Financial and Commercial

LARGE DECREASE IN SOO EARNINGS

Part of Line Practically Tied up and Explains Shrinkage in Stocks.

(Montreal Herald, Friday).

"Soo" common has fallen off 54 points and preferred 41 since their high mark of 1906. Three weeks ago "Soo" common sold at 140¾ which compares with 110 at last night's close, a loss of 30 points; and preferred sold at 168, compared with 142 at last night's close, a loss of 26 points.

A large part of the "Soo's" lines have been completely tied up since Christmas on account of heavy snowstorms. On the line in North Dakota running from Thief River Falls to Kenmare, a distance of about 300 miles, not a train has been through since December. A large part of the "Soo" lines is, of course, right in the heart of central North Dakota, where the snow has been piled up from five to twenty-five feet and the thermometer has been running below zero almost uninterruptedly for more than a month.

As a result both gross and net earnings, particularly net earnings, have had sharp decreases. In the second week of January, gross earnings fell off forty per cent. It would not be surprising to see gross earnings for January fall off perhaps 20 per cent. with a considerably greater decrease in net. The "Soo" is, of course, a light weight road—its roadbed is light and its equipment is light and it is quite natural to find it considerably buffeted about by the extremely severe weather in the Northwest which has prevailed during the past few weeks.

For the first three months of the fiscal year the gross business of the road went ahead with a rush, although after July net earnings began to show a sharp decrease; they decreased $.73,000 in November, or 2? per cent., and it is hard to see how a smaller decrease for December and January can be avoided.

RAILWAY FINANCING

"It is safe to say that 75 per cent. of all the railroad financing in the United States for this year at least has either been arranged or provided for, and not more than 25 per cent. is yet ahead of us." This is the statement of a financier whose calculations are always good and whose sources of information are excellent, and whose statement in this case seems to be supported by the known facts.

In the list of 75 per cent. already arranged or provided for must be considered the Hill lines with approximately $ 53,000,000; Chicago, Milwaukee and St. Paul with $.00,000,000; Chicago and Northwestern with $25,000,00; N. Y. Central with $50,000,000; New York, New Haven and Hartford, with $67,000,000, of which $26,000,000 has already been obtained by the sale of notes and $41,000,000 is soon to be obtained by the sale of stock; the Southern Railway with $15,000,000, and various other lines which have had lots ranging from $10,000,000 down.

TO SPEND $50,000,000

After the meeting of the directors of the U. S. Steel Corporation, Judge E. H. Gary, chairman of the board, said:

"Of the $50,000,000 appropriated in the year 1906 for new construction, approximately $27,000,000 of which remains unspent, was set aside in connection with the Indiana steel plant at Gary, Ind. About $4,750,000 has already been spent in the construction of the Indiana plant. Of this $15,150,000 appropriated for new construction in the last quarter of 1906, about $9,000,000 will be applied to building the Indiana plant.

"We have already set aside sufficient money to finance the construction work proposed at Gary, Ind., until 1908 at least. We hope to spend $50,000,000 in new construction this year, but this is problematical.

"There has been no falling off in the steel business, and there is nothing in sight to indicate a reaction. As to steel prices, we will pursue our policy of keeping prices at a reasonable level."

HARRIMAN'S ILLNESS

Union Pacific common sold down to the lowest point it has touched since last autumn when the common stock dividends were declared.

The uncertainty in financial circles as to the true status of Mr. Harriman's health is regarded as one of the most depressing features at the present time in both of the leading Harriman issues.

Mr. Harriman has been kept indoors much longer than he expected to be. He was taken sick early in January. January 2 he wired President Roosevelt that he was dictating the wire in bed but "hoped to be out in a few days." As a matter of fact Mr. Harriman has been obliged to stay in bed practically ever since until the last day or two.

His general health has been fairly good, but the wound, as a result of the operation performed, has persistently refused to heal. During the past few days a great improvement has been shown.

N. Y. STOCK MARKET

Tuesday, February 5, 1907.

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

	Saturday's Closing	Today's Opening	Noon
Amalg Copper	110⅝	1.0⅞	111⅜
Anaconda	270½	271½	273⅜
Am Smelt and Rfg	141⅛	141⅜	142
Am Car Foundry	42¼	42⅛	42⅛
Atchison	100	100⅜	101⅜
Brook Rpd Trst	72½	71¾	72
Balt and Ohio	115	115½	115¼
Chesa and Ohio	48¾	48⅞	49⅛
Canadian Pacific	179	179½	180
Colo F and Iron	47	46½	46½
Erie	33⅛	33⅜	33½
Illinois Central	158½	158½	158¼
Kansas and Texas	35⅞	36¼	36½
Louis and Nash	132½	132½	133⅛
Mexican Central		23⅛	23⅜
Missouri Pacific	85¾	85½	86
Nor and Western	85	85	85
N Y Central	124⅞	125¼	125¼
Ont and Western		43½	46
Peo C and Gas Co	95¾	96	96
Reading	119⅞	120¼	121
Pennsylvania	129⅜	129⅜	130¼
St Paul	145⅜	145¾	146⅝
Southern Ry	25⅜	25⅝	25⅝
Southern Pacific	23½	92¾	92½
St. Louis and W	152	152	152¼
St L and W pfd	68	69	69⅝
Union Pacific	170⅜	171⅝	172¼
U S Steel	43⅞	44⅛	44⅜

CHICAGO MARKET REPORT.

May Corn	46¼	46½	46½
May wheat	77⅝	78⅛	78
May oats	39¼	39½	39½
July corn	46⅛	46¼	46¼
July wheat	77⅞	78⅛	78
July oats	36	36½	36⅝

MONTREAL QUOTATIONS.

Dom Coal	60b	61	61
Dom Iron and Steel	20½	20½	20⅝
C P R	179¼	180	180½
Twin City	102¼b	103	103
Montreal Power	89½	92	91⅜
Detroit United		78	77⅞

NEW YORK COTTON QUOTATION.

March cotton	9.25	9.30	9.34
May cotton	9.40	9.45	9.47
July cotton	9.52	9.57	9.59
October cotton	9.78	9.82	9.84

WALL STREET

NEW YORK, Feb. 5—Opening price changes were unusually narrow, the market resting practically on a parity with yesterday's closing. The tendency was upward. Business was small, as a result of the interruption of wire communication by the storm.

E. W. Thompson and Miss Thompson, of Bonnor, were registered at the Victoria yesterday.

Rt. Rev. J. A. Richardson returned to Fredericton last evening.

F. Neil Brodie went to Boston last evening on a two weeks visit.

BETHLEHEM TO CALVARY

Commissioner Coombs and Tissot's Pictures in the Opera House Last Night.

The "sweet story of old," the thirty-three years of Christ's ministry upon earth, was eloquently set forth at the Opera House last evening, by the finest pictures ever seen in this city. The service, entitled "From Bethlehem to Calvary," was conducted by Commissioner Coombs, of the Salvation Army, and the house was completely filled.

The majority of the pictures projected upon the screen were reproduced from Tissot's wonderful paintings, and the coloring was simply exquisite. Some 2,500 feet of films were shown, and the pictures, without exception, were clear, well focused and perfectly steady.

The service was intensely interesting and the time went all too quickly as the large audience, guided by the commissioner, followed the Saviour from the manger bed at Bethlehem through His thirty-three years of toil and self-denial, until He was finally betrayed by Judas, taken prisoner and hurried rudely from one ruler to another, mocked, scourged and spat upon, and finally ascended Mount Calvary, where, with two malefactors, He was raised on the cross, 'twixt earth and Heaven, "for us men and for our salvation."

Some of the pictures shown were; Jerusalem from the Mount of Olives; Arrival at Bethlehem; The Nativity, and Adoration of the Wise Men; The Infant Jesus Asleep; The Women of Samaria; Raising of Jairus' Daughter; Mary Magdalene; Triumphant Entry into Jerusalem; The Last Supper; Garden of Olives; Simon, Sleepest Thou?; The Betrayal and the Arrest; Jesus Before Caiphas; Jesus Before Pilate; The Scourging; The Crucifixion, and the Resurrection.

As the pictures were thrown on the screen the commissioner gave short descriptions of the subjects. The whole was interspersed with a number of solos, both by Colonel Pugmire and the commissioner, and singing by the audience.

NEW ASSESSMENT ACT

J. H. McRobbie Talks of the Measure Which the City Council Rejected.

J. H. McRobbie, chairman of the late assessment commission, speaking of the action of the common council yesterday in refusing to adopt the new assessment act, said it was the usual result which occurs at the beginning of any effort in the same direction, and the effort must be continued until some advance is made in the way of getting an improvement in the principles of an assessment act.

As a curious commentary on the situation Mr. McRobbie mentioned that at the time the common council were throwing out the bill yesterday the council of the board of trade at their monthly meeting were adopting the act as a whole, and as finally passed by the civic bills and bye laws committee.

Mention was made of the contention of Ald. Lantalum at yesterday's meeting that the new act would press heavily on real estate. Mr. McRobbie said the commissioners, while not increasing the assessment on real estate, had expressed the opinion that it was valued at too low a figure in some cases and that the valuation, if arrived at as based on the rental value, would result in more equitable conditions. It would have been found, he added, if the act had been adopted, that in the majority of cases the taxes would not have been increased.

TIMES DAILY PUZZLE PICTURE



February 5, 1890—Seventeen years ago today Emperor William of Germany issued a rescript directing steps to be taken for amelioration of working men.

Find a working man.

ANSWER TO YESTERDAY'S PUZZLE.

Left side down, in front of figure.

CANADIAN INDUSTRY

The Latest Types of British Apparatus to be Manufactured in Canada.

With so much being said and written in respect to the development of electrical energy at Niagara, public opinion has been educated to the belief that the cheapest motive power must necessarily be water. This conclusion is doubtless correct where the waterfall is nearby, but conditions change very rapidly as the distance between the source of power and the machinery it is to move increases. The transportation of electric power one hundred miles or more is a practicable and commercial proposition, but it must be admitted that there are lions in the path as the transmission span extends, and even within a comparatively short distance from an hydraulic plant there are many places where the total power used is not sufficient to warrant the great cost of transmission lines.

As a contribution to the power question it may prove of interest to note that within the last decade engineers have been engaged in perfecting a Gas producer Plant capable of development in units of from ten horse-power to ten thousand horse-power. The chief credit for this scientific device is primarily due to Dr. Ludwig Mond, the results of whose investigations have been patented, the patent rights being vested in the Power Gas Corporation, of London, England. The Canadian license is held by the Canada Foundry Company, Limited, Toronto.

The ordinary gas producer plant can be divided into four different types—suction gas type, suction pressure gas type, water gas type, and the Mond gas type. These types are used for the different purposes for which gas may be required, such as the operation of gas engines, heating, lighting, etc.

A strong feature of the Gas Producer Plant is that it is practically self-contained, being automatic in action. This does away with the necessity for skilled engineers, as an ordinary laborer can attend to the plant. The consumption of fuel is from one to two pounds per horse-power hour. An important point in the construction of the Gas Producer Plant is the fact that only low grade fuels are required, it being specially designed for the consumption of charcoal, coke, bituminous slack, peat, lignite, sawdust, and, in fact anything combustible.

Formerly gas plants proved troublesome on account of the smell but the more modern plants have by a scientific arrangement of drains entirely eradicated any offensive odor. In the Gas Producer Plant the small units are particularly adapted for generating gas for country houses, hotels, hospitals, etc.

Additional points in favor of the Gas Producer plant are that it can be placed in an enclosed position, it has no boiler, no moving parts, it can be stopped immediately by turning a valve, repairs and renewals are negligible quantities, and last but not least it generally pays for itself in a few years.

In order to get the maximum of results at the minimum of cost from the Gas Producer Plant, it is necessary to secure the best gas engine obtainable. The Canada Foundry Company, Limited, have arranged for a Canadian license for the well-known Premier Gas Engine, which is designed for use with producer gas, suction gas, blast furnace gas, coke oven gas, town gas and oil gas. These engines are made in sizes ranging from one horse-power to 2,400 horse-power, and are well and thoroughly built. They are particularly reliable, simple in mechanism, and quiet and steady in operation. They are very economical in the consumption of gas and from the design and massive construction the item of repairs is reduced to the vanishing point.

Nothing wears like tweed and no tweed like

PURE WOOL HEWSON, AMHERST. TWEEDS.

A NOTABLE TRIBUTE TO THE LATE TIMOTHY EATON

Close Upon Ten Thousand Employes Laid Down Their Duties as a Mark of Respeet---Toronto News Styles Him a Great Man---Sketch of His Remarkable Career.

Referring to the closing of the great store of the Eaton's in Toronto employing some 3,000 persons, from Thursday last until Monday because of the death of Timothy Eaton, the Toronto News said:—

"What is true of the store here is also true of the immense departmental estabment in Winnipeg, and of the company's factories at various points. Likewise the buying offices in Paris and London will remain closed to the public. In this way close upon 10,000 employes will, in sorrow and regret, lay down their accustomed duties for the moment.

"The tremendous business done by the company which now loses its presiding genius is shown, not only by the huge staff employed, but by the fact that last year in duties alone over $2,000,000 were paid over to the government.

"Aside from his business associations, he was greatly interested in church and charitable objects, though he instinctively shrank from parading his munificence in this respect. One of the largest contributions to any single object was his contribution of $50,000 to the new general hospital."

MR. EATON'S CAREER.

(Toronto News)

The late Timothy Eaton was born in Ireland, at Clogher, thirty miles from Belfast, and not far from Slemish, famed in mythology as the place where St. Patrick herded sheep during his sojourn in Ireland. Mr. Eaton's forefathers migrated from Scotland nearly two hundred years ago. They, with many other Scotch families, formed a settlement ,and for several generations engaged in agrarian pursuits.

EARLY DAYS.

He was the youngest of a family of nine. Before his birth, his father died. and his widowed mother faced the world with a dependent family and nothing to support it. She was ambitious for her children, however, and managed to give them the advantage of such education as could be acquired at the National School in Clogner. Farming in those days was not conducive to the acquiring of great wealth. The most favorable years found the toilers little wealthier than before, and when calamities in the form of crop failures befell, they were in dire need. The year 1846 was one of the darkest in the history of Ireland. The potato crop was ruined with rot; other crops were partial or total failures, and starvation stalked through the land. Those who were able emigrated; and the others bore their sufferings patiently.

A BUSINESS TRAINING.

Among those who left for other lands to seek their fortunes was the eldest member of the Eaton family. About the same time, Timothy, the youngest, was apprenticed to a draper at Portglenone, a small market town on the banks of the River Bann, celebrated as one of the best fishing streams in all Ireland. Portglenone itself was notorious for the free fights that characterized every market day, fights that at last became so furious that the market was abolished altogether, and only within the last few years has permission been granted for its re-establishment. At the end of five years, the term of apprenticeship, the subject of the sketch was given his wages, which amounted to something like £10), and with this he took passage to Canada.

STARTS IN CANADA.

He arrived in Canada in 1857, and soon afterward opened a store at Kirkton, in Huron county. At that time little money was in circulation. Produce was traded for goods, and goods in turn were bought for produce. Railways were unknown, and the merchant was compelled to do his own freighting. With wagon and oxen he hauled his produce to the nearest port and returned laden with merchandise, which was again exchanged for produce. After a stay of short duration at Kirkton, Mr. Eaton moved to St. Mary's, where he conducted a store for some years. Not satisfied with the trading system then in vogue there as elsewhere, he decided to move to Toronto, where money was sufficiently plentiful to permit of his desire to conduct business on a cash basis. This he always regarded as the only sound and honest system, and this system he instituted in his wide business sphere when he established in Toronto.

REMOVES TO TORONTO.

In Toronto he opened a small store on Yonge street below King. These quarters were abandoned for more commodious ones at 178 Yonge street; and these were, later on, vacated when still more desirable accommodations were secured at 190 Yonge street, the present address.

A NOTABLE TRIBUTE.

(Toronto News, Editorial.)

The capacity and the desire to accomplish enduring work is the measure of human greatness. Therefore, Timothy Eaton was a great man. It is the fashion to believe that only statesmen, writers and artists can be great, but we venture to assert that many of the high qualities of mind found in the Gladstones, the Tennysons and the Meissoniers are evident in the intellectual equipment of a man who can attain notable success in the commercial world. That Mr. Eaton's success was notable, even phenomenal, none can deny. The business did not happen. It did not grow by mere luck. Every advance was the result of close reasoning, wide knowledge and unfaltering faith on the part of the proprietor. Keen imagination pictured to him the possibilities of the future, yet he tested every dream by the cold logic of figures before he sought to make it a reality. It is true that in many cases he must have walked by faith, rather than by sight, but his faith was buttressed by accurate and abundant knowledge of commercial conditions and by a certain appreciation of the needs and wants of the public. Any man with money or credit can stock a store, but it takes a genius to select only those goods that the public is anxious to buy. Mr. Eaton knew his patrons. He had laid bare before his eyes their psychological processes. Accordingly he could appeal through the press to those patrons with confidence. This was not a gift. It was acquired little by little—in the Irish draper's shop where he served his apprenticeship, in the little stores in Kirkton and St. Mary's, and later in Toronto. He learned the peculiarities of humanity, and by years of patient experiment secured in his own mind a picture of "the average man" or "the average woman." To this composite of humanity he made his appeal. No wonder he succeeded. He was in some degree a man of one idea. He had put his brains into the business and he lived to see the result of his close application and his mental toil in that immense store which is a credit not only to Toronto but to the whole of Canada.

But it was not only knowledge of men and knowledge of dry goods that brought success. He knew how to organize his business. His three thousand employes might have been a mob. Instead they are an army, well drilled, well officered, and ready for any emergency. So careful and so complete is the organization that the proprietor could learn at a moment's notice the capabilities and the record of any employe. His managers, buyers and foreign representatives are just as much under orders as the captains and lieutenants of a regiment, and over all, sat this keen-eyed man of intellectual pre-eminence; a general, as much the master of the situation as Napoleon at Austerlitz. The business remains an enduring monument to the ability, the industry and the wisdom of its late president. He was a just man. He did not lack the rough-and-ready manner of the Irishman, but the certainty that every employe would be treated with fairness made his staff thoroughly loyal.

In private life Mr. Eaton was known as a man whose benevolences were large and widespread. He will be missed by many charities, which had reason to bless his name, as well as by the retail business men of Toronto among whom he stood pre-eminent. His sons have inherited his commercial aptitude and in their hands the great business is secure.

Captain H. A. Henshaw, formerly of Bear River, N. S., who is commander of the United Fruit Co's S. S. Admiral Sampson is now commodore of that line, which controls more than 80 ships.

SHIPPING

MINIATURE ALMANAC.

1907 February	Sun Rises	Sun Sets	Tide High	Tide Low
5 Tues.	7.45	5.32	6.41	11.16
6 Wed.	7.44	5.33	5.36	12.00
7 Thur.	7.42	5.35	6.38	0.56
8 Fri.	7.40	5.37	7.46	2.05
9 Sat.	7.39	5.38	8.51	3.12
10 Sun.	7.37	5.40	9.52	4.15

The time used is Atlantic Standard Time.

VESSELS BOUND TO ST. JOHN.

Bengore Head, 1,619, Ardrossan, Feb. 1.
Halifax City, London, Jan. 27.
Lake Manitoba, 6,275, Liverpool, Jan. 30.
Manchester Importer, 2533, Manchester, Jan. 26.
Mount Temple, 6661, Antwerp, Jan 23.
Montcalm, 3508, Bristol, Jan. 29.
Parisian, 3,385, Liverpool, Jan. 30.
Salacia, Glasgow, Feb. 2.
Sardinian, 2,786, Havre, Jan. 18.
St. John City, 1,411, London, via Halifax, Jan. 17.

PORT OF ST. JOHN.

Arrived Yesterday.

Schr Emily F Northam (Am), 315, McLean from Eastport, A W Adams, ballast.

Coastwise:—

Stmr Aurora, 132, Ingersoll, Campbello.

Arrived Today.

Stmr Renwick, 402, Chapman, Port Hasting, F W Blizzard, 800 tons coal.

Cleared Today.

Coastwise:—

Schr Guior, Hall, Grand Harbor

Cleared Yesterday.

Schr Harry W Lewis, 297, Pettis, for Bridgeport (Conn), Stetson, Cutler & Co., 167,401 feet spruce deals, plank, etc., 865,000 laths.

DOMINION PORTS.

Richmond, N. S., Feb. 1—Sld, stmr Briardne Crowe, for Manchester.

Vancouver, Feb. 4—Ard, stmr Empress of China, Archibald, Hong Kong via Yokohoma; Tartar, Davidson, from Yokohoma.

Halifax, Feb 4—Ard, str Senlac, St John via ports, and sailed to return; sch Dawn, Santos.

Sld—Strs London City, Furneaux, London; Montezuma, Bichman, do; St John City, Bovey, St John.

Cld—Sch M D S, New York.

BRITISH PORTS.

Liverpool, Feb 4—Ard, str Cevic, New York.

Liverpool, Feb 2—Ard, str Tunisian, St John and Halifax.

Glasgow, Feb 2—Sld, str Salacia, Halifax and St John.

FOREIGN PORTS.

New London, Feb. 3—Sld, schr John G Walter, for Amherst.

Portland, Feb. 3—Sld, schr S S Hudson, from New York for St John.

Norfolk, Feb 4—Sld, sch Ravola, St John.

City Island, Feb 4—Bound south, sch Morancy, Fall River.

New London, Feb 4—Sld, schs Sarah A Reed, from Calais for Greenport; Almeda Willey, from St John for New York.

Portland, Feb 4—Below, sch W H Waters, St John for Boston.

Sld—Str Othello, Louisburg.

Provincetown, Feb 4—Sld, bark Glenville, Halifax for New York.

Boothbay Harbor, Feb 4—Ard, schs Annie Bliss, New York; Abbie & Eva Hooper, do.

Sld—Schs W H Waters, Boston, Beaver, do.

Saunderstown, Feb 4—Ard, sch Emily Anderson, Nova Scotia.

New York, Feb 4—Cld, str Silvia, Halifax and St John.

New York, Feb 2—Bark Malwa, Calhoun, Canary Islands via Fernandina.

Sch Moama, Williams, Kings Ferry (Fla.)

Buenos Ayres, Dec 24—Ard, bark Gazelle, (Russ), Matton, from Chatham (N B.)

Guayaquil, Jan 10—Ard, ship Andora, Richards, Newcastle (NSW.)

Norfolk, Jan 2—Sld, sch Ravola, Smith, St John.

Vineyard Haven, Feb 4—Ard, schs Manuel R Cuza, Port Reading for Stonington; John G Walter, New London for St John; Alaska, Edmunds (Me) for New York; Ruth Robinson, Stockton (Me) for do; William L Elkins, St John for Bridgeport (Conn.)

Passed—Sch Hugh G, Spencer Island for New York.

SPOKEN.

Steamer Tunisian, from St John via Halifax for Liverpool, Jan. 30, lat 44, lon 41.

REPORTS, DISASTERS, ETC.

London, Feb. 3—The Dominion line has ordered a new 14,000-ton twin screw steamship from Harland & Wolff, Belfast, for the Canadian service.

Vineyard Haven, Mass., Feb. 4—Schr Marcus Edwards, from South Amboy for Rockland, grounded on the east side of the harbor near Canal Flat while coming to anchor today, but floated on the rising tide without assistance or injury.

Norfolk, Va., Feb. 3—After battling with head winds and heavy seas for seventeen days, and when within a few hours of her destination, the bark Charles Loring, carrying 380,000 feet of lumber from Savannah to New York, was run into and sent to the bottom by the old Dominion steamer Seneca last night four miles off Seagirt, N. J. The collision occurred in a dense fog. No one was injured and no lives were lost.

CHARTERS.

The following charters are reported by Scammell Bros., of New York, for the past week: Br. stmr. Pandosia, 2,165 tons, New York to Havre and Newport, time charter £1,150, February. Br. stmr. Himera, 2,351 tons, River Plate trade, 3 months, £1,025; delivery New Orleans, re-delivery U. S.; February. Br. bark Eurydice, 1,096 tons, Savannah to Rio Janeiro, lumber, $14. Br. bark Ensenada, 999 tons, Boston to Buenos Ayres, lumber, $9, option Rosario, $10. Br. bark Birnam Wood, 1,263 tons, Gulf to Rio Janeiro, lumber, $14; substituted for Eurydice. Br. schr. Margaraet G., 299 tons, Mobile to Hayti, lumber, p. t. Br. bark Golden Rod, 533 tons, Gulf to N. S. Cuba, lumber, $6.50. Br. bark Savoia, 417 tons, Santa Cruz, Cuba to New York, cedar and mahogany, lump sum, basis $10 on square logs. Br. schr. Brooklyn, 247 tons, Moss Point to Cayenne, lumber, p. t. Br. schr. Earl of Aberdeen, 419 tons, Jacksonville to Amherst (N. S.), lumber, $7.25. Br. schr. Theta, 420 tons, same, $7.50. Schr. Mayflower, 132 tons, Philadelphia to St. John (N. B.), coal, $1. Br. schr. Alma Nelson, 99 tons, New York to Lunenburg, coal, p. t. Schr. Harry Knowlton, 277 tons, South Amboy to Boston, $1.

MARINE NOTES

Donaldson liner Salacia left Glasgow last Saturday for this port.

Allan line steamship Tunisian arrived at Liverpool last Saturday from this port via Halifax.

The St. John schooner Ravola, Capt. Smith, sailed from Norfolk (Va.) last Saturday for this port.

Nova Scotia schooner Mona left port yesterday for the voyage to Ponce (P. R.)

Donaldson line steamship Athenia is due to arrive from Glasgow with a large general cargo.

C. P. R. steamships Empress of China and Tartar both arrived at Vancouver yesterday from Hong Kong via Yokohama.

Furness liner London City is due today from London via Halifax with a large general cargo.

Norwegian iron bark Akaroa is loading at Lunenburg, N. S., for La Plata, South America.

The outward cargo of the Allan line steamship Ionian, now on her way to Liverpool, is as follows:—Canadian goods, $68,285; foreign goods, $75,391. Total, $133,676.

The valuation of the steamship Manchester Shipper's outward cargo for Manchester, is as follows: Canadian goods, $115,796; foreign goods, $62,533. Total, $178,329.

The Nova Scotia bark Malwa, Capt. Calhoun, cleared from the port of New York last Saturday for Canary Islands via Fernandina; and the British schooner Moama, Capt. Williams, for Kings Ferry (Fla.)

The report of the Bear River S. S. Co. for the past year shows that the business had a substantial balance to the credit of the company, and a dividend of ten per cent was declared payable to the shareholders.

The steamer Briardene, Captain Crowe, finished loading a cargo of lumber at Richmond yesterday, and sailed for Manchester. She has been chartered by an English firm to load a cargo of coal at Cardiff for Barcelona. She will load a cargo of salt at Barcelona for Halifax.

Boston, Feb. 4—Ship owners in New England, especially those whose vessels are engaged in the coastwise trade, will feel considerably relieved when they learn of the approval of congress today of the bill for the pealing of a lightship on the northeast end of Hedge Fence shoal, one of the most dangerous obstructions in the passage of Nantucket Sound.

It is a veritable stumbling block for vessels passing through Vineyard and Nantucket Sound in either direction, and it lies directly in the path of one of the most populous ocean highways on the coast. The tide runs very strong across it and accidents, especially on the northwestern end, have been usually frequent.

IMPORTS

The following is a list of the Mount Temple's cargo: One case pipes, National Drug Co.; 47 pkgs. lead, James Robertson Co.; 51 cases spirits, McIntyre & Comeau; 300 rolls wire netting, S. Hayward Co.; 1 box apparel, W. E. Anderson; 15 kegs zinc, order E. F.; 150 zinc plates, 469 ingots spelter, T. McAvity & Sons; 1 case implements, W. Thomson & Co.; 8 bales cotton, D. J. Seely & Son; 1 case books, Thos. Simmins, 10 cases mdse., R. T. Downing Co.; 20 cases glassware, W. H. Hayward; 154 pkgs mdse, H. C. Olive; 1 case twine, order, H. C.; 5 bales bottles, 5 cases capsules, Hupfeld & Lulecking Co.; 1 case pipes, R. F. Smith Co.; 6 pkgs, mdse., E. H. Abbott.

For Fredericton, 10 casks zinc sheets, J. S. Neil.

For St. Stephen, 2 cases crockery, Mitchell & Ross.

The steamer has a big cargo for Montreal, Toronto and other Canadian cities as far west as Victoria and Vancouver, also a large lot for the western States.

EXPORTS

For Liverpool, per stmr Ionian:—

Canadian goods—383 pkgs bacon, 316 pkgs hams, 2 cases paper, 1,573 brls apples, 756,703 ft spruce deals &c.; 1 case provisions, 1161 boxes cheese. Value $38,285.

Foreign goods—2009 pkgs meats, 1,800 pkgs lard. Value $75,391.

Total value of cargo, $123,676.

For Manchester per stmr Manchester Shipper:—

Canadian goods—476,041 ft spruce deals, 43,102 ft pine deals, 1,675 bales pulp, 287 brls apples, 20 cases slippers, 9 bales rags, 350 rolls paper, 2520 boxes cheese, 40 pkgs chair crates mowers, 38,780 bushels wheat, 113 cases leather, 407 cattle, 1 case advt matter, 36,910 lbs cattle feed. Value $115,796.

Foreign goods—309 pkgs meats, 3,020 pkgs lard, 790 crates wood, 2080 bdls maple flooring. Value $62,533.

Total value of cargo $178,329.

A PLEASANT TIME

Waterbury & Rising's Employes Held Annual Drive and Dinner Last Night.

The annual sleigh drive and dinner tendered by Waterbury & Rising to their employes was held last night and notwithstanding the sharp cold air the drive from the city to Torryburn was greatly enjoyed.

When the house for the celebration to be held was reached, Host Newcombe, as usual, had an inviting display of viands arranged and needless to say they were disposed of by the pleasure seekers without an effort.

George H. Waterbury occupied the chair with H. N. Coates, of S. Hayward Co. Ltd at his right, and the manager of the Union street store, C. H. Smythe, at his left. The vice chair was occupied by Edward L. Rising with R. J. Walsh on his right and Arthur W. Sulis on his left.

The first toast was that of the King and then C. H. Smythe, the oldest employe of Waterbury & Rising, proposed the toast of The Firm, in a capital speech. Mr. Waterbury's reply was an excellent one in which he stated that reunions of this nature must necessarily have grand effects. On concluding he was given three ringing cheers.

Mr. Rising, in replying, told some of his funny stories and kept those present in laughter during the time that he was speaking.

The toast of Our Commercial Industries was proposed by R. J. Walsh, who spoke of the growing trade of St. John and predicted that some day it would be the Liverpool of America.

H. N. Coates replied in an interesting speech. The following programme was greatly enjoyed: Piano solo, M. Kelly; vocal solo, Arthur Stillwell; comic song, M. Kelly, vocal solo, Will Plummer; A Story of the Road, Roy C. Fraser; vocal solo, Dr. F. Bonnell; vocal solo with violin obligato, Will Plummer; violin solo, W. C. Rising; comic selections, M. Kelly.

The toast of Our Guests, was proposed and responded to by F. Greany, a former employe of Waterbury & Rising.

Percy Rising ably championed the toast of The Ladies.

A couple of hours were spent in dancing and the merry party drove home at midnight after having had a banner time.

The half century jubilee of Exmouth street Methodist church took the form of an old pastors' meeting last night. Reminiscences were the order of the evening and the fifty years of the church's existence were lived over again. A congregational social will be held this evening.

DO YOU GET UP WITH A LAME BACK?



Have You Rheumatism, Kidney, Liver or Bladder Trouble?

To Prove what Swamp-Root, the Great Kidney, Liver and Bladder Remedy, will do for YOU, all our Readers May Have a Sample Bottle Sent Free by Mail.

Pain or dull ache in the back is unmistakable evidence of kidney trouble. It is Nature's timely warning to show you that the track of health is not clear.

If these danger signals are unheeded, more serious results are often sure to follow; Bright's disease, which is the worst form of kidney trouble, may steal upon you.

The mild and immediate effect of Swamp-Root the great kidney and bladder remedy is soon realized. It stands the highest because its remarkable curative power has been proven in thousands of the most distressing cases. If you need a medicine, you should have the best. A thorough trial will convince any one.

LAME BACK.

Lame back is only one of many symptoms of kidney trouble. Other symptoms showing that you need Swamp-Root are, being obliged to pass water often during the day and to get up many times during the night, inability to hold your urine, smarting or irritation in passing, brick-dust or sediment in the urine, catarrh of the bladder, uric acid, occasional headache, dizziness, poor digestion, sleeplessness, nervousness, sometimes the heart acts badly, rheumatism, bloating, irritability, wornout feeling, lack of ambition, loss of flesh, sallow complexion.

If your water when allowed to remain undisturbed in a glass or bottle for twenty-four hours, forms a sediment or settling, or has a cloudy appearance, it is also evidence that your kidneys and bladder need immediate attention.

In taking Swamp-Root you afford natural help to Nature, for Swamp-Root is the most perfect healer and gentle aid to the kidneys that has yet been discovered.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular 75c. and $1.25 size bottles at drug stores in Canada. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

EDITORIAL NOTE—In order to prove the wonderful merits of Swamp-Root you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimonial letters received from men and women who found Swamp-Root to be just the remedy they needed. The value and success of Swamp-Root are so well known that our readers are advised to send for a sample bottle. In sending your address to Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous offer in the St. John Evening Times. The genuineness of this offer is guaranteed.

DEATHS

LENIHAN—In this city, on the 4th inst., John Lenihah, in the 73rd year of his age, leaving three daughters and two sons to mourn their loss.

Funeral on Thursday at 8.30 a. m. from his late residence, 214 Queen street, to St. John the Baptist church. High mass of requiem.

HYKE—In Boston, Feb. 3, Mary Ann, widow of Robert S. Hyke, aged 63 years, 2 mos.

HARDING—In Charlestown, Feb. 2, Horace, husband of Sarah Harding, aged 65 years.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

LOST—BETWEEN SAINT VINCENT'S School and ferry, by way of Cliff, Coburg, Charlotte, King streets, a gold watch and fob chain, open face with E. L. on back and a silver heart on chain with N. O. L. Finder will kindly leave at Telegraph office or communicate with owner, B. NELLIE O'LEARY, Lancaster Heights, West St. John. 4-5—1t.

$100 Reward

ONE HUNDRED DOLLARS REWARD will be given for the apprehension and conviction of the person who tampered with fire alarm box No. 214 in No. 2 Shed, Sand Point, on the evening of January 22.

By order of
J. W. VANWART,
Chairman of Board of Safety.
ROBERT WISELY,
Director.
JOHN KERR,
Chief Engineer of Fire Department.