole Dam Family and an excellent Illustrated song, entitled "The Best Thing in Life," round out a "top notch" bill, which is well deserving of liberal patronage.

IF YOU NEED A MEDICINE, YOU SHOULD HAVE THE BEST.

We ask you to consider the fact, that although there are hundreds of preparations advertised, there is only one that really stands out pre-eminent as a remedy for all diseases of the kidneys, liver and bladder.

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In order to prove what Swamp-Root the great kidney, liver and bladder remedy will do for you, every reader of the St. John Evening Times who has not already tried it, may receive a sample bottle by mail absolutely free. Address Dr. Kilmer & Co., Binghamton, N. Y. Write to-day.

DEATHS

Funeral from 38 Cliff street on Monday, 6th inst., at 2.30 p. m.

SELFRIDGE—At Coldbrook, after a lingering illness, James H. Selfridge, in 71st year of his age, leaving a wife and nine children.

Funeral from his late residence, at Coldbrook, Wednesday at 3 o'clock. Coaches leave Hogan's stables, Waterloo street, at 2 o'clock.

Royal Kennebeccasis Yacht Club

NOTICE is hereby given that the quarterly meeting will be held at the Clubc City Rooms on Tuesday the 7th inst., at 8 p. m.

HEBER S. KEITH, Secretary.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED—TWO BOYS ABOUT SIXTEEN years old, to work in packing room. Apply to T. H. ESTABROOKS, corner Mill and North streets. 422-5—10.

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Manager, Branch St. John, N.B.

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West 3-42—Belyea, C. E., residence, 136 Duke, W. E.
Main 844-31—Bowman, Miss B., Art Room, 111 Princess.
Main 1964-21—Campbell, Miss A. E., The Milliner, 447 Main.
Main 1974—Corbett, R. A., residence, Douglas Ave., number changed from Main 1539-11 to Main 1974.
Main 1636—Excelsior Life Ins. Co. The, M. C. McLellan, Prov. Manager, 48 Princess.
Main 1972—Elkin, F. P., residence, 11 Bently.
Rothesay23-2—Foster, Mrs. R. P., residence, Rothesay.
Main 1971—Federal Life Ass. Co. The, Chas. A. Owens, Prov. Manager, 102 Prince Wm.
Main 1970—Isaacs, R. D., residence, 188 Brussels.

A. W. McMACKIN, Manager.

May 7, 1907.

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