Financial and Commercial

INVESTIGATING HARRIMAN

The Interstate Commerce Commission is Delving Into His Ownership of Competing Lines

(Collier's Weekly).

The government of the United States has cried "halt" to Edward H. Harriman. The action comes at an inconvenient time for Mr. Harriman, for he set out, six months ago, on a career of aggrandizement which, if carried out, would have made him master of one-fourth of all the railroads of the United States. As it is, he is master of one-eighth. Apparently he contemplated a huge railroad trust, which should include obviously parallel and competing lines, in reckless disregard of the Sherman law.

Here are the roads which make up the main body of the "Harriman system." Of these roads Mr. Harriman and his immediate associates own either all the stock or so much of it that their control is unquestionable:

	Mileage.	Capitaliz'n.
Union Pacific, including Oregon Short Line and Oregon River and Navigation Co.	5,354.42	$636,600,000
Southern Pacific	9,142.01	300,000,000

In addition to these, Mr. Harriman, or one of the above companies, owns enough of the capital stock of the following companies to control them, or else has a traffic agreement with them such as to make them conclusively a part of his "system:"

	Mileage.	Capitaliz'n.
Baltimore and Ohio	4,823.03	$217,500,000
Illinois Central	4,374.04	95,049,000
St. Joseph and Grand Island	251	14,000,000
S. Pedro and Los Angeles	512.33	25,000,000
Chicago and Alton	915.23	40,000,000

Over and above these, Mr. Harriman and his companies have, during the past six months, bought so heavily into the following companies as to give them substantial influence:

	Mileage.	Capitaliz'n.
Atchison, Topeka and Santa Fe	9,303.93	$283,468,000
New York Central	12,543.56	150,000,000
St. Paul	7,125.75	107,5-1,300
Northwestern	7,408.13	100,000,000

Mr. Harriman's "control" of this stupendous railroad mileage is exercised in many ways. Union Pacific is the central body. Of this Mr. Harriman and his friends own a clear majority of the stock. In turn the Union Pacific treasury owns all the Oregon Short Line and Oregon River and Navigation Company stock, and enough of the Southern Pacific stock to control that road The other blocks of stock are divided be ween the Union Pacific treasury and the Oregon Short Line treasury. As to the San Pedro and Los Angeles road, there is no ownership of stock; but Mr. Harriman has with William A. Clark, the owner of the road, an agreement for ninety nine years that this road, which is a competing line with the Southern Pacific, will maintain the same rates as the Southern Pacific.

Over all these lines Mr. Harriman is an autocrat in a sense that no other railroad man approaches. All the subsidiary roads are controlled by Union Pacific. Within the board of directors of Union Pacific there is an executive committee; and the Interstate Commerce Commission's investigation has already developed the fact that most of the routine business of the executive committee has consisted of ratifications of Mr. Harriman's official acts.

For four years now the Union Pacific and the Southern Pacific Railroads have been merged, with Mr. Harriman at their head; that is to say, the Union Pacific Railroad has owned a majority of the stock of the Southern Pacific. For all that time many people have considered that since these are competing lines, this is the same sort of violation of federal law as was the common ownership of the Great Northern and Northern Pacific by the Northern Securities Company, which the government broke up. But there was always some doubt whether the Union and the Southern Pacific really were parallel and competing lines, within the meaning of the Sherman law; and had Mr Harriman been content with dominating about one-eighth of the railroads of the United States, probably the government dogs would have continued to sleep. But his restless ambition has led him into reckless merging of the most obviously parallel lines. West of the Mississippi four of the lines in which he is heavily interested, and two lines east of the Mississippi are competing lines within the meaning of the Sherman act.

His aim was to make the Union Pacific Railroad Company, not merely a railroad running from Omaha to San Francisco, but, in addition, a great banking and holding company, which should hold in its treasury a majority of the stock, or at least enough to give control of half a dozen great trunk lines stretching twice from sea to sea and from Canada to the Gulf. The same attorney who represented the United States government successfully in the Northern Securities merger of parallel lines, Frank B. Kellogg of St. Paul, is the government representative in the present suits.

Another point of attack by the government will be the Union Pacific's ownership of coal lands. The road owns many square miles of coal lands in Utah and Colorado, and it is alleged that much of these were obtained by fraud. Moreover, the U. P. is alleged to have practised the same sort of discrimination that brought the Pennsylvania into trouble. Small owners of coal lands along the Union Pacific complain that they are unable to persuade that road to build sidings, or to give them cars when sidings are built. Also, Mr. Harriman's freight rates will undoubtedly be overhauled under the authority of the recent rate law. His freight rates are much higher than the average for the other roads of the country. It is these heavy freight rates paid by shippers over the Union Pacific and the Southern Pacific that have furnished the funds for Mr. Harriman to make his enormous investments in the stock of other roads. Indeed Mr. Harriman may be said to have courted the present investigation, not only by his recent reckless purchasing of competing lines, but also by his sensational dividend declarations last summer, when he raised the Union Pacific dividend from six to ten per cent, and put the Southern Pacific on a five per cent. basis.

PROPORTION OF THE CAPITAL STOCK OWNED BY MR. HARRIMAN AND HIS ASSOCIATES.

	Capital stock.	Harriman Percentage.
Union Pacific, including Oregon Short Line and Oregon River and Navigation Company	$566,000,000	Majority
Southern Pacific	300,000,000	Majority
Chicago and Alton	40,000,000	50
Illinois Central	95,000,000	20
St. Joseph and Grand Island	14,000,000	63
Atchison, Topeka and Santa Fe	284,000,000	7 61
Baltimore and Ohio, common	152,750,000	21
Baltimore and Ohio, preferred	60,000,000	12
New York Central	150,000,000	7.97
Northwestern	100,000,000	3.32
St. Paul	108,000,000	6

TEACHERS ARE SCARCE

(Sackville Post.)

From various parts of the province comes the cry of the scarcity of school teachers. This scarcity is the direct result of the low salaries obtainable. Young women of intelligence and culture are expected to work for a pittance less than that given to an office boy of 13 or 14. The general prosperity of the country has tended to open up many avenues wherein young women especially can procure better remuneration for their services, and naturally these positions are taken. The exodus from the teaching profession to other walks in life has always been in progress, but of late years it has become much more pronounced. In spite of the greatly increased cost of living and the prosperity which has blessed our country the trustees of most of the school districts and the government which is supposed to have the best interests of the educational cause at heart, expect the teachers to work at the same old rates they received years ago. But the purchasing power of money has decreased enormously and the pittance allowed the teacher today in the majority of districts is hardly enough to keep body and soul together. There is something radically wrong in our educational system which permits such a state of affairs.

Time misspent is not lived, but lost.—Fuller.

$100 Reward

ONE HUNDRED DOLLARS REWARD will be given for the apprehension and conviction of the person who tampered with fire alarm box No. 2-4 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.

TIMES DAILY PUZZLE PICTURE

January 24, 1838—Sixty-nine years ago today a battle was fought with the Seminoles in Florida.

Find another warrior.

ANSWER TO YESTERDAY'S PUZZLE.
(Upside down behind Edward VII.)

GENERAL RELIGIOUS NEWS

A BIG INSTITUTION.

Nearly a quarter of a million dollars was raised at St. Bartholomew's church, New York, in the year ending November 1, according to the annual year book, which was distributed to the members of the congregation a few days ago. The actual amount was $224,493.72 and nearly half of the amount was expended in the work conducted at St. Bartholomew's parish house and clinic on East Forty-second street.

For current expenses of the church $40,484 was spent last year. For various objects outside the parish, some of them outside the diocese, the church gave about $75,000. In the work at the parish house and clinic $91,043.99 was expended.

Some idea of the size of Bartholomew's parish and its work is gained from the lists of salaried and volunteer workers contained in the year book. Of the former there are 249, including 7 clergymen, 1 deaconess, 1 lay reader, 5 organists, 75 choristers, 5 parish visitors, 9 kindergartners, 25 instructors in clubs, 21 teachers, 6 nurses, 16 secretaries, 6 engineers, 35 porters, cleaners and laundresses, and 9 cooks and helpers. The volunteers number 896, and include Sunday school teachers and officers, physicians who visit the clinic, volunteer choristers and working members in clubs and societies.

The head of this big institution is the Rev. Dr. Leighton Parks.

BLUE-BLOODED SALVATIONISTS.

The Salvation Army bids fair to become an aristocratic body, says London Answers. Major Mary Murray, who supervises the military and naval league of the Salvationists, is a daughter of the late Sir John Murray, K. C. B., and Lieutenant-Colonel Minnie Reid, who recently married Commissioner Booth-Tucker, is a daughter of a former acting governor of Bombay. The commissioner himself resigned a judgship in India, with all the wealth and social position attached to it, to devote himself to Salvation Army work.

Lady Sarah Sladen is a Salvationist, and the Countess Dowager of Seafield is a member of the auxiliary of the enemy. Two daughters of Mr. Onslow, late member of parliament for Guilford, have together steadily risen in the ranks. Intimately connected with the work in Australia is the Hon. Mrs. Bird, wife of the former prime minister of Tasmania. She is said to be as ardent as any Salvation Army lass in disposing of the War Cry. The daughter of the late Lady Galt, wife of the lieutenant-Governor of Ontario, is working in Canada, as is also, among the daughters of the Millionaires Miss Macdonald of Toronto.

SINS AGAINST LABOR.

Professor Charles P. Fagnina of the Union Theological seminary, New York, in addressing a German audence recently, said that as confession was one of the doctrines of the church, the church should go to confession itself and coufess its sin against the laboring man. He asserted that the church had been prone to put emphasis on the affairs of the other world, and had not taken time to investigate the conditions on this planet. The church had not cultivated true brotherliness, he said, and then he asked if labor, in the face of such a confession, would meet the church half way, remembering that in the beginning the church was a successful labor movement itself and that it began in a successful labor strike. It was the laboring man who rushed to embrace the doctrine of the Christ, not the wise, the rich, nor the powerful. Coming as it does from a representative of what is perhaps the greatest theological school in America the utterance is a significant one.

A NEW METHODIST MILLION.

Announcement was made last week of a new missionary movement in the Methodist Episcopal church, which is said to be the most important thing the denomination has undertaken in fifty years. It is the separation of the missionary society into the home and foreign departments, and with it the announcement to raise $1,000,000 for use in the home field.

For some time it has been apparent to the church dignitaries that the home missionary field was growing in importance, and worthy of more closer study. To further the project which has now been agreed on, a new church paper will be founded as the organ of the home mission movement. The publication office will be in Philadelphia, the name of the paper will be 'The Christian Republic," and the editor will be the Rev. J. Wesley Johnston, at present pastor of the Old John street Methodist church, New York, the first church in American Methodism.

ROCKEFELLER DENOUNCED.

In a discussion before the five hundred members of the men's club of the Euclid avenue Baptist church, Cleveland, O., known as Rockefeller's church, a labor speaker savagely denounced John D. Rockefeller as the "arch oppressor of labor." He said:

"If I were a member of the same church as John D. Rockefeller and J. Pierpont Morgan, either they would get out next Sunday or I would."

The speaker's denunciation of the chief financial supporter of the church was received with laughter.

He Read It, But--

"You read the president's message on the Panama Canal, of course?" he said to the man across the aisle of the street car, who was reading a newspaper, "and I wanted to ask you what he said as to the date of completion."

"Why, really now," replied the other, "but I can't say that I took notice of that."

"What wages did he say was being paid to the diggers?"

"Wages? I don't think I saw any statement about it."

"Wasn't something said about a flood that had worked considerable damage?"

"There might have been. If there was I overlooked it."

"And what was said about sanitary matters?"

"Sanitary? Let me see. Was anything said or not?"

"Well, there must have been something in regard to fever. Did the message state whether it was fully under control or not?"

"I—I don't remember."

"Do you mean to tell me that you read the message and can't recall a single point in it?" sharply demanded the questioner.

"Say, now, but it was this way," explained the derelict with a sorrowful shake of the head. "It was a few days before Christmas, you know, and the old woman was saying that I couldn't put her off this year with no nickel-plated thimble for a present, and my four children were telling that they expected roller skates and new overcoats, and the gas bill had just come in and the coal was out, and though I am sure I read the message, I can't say that it made any impression on me. I might have read it upside down. In fact, I think I did, but I know you will understand how it was and please forgive me."

JOE KERR.

The truest temples are fixed in the heart.—Tacitus.

See that you tie so you can untie.—From the Dutch.

THE WORLD OF SHIPPING

MINIATURE ALMANAC

1907 January.	Sun Rises	Sets	Tides High	Low
21 Mon.	8.01	5.10	5.36	11.51
22 Tue.	8.00	5.12	6.29	0.16
23 Wed	7.59	5.13	7.23	1.11
24 Thur.	7.59	5.14	8.17	2.07
25 Fri.	7.58	5.16	9.10	3.03
26 Sat	7.57	5.17	10.00	3.55

The time used is Atlantic Standard.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Bengore Head, 1619, Belfast, Jan. 21.
Canada Cape, 2795, Sydney, C B, Jan 18.
Dunmore Head, 1,059, Bristol Channel, Jan. 19.
Evangeline, 1417, Queenstown, Jan. 16.
Ionian, 5337, Liverpool, Jan. 17.
Inishowen Head, 1,988, Bristol Channel, Jan. 19.
Kastalia, 2562, Glasgow, Jan 12.
Lake Erie, 4814, Liverpool, Jan. 16.
London City, 1,509, London, Jan. 11.
Montezuma, 5,558, Antwerp, Jan. 9.
Monmouth, 2369, Avonmouth, Jan 13.
Nordpol, 2,428, Savannah, via Norfolk, Jan. 21.
Ocamo, 1,238, Bermuda, Jan. 9.
Parisian, 6,385, Liverpool, Jan 31.
Sardinian, 2,786, Havre, Jan. 19.
St. John City, 1,411, London, via Halifax, Jan. 17.
Vineland, 1239, Apalachicola, Jan 17.

PORT OF ST. JOHN.

Arrived Today.

Stmr Manchester Shipper, 2542, Haworth, from Manchester, Wm Thomson & Co, general cargo.

Stmr Senlac, 614, McKinnon, for Halifax and ports of call; Wm Thomson & Co, general cargo.

DOMINION PORTS.

Shelburne, N. S., Jan. 22—Cld, schr Kestrel, Moravish, Trinidad.

Bellveau Cove, Jan. 17—In port, schr Basile (Br), Comeau, for Barbados (to sail last of January.

Halifax, Jan 23—Ard, stmrs Numidian, from Glasgow, and cld for Boston; Ocamo, from Demerara, West Indies and Bermuda; Nanna, Liscomb (to complete loading for New York); Ulunda, from Liverpool via St John's (Nfld).

Sid—Stmrs Beta, Hopkins, for Kingston (Ja); A W Perry, Hawes, for Boston.

BRITISH PORTS.

Liverpool, Jan. 21—Ard, stmr Annapolis, Canham, Halifax.

Manchester, Jan. 21—Ard, stmr Manchester Corporation, Heath, from St. John via Philadelphia.

St. Helena, Jan. 22—Passed previously bark Eclipse (Br), McBryde, Hong Kong, for Baltimore and New York.

Lizard, Jan 23—Passed, stmr Almeriana, from St John and Ingramsport via Halifax for London.

Glasgow, Jan 23—Ard, stmr Sicilian, from Boston.

Glasgow, Jan 19—Sld, stmr Lakonia, Gillies, for St John.

Manchester, Jan 20—Sld, stmr Manchester Importer, Parry, for St John.

Belfast, Jan 23—Ard, stmr Bengore Head, from St John.

Liverpool, Jan 23—Sld, stmr Teutonic, for New York.

Port Talbot, Jan 23—Sld, stmr Inishowen Head, for St John.

Inishtrahull, Jan 23—Passed, stmr Bengore Head, from St John for Belfast.

FOREIGN PORTS.

Havana, Jan. 22—Ard, stmr Arcola (Br) Wry, from Philadelphia, with coal. (See Disaster.)

St. Vincent, Jan. 23—Sld stmr, Platee, for Liverpool.

New York, Jan 23—Sld, stmrs Majestic, for Liverpool; Cevic, for Liverpool.

New London, Jan 21—Sld, schrs Maple Leaf, for St Andrews; Lena Maud, for St John.

Caibarien, Jan 6—Ard, schr Ronald, Wagner, from St John for Savana-la-Mer (Ja), and New York.

Washington, D C, Jan 2d—Ard, schr Laura M Lunt, Hunter, from Dalhousie (N B).

Port Reading, N J, Jan 21—Ard, schr Manuel R Cuza, Henderson, from New York.

Mobile, Jan 21—Ard, brk Persia, Coggswell, from Havana.

Newport News, Va, Jan 19—Ard, stmr Vineland (Dutch), Hamings, from Apalachicola for St John, and sld and passed out Cape Henry.

Boston, Jan 23—Ard, stmr Dominion, from Louisburg (C B); schrs Harry Lewis, from Bay of Islands (Nfld); Theoline, from Brunswick.

Cld—Stmr Dominion, Cain, for Louisburg (C B); schr Hattie C, King, for Bear River (N S).

Alexandra, Jan 22—Ard, stmr Cedric, from New York.

Antwerp, Jan 23—Sld, stmr Mount Temple, for Halifax and St John.

Vineyard Haven, Mass, Jan 23—Ard, schr Earl Grey, from Maitland (N S) for New York.

Salem, Mass, Jan 23—Ard, schrs Ruth Robinson, from Stockton for New York; Winnie Lawry, from St John for New York.

Portsmouth, N H, Jan 23—Sld, schr Laura C Hall, for St John.

Saunderstown, R I, Jan 23—Sld, schr Golden Rule, from Yarmouth (N S) for New York.

Passed—Brkin Mary Hendrick, from Providence for Nova Scotia.

City Island, Jan 23—Bound south, stmr Navigator, from Halifax.

SPOKEN.

Ship Carnarvon Castle (Br), Rice, Liverpool for Melbourne, Dec. 19, lat 6 50 S, lon 34 45 W, all well (by steamer Penay Lodge.)

NOTICE TO MARINERS.

Portland, Me., Jan. 22—Jumper Ledge horizontally striped first class nun buoy, reported adrift 14th from Moosapec Beach, was repaced 19th. Long Ledge spar buoy, No. 3, found missing from Seguin Passage, was replaced 11th. Jerry Ledge black bell buoy, off the southerly entrance of Bois Bubert Island, westerly side of the entrance to Narraguagus Bay, was discontinued Jan. 19, and the station is now marked by a black spar buoy.

REPORTS, DISASTERS, ETC.

Havana, Jan. 22—Steamer Arcola (Br), Wry, from Philadelphia Jan. 12, is ashore on the rocks near Morro Castle. She is so high and dry that stevedores are throwing her coal ashore. It is probable that nearly all her cargo will be saved.

Nassau, Jan. 17—Schr Sirocco (Br), which put in here in distress, while on the passage from St. John, N. B., for Cardenss, has discharged cargo and vessel will be docked for examination.

St. Johns, Nfld, Jan 22—American fishing vessel Vigilant, which sought shelter from the recent gale at Bay of Islands, has been carried off amid the ice floes by an off-shore wind. All of her crew, with the exception of the captain and mate, left her and got ashore before she passed out. The captain and mate are supposed to have effected a landing on Tweed Island, for a light was seen there last night. A relief party was sent out to Tweed Island this morning.

Yarmouth, Jan. 23—Steamer Boston arrived here on time this morning, having come through the gale of last night in splendid shape. About 4 o'clock yesterday afternoon, seven miles from Thatcher's Island, she saw a dory a short distance off with a signal of distress flying. She at once bore down on the boat and took on board Henry Fougere, of Chelsea, Mass., one of the crew of the schooner Emerald, of Gloucester, who left that vessel about 11 o'clock in the morning with 60 pounds of fish in the boat. He was very nearly exhausted and was partially benumbed with cold. Had not the Boston rescued him he would shortly have perished.

RECENT CHARTERS.

British bark Conductor, 1062 tons, Brunswick, Ga., to Buenos Ayres, pitch pine lumber, $12.0.

British steamer Cunaxa, 2048 tons, from Huelva to Boston, with ore, 9s 9d, January loading.

VESSELS IN PORT

Not Cleared

(With their Tonnage and Consignee.)

Steamers.

Giltra, 1,426, W. Malcolm MacKay.
Marina, 3322, Robert Reford Co.
Manchester Shipper, 242, Wm Thomson & Co..
Tunisian, 6,802, Wm Thomson & Co.

Bark.

Mary Barry, 506, J Splane & Co.

Schooners

Abbie Keast, 95, W Watson.
Annie A Booth 165 A W Adams.
Calabria, 451, J Splane & Co.
Comrade, 77, J M Driscoll.
D W B, 129, D J Purdy.
E. Merriam, 331, F C Beatteay.
Elma, 299, Master.
Eric, 119, N C Scott.
F and E Givan, 99, F Tufts & Co.
Fanny, 91, F Tufts & Co.
Georgie Pearl, 118, A W Adams.
Harold B. Cousens, 360, P McIntyre.
Harry W Lewis, 297, J. W. Smith.
Harry Miller, 246, A W Adams.
Ida May, 119, D J Purdy.
Jessie Lena, 279, R C Elkin.
Lizzie H Patrick, Master.
Lucia Porter, 284 P McIntyre
Myrtle Leaf, 356; A W Adams.
Mona, 299, Alex Watson.
Norembega, 266, R C Elkin.
Onward, 92, J W McAlary.
Otis Miller, 98, J W Smith.
Pardon G Thompson, 162, A Cushing & Co.
Pansy, 76, Master.
Phoenix, 396, Master.
Priscilla, 101, A W Adams.
R Bowers, 573, R C Elkin.
Rebecca W Huddell, 240, D J Purdy.
Rewa, 122, D J Purdy
Roger Drury, 307, R C Elkin.
Romeo, 111, P McIntyre.
Sallie E Ludlam, 199, D J Purdy.
Three Sisters, 275, J E Moore
Virginian, 99, J W Smith.
Walter Miller, 118, N C Scott
Wandrian, 311, J A Likely.

MARINE NOTES

Part of a crew left Halifax yesterday morning to join the schooner W. S. Fielding at Liverpool, N. S., loading for Brazil.

The Allan line steamer Ionian, with passengers and mails, left Liverpool on the 17th for Halifax and St. John. She has 13 saloon 38 second cabin and 259 steerage passengers.

The following passengers arrived at Halifax by the steamer Ocamo from the West Indies, Demerara and Berm da yesterday morning: Dr. J. McKenzie, Miss Jennie Lawrence, Maurice Haliday, Corporal R. J. Wilkinson, Bandsman T. B. O'Connor, Wilfrid Dasent.

The following is taken from last Tuesday's Yarmouth Herald:—"A persistent rumor, now stated to be on good authority, is that the steamer Senlac has been sold to Messrs. Mackenzie & Mann, and will be withdrawn from the South Shore route. She will, it is said, ply on the routes from St. John to Port Wade (Victoria Beach), and from St. John to Yarmouth, and vice versa, in connection with their railways. The agent at Yarmouth is not aware of any change in the management of the Senlac, however.

Yarmouth, Jan. 23—Henry Fougere, a native of Arichat, and one of the crew of the Gloucester fishing schooner Emerald, went astray in his dory on Tuesday morning and after wondering about in a blinding snowstorm was picked up by the steamer Boston, the rescue being effected off Thatchers. The sea was rough and the man was without food, and a flask of water which he had in the boat became a lump of ice. Had the steamer not sighted the dory the unfortunate man would have perished.

The Gloucester fishing schooner Yakima, which went ashore on Bon Portage on Saturday, is still on the rocks. Another attempt to get her off will be made on Thursday. Captain Atwood remains by the vessel, and the crew, which arrived here this morning, will be sent to Boston tonight.

EXPORTS

For Liverpool per stmr Pretorian:—
Canadian goods,—1736 brls apples, 2588 boxes cheese, 2 boxes tobacco, 6 bales duck, 29 boxes advertising matter, 426,696 ft deals, 34 tons birch lumber, 49,401 bushels wheat, 106 pkgs meats, 2487 bales hay, 191 cattle; value $126,644.

Foreign goods:—2190 pkgs lard, 1363 pkgs meat, value $97,920.

Total value of cargo, $223,664.

The value of the Donaldson line steamer Parthenia, for Glasgow, is as follows:—Canadian goods, $94,616; foreign goors, $18,132. Total $102,748.

The total value of the steamer Lake Champlain's cargo is as follows: Canadian goods, $201,504; foreign goods, $155, 858. Total $375,362.

IMPORTS

From Manchester, ex stmr Manchester Shipper: 5 pkgs earthenware, Downing, Amer Dispatch: 1 case hardware, Emerson & Fisher; 23 pkgs earthenware, W H Hayward & Co; 54 pkgs dry goods, Manchester Robertson Allison; 1080 sacks salt, order; 75 pkgs lump alum, order; 5 cases glassware, order; 12 pkgs earthenware, O H Warwick.

For Moncton:—25 rolls 12 bales floor cloth, W F Ferguson.

For Sackville—12 bales linoleum, G E Ford.

For Fredericton, 32 rolls floorcloth, Colwell & Jennings.

AN ICE-D SCREAM.

SHEEP FARM IN CAPE BRETON

E. B. Elderkin Says Nova Scotia Government Should Establish One.

(Sydney Record)

E. B. Elderkin of Amherst, president of the Maritime Stock Breeders' Association, has been in the city for the past few days interesting himself in business of his organization, and more than incidentally concerning himself with a proposition to establish a farm for sheep raising in Cape Breton.

In conversation with the Record at the board of trade rooms Saturday Mr. Elderkin expressed the opinion that no more favorable location could be found for a sheep farm than in the island of Cape Breton. He was not very particular about the exact location so long as the conformation of the land was favorable, the situation near water and rail communication, and the market within a reasonable distance.

The suggestion of Mr. Elderkin is that the government purchase and equip a sheep farm somewhere in this island and that men experienced in this especial brand of stock raising be imported from the old country—Scotland preferred—to conduct the establishment. An expenditure of about $5000 was all that was necessary, to acquire the necessary land,—say 150 acres— the stock and the buildings.

"This farm," continued Mr. Elderkin, "would be used as an object lesson. You can talk until doomsday to a farmer and make no impression, but once you demonstrate to him by actual experience that such an object can be gained he will seize the idea and appropriate it at once, Cape Breton mutton has a great reputation for flavor notwithstanding the fact that very little intelligent effort has been made to produce it. And then you have the market right at your door, and the opportunity to keep in the country the money which now filters into outside pockets for all the food you import for consumption. Of course we must not lose sight of the opportunities for wool growing, a very important factor."

Mr. Elderkin went on to suggest that to stock the proposed farm a number of Oxford, Shropshire, Leicester and South Down ewes be imported, with the requisite number of males, the progeny to be disposed of to the farmers throughout the province for the purpose of perpetuating the stock, and a number of ordinary ewes, the product of which would be sent to market.

An effort is being made by Secretary Challoner of the board of trade to secure Mr. Elderkin for a series of lectures on agriculture, stock raising and kindred subjects.

N. Y. STOCK MARKET

Thursday, January 24, 1906.

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

	Today's Closing	Yesterday's Opening	Close
Amalg Copper ex div 2 per cent	116⅛	114½	114⅝
Anaconda	278⅜	279½	279⅜
Am Sugar Rfrs	132½	132¾	132¾
Am Smelt & Rfg	149¼	149¼	149⅛
Am Car Foundry	44¼	44¾	44¾
Atchison	106⅛	106¼	105
Am Locomotive	73½	73½	73½
Brook Rpd Trst	78⅛	78¾	78¼
Balt and Ohio	117½	117⅝	117⅝
Chesa and Ohio	42¼	52¾	52¾
Canadian Pacific	185⅝	185½	184¾
Chi and G West	16⅜	17	17
Colo F and Iron	53⅜	53½	53½
Erie	40	40	40¼
Illinois Central	164	166	166
Kansas and Texas	38¾	39	39
Louis and Nashville	139¾	139¼	139¼
Mexican Central	25	25	25
N Y Central	130⅜	130¾	130¾
Reading	128⅝	129	129¼
Pennsylvania	135½	135⅝	135¼
Rock Island	27¼	27¼	27¼
St Paul	150¼	150⅜	150½
Southern Ry	29⅜	29½	29¼
Southern Pacific	95¼	95¼	95⅜
Northern Pacific	154½	155	155⅞
Union Pacific	176⅝	176⅝	176½
U S Steel	47½	47⅜	47⅜
U S Steel, pfd	106½	106⅝	106⅜

Sales in New York yesterday 622,700 shares.

CHICAGO MARKET REPORT.

May corn	46¼	46⅛	46¼
May wheat	79¼	78½	78⅝
May oats	38¾	38¾	38⅝
May pork	16.40	166.35	16.35
July corn	46¼	46⅛	46⅛
July wheat	78⅞	79	78¼
July oats	35¾	35⅝	35⅜

MONTREAL STOCKS.

Dom Iron and Steel	23	23	23
Nova Scotia Steel	70½b	70b	70b
C P R	185	184b	184b
Montreal Power	91½	92	92
Detroit United	80½	79¾b	79¾b

NEW YORK COTTON MARKET.

March cotton	9.37	9.45	9.46
May cotton	9.46	9.50	9.56
July cotton	9.53	9.29	9.62

NEW YORK Jan. 24—The stock market opened firm; Amalgamated Copper, 114 3-8, ex dividend; American Smelting, 149¼; Anaconda, 279½; Atchison, 106⅛; B. and O, 117¾; Brooklyn Transit, 78¼; Canadian, 183½; Colorado Fuel, 53½; Erie, 40⅛; New York Central, 130¾; Northern Pacific, 155; Pennsylvania, 135¾; Reading, 129¼; Southern Railway, 29⅛; Southern Pacific, 95½; St. Paul, 150¾.

"You don't get much chance to use your auto this weather?"

"No."

"I guess you almost forget you have an auto now?"

"Oh! no! I'm still paying the instalments."

EXONERATED.

Mrs. Swellington—I caught Miss Smart listening to the music at the opera the other night.

Miss Wellington—Well, you know she has never had many social advantages.

SUNDAY LABOR ON BOARD SHIP

Merchant Service Guild Would Have a Better Sunday for the Sailors.

With regard to the message to the nation in which the Archbishops of Canterbury and Westminster and the president of the National Council of Evangelical Free Churches appeal to our fellow-countrymen for the due and proper observance of the Sabbath Day, the absolute necessity of one day's rest in seven and the belief expressed in the message that it is literally impossible to exaggerate the importance of this matter to the nation, the Merchant Service Guild have addressed a communication to the three signatories to the message expressing their keen regret that "home" and "England" only are referred to and that as is so commonly the case, our sailors who labor on the high seas and on ships abroad are quite forgotten. The Guild state that the amount of Sunday labor which is carried on on board British ships in ports abroad is a national scandal and that it is a disgrace to our flag to see men worked on British ships on Sunday whilst foreign merchant ships are lying alongside of them whose men are enjoying that one day's rest in seven which they so richly deserve. The Guild further allude to certain ports abroad where the authorities impose a fine on ships working on Sundays and they say that the signatories to the message will be astounded to learn that many British shipowners willingly pay this fine rather than sacrifice the pecuniary profit which they gain by this Sunday working on board the ships. It is said that no discrimination is necessary on this subject for Sunday labor takes place on leading lines just as it does on what are known as "tramps" in which category are classed many of the finest ships in the Mercantile Marine. On behalf of sailors generally the Guild appeals to the signatories for that enormous influence they can wield in the direction of putting an end to Sunday labor on board merchant ships although it is feared that this can only be accomplished by legislative methods.

BETTER TO STAY EAST

(Sackville Post.)

Blessed are the stay-at-homes, for they shall avoid storms. There are many reasons why New Brunswick people should remain where they are, and also some few reasons why they should go west. The glorious and bracing climate of the prairies is not one of the latter. Down here we have storms, bad enough at times; we have spells of cold weather occasionally too severe for comfort; once in a while some of us are short of coal or food, but that is only when we have no money and then there are friends to help us. Our cattle are not dying on the fields nor are they stampeding the villages in search of shelter from the blizzard. Farmers in New Brunswick have not been in the habit of burning their barns for fuel, or eating their seed wheat and potatoes to keep themselves and their families from starving. Yet the people in many sections of the west are doing these things. By reason of the continued heavy storms numbers of villages have been snowbound for weeks and food supplies are running low. Wood for fuel is never plentiful and coal must be depended upon for emergencies, but coal cannot be procured owing to the blockades on the railways. The treeless plains offer no shelter to herds of cattle and the poor animals are dying by hundreds from the violence of the storms.

WALL STREET

Prices advanced from the outset though the buying was very moderate and quite evenly distributed between a half dozen of the foremost speculative features. After a number of stocks had risen substantially above yesterday's closing the demand slackened, but there were no losses of consequence. The Mackay company's stocks, which were admitted to dealings on the exchange, were in active demand, the common selling up from 73 to 75.

N. Y. COTTON MARKET

NEW YORK, Jan 24—Cotton futures opening steady; January, 9.33; March, 9.45; May, 9.54; July, 9.59; Aug. 9.52 bid; Sept. offered, 9.54; October, 9.63.

DEATHS

McROBERTS.—On January 23, at 53 Crown street, Mrs. Helen L. McRoberts, widow of John A. McRoberts, leaving one daughter to mourn her sad loss.

Funeral Friday afternoon at 2.30 o'clock; service at 2.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

FOR SALE—DOCTOR'S CLOSED SLEIGH and one open sleigh, Cut Under Wagon and Buggy at a bargain. Apply at once. B. S. PRICE, 157 Germain street. 1-24—tf.

BY ORDER OF THE COMMON COUNCIL OF THE CITY OF SAINT JOHN.

PUBLIC NOTICE is hereby given that a Bill will be presented for enactment at the next session of the Provincial Legislature to provide that the Common Council of the City of Saint John shall be composed of the Mayor, one Alderman for each Ward to be elected by the qualified voters in the Ward, and two or more Aldermen at large, to be elected by the qualified Electors for the whole City.

HERBERT E. WARDROPER,
Common Clerk.

4t-24,31-7,14.

BY ORDER OF THE COMMON COUNCIL OF THE CITY OF SAINT JOHN.

PUBLIC NOTICE is hereby given that a Bill will be presented for enactment at the next session of the Provincial Legislature to provide that the Sewerage Maintenance in the City of Saint John shall be a charge upon the Water Maintenance fund of the City.

HERBERT E. WARDROPER,
Common Clerk.

4t-24,31-7,14.

Have You Got It?

THE LOOSE LEAF SYSTEM

General storekeepers and dry goods merchants cannot afford to ignore the value of a simplified system of bookkeeping. No business man should attempt to run his business without what has come to be known as the loose leaf or continuous ledger system.

The man who has not yet introduced this system into his business should do it today.

It will be the cheapest investment he ever made. No matter if you look after your own books or employ bookkeepers it will cut down expenses and save time. In this way the system pays for itself over and over again. More general storekeepers have failed through lack of system than from any other cause.—Dry Goods Record.

Write us a card or telephone 31A and we will send our expert, who will fully explain this system to you, and install one if you want it.

THE McGOWAN MANUFACTURING CO.

ST. JOHN, N. B.