Special Price

THE WILKINSON STIFF HAT FOR MEN

$1.50

Fast Colors. Latest Shapes. Easy Fitting

F. S. THOMAS

Fashionable Hatter 539 Main Street

St. John, N. B., July 24th. 1908.

A GREAT SNAP IN

SUIT CASES

We have purchased a big stock of Suit Cases and we are going to sell them at—

3 Special Prices: $1.35, $1.50 and $1.75

The biggest snap that ever was offered in St. John. Come and see for yourself and you will save money.

The Cash Clothing Store

C. Magnusson & Co., 73 Dock Street, St. John, N. B.

HOW INVENTIONS WERE STOLEN

Precautions Taken Before Days of Patents to Preserve Trade Secrets.

(From "American Industries.")

Before patents were granted for inventions, the inventor had but one way to secure a return from his invention. That was to keep it secret.

Secret inventions were the most valuable possessions of many families and guilds. But in proportion to their value, they tempted the cupidity of competitors. The secret of making Venetian glass was greatly prized and most jealously guarded. A Venetian, named Poali, who possessed the secret, left Venice and wandered northward practising his art. He was stabbed in Normandy with a dagger marked 'Traitor'—a measure taken to preserve the secret.

In 1710 the Elector of Saxony learned that a man named Bottger had discovered the secret of making porcelain. He accordingly confined him in the castle of Albrechtsburg until the discovery had been perfected. The workmen were sworn to secrecy, and the drawbridge was kept up except to admit those specially authorized. Thus was the manufacture of the famous Dresden ware begun. The secret was soon carried to Vienna, where a royal factory was established and to France, where it was the foundation of the manufacture of the famous Sevres pottery.

The stealing of the secret of making 'cast steel' is an interesting example. A watchmaker, named Huntsman, was dissatisfied with the watch springs the market afforded, and in 1760 conceived that if he could cast the steel into an ingot, springs made from it would be more homogeneous. His conception was successfully carried out, and a large market was established for 'Huntsman's Ingots.' Large works with tall chimneys were soon built.

Every effort was made to keep the secret. No one was admitted to the works. The process was divided, and persons working on each part were kept in ignorance of other parts of the work. One bitter winter night a man, dressed as a farm laborer, came to the door apparently in an exhausted condition and asked admittance. The foreman, deceived by his appearance, thinking the man was incapable of understanding what he would see, let him in.

The man dropped down in sight of the furnaces and seemed to sleep. Through furtively opened eyes he saw the workman cut bars of steel into bits and depositing them in the crucibles, put the crucibles in furnaces and urge the fires to the highest pitch. The workmen had to protect themselves from the heat by wet cloths. Finally the steel melted. he saw the crucibles were withdrawn and the steel was cast into moulds—and the secret was a secret no longer.

SCARCITY OF HIDES

Means Still Higher Prices for Leather, Says a Prrominent Tanner.

(Toronto News.)

Hides and leather that have been executing such a graceful flight of late, are destined to soar to even greater heights, and are even now exercising their wings with that intention, according to Mr. C. G. Marlatt, the leather manufacturer, of Oakville.

"Sole leather went up one cent per pound during the last day or two," he said in a short interview at the Queen's this morning, 'and there is no doubt that leather prices generally are going to continue going up.

"The reason is," he explained, "that there is an actual or supposed scarcity of hides. The Chicago packers control the market in the United States, and can manipulate things if they choose. I think that at present, however, there is an actual scarcity. This is the case in Canada, at any rate, as a result of the large export of hides to England.

"The prospect is that still higher prices are almost sure to come because of the fact that the supply of hides is limited and the demand is increasing. During the depression the wholesalers and retail dealers in leather products have been buying very lightly, but better times are coming, and the demand is sure to be largely increased.

"A much better feeling has been plainly evident for the past month or so," added Mr. Marlatt, "this being due to the splendid crop outlook in the West and the general improvement of business conditions."

MISSIONARIES BACK FROM FOREIGN FIELDS

Quite a Number of Them are Returning to Canada to Enjoy Furlough--Rev. A. C. Borden to Remain in Nova Scotia.

(Toronto News.)

Many missionaries are now on the move, or preparing to soon be on the move, either coming on furlough from or going to foreign fields from Canada, and, despite the great exodus provided by the various denominational societies, urgent appeals are still coming in to the head offices from the seats of evangelical activity.

A request for 14 men workers was received at the Presbyterian Foreign Mission offices from the Presbytery at Honan, China. They ask for eight men and six ladies of educational, medical and evangelical qualifications.

Rev. William Gauld, who has terminated his one-year furlough in Ontario, left Toronto Monday night for Formosa, where he will continue his former activities. At Winnipeg he will join Rev. Mr. Hardy and Mrs. Hardy, who are about to set forth for Honan, China.

Mrs. Jonathan Goforth is expected to arrive in Toronto in a day or two from Honan, China, accompanied by her five youngest children. She will remain in the city, as the children have attained ages where they require advanced educationnal attention. Mr. Goforth will remain in China for two years. Their eldest son is at present recovering from an acute attack of rheumatic fever at his uncle's home in Picton, Ont.

From the Anglican M. S. C. C., Rev. T. B. R. Westgate, having terminated a year's furlough, will leave Quebec August 7 for England on his way to German East Africa. He has been in the field five years.

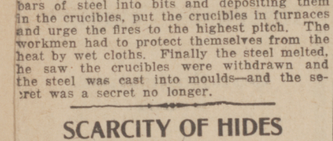
Rev. Heber Hamilton, Mrs. Hamilton and Miss Young lately arrived home from Naorja, Japan, on an 18-months' furlough. Mr. Hamilton has been ministering in Japan seven years. His home is in Collingwood.

Rev. Dr. Sutherland, general secretary of Methodist foreign missions, received notification of the arrival at Vancouver, B. C., of Rev. A. C. Borden, M. A., and wife from Japan. He returns to Canada permanently, and will be attached to the Nova Scotia conference. The church intends giving him a year for rest and recuperation during which he will not be obliged to take up work. Before leaving the Orient he was chosen by the missionary council in Japan as their representative on the Canadian general mission board for the ensuing year, which meets in Vancouver, Monday, October 5. This meeting has been so arranged as to give opportunity of a farewell and Godspeed to a large reinforcement for the Canadian Methodist mission in West China, which will sail from Vancouver on Wednesday, October 7. The party will consist of about 30 men and women. Of these, perhaps, four are sent by the women's missionary society and the others by the general board. Besides those intended for evangelistic work, the party will include two medical missionaries, one dental surgeon, a specialist in science for educational duty, a bachelor of pharmacy, a superintendent of building construction, a trained nurse, an accountant, two special nurses for the Chin Tu Hospital, and a lady teacher for the school for missionaries' children. Other Methodists coming home on furlough are Rev. J. L. Stewart, B.A.,B.D., educationist, who lands in Ontario, Sept. 1, from Chin Tu, China, after an absence of a year; another, Dr. Cox, medical missionary, who will return by way of Europe. While in Europe he will spend some time taking post-graduate work in London hospitals, which he will later continue in this country.

It is learned that in the Province of Sz'Chuan, China, four missions, the Canadian Methodists, the Methodist Episcopal the M. S. Baptists, and the English Friends have united for higher educational work. A site aggregating some sixty-four or sixty-five English acres has been secured outside the walls of Chin Tu. A portion of this has been secured for central buildings of universal work. The remainder has been divided about equally between the four societies named, giving to each eleven or twelve acres. This is regarded as a most important and strategic movement with reference to the future of Christian civilization in West China. In all probability building operations will begin next spring.

The party for India from the Canadian Baptist Missionary Society this year will consist of three married couples and three single ladies. They are booked to sail from London on or about Nov. 6 via S. S. "Empress of India" of the P. & O. line, and are due at Bombay, Nov. 25. They leave Canada towards the end of October.

EDUCATIONAL



If your Daughter is going away to school write for Calendar of

Ottawa Ladies' College

(OTTAWA, ONT.)

One of the best equipped colleges in the country. Complete courses:—Academic, Art, Elocution, Stenography, Domestic Science, etc. MUSIC (Canadian Conservatory). Prepares for the University. Leaving Examinations, Civil Service. Finishing courses arranged for. For Calendar, address the Lady Principal or 9

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The following Courses are offered:

I—Four Years' Course for Degree of B.Sc.

II—Three Years' Course for Diploma.

a—Mining Engineering.
b—Chemistry and Mineralogy.
c—Mineralogy and Geology.
d—Chemical Engineering.
e—Civil Engineering.
f—Mechanical Engineering.
g—Electrical Engineering.
h—Biology and Public Health.
j—Power Development. 9

FREIGHT RATE INCREASES FROM THE R. R. VIEWPOINT

Says 90 Per Cent. of the Railroads of the Country Will Have to be Rebuilt---A Market Must be Provided for Stocks as the Transportation Lines Have Reached the Limit of Bonded Indebtedness.

One of the oldest of New York's trunk line officials discussed with a representative of the The New York Journal of Commerce and Commercial Bulletin this week the necessity from the railroad standpoint of an advance in rates for transporting merchandise. He said:

"The railroads of this country must increase their rate for freight transportation. If they don't they will not only not go forward but they will go backward and the country will go backward with them. I am speaking now entirely frankly. People do not recognize the fact that our schedules are fully 33 1-3 per cent. both for long haul and short haul below the figures charged anywhere else in the world; this is not relative, but is the mere translation of American rates into the money of other countries, and when we consider the tremendously higher range of wages paid in this country the American situation can be readily appreciated. I do not think it an exaggeration to say that 90 per cent of the railroads of this country will have to be rebuilt; when originally constructed they were virtually built in mud, the idea being to get them started and then gradually strengthen them and improve them out of the earnings or out of new capital. To-day this rebuilding must take place from one of two sources. First, increase in transportation charges; or, second, by the issue of new stock. It is virtually impossible to issue new bonds for I do not suppose there is a railroad in the country but what is pledged to the full limit of its resources as collateral for bonds. New stock cannot be issued unless the guaranty of the parent road is worth something.

"Mistakes have been made in the past and we have reached a point in the railroad situation where further progress is not possible unless we have fundamental changes. One mistake has been the paying of too high a rate of dividend. In my opinion no railroad in this country should pay more than 4 per cent. in dividends until it is completely finished, which is looking into the very distant future. I don't suppose that there are five railroads in this country that can be called even approximately finished; and the returns from traffic should certainly be put back into the property after a fair distribution to stockholders has been made. The trouble is that railroads, like the Pennsylvania and the New York Central, are setting a pace that is ruinous for other roads to imitate; and for that matter I believe that it is ruinous for the New York Central to try to imitate the Pennsylvania. At any rate the eighteen-hour train to Chicago and the expensive equipment and the equally expensive roadbed necessary for this class of traffic create a demand for quick travel and luxurious surroundings that cannot be afforded by other lines. The Pennsylvania Railroad, for instance, practically between New York or Philadelphia and Harrisburg, has not a grade crossing, and other roads cannot be considered 'finished' until they are in the same position. This is a condition that the public will demand; it must come and must be financed. But the people, while enforcing their demands in this direction, will not grant the railroads a living price for the only thing that the railroads have to sell, namely, transportation. The railroad business must necessarily develop with the times. No one, for instance, would be satisfied with the return of the old fashioned horse cars here on Broadway, and no one would be satisfied with the railroad traffic conditions of a very few years ago. Railroads that were built in mud must be modernized, their tracks must be properly ballasted and their rolling stock must be made up to date. This requires money which can only be obtained in the manner I have already referred to."

"Why do the railroads complain now," the speaker was asked, "about low rates when their charges are so much higher than the actual figures received by them during the excessive rebate period?"

"The answer to that is that the rebates should never have been paid and that railroads have paid more in the form of dividends than they should have paid. You don't need to go back ten years for instances of low rates, three or four years would be quite sufficient, for the railroads at that time, when rebates were abolished, made low rates on a commodity basis for the merchants and shippers who had been receiving the rebate. This was done in a very quiet way. One road, for instance, would have a certain line of large shippers who would bring pressure to bear in order to secure openly the rates they had previously been charged through indirection. Finally the pressure would be sufficiently strong and a meeting would be called of railroad traffic men to discuss the situation. Reduced rates would be promptly ordered, and as compensation railroads serving other classes of interests were also accorded low commodity rates on their particular goods, with the result that a low range of rates for heavy commodities soon became apparent. There was no justification for these low rates, and I fought against them as actively as possible, but was overruled. I knew, and everybody else knew, that it was an easy matter to give people unnecessary things, but it was an exceedingly difficult matter to take them away again without raising a wild disurbance. No, I do not believe that any railroad stock should pay more than 4 per cent. in dividends—until, at any rate, it is as a railroad proposition completely finished."

W. J. BRYAN FACES A HOODOO IN HIS ELECTION CAMPAIGN

Precedent is Against His Election as President on Third Trial --Three Others Tried it--Daniel Webster and Henry Clay Died Broken-Hearted---James G. Blaine Failed.

Cleveland, August 1.—During the course of the last one hundred years of presidential contests it seems to have become a popular superstition or hoodoo idea with the people of the United States that a candidate who runs too often for the highest gift of the nation ought not to be elected president of the United States. In view of the fact that three prominent statesmen—Henry Clay, Daniel Webster and James G. Blaine—were repeatedly turned down in their efforts to capture the coveted presidential prize, the question arises whether Col. William Jennings Bryan will succeed in breaking the precedent so firmly established.

Each of the three American statesmen whose names are mentioned cherished the ambition of becoming president, says The Washington Star, and each died without achieving the desire of his life. Henry Clay was like Mr. Bryan: he had a winning personality, hypnotic eloquence over his audiences and tremendous personal popularity. Known for half a century as "the great Commoner" of his epoch, he had repeatedly rendered his country inestimable services, such as effecting in 1832 a wise compromise of the tariff, thus averting the threatened secession of South Carolina, and the compromise in regard to slavery known as the "compromise of 1850." He failed three times to capture the presidency. He was a candidate for the first time in 1824, in opposition to John Quincey Adams, Andrew Jackson and William Crawford. As an electoral college failed to make any choice, the election devolved upon the House of Representatives, which chose Mr. Adams. Mr. Clay was again a Presidential candidate in 1832, but Gen. Jackson proved too popular, and Clay received only the vote of Massachusetts, Rhode Island, Delaware, Maryland and Kentucky. He was the third time nominated for the Presidency in 1844, and defeated after an intensely exciting political campaign.

For entirely different reasons Daniel Webster, in spite of his great achievements and gigantic intellect, failed completely in the most burning desire of his life—to become President. He was destined to die broken-hearted, without realizing his ambition. He was even more unfortunate that Clay, who could at least obtain the nomination of his party as long as there was the least hope of final success at the polls. Webster attained the height of his popularity in 1831, when in the United States Senate, he made his famous reply to Mr. Hayne, of South Carolina, defending the right and duty of the Federal Government to prevent, by force, if necessary, the dissoultion of the American Union. His "Union and Liberty! One and inseparable!" became a slogan throughout the North, and he was the idol of his fellow-countrymen. His changing front from a free trader in 1824 to a protectionist in 1828 and his marked change of attitude toward slavery and the South, as revealed in his 7th of March, 1850, speech, approving the fugitive slave law, completely alienated from him the support of the majority of his party. His flowing oratory captivated everybody, and people listened to him with rapture and wonder, but the Presidency ultimately ran away from him to other men. The vote for him as a candidate in party conventions was always pitifully small and confined to New England or a part of it. Yet he desperately clung to fading hopes, and his life was embittered by several times finding mediocre men of military reputation preferred to himself. The supreme tragedy of his tempestuous life came in 1852, when his hopes rose to the highest pitch, only to be presently shattered. Shortly after this staggering blow he died in the bitterness of disappointment Oct. 24, 1852, at the age of seventy.

The third American statesman who was siezed with a burning Presidential fever was James G. Blaine, whose public record is full of the most remarkable acts of constructive statesmanship, who for thirty years was the most brilliant orator in the Republican party, and who was, like Henry Clay and Col. William J. Bryan, intensely popular. In 1870 he induced Great Britain to recognize the right of her subjects to change their allegiance. Again, in 1890, as secretary of state under President Harrison, he inaugurated the first Pan-American Conference. It was he who led the forces successfully that defeated Gen. Grant's becoming in 1880 for the third time the Republican nominee for the presidency.

These certainly are notable achievements, yet the so-called Mulligan letters caused Mr. Blaine to lose the nomination in 1876 and in 1880. In 1884 he was nominated, but was defeated for the presidency by the Democratic candidate, Grover Cleveland.

Under the auspices of the China Inland Mission, four missionaries will set sail for Central India in September.

STOCKS AND POLITICS

New York, July 30.—The men responsible for the steering of the stock market are in a quandary. The wisdom of a Solomon would not suffice to clear every rock that besets the market's course 'twixt now and November 4. Granted that the leading interests possessed power sufficient to maintain a consistently buoyant market, the effect politically of a boom might not be as desired. Thus, while a steady improving market for securities would encourage business sentiment and thus help the party in power, it might produce a feeling of apathy, not to say cock-sureness, not agreeable to those in charge of the presidential campaign. In order to stimulate enthusiasm and to attract contributions, there must be the usual quota of "scares," and as an adjunct to these "scares" stocks, of course, would have to be raided. Declining prices would naturally tend to increase dissatisfaction throughout the country, to the discomfiture of the administration and to the advantage of those who are striving to convince the people that the Republicans have been responsible for the wrecking of prosperity. Under these circumstances, what can Wall street do?

ITEMS OF INTEREST

The beauty of Ungar's Laundry Work is not all on the outside. It goes right through. Tel. 58.

It is good to see everybody busy. I am busy, but have time enough to repair that piece of furniture you spoke about. That is what keeps me busy. Sinclair, 77 Princess.

Auto To Yacht Races.

Tourist auto will leave Scott's corner this afternoon at 1.30 and 2.15 p. m. for Millidgeville. Fare 10 cents.

THE TELEGRAPH BOOK BINDERY is prepared to execute all orders for the Binding of Blank Books, Law Books and Magazines.

Also Loose Leaf work of all kinds. We have punches to fit posts of all styles.

Paper Ruling, Perforating, etc.

Plain Talk to the Citizens

What are **You** doing to help the exhibition to be held in your city from September 12th to 19th?

Are you doing **Anything** to make it the success you want it to be?

There is no doubt you want the exhibition to be a success-if it is not, you will feel free to criticize it for months afterwards and state what might have been done.

Get to work **Now** and do what you can.

A successfull exhibition this year means a great deal to St. John. If we can make this show better, bigger, and more successful than any we have ever held the **Dominion Grant** and the **Dominion Exhibition** will come to St. John next year.

That means business—money for every business house in the city. It is a prize worth winning-look ahead and see if we can't win it.

The best management in the world—the most lavish advertising-will not make a successful exhibition if the people do not help.

Today some business men are spending valuable time in thinking how to make the exhibition a good one—other business men are preparing exhibits—some manufacturers are going to do the best they can.

Are you included in the list? If not, why not?

"You haven't the time"?

"You can't be bothered"?

Are these your excuses?

Does not your pride in your city, your enthusiasm for business demand your assistance?

There is no doubt an exhibition does mean business - business of all kinds—to the dry goods merchant—to the grocer—in fact to every man in trade.

Then why not help such a good thing along with all your might—why not talk about it-advertise it—write your business and personal friends to make St. John their residence for that week? Why not do all this and more-do what you can to **Boom** the **Exhibition?**

The exhibition management wants the help of every one to make this a banner show—to impress visitors with the fact that St. John is awake and alive to its opportunities—ready with its welcome—eager for business—brim full of civic patriotism and pride.

You cannot show this by doing nothing—by holding back and watching the few workers toil.

Step forward and help and encourage the exhibition.

A. O. SKINNER
President.
R. H. ARNOLD.
Manager

A good many citizens visited Fernhill Cemetery last Saturday afternoon taking advantage of the car service being operated between the city and the cemetery gates by the Intercolonial Railway. The service will be continued during the rest of the summer, the cars leaving Union Depot at 11.30 a. m., 1.00, 2.30, 4.00 and 6 o'clock p. m. The cemetery grounds present a very beautiful appearance at this time of year and in the opinion of visitors, compare favorably with many of the larger cemeteries of the western cities.

A negro who stole a $50,000 mail bag as Kansas City is believed to have had the deed suggested by a newspaper report of the thefts of a robber who hid his booty.

WEAR

The King Hat

NEW FALL STYLES READY

WILCOX BROS.,

54-60 Dock Street, 1-5 Market Square

Native Beans, Green Peas New Potatoes

Caunliflower, Spinochs, New Carrots, Turnips, Beets, Cucumber, Tomatoes, Celery, Lettuce, Radish, Parcley Mint.

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Insurance Brokers

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Are again giving a neat Time Table to Suburbanites. Call and get one.

50 Per Cent Reduction in Ladies' Waists

Our entire stock of Ladies' Silk and Muslin Waists will be sold at a reduction of 50 per cent. The waists are of the latest style and are of first quality.

Sale Price 35c to 98c

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L. J. EHLERS,

Supt. for Maritime Provinces.

SHIPPING

MINIATURE ALMANAC.

1908, July.	Sun Rises.	Sun Sets.	Tide High.	Tide Low.
30 Thurs.	5.11	7.49	0.44	7.17
31 Fri.	5.12	7.48	1.20	7.53

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

Steamers.

Irisbrook, 1,797, Newport, July 22.
Shenandoah, 2,492, London, July 18.

SAILED TODAY.

Stmr Glanton, 1,941, Stevenson, for Glasgow, Wm Thomson & Co, deals.

Ship Andreta (Ital), 1,635, Campodonica, for Swansea, South Dock, Wales, John E Moore & Co, 1,161,483 ft spruce deals, etc, 279,430 ft hardwood deals, etc.

Schr George Pearl, 118 Haux, for Salem for orders, John E Moore, 88,978 ft hemlock boards, 85,978 ft spruce deals.

DOMINION PORTS.

Liverpool, N. S., July 30.—Cld., schr. Florence R. Hewson, Wentzell, Cuba.

Sydney Light, July 30.—Signalled inward, stmrs. Norfolk, Kron Prinz Olav, Ellen, Borgestad, bark Callidora.

Outward, stmrs. Portia, Melville, Harlaw, Herm, Sandsend, Dageid.

Halifax, July 31—Ard, stmr Mackay-Bennett (Br cable) sea.

Sld—Stmrs A W Perry, Boston; Shenandoah, St John; Ulunda, St John; Crown of Arragon, Montreal via Sydney; Amanda (Nor), Jamaica; Marian, Three Rivers (Que.)

Hillsboro, July 29—Cld, stmr Edda, Vaage, Newark.

Newcastle, July 29—Ard, bark Shakespeare, Jorgenson, Havre.

Montreal, July 28—Ard, stmr Parthenia, Glasgow.

BRITISH PORTS.

Limerick, July 29—Ard, stmr Gustav Adolt (Sw.), from Campbellton.

Manchester, July 28—Ard, stmrs Competitor, Whitby, Pugwash; 29th, Iberian, Jago, Boston.

Dublin, July 28—Ard, stmr Russ (Dan), Petersen, St John.

FOREIGN PORTS.

New York, July 30.—Schr. Unity, Weston, Charlottetown, P. E. I.; St. Olaf, Conrad, Eatonville, N. S.; Calabria, McLean, Yarmouth, N. S.; Vere B. Roberts, Roberts, Yarmouth, N. S.; Conrad S., Cochrane, Moncton, N. B.

Sld., brig Francis Rene (Fr.), St. Pierre, Miq.

Portland, July 31—Ard, stmr Governor Cobb, Boston for St John, and sld.

Sld—Schr Oriole, St John for Boston (returned.)

Eastport, July 31—Ard, schr Julia & Martha, New York for St Andrews.

Portsmouth, N.H., July 31—Sld, schr Temperance Bell, St John for Boston.

Reedy Island, Del., July 31—Passed up, schr Ronald, Newcastle for Philadephia.

Spoken—Bark Nestra Signor Belle Grazie, St John for Genoa, July 25, off Cape Trafalgar.

Bath, Me., July 31—Ard, tug Pejepscot, Gt Salmon River, towing barge No. 2.

Vineyard Haven, July 31—Ard and sld, schr Maple Leaf, New York for Wolfville.

Ard—Bark W. W. McLaughlin, Bathurst for Philadelphia.

New York, July 31—Ard, stmr Lusitania, Liverpool.

Boston, July 31—Ard, stmr Prince Arthur, Yarmouth; schr Phoenix, Bridgewater.

Sld—Stmr Prince Arthur, Yarmouth.

Cld—Bktn Mary Barry Montevido; schr Romeo, St John.

New York, July 31—Ard, stmr Baltic, Liverpool.

Cld—Stmrs Athenia, Port Medway; Campania, Liverpool; Volund, Windsor; Trinidad, Halifax; Philadelphia, Southampton via Plymouth and Cherbourg; schrs Helena, San Juan; Emily F Northam, Summerside; W H Waters, St John's.

REPORTS AND DISASTERS.

Portland, Me., July 28.—Schr. Winchester, from New York for Gardiner, which arrived here to-day, lost jibboom in a squall last night and is leaking slightly. She will tow to destination.

Quebec, July 29.—The Canadian government steamer Arctic steamed from here yesterday for the Arctic regions.

Details have been received here of the new ice breaker which is being built by Messrs. Vickers, Sons & Maxim, in the Barrow yards, for the Canadian government, to ply between the mainland and Prince Edward Island. She will be of 6,000 horse power and is to have a speed capacity of 17 knots. The cost will be $516,000 and the vessel will be ready by next year.

LIST OF VESSELS IN PORT.

Steamers.

Auguste, 1,710, J. E. Moore.
Glanton, 1,941, WCE, Wm Thomson & Co.
Indrani, 2,339, R Reford Co.
Talisman, 1,178, Wm. Thomson & CO.

Ships.

Andreta, 1,636, UK, J E Moore & Co.

Barks.

Santo, 899, UK, Wm Thomson & Co.

Schooners.

Arthur J Lord, 189, NY, A W Adams.
Annie A Booth, 165, rpg, A W Adams.
D W B, 120, Boston, J W McAlary.
E C Gates, 103, Sound, C M Kerrison.
E Merriam, 331, NY, A W Adams.
G H Perry, 39, C M Kerrison.
Georgie Pearl, 118, Sound, A W Adams.
Harold B Cousens, 360, P McIntyre.
Hunter, 187, NY, D J Purdy.
H M Stanley, 97, Rockport, J W McAlary.
Ida May, 119, master.
Jessie Lena, 279, R C Elkin.
Lady of Avon, 249, dis, R C Elkin.
Myrtle Leaf, 336, A W Adams.
Melba, 388, dis, R C Elkin.
Manuel R Cuza, 258, NY, P McIntyre.
Priscilla, 101, A W Adams.
W W & W L Tuck, 395, dis, A W Adams.
Wm H Sumner, 483, NY, D J Purdy.
Winnie Lawry, NY, D J Purdy.
Witch Hazel, 238, Stetson, Cutler & Co.

MARINE NOTES

British steamer Glanton, Captain Stevenson, will sail at noon today with a deal cargo.

British bark Alexander Black, Captain Griffith, arrived last Monday at Hamburg from Portland (Ore.)

Italian sailing ship Andreta, Captain Campodonico, is ready for sea and will sail today if the weather is favorable, for Swansea, Wales, with a cargo of deal, shipped by John E. Moore & Co.

The Furness liners Ulunda and Shenandoah sailed from Halifax almost together last Thursday night for St. John. The Ulunda left two hours before the Shenandoah, but the latter is considered the faster boat. Both are now due here from London via Halifax.

Edmund Phelan, for many years prominently identified with the foreign shipping interest at this port, as a contractor, died last evening at his home, 144 Essex street, Longwood, at the age of seventy-two years. He, with Mrs. Phelan, who survives him, had a notable golden wedding celebration less than two years ago.—Boston Globe Thursday.