FINANCIAL and COMMERCIAL

HAS THE STOCK MARKET REALLY TOUCHED BOTTOM?

The Upward Move Last Week---Prospects for the Great Staples Are Fairly Good, but Monetary Considerations Very Perplexing.

(New York Commercial, Monday.)

Little occurred during the closing week of the first half of 1907 to modify the view held generally last Monday—the opinion that the security market had touched bottom and that the next movement, therefore, must be toward higher levels. The question traders are putting themselves today at the beginning of the second half of the year, is this: Is the upward movement, which most judges believe to be in order as the logical change in the general situation, a movement to be expected in the early future, or one that must await developments later in the season, such as definite assurances as to crops and clearer horoscopes as to money?

Since Monday last the prices of most stocks have advanced, and in fifty or more representative issues the aggregate net gains at the end of business Saturday ranged from 1 1-8, as in Republic Iron & Steel, to 9 in Southern Railway preferred. It is significant of something surely when the improvement from Saturday to Saturday is prononunced enough to give Amalgamated Copper 4 3-4, Anaconda Mining 4, American Smelting 5 1-2, American Sugar Refining 3 1-8, United States Steel, 3 5-8, American Car and Foundry 2 3-4, Chicago & Northwestern 8, Illinois Central 7 1-2, Union Pacific 7 3 8, Canadian Pacific, 7, Reading 6 3-4, Delaware & Hudson 5 5-8, Northern Pacific 6 7-8, St. Paul 5, New York Central 4 1-8, Pensylvania 3 1-8, Southern Pacific 4 3-8, Louisville & Nashville 4 3-4, and Missouri Pacific 3. On whatever theory an attempt is made to account for this betterment—whether manipulation, "short covering" buying by large interests, or purchases by the investment element of the public—there is no blinking the fact that a general uplift occurred last week, irrespective of a number of factors not ordinarily helpful to sentiment. The question is as to the staying qualities of the movement. Will it continue? Is it premature? Can it be expected to last another week? Does it reflect a forcing process?

Probably a majority of experienced observers are agreed in thinking that, although, all things considered, the advance last week did not carry prices further than they were entitled to go, it was chiefly representative of influences not to be relied upon very confidently to sustain quotations where they are. The new prices rest upon a treacherous technical underpinning. Possibly this will hold them up long enough to permit of the substitution of a stouter fabric. Such things have happened, and they may happen again; but, unless the July disbursements of interest and dividends go heavily into securities, it is not easy to see where a legitimate basis is to be found for a striking "bull" coup this month. Unfortunately "bull" leadership is not too particular as to the legitimacy of its methods; and existing conditions are as complicated as any that Wall Street has faced in a generation. Those who like to fish in troubled waters usually can find an "angel" to trouble the pool. July may bring an illustration. But, until crop contingencies and the monetary outlook become unmistakably favorable, it will not be ultra-conservative to regard the handsome improvement of last week as forced and as one that might better have been spread over a longer period. Such an interpretation of it is consonant with full faith in the power of natural, as distinct from artificial, agents to raise the market after a while into a much higher plane.

TRUST WANTS MORE FOR SAFER RAILS

Important Conference of Railroad Men Follows Harriman's Charge---Shape Is To Be Changed.

(N. Y. American, Friday)

As a result of the announcement by E. H. Harriman that the steel companies are furnishing unsafe rails to the railroads, a conference was held at the offices of the Steel Trust, at which every steel company in America was represented, and also practically every railroad, either by its president or vice-president.

After the conference it was announced that an agreement would be reached satisfactory to the public. This announcement was made by E. G. Gary, chairman of the Steel Trust, who presided at the conference.

About fifty persons were present at the conference, prominent among them being C. E. Schaff, vice-president of the New York Central line; Daniel Willard, vice-president of the Burlington, representing the Hill lines; F. A. Delano, president of the Wabash, representing all the Gould railroads; J. W. Kendrick, second vice-president of the Atchison; W. A. Gardner, vice-president of the Northwestern, and E. W. McKenna, vice-president of the St. Paul.

DEMAND $5 A TON MORE.

The steel companies are understood to be willing to make a rail that will come up to the requirements of the railroads, but demand $5 a ton more for it. The present price is $28. The chief objection to the present rail is its slope, it being impossible to temper the whole rail evenly because of the thin web and thick flange. An entirely new shape of rail will be agreed on.

"The importance of producing and using at all times a rail capable of meeting the requirements of traffic, however great, was recognized by all," said Mr. Gary after the conference adjourned. "Both the railroad officials and the manufacturers discussed the various suggestions which have been made in that direction. The meeting was in every respect harmonious and friendly.

"It was decided to request the joint committee of experts appointed by the American Railway Association and the manufacturers of rails, respectively, to report their conclusions for consideration at an adjourned meeting of the rail manufacturers and railroad officials at a time to be fixed by the chairman of the meeting."

MAKE-UP OF THE COMMITTEE.

The committee appointed by the American Railway Association is made up of G. L. Peck, general manager of the Pennsylvania line west of Pittsburg, chairman; J. T. Richards, chief engineer maintenance of way, Pennsylvania Railroad, J. Kruttschnitt, vice-president Southern Pacific; W. J. Wilgus, vice-president New York Central; R. Montfort, consulting engineer Louisville & Nashville; E. C. Carter, chief engineer Chicago & Northwestern; William Garstang, superintendent of motive power, Big Four; R. L. Ettenger, consulting mechanical engineer Southern Railway, and W. E. Fowler master car builder Canadian Pacific.

The charge has been publicly made that the Steel Trust has been making rails which it has known were not safe. Until Mr. Harriman denounced the trust publicly the other railroads were afraid to protest, fearing reprisals from banking interests identified with the Steel Trust. Harriman, having broken the ice, there was a rush of railroad men to back him up in his attitude of defiance, and the steel companies have been forced to make reforms.

Mr. Harriman followed up this open declaration of war by giving the Tennessee Coal and Iron Company an order for 150,000 tons of rails. This opened the eyes of the trust to the seriousness of the proposition.

BIG G CURES in 1 to 5 days. Guaranteed not to stricture. Prevents Contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

MEN AND WOMEN. Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles $2.75. Circular sent on request.

LITTLE BOY HURT

Six-year-old Willie Jacobson, son of Maurice Jacobson, of Acadia street, met with an exceedingly painful accident yesterday afternoon and his injuries may result seriously. He was playing on Brooks street, and seeing a sloven, driven by John Rostoveskynst, coming along, tried to jump on but fell under the vehicle, the hind wheel passing over his head and inflicting fearful wounds, tearing the ear and lacerating the scalp.

The driver stopped immediately, picked him up and took him home, where Drs. E. P. Broderick and A. F. Emery dressed his wounds.

If no complications set in the lad will likely be all right in a few weeks.

HE CARRIED A GUN

Wm. McCordock was arrested last night on McAvity's wharf by Policemen Totten and Howell, who were told that he was flourishing a revolver near the laborers' bell, and threatened to shoot Wm. Diamond, a colored man. On arriving at the scene the officers found that McCordock had vanished, but they discovered him later, on McAvity's wharf, where he had fallen, revolver in hand, on a heap of soft coals.

The weapon was empty but the policemen were told that a shot had been fired in the vicinity of Market square.

AT THE BALL GAME.

Shortstop—We don't seem to be able to hit that country pitcher.

Backstop—No, he's got one of those rural free deliveries.

LACKED FACILITIES.

Hook—Did you see a sea serpent on your yachting trip?

Cook—No, the champagne gave out before we were ten miles from land.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED — JANITOR FOR SMALL building (4 rooms). Apply C. S. HANNINGTON, 127 Prince Wm. St. 869-t. f.

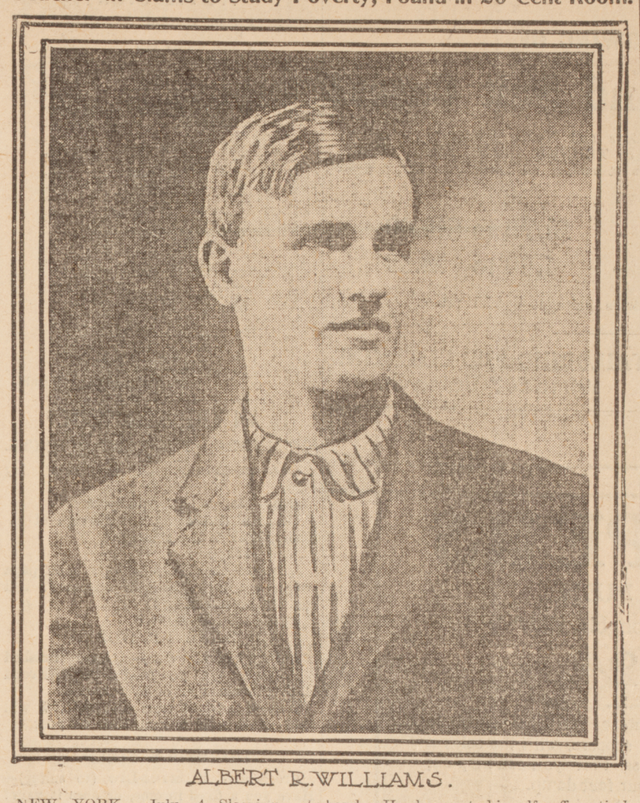
TO LET PLEASANT UPPER FLAT 6 rooms, 83 High street, rent $7.60 per month. Apply on premises. 23-t. f.

WANTED—AT ONCE, GENERAL MAID. Apply to MRS. GEORGE GEROW, 70 Sewell Street. 868-t. f.

GIRL WANTED—AT ONCE. J. G. SPERdakes, 33 Charlotte Street. 866-t. f.

BICYCLE FOR SALE—IN GOOD REPAIR. Enquire 138 Duke street, west end. 867-7-6.

Preacher in Slums to Study Poverty, Found in 20 Cent Room.



ALBERT R. WILLIAMS.

NEW YORK, July 4—Sleeping at night in a twenty cent room, and tramping the streets by day in search of work, Albert R. Williams, a young preacher, who has chosen to live the life of the New York poor this summer instead of taking a vacation abroad, has found in the first forty-eight hours of his ordeal that New York city has lots of sympathy but few jobs for the boy who comes here without money, references or technical training to win his bread. The young investigator's small money supply is dwindling and he has not yet found the means of making any more.

Mr. Williams was graduated recently from the Hartford Theological School with high honors and a valuable scholarship. Before assuming the duties of a pupil, however, he resolved to study the conditions among the poor of the slums at first hand. He has cut himself off entirely from his friends and relatives. His father, a minister in Blossburg, Pa., does not know where his son is. Neither does the young professor's brother, who is a prosperous man of this city.

Eight dollars, one cheap suit of old clothes and a cap formed the full accoutrement of the young man when he set out. In the first two days of his wanderings he found no work. Not even the sweat shops would have him. He could not get a place as a stable boy. The practical charity institutions would only help him to get work in the country. Although he listened to the stories of graft told by a policeman and fireman in connection with a position in the service of the Metropolitan Street Railway Company, he found himself unable to get a job as conductor or motorman.

COMMON COUNCIL HELD A LONG SESSION YESTERDAY

Question of Exempting Cold Storage Plant Comes In for Much Discussion.

The common council yesterday indulged in a long and at times heated discussion on the question of exempting the plant buildings and machinery of the cold storage company from taxation. The site having been changed from that granted on the city's property on the west side to the I. C. R. property on the east side, it was claimed that the exemption clause should be cancelled. Beyond rescinding the order to grant the leases no action was taken but it is generally conceded that the exemption already granted by a two-thirds vote cannot now be revoked. It was decided to consider the report of Robert Baxter, the gas expert, at a special meeting. The dominion government will be asked to provide a marine police patrol to ensure the material from the dredging not being dumped near the harbor approaches. A new boiler for No. 2 fire engine was ordered from the makers at a cost of $1,000. By a resolution moved by Ald. McGoldrick, the council expressed their appreciation of Dr. J. D. Maher as a citizen and wished him success in extending his dental practice to Halifax. The mayor occupied the chair and the full council were present with the common clerk. Marshal Coughlan was in attendance.

The mayor made a plea that the council should preserve the old Chipman House, but no action was taken.

Among the bills was an item for $25 for damages to a schooner by the Ludlow. It was ordered paid.

In the board of works report the cold storage proposition loomed up in the first section on a recommendation to rescind the arrangements made with the company to lease a site on the west side, but in view of the public benefit to the city to grant exemption from taxation on their land, buildings and plant, now to be erected on the site owned by the I. C. R. on the east side.

The fight over the section lasted an hour and a half. Ald. McGoldrick was the principal opponent and Ald. Baxter was prominent in the forces on behalf of the recommendation. After a lot of argument and several motions being voted on, it was decided to rescind the granting of a lease for the west side lots and to leave the question of exemption untouched. The remainder of the report was adopted.

The report of the water and sewerage board was adopted after some discussion on the large number of catch-basins ordered.

The section to place a second supply pipe in the High school was referred back.

The reports of the safety board, ferry and appeals committees were adopted.

W. M. Jarvis and D. R. Jack were reappointed library commissioners.

Ald. McGoldrick said he desired to move a resolution with reference to a gentleman who had been connected with the city for a number of years. He referred to Dr. J. D. Maher, who was one of the city's tenants and now contemplated extending his business to Halifax. He thought that the council should show its appreciation of Dr. Maher's standing as a citizen, as he would not be so well known in Halifax as here.

The alderman then moved the following resolution:

Whereas, Dr. J. D. Maher, a well known dentist of this city, has been a tenant of the city of St. John for a number of years and has always been prompt in payment of all accounts due the city, and whereas during many years he has proved himself competent in his profession, having enjoyed the endorsement of some of the leading lights of New Brunswick, including governors, premiers, judges of the supreme court, senators, members of parliament, clergymen of all denominations, physicians, and many citizens from all parts of the maritime provinces, and whereas he has proved himself energetic and progressive in the practice of his profession, and whereas he now proposes opening branch offices, large and spacious, in the city of Halifax, we, the members of the Common Council of the city of St. John, here in session, do here take the occasion to express our heartfelt wish that his efforts to establish a large practice may receive a hearty response from our sister city.

Continuing, Ald. McGoldrick said Dr. Maher had been a tenant of the city for seventeen years, at $350 a year, and as everyone was aware, had worked up a large practice. The alderman could not, perhaps, recall with pleasure the occasions which prompted their visits to Dr. Maher, but they could not, he thought, fail to appreciate the manner in which his establishment was conducted.

Ald. Hamm seconded the resolution, which was carried unanimously.

The council then adjourned.

Rapid Transit Board Ends Its Career.

1-WOODBURY LANGDON 2-B L BURROWS, SEC'Y. 3-GEO. S. RICE. 4-A. B. BOARDMAN, COUNSEL. 5-GEO. L. RIVES 6-BRAYTON IVES 7-WM S HURLEY 8 CONTROLLER HERMAN A METZ. 9 ALEXANDER E ORR 10-J.H. STARIN. 11-MAYOR McCLELLAN

LAST MEETING OF THE RAPID TRANSIT COMMISSION. Photo BY DETRICK.

NEW YORK, July 2—After thirteen years as the Board of Rapid Transit Railroad Commissioners, adjournment sine die was taken, and the board now ceases to exist, being succeeded by the new Public Utilities Commission.

At the meeting of the board after routine matters had been passed upon, the members, including Mayor McClellan, made speeches. Alexander E. Orr, who for almost the entire time has been president of the commission, was considerably overcome at the praise showered upon him. When he tried to speak he only did so with effort, and his voice was husky with emotion.

Important approvals were made by the board, as the last official action, when six of the fourteen sections of the proposed Brooklyn subway were acted on favorably. The board not only approved the plans for these sections, but set July 13 as the date for the public hearing on the form of contract. The new Public Utilities Commission will have to do with that hearing.

LYONS THE ADVERTISER

Box 203 - - St. John, N. B.

late advertising manager Fraser, Fraser & Co.

YOUR DAILY SALES increased by the LYONS METHOD OF ADVERTISING. SPECIAL SALES CONDUCTED with profitable results.

Correspond with me and increase your sales. Contracts taken for ad writing.

ITEMS OF INTEREST

Typewriting Bureau, 20 Canterbury St.

Frederick Creighton, of Silver Falls, teamster for the city, in some way got a needle stuck in his arm yesterday. Dr. MacFarland, of Fairville, extracted the needle and a piece of thread attached to it.

Housecleaning made easy. 'Phone 58, and ask Ungar's how it's done.

Capt. Charles Taylor, of the Star Line steamer Victoria will resign his command in about three weeks and his place will be taken by Capt. Edward Perley, at present in command of the Lily Glasier.

Gilmour's clothing and tailoring shop will be open on Friday evening until 10 o'clock and will be closed at one o'clock on Saturday afternoon, during July and August, as has been customary the last three years.

The regular monthly business meeting of the King's Daughters will be held on Friday at 3.30.

Band in attendance tonight at Victoria roller rink with the latest popular music. This being "ladies' night" there is sure to be a large attendance. Mondays and Thursdays throughout the season will be fixtures as regards ladies' nights; each night they are becoming more popular.

Steamer Aberdeen met with another accident yesterday evening, when the Hampton which was returning from her regular trip up river struck her amidships, tearing through and ripping off the guard and demolishing several stanchions. The break, which was a bad one, was, fortunately above the water line and carpenters were at work on the Aberdeen last night.

SORE THROAT—IT'S DANGERS.

A sore throat unchecked may result fatally in a very short time. One of the quickest and surest ways of escape from the danger is through Dr. Scott's White Liniment, the penetrating potency of which acts like magic. 25c at all druggists.

The identity of the former St. John man killed in the train wreck at Butler (Ont.) on Saturday last has been clearly established. He was Thomas E. O'Connor, son of Edmund A. O'Connor, who removed from Fairville to the west about five years ago.

SUBURBAN TRAIN TO BE HELD.

On Friday night, July 5th, C. P. R. suburban train for Welsford due to leave St. John at 10.30 p. m. will be held until 11.15 for the accommodation of suburban residents wishing to attend the performance of "Caprice" on that evening.

GRAND OPENING AT ROCKWOOD

The grand formal opening of the varied new amusement features at Rockwood Park will take place on Saturday, July 6, when Mayor Sears will deliver an address declaring the park formally opened as St. John's premier amusement centre. The shoot-the-chutes, Ferris wheel and all the other attractions will be in full running order. A fine programme of aquatic sports will be provided by the Neptune Rowing Club and with a band concert the afternoon promises to be a gala occasion. In the evening a grand fireworks display will be provided. The refreshment pavilion will probably be completed by that time and everything necessary to supply the wants of the inner man can be obtained. Crowds frequent the region of the new attractions every afternoon and evening and the venture is proving an unqualified success.

SHE DENIES THE SUICIDE REPORT

The attempted suicide of Regina Goldman, in New York, about a month ago has been recalled by the arrival in St. John yesterday of Mrs. Max. Bassen, formerly Miss Goldman who went to New York, two or three weeks before the affair and when she sent back word of unhappiness and discontent it was feared she had tried to take her own life.

Her brother-in-law, Wm. Webber had this idea when he received a letter from the brother of the absent woman saying she was ill and would return home when she was better.

Seen at Mr. Webber's home last night Mrs. Bassen was not very well, but denied the report that she had attempted her life. Her sickness she said was due to the heat. She was amused at the idea of seeking employment and said her husband was making good money and could look after her.

A. H. Rowley, of the Bank of Nova Scotia, Kingston (Ja.), and W. P. Hunt, of the Bank of Nova Scotia, Montreal, were here yesterday.

Miss Florence Terris, of Amherst, who has been visiting Miss Nellie Collins, of the North End, returned home yesterday.

SHIPPING

MINIATURE ALMANAC.

1907 July		Sun Rises	Sets	Tide. High	Low
2	Tues	4.46	8.10	5.09	12.00
3	Wed	4.47	8.09	6.08	0.30
4	Thurs	4.47	8.09	7.09	1.30
5	Fri	4.48	8.08	8.11	2.28
6	Sat	4.49	8.08	9.10	3.23

The time used is Atlantic Standard.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Broomfield at New York, July 3.
Kelvin Head, Liverpool, June 29.
Madrileno, chartered.
Pietro Accame, chartered.
Pandosia, at Boston June 21.
Pontiac, Manchester, June 25.
Rappahannock, 2490, at London, July 3.

BARKS

Alfredo, Barcelona, June 2.
Santa Maria, 988, at Marseilles, May 7.

PORT OF ST. JOHN.

Cleared to day

Coastwise:—Schr Jolliette, Sabean, St. Martins, Albana, Loughery, St. Martins; R. Carson, Sweet, St. Martins; Wanita, Rolfe, Grand Manan.

Cleared to day

Schr Charlevoix, 426, Sommerville for Bear River, A W Adams, hay.
Schr Ella Clifton, (Am) 92, Mitchell for Boston, Stetson Cutler & Co. 99,007 ft. spruce boards, 250,000 cedar shingles.
Schr Roanoke, 99, Petch for Annapolis, master, ballast.

Sailed to day

Bank Christiane (Russ) 919, Johans for Plymouth, G. B.
Bark Titania, (Ital) 878, Catanzano for Marseilles, France.

Cleared Yesterday

Schr Peter C. Schultz (Am) 373, Patterson, for City Island, for orders, Stetson Cutler & Co, 285,768 ft. spruce deals, 43055 ft spruce boards.
Schr Stella Maud, 98, Smith, for Elizabeth Me. A Malcolm, 2018 sacks salt.
Schr Harry W Lewis, 297, Pettis, for Port Granville, N. S. to load for U S port.
Schr Melba, 419, Henebery for Port Greville, N. S. ballast to load for U S port.
Schr Coral Leaf, 374, Spicer for Advocate Harbor, ballast, to load piling at Spicer's Island for ..ew York.
Schr Romeo, 111, Gale for Vineyard Haven for orders, A. Cushing & Co. spruce boards.

Coastwise—Schrs Ethel May, Hudson, Hampton, N. S.; Waldo R. Hooper, Lord's Cove, N B.; Acadian, Doucett, Meteghan River; May Bell, Black, St. Martins; Dorothy, Gesner, Bridgetown; R P S Baird, Wolfville; Dora, Canning, Parrsboro.

Sailed Yesterday

Stmr Lena, 2679, Dale, for Manchester, G. B. W M. Mackay, deals.

DOMINION PORTS

Yarmouth, N. S. July 1—Cld bark India (Nor) Johansen, for Buenos Ayres.
Liverpool, N. S. July 2—Cld schr Palmetto, Anderson for New York.
Dalhousie, July 2—Cld, barks, Arizona, (Nor), Sharpness; Refina, (Nor) Garston Docks; Carmel (Nor), Galway.
Hillsboro, July 2—Ard, June 28, schr E C. Gates, Eastport.
Cld—stmr Hirundo, (Nor) Oak Point, N. Y.
Newcastle, N. B., July 2—Cld, June 28, stmr Prat, Manchester.
Halifax, July 3—Ard, stmr A W Perry, Boston; Halifax, Charlottetown and Hawkesbury.
Sld—Stmrs Kanawha, London; Ulunda, Liverpool, via St. John's (Nfld); St. Pierre Miquelon, St. Pierre (Miq).
Newcastle, July 2—Cld, bark Kentigern, Helgesen, Tralee, Ireland.

BRITISH PORTS

London, July 3—Ard, stmr Shenandoah, St John and Halifax.
Liverpool, July 3—Ard, stmr Lake Manitoba, Montreal.
Sld—Stmr Lake Erie, Montreal.
Cape Race, Nfld, July 3—Steamer Empress of Ireland, Liverpool for Sydney (C B) and Quebec, in communication with the Marconi station 175 miles east at 7.50 p m 2nd.
Lizard, July 3—Passed, stmr Kildona, Montreal for Shields.
Lizard, July 3—Passed, stmr Ontarian, Montreal for London.
Fastnet, July 3—Passed, stmr Montcalm, Montreal for Bristol.
Glasgow, July 2—Sld, stmr City of Bombay, St John's (Nfld), Halifax and Philadelphia.
Southampton, July 3—Sld, stmr Adriatic, New York.
Limerick, July 3—Ard, stmr Stikelstad, Campbellton (N B).
Bristol, July 2—Sld, stmr Monmouth, Montreal.
Port Spain, June 8—In port, schrs Maple Leaf, Shupe, for Halifax; Arthur M Gibson, Howard, from St John.

FOREIGN PORTS

Boston, July 3—Sld stmr Pandosia, Wyman for St. John.
Portsmouth, N H, July 3—Sld, schr Prudent, from Bear River for Boston.
Gloucester, Mass, July 3—Ard, schr Arizona, Port Gilbert.
Sld—Schr George M Warner, Port Gilbert.
Boothbay Harbor, Me, July 3—Sld, schr Rosa Mueller, New York; William Rice, do; F G French, eastern port.
City Island, July 3—Bound south, schrs Hugh G, Advocate Harbor; Aldine, St John; R D Spear, do.
Antwerp, July 3—Sld, stmr Mount Royal, Montreal.
Richmond, Va, July 3—Sld, schr Wanda, St John.
Boston, July 3—Sld, stmr Pandosa, Wyman, for St John and W C E.
Genoa, July 3—Sld, stmr Cheronea, Cook, for Ponna and United States.
Savannah—In port, to sail July 4, stmr Eretria, Mulcahy, for Hamburg via Norfolk.
Philadelphia, July 3—Ard, stmr Selasia, Purdy, from Hornillo.
Santiago de Cuba, June 10—Ard, bark Reynard, Reynard, Mobile; schr Florence R Hewson, Meisner, do.
Boston, July 3—Ard, stmr Prince George, Yarmouth; schrs Bessie, Barton; Neva, Bear River; Mercedes, Clementsport; Utopia, Bridgetown; Manuel R Cuza, New York; Francis A Rice, Belleveau Cove; Prudent, Apple River.
Cld—Schr Audacieux, Meteghan.
Sld—Stmr Prince George, Yarmouth; Pandosia, St John.
Havre, July 2—Sld, bark Rhea, Canada.
New York, July 3—Cld, Edda, Hillsboro.
Sld—Stmr Oceanic, Southampton.
Perth Amboy, N J, July 3—Cld, schr Alembic, Sydney (C B).
Portland, Me, July 3—Sld, stmr Ring, Parrsboro; schr Oriole, New York for St John.
Vineyard Haven, Mass, July 3—Ard and sld, schr Albertha, Halifax for New York.
Sld—Schrs H HKitchener, from Bridgewater for New York; Clayola, from St Martins, do; Seth W Smith, from Calais, do; Bluenose, from River Hebert, for Long Island and City; Lotus, from St John for New Haven; Witch Hazel, fro do for City Island.
Passed—Barktn Glenville, Halifax for New York; schrs Collector, Halifax for New York; Victoria, Chatham, for do; C J Willard, St George for Norwalk.

REPORTS, DISASTERS, ETC.

London, July 1—Wilmstadt cables that schr Robert Ewing, Rafuse, was wrecked and totally lost, ship and cargo, at Orinoco River. All hands saved and landed at Ciudad Bolivar. (The Robert Ewing was last reported sailed from New York, May 16 for Ciudad Bolivar.) —Note: The Robert Ewing was built at Advocate, N. S. in 1892, and was named after Robert Ewing, now in the Savings Bank here. She was 399 tons and was owned by W. W. Lewis and others of Louisburg, N. S.

MARINE NOTES

British steamship Lena, Captain Dale, sailed last evening at 6 o'clock for Manchester with a deal cargo.

The Lake Michigan, of the C. P. R. line, sailed from Montreal Tuesday morning with general cargo and a few passengers for London and Antwerp.

The steamship Sobo, Capt. Williams, sailed for Bermuda, Windward Islands and Demerara via Halifax, yesterday morning, with a general cargo.

Battle line steamer Selasia, Capt. Purdy, arrived at Philadelphia yesterday with a cargo of ore from Hornillo. After discharging she will come to St. John to load deals for W. C. E.

Battle line steamer Pandosia, Captain Wyman, is due to arrive here next Friday. Pilot Joseph Doherty has gone to pilot her here.

The schooner Oriole bound from St. Martins (N. B.), eastward to New York, lost a quantity of laths off Monhegan island on

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.

Dr. Kilmer's Swamp-Root stands the highest, for the reason that its remarkable curative power has been proven in thousands of even the most distressing cases.

Swamp-Root makes friends quickly because its mild and immediate effect is soon realized. It is a gentle, healing vegetable compound—a specialist's prescription for a special disease.

Swamp-Root is not recommended for everything.

A Sworn Certificate of Purity is with every bottle.

For sale at all drug stores in Canada, in bottles of two sizes, seventy-five cents and $1.25.

Sample Bottle of Swamp-Root Free by Mail

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 today.

It is said that the new steamer Europa, building for the Hamburg-American line by Harland & Wolff, Belfast, will exceed in size the giant turbine Cunarders.

The Russian bark Christian, Captain Johans, cleared yesterday for Plymouth (G. B.) with 440 standard of deals shipped by W. Malcolm Mackay. The bark is now anchored off Partridge Island and will sail the first chance.

Three large Nova Scotia schooners cleared the customs yesterday for their home ports—the Harry W. Lewis and Melba for Port Greville, and the Coral Leaf for Advocate. All are fixed to load lumber cargoes for the United States.

Cape Sable, N. S. July 2—While groping through the dense fog which prevailed on Sunday last, the American steamer Carthagena, with coal from Michigan to Boston, went ashore on the deadly Halfmoon Ledges near Cape Sable and is a total wreck. Her crew are all safe.

It was about ten o'clock in the morning when the accident happened. The steamer had made the long trip through the Great Lakes and St. Lawrence without any particular incident happening. All hands were congratulating themselves that this tedious voyage would be over shortly when the fog suddenly shut in on her. The ship was then slowed down.

The Carthagena had been steaming along cautiously for a long time when, suddenly the Halfmoon Ledges were sighted right under her bows. In an instant she crashed on to them, tearing her bottom badly. Fortunately the sea was dead calm. The crew had no difficulty in reaching the shore and they are now being cared for by William Smith, at the Lifeboat Station. Reports from thet scene today stated that the ship was full of water, and that she was breaking up. It was hoped that the engines and boilers could be saved. She belongs to the Black Diamond Line and is commanded by Captain feifert. The Carthagena is a steamer of 1532 tons gross and 1418 tons net. She was built at West Bay City, Michigan, in 1901 and hails from Port Huron. Her dimensions are: Length, 241 feet; breadth, 40 feet and depth, 19 feet 8 inches.

The waterlogged British schooner Prudent was placed on the flats at Kittery Point Tuesday and pumped out. She will be temportarily repaired at Portsmouth, N. H.—The Prudent sailed yesterday from Portsmouth for Boston.

The schooner Gamecock, from Machias, for Boston, with a cargo of lumber, is at Biddeford Pool, waterlogged a sthe result of her experience in last Saturday night's storm.

Work on the new lighthouse at Isle au Haut is to begin very soon, according to information given out by the Lighthouse department. The new structure which is to be located on Robinson's Point, and to the eastward of Vinelhaven is to cost approximately $14,000 and the money for it has been appropriated by congress. In addition to the lighthouse there is to be a bell or fog signal station. This is to be the only lighthouse erected thois year on the Maine coast. The location is one that has long been needed a lighthouse as the point is one by which a large amount of shipping passes.

NOTICE TO MARINERS.

A combined gas and whistling buoy has been established by the government of Canada off the southeast end of Partridge Island entrance to St. John harbor, south coast of New Brunswick, Lat N 45.13.16. Long W. 66.2.48. From the buoy, the south tangent of Sheldon Point bears N 69 degrees W., and Partridge Island lighthouse bears north, distant 1 1-5 miles. The buoy is of steel, cylindrical surmounted by a pyramidial steel frame supporting a whistle and a lantern. It is painted in black and white vertical stripes The light shown is a white light, automatically occulted at short intervals. The illuminant is acetylene generated automatically. The whistle is sounded by the motion of the buoy on the waves.

The gas and whistling buoy moored 1¾ miles S 63 degrees W from Brier Island SW ledge is painted red, and not in red and black vertical stripes as stated in Nalice to Mariners No. 28 (78) of 1907.

Capt. Samuel B. Davis left by steamer Boston last evening for Boston to take charge of bark Belmont, whilst discharging and loading, as Captain Ladd will go to England to attend the Collision case of that vessel with the Italian bark Carmela C. in Buenos Ayres.—JYarmouth Herald, July 2.

VESSELS IN PORT

Steamers.
Almeriana, 1,824, Wm Thomson & Co.
Almora, 2,835, Robert Reford & Co.
Barks.
Frem, 161, W M Mackay.
Wildwood, 1,488, Wm Thomson & Co.
Schooners.
Alice Maud, 120, C M Kerrison
C B Wood, 224, A W Adams.
Clayola, 123, J W Smith
Charlevoix, 427, Master.
Dorothy M Porter, 168, Crosby Co
Eric, 119, N C Scott
Ella Clifton, 92, Master
Fred B Balano, 1556 C M Kerrison
Genevive, 124, A W Adams
Helen E Kenney, 294, P McIntyre.
Harry Miller, 241, A W Adams
H M Stanley, 97, J W McAlary
Helen Montague, 344, R C Elkin
Ida May, 119, D J Purdy.
Jennie C, 98, A W Adams
Lucia Porter, 284, McIntyre
Moama, 382, P McIntyre
Nettie Shipman, 288, Stetson Cutler & Co
Norombega, 298, Stetson Cutler & Co.
Rebecca W Huddell, 210, D J Purdy.
Rewa, 1228 D J Purdy.
Roger Drury, 207, D C Elkin
Ronald, 268, J W Smith
Roanoke, 99, F Kerr
Temperance Bell, 77, C M Kerrison
Tay, 124, P McIntyre
Venturer, 318, Master
Walter Miller, 124fi N C Scott
Winnie Lawry, 215, D J Purdy
W E & W L Tuck, 395, J A Gregory.

BIRTHS

CRAWFORD—In this city July 4, to the wife of Chas. Crawford—a daughter.

MARRIAGES

OWENS—QUINN—At St. Peters Church St. John, N. B., on Wednesday morning, July 3, 1907, by the Rev. A. Duke, C. SS. R. Ellen Josephine, daughter of the late George Quinn, of the north end, to Louis M. Owens, of Fredericton, N. B.

DEATHS

McAULEY—At St. John west, on July 4th. James H. McAuley, aged 77 years, leaving a widow, four sons and two daughters to mourn their sad loss.

Funeral from 46 Middle street, west side, on Saturday afternoon at 2.30 o'clock.

Wood's Phosphodine, The Great English Remedy. Tones and invigorates the whole nervous system, makes new Blood in old Veins. Cures Nervous Debility, Mental and Brain Worry, Despondency, Sexual Weakness, Emissions, Spermatorrhoea, and Effects of Abuse or Excesses. Price $1 per box, six for $5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. The Wood Medicine Co. (Formerly Windsor) Toronto, Ont.