Children's Felt Hats

To Clear the balance of our stock of these Goods, consisting of Sailor, Jack Tar, Turban and Three Corner Shapes.

We have placed them at 75 cents

Regular Prices were $1.00 to $1.50. All colors.

F. S. THOMAS

Fashionable Hatter. 539-541 Main Street

FINANCIAL and COMMERCIAL

(Furnished by D. C. Clinch, Banker and Broker.) Nov. 11th, 1908.

NEW YORK FINANCIAL BUREAU.

Bullish operations seem likely to be more and more of specialized nature. Conservative purchases may be made by daily operators on reactions but profits on bulges should not be neglected. We find an increasing realization in the general list under the cover of special strength. The market is in a resting position now according to latest investigations. Public buying continues and the technical position is becoming more and more susceptible to frequent recessions which may develop into a general set-back later in order to establish a more stable structural foundation for such improvement. We would exercise more conservatism especially in high priced stocks. A poll of the new congress by American, reports in that paper this morning a sentiment indicating tariff revision absolutely certain with probable cuts in steel. Heavy buying of wheat for foreign account is reported and following the cotton purchases should be the settlement of the Manchester strike combined with stock purchases here by Europe, furnish factors for the importation of gold in the near future. The Standard Oil decision came somewhat as a surprise to certain interests that expected a divided court, but it shows the general tendency away from radicalism and as such an indicator is a very favorable factor. The German developments seem to us to be highly favorable for the suppression of the impulsive Kaiser in the future. Fundamental factors are bullish. The stock market is at times governed by technique. While we anticipate generally higher prices later we advise caution now. We would prefer to buy high priced issues on declines when the weak margined accounts are eliminated by a shake-out that issue to reach a multitude of stop loss orders which are being daily gunned for professionals. Market literature and press comment continue optimistic.

RAILWAY DEVELOPMENT IN THE AMERICAN WEST

Spokane, Wash., Nov. 11.—"I expect to see through trains from St. Paul running to Vancouver over the Victoria, Vancouver & Eastern railroad before the end of 1909."

Patrick Welch, of Spokane, member of the firm of Foley, Welch & Stewart, railroal contractors, who built the line from Marcus, Wash., where it connects with the Great Northern from Spokane through the boundary district and Similkameen to Keremeos, made the foregoing statement, adding:

"The V., V. & E. has been completed as far as Keremeos, and late this fall trains will be running to Hedley, 25 miles farther. As work will be continued all winter, we expect to reach Princeton in May. Then the task of building over the Hope mountains into the Fraser river valley will be undertaken, and rushed to completion with all possible speed. It is a task to surmount the mountains, but I am informed that satisfactory grades have been secured.

"Southern British Columbia will be the scene of unusual railway construction activity next spring. Louis Hill, president of the Great Northern railway, is desirous of rushing to completion the through line between Vancouver and the boundary district. There yet remains to be closed the gap between the Similkameen and Sumas, where the line connects with the Northern Pacific system, also controlled by the Hill interests, but this will be finished within the coming year."

Mr. Welch said also that work on the coast extension of the Grand Trunk Pacific line, for which his firm has several contracts, will also be pushed with vigor this winter and next year.

BUSINESS IMPROVING

New York, New Haven and Hartford Railway Circles Report Indications of Better Times.

New Haven, Conn., Nov. 10.—In New York, New Haven and Hartford R. R. circles reports from all important points of the system, including notably the Naugatuck Valley point to a revival of business. During the first week in November the freight business was nearly equal to that of last year, the passenger business showing the greater falling off, but that is also improved as compared with previous months of this year.

ST. JOHN RAILWAY BONDS.

(Halifax Chronicle.)

With regard to St. John Railway bonds, these can still be purchased at 98½ to yield 5⅛ per cent. on the money invested. They are looked upon as a gilt edged security suitable for the most conservative investors, and as they are tax exempt in the City of St. John, a special market for them will develop there and the price will probably rise to considerably over par. The 5 per cent. bonds of the Halifax Electric Tramway cannot at the present time be purchased even at par, although they only have seven years to run, and were it not for the fact that the St. John Railway extended its line to Carleton and made other improvements requiring the outlay of money, these bonds would not now be obtainable at anything like the present price. These expenditures will, of course, all be revenue producing.

A FAR-REACHING ECHO.

Officer—You say the chauffeur sounded his horn just as the machine struck the man?

Witness—Yes, sir.

Officer—Was the victim killed instantly?

Witness—So instantly, sir, that he must have heard the echo of that horn in the next world.

Chrysanthemums

The public are cordially invited to visit my Chrysanthemum House at Lancaster Heights on Thanksgiving Day.

H. S. Cruikshank

N. Y. STOCK MARKET.

Wednesday, November 11, 1908.

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

NEW YORK STOCK QUOTATIONS.

	Yesterday's Closing.	To-day's Opening.	Noon.
Amalg. Copper	87⅜	86⅝	87⅛
Anaconda	52¾	53	53
Am. Sugar Rfrs.	136⅛	135½	135½
Am. Smelt. & Rfg.	97⅜	97	96¼
Atchison	95¼	94⅞	94⅜
Am. Locomotive	56⅞	56½	56½
Brook. Rpd. Trst.	53⅛	53½	53
Balt. & Ohio	106¼	105⅞	105⅞
Chesa. & Ohio	46	45⅞	45¾
Canadian Pacific	177⅜	178½	178¼
Erie	34	34⅜	35
Erie, First pfd.	48	49	49
Erie, Second pfd.	38¾	39⅛	39⅜
Illinois Central	143½	143¾	143¼
Kansas & Texas	33⅞	34	33⅞
Great Northern, pfd.	140	138½	138½
Louis. & Nashville	115	114½	114¼
N. Y. Central	115¾	114	114
Peo. C. & Gas Co.	97⅜	97½	97½
Reading	139⅜	139	137⅞
Pennsylvania	129⅛	128½	128
Rock Island	22½	21⅞	21⅞
St. Paul	146½	145⅜	145¼
Southern Ry.	24¼	24⅝	24⅜
Southern Ry., pfd.	58⅜	58	58
Southern Pacific	117⅞	116¾	116
Northern Pacific	150⅜	151	150¼
National Lead	85⅞	85½	85⅛
Union Pacific	181	179⅞	179¼
U. S. Steel	54¾	54½	54⅜
U. S. Steel, pfd.	113	113⅛	112⅝
Wabash, pfd.	31⅞	31¾	31¾

Total sales in New York yesterday 1,637,500 shares.

CHICAGO MARKET REPORT.

Dec. corn	62¼	61⅞	61⅞
Dec. wheat	102⅞	102½	102⅜
May wheat	107¼	107	106⅞

NEW YORK COTTON MARKET.

December	9.06	9.07	9.03
January	8.89	8.91	8.86
March	8.91	8.91	8.89
May	8.90	8.89	8.88

GRAND TRUNK PACIFIC NEGOTIATING FOR A FLEET

Reported That They Will Buy the Vessels of the Union S.S. Co. on Pacific Coast.

(Victoria Colonist.)

That negotiations are proceeding for the sale of the business and fleet of the Union Steamship company of Vancouver to the Grand Trunk Pacific railway, and that the deal may be completed within a few months, is the report being discussed today in shipping circles, says a special despatch to the Colonist from Vancouver. It is stated that in order to bring the fleet of the Union Steamship company up to the highest state of efficiency for the purpose of the railway company, a new steamer something after the style of the Cowichan will be built and delivered about the time the railway is ready to take the other steamers over.

The Union Steamship company's fleet consists of the steamer Camosun, which is operated on a weekly schedule to Prince Rupert and way ports, and is due in port today; the new steamer Cowichan, which runs on the Vancouver, Rivers Inlet service, the steamers Capilano and Coquitlam, which run to northern British Columbia ports, the steamers Cassiar and Commox and tug Couli. Much of the stock of the company is held in England.

The head offices of the company are at Vancouver, where Gordon T. Legg is manager.

ITEMS OF INTEREST

The Maritime Rug Works, 222 Main street, clean carpets.

Your worn-out carpets make beautiful rugs—The Maritime Rug Works, 222 Main street.

Real comfort demands comfortable underwear. Pidgeon sells the best underwear at comfortable prices.

Don't throw your ties away because they are soiled. Ungar's process will make them new again. Main 58.

MARINE NOTES

After a lengthy trip of inspecting the buoys on the Eastern coast, the D. G. S. Aberdeen arrived at Halifax on Friday and reported all the buoys from Halifax to Sydney lighted and in their proper positions. The only buoys out of commission on the Southern Shore are the Sambro buoy, which will be repaired to-day, and one off LaHave.

The Harrison Line steamer Wayfarer sailed from Galveston, Texas, last week for Liverpool with the largest and most valuable cotton cargo shipped from Galveston this season, comprising 24,717 square bales—13,199,220 lbs.—valued at $1,186,912. Estimating the production of cotton in Texas to be one-half bale per acre, it required 49,343 acres of black land to yield the enormous cargo. Twelve trains requiring 247 freight cars were necessary to bring the shipment by rail to this port. The record cargo of cotton for the world is held by the Leyland Line steamer Norseman, which sailed from Galveston for Liverpool, Oct. 20, 1904, with 26,885 square bales, worth $1,500,000.

LIST OF VESSELS IN PORT.

STEAMERS.

Almora, 2,835, R Reford & Co.

Conductor, 1,063, A W Adams.

SCHOONERS.

Annie A Booth, 196, A W Adams.
Abbie & Eva Hooper, 276, R C Elkin.
Abbie C. Stubbs, 295, master.
Alma, 140, A W Adams.
Cora May, 117, N. C. Scott.
C. B. Wood, 224, A W Adams.
Eric, 119, N C Scott.
Georgia D Jenkins, 398, master.
Golden Ball, 253, A W Adams.
Hunter, 187, D. J. Purdy.
Harold B Cousens, 360, P McIntyre.
Harry Miller, 246, A W Adams.
Hartney W, 271, J W Smith.
Ida M Barton, 102, master.
Jennie A. Stubbs, 159, master.
J Arthur Lord, 189, P McIntyre.
Nettie Shipman, 287, A W Adams.
Preference, 243, G L Purdy.
Priscilla, 191, A W Adams.
Rebecca W Huddell, 210, D J Purdy.
Romeo, 111, P McIntyre.
Silver Spray, 163, C. M. Kerrison.
Tay, 124, P McIntyre.

CORNS CURED IN 24 HOURS

You can painlessly remove any corn, either hard, soft or bleeding, by applying Putnam's Corn Extractor. It never burns, leaves no scar, contains no acids; is harmless because composed only of healing gums and balms. Fifty years in use. Cure guaranteed. Sold by all druggists 25c. bottles. Refuse substitutes.

PUTNAM'S PAINLESS CORN EXTRACTOR

ENQUIRY INTO LEWIS CASE WAS OPENED LAST EVENING

Engineer Lewis Declares Fault for Ludlow Accident lay in the Wheel House not in the Engine Room—Several New Witnesses Heard—Some Interesting Side Issues.

The investigation into the cause of the accident to the Ludlow on July 21 was reopened last evening. Fred J. Lewis, the engineer who was dismissed, examined a number of witnesses who had not previously given evidence. In his own statement he contended that the accident was not due to anything which happened in the engine room and suggested that Capt. John McCaffrey was not fit because of illness on the day of the accident. On being pressed he gave the names of Ald. Pickett and McGoldrick as two aldermen who had been told by Mr. Glasgow, that he (Glasgow) would not have dismissed him if he had not been late and abused a messenger sent to bring him.

Mr. Glasgow denied making such a remark and also contradicted a statement made by James Lewis that he said he had dismissed his brother under pressure.

Ald. Baxter gave a lengthy review of his connection with the ferry and contended that in several ways he had attempted to show he had not animus against Mr. Lewis or his family. He also spoke of an attempt to bring political pressure to bear on the case.

The enquiry was adjourned until next Tuesday when Capt. McCaffrey will be called. Ald. Baskin presided and Ald. Elkin, Scully, McGowan, on the committee, were present with the common clerk. Miss Cliff, stenographer in the water and sewerage department, took a shorthand report of the proceedings. Several aldermen looked in during the hearing and there were a few other spectators.

The chairman, after reviewing the reasons for re-opening the enquiry, asked Mr. Lewis to call any witnesses who were present.

Mr. Lewis said it was claimed at the last investigation that a great part of the trip on which the accident occurred was taken up in a conversation on boat racing. He denied this and called George Connors as a new witness, who was present at the time.

Mr. Connors was sworn and in reply to Mr. Lewis said when Mr. Lewis came up from the engine room he (witness) was talking to Mr. Lambert on boat racing. Mr. Lewis asked him if he was in the Ross crew, and he replied in the negative. When the gong sounded Mr. Lewis quickly went below. He could not say how long Mr. Lewis was on deck; not more than forty seconds, he thought, but it might have been longer.

To the chairman, Mr. Connors said it might have been a minute. The boat was outside the dock at the time.

Before calling another witness Mr. Lewis said he wished to state that he did not believe the accident was due to anything in connection with the engine room.

Alan Lambert, the mate, was called. He said he remembered Lewis asking him to keep a good eye on Captain McCaffrey, as he had been sick and was not sending in the bells as he formerly did. He did not remember telling Lewis that Capt. McCaffrey gave the boat to him on entering the dock. It was usually the other way: the captain took charge as soon as he (witness) gave the signal full speed astern. The captain was weak but not unfit for work.

In reply to members of the committee Mr. Lambert said the captain's judgment was fairly good. He broke a stick now and then. They were all liable to do that. The witness saw Lewis on deck that trip, standing on the grating. They went different ways when they heard the emergency bells. When he first heard the bell the boat might have been thirty or forty feet from the floats. Mr. Lewis was standing on the grating about a minute and a half. It was customary for the oiler to handle the engine.

He had known Mr. Lewis to be up in the wheel house when the boat was coming into the floats. He remembered one occasion in particular. He could not say who was handling the engine as he was in the wheel house himself. The boat came in all right. Capt. McCaffrey and Mr. Lewis were talking at the other end of the boat. He called for half speed ahead twice and the boat went astern each time. He was sure it was no mistake on his part. He never knew the captain to give wrong bells. He believed on the occasion he referred to Mr. Allingham was in the engine room, but he did not know. He remarked to Mr. Lewis about the mistake and said "All's well that ends well."

Thomas Whelpley, ferry engineer, was called by Mr. Lewis and said he had allowed his oiler to handle the engines when he had anything special to do.

In reply to questions by the committee Mr. Whelpley said after an oiler was educated to it he was capable of handling the boat.

Ald. Elkin remarked on lives and property being at stake and said the government did not consider an oiler responsible.

Elmer Young, a new witness, in reply to Mr. Lewis, said he was a passenger at the time of the accident. The only thing unusual he noticed after the accident was that Ald. Baxter who was with G. S. Mayes, went down into the engine room.

Mr. Lewis said rumors had been circulated against himself. One was that Mr Glasgow had told two aldermen after the accident that it might have been overlooked but that he (Lewis) had been late on duty and had abused the messenger sent to bring him.

Chas. Campbell, deck hand, in reply to Mr. Lewis, said he remembered going to bring him. He was not abused in any way.

On Ald. Elkin asking who the aldermen were, Mr. Lewis thought Mr. Glasgow should be asked but finally, after saying he did not like being caught in a trap, said Ald. Pickett and Ald. McGoldrick were the men.

He then went on to refer to a conversation he had with Capt. McCaffrey at the time the ferry boat ran on the bar and said the captain told him itwould not have happened had he been fit. He contended that the captain was not fit on the day of the accident. With regard to being in the wheel house he had been shifting the ventilators and was called in by the captain who told him not to hurry as the oiler was quite capable.

Mr. Lewis was proceeding to state that repairs after the accident were badly fixed up in order to injure him when he was reminded by the chairman that he was on his oath. He replied that anyway it looked like it.

In reply to Ald. Scully, Mr. Lewis said he had never told anyone that he was at the bottom of his dismissal in order to find a place for Alexander Wilson. He knew better.

Ald. Baxter was next called and made a lengthy statement. He had no animous against Mr. Lewis or against any of the Lewis family. He referred to the time when he was chairman and spoke of the difficulty in making reforms. He referred to the difficulty with Lewis on account of his holidays which were refused until repairs to the Ludlow were completed and an engineer could be spared to take his place. Reference was made to a letter Mr. Lewis wrote him which, when he saw its nature, he threw over the rail of the ferry without reading as he considered it a matter for the superintendent.

Coming down to the time of the accident Ald. Baxter told of going into the engine room and then into the pilot house. Capt. McCaffrey appeared quite calm and spoke of having had to use the emergency bell. Ald. Baxter repeated his former statement that the morning after the dismissal W. F. Lewis rang him up and complained violently of what had been done. Later on, he said Fred Lewis told him he knew his successor would be George Waring and attributed his dismissal to Ald. Baskin.

Ald. Baxter went on to relate a conversation with Mr. Lewis in which the latter, he said, professed himself satisfied with his conduct. Later he saw Mr. Glasgow and suggested ten days' suspension might meet the case. "I bitterly regret," he added, "ever having meddled in the matter. I tried to demonstrate that I was not a foe to Mr. Lewis or his family. My efforts failed and I have since been made the object of attack."

Ald. Baxter denied that he had put any pressure on Mr. Glasgow to dismiss Lewis. An attempt had been made to apply political pressure to himself as a Conservative to have the matter fixed up. He had been told by a prominent member of the party that there would be difficulties in Sydney ward on account of the activities of James Lewis and he had replied that he would see the Conservative party at the end of the earth before he would move in the matter.

Mr. Lewis asked Ald. Baxter if to throw a letter overboard unread was a proper way to treat an employe.

Ald. Baxter replied that the proper course open to Mr. Lewis was to go to the superintendent.

James Lewis was then called. He related a conversation with Mr. Glasgow in which he claimed the superintendent said the dismissal was not his doing and he was not responsible.

Mr. Glasgow denied making such statement.

Mr. Lewis replied that he had another man with him who heard it.

Mr. Glasgow retorted that he didn't care if he had a regiment of soldiers.

George Waring at this point asked the chairman if he (Waring) had ever asked for the position of engineer.

The chairman replied in the negative.

Superintendent Glasgow, sworn, denied making the statement to Ald. Pickett or Ald. McGoldrick, and said no application had been made to give Mr. Wilson the position.

In reply to the chairman as to what led him to discharge Mr. Lewis, Mr. Glasgow said the action of the common council in dismissing Captain Nice was one reason. He did not consider Captain Nice as much to blame as Mr. Lewis because he did the best he could.

Mr. Glasgow said he never told James Lewis he was compelled to discharge his brother. Mr. Lewis came to him, which he thought was a piece of impertinence, and asked why he had dismissed his brother. He made no direct reply as he wanted to put him off. Mr. Lewis then said: "I know he has got enemies and it's not your doing."

Ald. Baxter asked if directly or indirectly he (Baxter) had ever tried to get Mr. Lewis dismissed.

Mr. Glasgow answered that Ald. Baxter suggested that ten days' suspension would meet the case but that he had made no reply beyond saying that he would think it over.

Mr. Lewis asked why his dismissal was put off.

Mr. Glasgow said he did not want to take Mr. Parks off the Ludlow and could not get another engineer.

After some further discussion on motion of Ald. Scully, the enquiry was adjourned until next Tuesday.

OBITUARY

Mrs. Margaret Tatton

The death of Mrs. Margaret Totten, widow of William Totten, took place in the General Public Hospital at 12 o'clock on Monday night. Mrs. Totten, who was sixty-seven years old, is survived by four sons—John, of Houlton; Eldon, Wilbur and William, of St. John, and one daughter, Mrs. Hugh Gibson, of St. John. Funeral service was conducted by Rev. J. W. Kierstead at 7 o'clock last evening and the body will be taken this morning by train to English Settlement, Queens County, for burial.

Dr. Frank Middlemas

Berwick, N. S., Nov. 10 (Special).—Death took place this afternoon of Frank Middlemas, M. D., after an illness of twelve hours.

The doctor was around yesterday and was apparently in his usual health. This morning he was attacked with heart trouble. Four doctors were called in but in spite of all their attention he gradually sank.

Mrs. John A. Williams.

Word has been received by I. C. R. baggagemaster W. J. Kelly of the death in Boston on Sunday last of his sister, Mrs. John A. Williams.. Both she and her husband were formerly of this city but had been living in Boston for the past 18 years. Mrs. Williams is survived by one other brother, Michael also of this city, besides her husband three daughters and one son all grown up. The funeral took place today.

Richard Walsh

Richard Walsh, a lifelong resident of Milford passed away at his home last night at the age of 76 years. One son and three daughters survive: William, Hannah and Julia at home and Mrs. John Sullivan of West End. The late sister Mary Lewis of St. Vincent's Convent was a daughter.

Catarrh

Is a Constitutional Disease

It originates in impure blood and requires constitutional treatment, acting through and purifying the blood, for its radical and permanent cure. The greatest constitutional remedy is

Hood's Sarsaparilla

Sold by druggists everywhere. 100 Doses One Dollar. Prepared by C. I. HOOD CO., Lowell, Mass.

SHIPPING

MINIATURE ALMANAC.

November, 1908.	Sun Rises.	Sun Sets.	Tide High.	Tide Low.
11 Wed.	7.22	4.55	1.24	7.57
12 Thurs.	7.23	4.54	2.09	8.43
13 Fri.	7.24	4.53	2.56	9.31
14 Sat.	7.26	4.52	3.45	10.22

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

STEAMERS

Alexander Kamburoff, sld Blyth, Nov 5.
Dahome, sld Bermuda Nov 8.
Empress of Britain, at Liverpool, Nov. 6.
Indrani, at Glasgow Nov 10.
Orthia, sld. Glasgow, Oct. 31.
Shenandoah, Sld, London, Oct. 28.
Tunisian, at Liverpool, Nov. 6.
Dahome, sld. St. Kitts, Nov. 3.
Almeriana, sld. London, Nov. 5.

SHIP.

Merioneth, sld Genoa, Aug. 29.

ARRIVED TO-DAY.

Schr. John G. Walter, 209, Walter, from Sackville, C. M. Kerrison, ballast, to load lumber above the falls for a United States port.

Coastwise.—Schrs. Bess, 29, Oliver, Port George and cld.; Flora, 34, Brown, Grand Harbor; Maudie, 25, Beardsley, Port Lorne; H. A. Holder, 94, Rolf, Alma; Effie May, 67, Kennie, St. Martins; Edna May, 61, Woods, Parrsboro; Lennie & Edna, 30, Guptill, Grand Harbor; Jessie D., 86, Durant, Canning; Helen M., 55, Woods, St. Martins; Emily, 59, Elliott, Cconomy.

ARRIVED YESTERDAY.

Stmr Governor Cobb, 1,556, Thompson, from Boston via Maine ports, C. E. Laechler, pass and mdse.

CLEARED TO-DAY.

Schr. Harry Miller, 246, Barton, for Pawtucket, R. I., Andre Cushing & Co., 322,761 ft. spruce plank, etc., 2 tons sheathing paper.

Coastwise.—Schrs. Maudie, Beardsley, Port Lorne; Viola Pearl, Wadlin, Wilson's Beach; stmr. Mikado, Lewis, Alma.

CLEARED YESTERDAY.

Schr J L Colwell, 99, Branscombe, for Boston, Stetson, Cutler & Co, 80,045 feet spruce boards and planks, 650,000 cedar shingles.

SAILED TO-DAY.

Stmr. Governor Cobb, 1,556, Thompson, for Boston via Maine ports.

SAILED YESTERDAY.

Schr Nettie Shipman (Am), 287, Barton, New York.
Schr Alma (Am), 140, Kelley, New York.
Schr Sallie E Ludlam (Am), 199, Ward, Bridgeport.

DOMINION PORTS.

Quebec, Nov. 9.—Ard., stmrs. Thorsa and Kdonprinz Olaf, from Sydney, C. B.; Brayhead, from Belfast; Turcoman, from Bristol; Montezuma, from London and Antwerp.

Sld., stmrs. Montrose, for London and Antwerp; Iona, for London; Kensington, for Liverpool; 8th, stmrs. Pomeranian, for Havre and London; Lake Manitoba, for Liverpool; Manchester Exchange, for Manchester; Englishman, for Bristol.

Tuckt. Wedge, N. S., Nov. 5.—Sld., schr. G. M. Cochrane, Innes, Barbados.

Vancouver, B. C., Nov. 9.—Ard., stmr. Empress of India, Beetham, Hong Kong via Yokohama.

Halifax, Nov 10—Ard, stmr Ulunda, Liverpool, via St John's.

Sld—Stmr Shenandoah, St. John's.

Moncton, Nov 7—Ard, schr Stella Maud, Wood, Boston.

BRITISH PORTS.

Algoa Bay, Oct. 5.—Sld., bark Dione (Nor.), Olsen, New York.

Glasgow, Nov. 9.—Ard., stmr. Ionian, Johnston, Montreal; 8th, stmr. Athenia, McNeill, Montreal and Quebec.

Manchester, Nov. 7.—Ard., stmr. Helmer Morch (Dan.), Thorsoe, from Chatham, N. B.

Whitehaven, Nov. 8.—Ard., bark Uske (Rus.), Linden, Northport, N. S.

Yokohama, Nov. 3.—Ard., stmr. Lennox, McNair, Vancouver.

Bermuda, Nov. 3.—Ard., stmr. Soho, Bridges, Halifax (and steamed 4th for West Indies).

Kingston, Ja., Oct. 30.—Ard., schr. Lord of Avon, from Mobile.

St. Croix, Nov. 5.—Ard., schr. Lillian Blauvelt, Goodwin, Fernandina.

Liverpool, Nov 10—Ard, stmr Lusitania, New York.

FOREIGN PORTS.

Pascagoula, Nov. 9.—Cld., schr. C. D. Pickles, Meisner, for Havana.

Philadelphia, Nov. 9.—Ard., stmr. Manchester Trader, Stott, from Manchester.

Schr. Rothesay, Capt. Phipps, discharged a cargo of kerosene oil at Charlottetown, P. E. I., and sailed this week for Chatham, N. B., where she will load lumber for New York.

Calais, Me., Nov. 9.—Ard., bark Shawmut, from Philadelphia.

Mayaguez, P. R., Nov. 5—Ard., schr. Archie Crowell, Nickerson, Bridgewater, N. S.

Norfolk, Va., Nov. 9.—Ard., schr. Childe Harold, Sweeney, from Cheverie, N. S.

New York, Nov. 9.—Ard., schr. Roseway, Sponagle, from Bonaca.

Cld., schr. Myrtle Leaf, Flower, for Elizabethport.

Buenos Ayres, Nov. 2.—Ard., bark Loch Rannoch (Nor.), Hansen, Bridgewater.

Havana, Nov. 2.—Ard., schr. Margaret G., Knowlton, Wolfville, N. S.; 6th, stmr. Leuctra, Grady, from San Juan and New York.

Rockland, Me., Nov. 10.—Ard., schrs. Isaiah K. Stetson, Hamilton, from St. John for New York; Wanola, Atkinson, from St. John for New York.

Portland, Nov 10—Ard, stmr Calvin Austin, St John for Boston, and proceeded; tug Pejepscot, Bath, light, will sail with barge No. 2 for Great Salmon River (NB)

Boston, Nov 10—Ard, stmr Halifax, Halifax.

Sld—Stmr Boston, Yarmouth; schr Onward, Port Wade.

Cld—Schr Grace Darling, Moncton.

City Island, Nov 10—Bound south, stmr Nanna, Hillsboro for Newark; schr Helvetia, Bridgewater.

Bound east—Stmr Beatrice, Guttenburg for Halifax.

Calais, Nov 10—Sld, schr Helen Montague, Bridgewater.

North Perry, Me, Nov 10—Sld, schr Maggie Todd, New Bedford.

Delaware Breakwater, Nov 10—Passed out, stmr Hermes, Philadelphia, Wabana via Sydney (CB)

REPORTS AND DISASTERS.

Bermuda, Nov. 8.—Schr. Madeleine, Small, from Bridgewater, N. S., Oct. 28 for Havana, has arrived here for medical aid.

Parrsboro, N. S., Nov. 9.—Schr. Maple Leaf, New York for Wolfville with coal, dragged into schr. Crescent, lumber laden, from Economy for Vineyard Haven for orders, yesterday at Spencer's Island during strong westerly gale. The Crescent had headgear and rail forward carried away and other minor damages. She returned here for repairs. The Maple Leaf had stern badly damaged. She proceeded to Wolfville.

NOTICE TO MARINERS.

Boston, Nov. 9.—In connection with the work of the derelict destroyer Seneca, recently commissioned by the United States revenue cutter service, the government is desirous that the master of any steamer or other vessel which may sight at sea a derelict or other danger to navigation should upon arrival in port notify one of the following organizations: The Boston Chamber of Commerce; Maritime Exchange, 78 Broad st., New York; Maritime Exchange, The Bourse, Philadelphia; the Chamber of Commerce, Chamber of Commerce Building, Baltimore. This notification in addition to giving the date the derelict was sighted and its location by latitude and longitude should also give the force and direction of the wind and sea with the probable drift of the derelict. All reports will be properly forwarded by the above named organizations. When the Seneca is at sea vessels falling in with her are requested to communicate any knowledge they maw have of derelicts or dangers to navigation.

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Children's Winter Vests, 12c., 15c., 20c., 25c.
Boys' Shirts and Drawers, all sizes, 15c. to 50c. each.
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