FOR SALE
Rhodes-Curry Co., Ltd.
7 PER CENT Preferred Stock With Bonus of Common Stock
SEND FOR PROSPECTUS
J. M. Robinson & Sons
BANKERS, - - - ST. JOHN, N. B.

FINANCIAL AND COMMERCIAL

N. Y. STOCK MARKET

(Direct private wires of J. M. Robinson & Sons, bankers.)

Wednesday, July 21.

	Yesterday's Closing	Today's Opening	Noon
Amalgamated	82½	82¾	82¾
American Car & Fdy	63⅛	62¼	62⅞
American Locomotive	63¼	62⅞	62⅞
American Ice	40	40½	40⅞
Atchison	116⅞	117¼	117⅜
American Smelters	94⅛	94¼	94⅝
Anaconda	47⅝	48	48
Brooklyn Rapid Transit	78½	78½	78½
Baltimore & Ohio	120	120⅛	120
Canadian Pacific	187¼	187⅛	186⅞
New York Central	134⅛	134⅝	135⅛
Chicago & Great West	1⅛	1	—
Chesapeake & Ohio	79⅞	79¾	79¼
Colorado F & I	44⅞	44⅞	44—
Denver & Rio Grande	48¼	48¾	48½
Delaware & H. C.	—	192⅛	192¾
Erie	37⅜	37½	37
Erie 1st Preferred	54⅜	54½	54½
Erie 2nd Preferred	—	44½	44
Consolidated Gas	140	140	139¾
General Electric	168½	168¼	167¾
Great Northern Pfd	151¼	151⅜	151
Illinois Central	155	155⅝	155
Kansas & Texas	42¼	42¼	42⅛
Louisville & Nashville	142½	142	—
National Lead	—	86⅜	86¼
Missouri Pacific	72½	73⅜	—
Northern Pacific	153½	153¾	153⅝
Norfolk & Western		94½	94⅛
Ontario & Western		54	53¾
Pressed Steel Car	45¾	45¾	47
Pennsylvania	138⅛	138¼	138⅜
Reading	156	156	156¼
Peoples G L & Co.	—	116¼	116
Rep I & Steel	33⅜	33½	33½
Rock Island	36⅞	37⅜	36⅞
Rock Island pfd	74⅝	71⅛	75¼
United States Rubber	38½	39	—
Soo Railway	143	142¾	145¼
Southern Pacific	134½	134⅜	133⅞
St. Paul	156⅛	156½	156¼
Sloss Sheffield	84	84½	84
Southern Railway	31½	31¾	31⅞
Twin City xd 1¼ p.c.	106	104½	105
Union Pacific	198¾	199	198⅝
United States Steel	71⅞	71⅝	71¼
United States Steel pfd	127⅝	127¼	126⅝
Western Union	73	73½	—
Wabash Railway	21½	21⅜	21⅛
Wabash preferred	—	57¼	57

Sales 11 o'clock—330,900.

NEW YORK COTTON MARKET

	High	Low	Close
January	12.12	12.22	11.94
March	12.16	12.25	12.00
July	12.08	12.15	12.07
August	12.06	12.14	12.12
September	12.12	12.20	12.04
October	12.12	12.22	11.92
December	12.14	12.24	11.15

CHICAGO MARKET

	High.	Low.	Close.
Wheat—			
July	117⅝	118¼	—
September	111¼	111⅛	111⅛
December	108⅜	108½	107½
May	—	110¾	110⅛
Corn—			
July	71¾	72⅛	—
September	65⅞	67	67⅜
December	56¾	—	—
Oats—			
July	45⅞	46	—
September	41⅛	41⅜	—
December	41⅝	41¾	41⅝

(J. M. Robinson & Sons, Private Wire Telegram.)

MORNING COTTON LETTER.

Every day affords additional indications as to the lateness of the present crop. For instance Galveston received 109 bales of new crop cotton this day last year. This year we have heard of only two bales from the new crop so far. The indications are therefore that very little cotton will become available for some weeks to come, nothing to be a pressure against prices at any rate, while the attitude of old crop holders is still shown in the fact that the local stock continues to move out instead of being held for delivery on contract. Without pressure from actual cotton and with old speculative lines pretty well liquidated on the decline of Monday, it was obvious yesterday that further declines could only be accomplished through a dangerous increase in the speculative short interest and that so much fresh investment buying was being attracted by the break of a cent a pound from the top owing to the continued dry weather in the southwest and bullish trade advices as to threaten shorts with serious results should they over-stay their market, unless, indeed, there was some remarkable change in the crop outlook.

The market yesterday closed at about the best prices of the day, near $2 per bale above the low level of Monday and the improvement has encouraged such a revival of bullish confidence that the market is likely to meet with little in the way of speculative bear pressure again until it is certain that an August bureau showing the maximum probable deterioration has been discounted and that bull speculation has again run its course. —E & C. Randolph.

NEW YORK FINANCIAL BUREAU.

Bullish operations along special lines are indicated by the latest reports with much gossip of a Morgan bull demonstration in the stock market, on account of his return. We continue to advocate the protection of character heretofore outlined in making commitments and would prefer the long side of low priced stocks and industrials especially in making purchases for turns.

News this morning is singularly barren of stock market interest except as regards a few specific issues. Attention is called to the point that the "Harriman machine" runs on smoothly with new developments just the same as though E. H. Harriman were here and this should reassure those uneasy over the financier's health. Information sources continue to emit bullish expressions on the stock market, although they are conservative and depreciative on any uprush of securities. Crop news and money advices are favorable with the tariff matter rapidly reaching a consummation.

Press comment and market literature are optimistic as a rule, although some houses are warning against loading up at these levels since it is obvious that most traders have given up hope of a reaction.

War threatened between Argentine and Bolivia over boundary question.

Deadlock in conference committee with Payne supporting the President against Senate.

London stock exchange members insuring E. H. Harriman's life at 7 1-2 per cent. premium to protect their own position.

French ministry defeated and resigns.

Reported that Jersey Central may rent Pennsylvania station in Jersey City when latters new terminal is opened, in order to secure McAdoo Tunnel connections.

Court ends C. H. and D. receivership.

$7,000,000 real estate transferred by Belmont to Rothschild early in 1908 retransferred.

American stocks in London irregular, but active issues mostly above parity.

B and O. earnings for fiscal year will show 6 9-10 per cent. on common stock.

Norafolk and Western expected to show 9 per cent. on common.

Large sales of Steel continue.

Traffic on Hudson Tunnel down town exceeding expectations.

Chicago fears scarcity of labor, and cars to handle crop.

12 industrials advanced .35; 20 active railroads advanced .43, both making new high records for the year.

Mr. Gibson: Sentiment is very much mixed as to the immediate course of the market. The public is more interested than for some time, but the semi-professional element leans to the bear side. If the market were left to itself it is pretty certain that a decided reaction would occur, but the market is not left to itself. It is on the other hand magnificiently taken care of. I do not think the rails will go much higher, because of the steady distribution, which is the object of the manipulation, but until this distribution is accomplished, there is not much probability of anything more serious than recessions of a few points. The very best and safest thing to do is to let the railroad stocks alone while they are in the stages of distribution, and devote attention to industrials. The trouble with the railroad group, is that it is high enough and if we get hung up in the priced rails, it may be a long time before we see daylight. The chance of making a few points does not offset the risk. The industrials have not yet approached their pinnacle, and will strike a much higher level before long.

Liverpool—Cotton, due 11 points higher on July and 8 1-2 to 10 points higher on later months. Opened strong, at 12 to 15 points advance. At 12.15 p. m.—Market steady, at 12 1-2 to 13 points net advance. Later cables reported a further advance of 2 1-2 points, making the net gain a matter of 15 to 15 1-2 points. Sales 8,000, including 7,000 American. No imports. Tenders new docket 12,000 bales; estimated port receipts 2,500. Spot, quiet, 18 points higher; middling 6.65d.

Weather—North and South Carolina, fair Wednesday and Thursday; mild temperatures. Georgia, generally fair Wednesday and Thursday. Alabama and Mississippi fair in interior, showers near the coast Wednesday; Thursday fair. Louisiana, fair in northern, showers in southern portion Wednesday and Thursday. Eastern Texas, partly cloudy, showers in southeast portion Wednesday and Thursday. Western Texas, generally fair Wednesday and Thursday. Arkansas and Tennessee, generally fair today and tomorrow.

London, 2 p. m.—Anc 47 1-2, Ac 82 1-2, Atch 117 1-2, BO 120, CO 79 3-4, GW 1 1-8, D 48 1-4, Dx 85 1-4, Erie 37 1-2, EF 54 1-2, EZ 44 3-8, KT 42 3-8, Ca 187 1-8, NK 94, Ills 156 1-4, LN 145 1-4, Cen 134 1-2, NP 153 3-4, OW 54 1-4, Pa 137 3-4, Rg 156, RI 37 1-4, SR 31 1-2, SP 134 3-4, St 156 1-2, UP 199 3-8, UK 106 7-8, US 71 5-8, USQ 127 1-2, Wa 21 1-2, Wz 56 7-8, Consols 84 5-16.

New York—Stockholders of D. L. & W. have responded to the plan for a subscription to the new stock of the D. L. & W. Coal Co. fully up to the expectations of the board. The company will not recognize the sale of rights to subscription to the new stock. To dispose of his shares, a shareholder must first subscribe and then sell his holdings.

Liverpool — Wheat opened steady, 3-8 up; corn, steady, unchanged. At 1.30 p. m.—Wheat, 3-8 higher from previous close; corn, unchanged.

Minneapolis—The Van Dusen Harrington reports say that if conditions can be maintained a little longer the biggest grain crop ever raised in the Northwest will be assured.

New York—As the result of buying by the brass and copper companies, the copper market is in a stronger position than for weeks. Most of the buying is for September delivery, and consumers have expressed willingness to buy for December were producers willing to contract so far ahead. Consumption is at 80 per cent of full capacity, and at present prices producers are not inclined to regard foreign accumulations as having other than a sentimental effect on the home market.—Dow Jones.

New York—Believe Reading should be bought on every little reaction; it gives every indication to me of being near a sharp advance.—Lapsley.

Cotton rumor of heavy storm on coast. —Randolph 11.47 a.

New York:—There is no special news this morning. The strength of Union Pacific in London together with its activity here at last night close would seem to foreshadow further activity and an advance in price today. Mystery is a great factor in manipulation and Wall street is wondering why Harriman is amassing the immense amount of cash. Probably today numerous extraordinary reasons will be given. At any rate, it looks to us as if the stock would be higher on manipulation before long.—Ed. Randolph.

Exchange 487.60, 487.30, 486.

New York—Believe there is a great deal of money to be made with a little patience on the short side of I. B. Pfd. While I am equally confident buyers of P. O. know the figures will see it sell at much higher prices without going much against them.—Lapsley, 12.47 p.

New York—Reaction due to heavy selling of Steel on the belief that there will be change in dividend rate next Tuesday. Hitch in tariff progress has also induced liquidation. Selling does not look very good, and market quite likely to turn completely around before close.

There is a revival of bull points on K & T., St. Paul Pfd. is again mentioned in this connection. The stock has suddenly become active.

It is rumored that the reported downfall of the French cabinet may result in aiding the program to list the U. S. Steel common stock on the Paris paraquet. Political factors were at work to check listing, and they emanated from the French cabinet. Efforts to list Steel common have not yet been abandoned by any means according to Morgan sources.

The figure of 75 is being predicted today for Locomotive. It is said divided action will be taken in a short time, and that it will justify an advance in the stock.

Soo second week, July, $229,916; increase $18,994a.

Noon Stock Letter: On higher London prices, our market opened strong, and during the first half hour, showed considerable strength, transactions being on a fairly large scale. Later, however, there was heavy realizing in Un. Pac. Steel and Reading, causing a moderate reaction. Un. Pacific made a new high record, selling 199 1-2. The realizing pressure has now moderated, and the market recovered with comparative ease to about the opening prices. E. & C. R.

THE WINNIPEG WHEAT MARKET

St. John, N. B., July 20, 1909

The Ogilvie Flour Mills Co., Ltd., supply the following quotations on the Winnipeg wheat market:

July wheat	1.32
October wheat	1.10 1-2
December wheat	1.06 5-8

Hay's Hair Health

ACTUALLY, POSITIVELY, INVARIABLY RESTORES GRAY HAIR TO THE COLOR AND VIGOR OF YOUTH.

You can't look young if your hair is gray, faded, dull and lifeless. Hay's Hair Health will bring back the natural color, just as it was when you were young. Stops dandruff and falling out. Makes the hair bright, silky and full of life and beauty—not a dye—won't color or soil your skin.

$1 AND 50c. BOTTLES, AT DRUGGISTS.

Hay's Harfina Soap cures Eczema, red, rough and chapped hands, and all skin diseases. Keeps skin fine and soft, 25c. druggists. Send 2c. for free books, "The Care of the Skin," "The Care of the Hair."

Philo Hay Spec. Co., Newark, N. J.

E. CLINTON BROWN, COR. UNION AND WATERLOO STREETS.

FRENCH MINISTRY IS DRIVEN FROM POWER

After a Violent Debate on Naval Scandals Premier Clemenceau Resigned—Socialists are Jubilant

Paris, July 20—The Clemenceau cabinet fell suddenly tonight under dramatic circumstances at the conclusion of a violent debate over the naval scandals, extending over several days. M. Delcasse, chairman of the investigation commission, led the attack upon the naval administration, especially during the incumbency of M. Pelletan and M. Thomson, former ministers of marine. But M. Picard, who succeeded M. Thomson, had promised in the name of the government to complete a series of reforms, both in the administration of the department and the methods of construction and the chamber was ready to vote confidence in the government, when an incident occurred which changed a majority into a minority.

Premier Clemenceau, who always has been an adversary of M. Delcasse, smarting under the criticism and doubtless over-confident of a majority, which on July 15, upon the general policies of the government was 182, taunted the ex-minister of foreign affairs, who was thrown overboard by the Bouvier ministry at the dictation of Germany during the crisis of 1905, with having led France to humiliation at Algeciras.

The spectre of that chapter of France's foreign history, in which Delcasse was sacrificed was a fatal error. Instantly there was an uproar of dissent from both sides of the chamber. Delcasse flung back the taunt in Clemenceau's face with bitter words, declaring amid cheers, that France had gone to Algeiras in the interest of peace. Hot words were bandied back and forth. It was a veritable duel between two enemies. M. Delcasse intimated that Clemenceau had inspired articles in the foreign press during the crisis, but the latter emphatically denied this imputation. The premier seemed for the first time in his parliamentary career to lose his head.

The scene when the premier took his seat was indescribable. Amid the wildest excitement the vote was taken and when it was announced that the government had been beaten, 212 to 176, Clemenceau clapped his hat on his head, pulling it far down over his eyes and stalked out of the chamber, followed by the other ministers, in token that he intended to resign.

M. Clemenceau went immediately to the Elysee Palace and told the story to President Fallieres who seemed stupefied at the incident which caused the fall of the cabinet, but he accepted the resignation of the premier and his ministers.

There is but one opinion in Paris tonight—astonishment that an old parliamentary war-horse like Clemenceau should have committed political suicide by his awkwardness by recalling the Algeciras spectre upon the eve of adjournment when the government was assured of a majority on the naval question. The premier's action drove about fifty members of the Republican "bloc" into a combination with the right and extreme left, unhorsing the man whose ministry has been the longest in the history of the third republic and who for three years has been absolute master in France.

Many times during his ministry, M. Clemenceau apparently was on the eve of defeat, as many strong combinations, especially by the enemies of the income tax, were formed to accomplish his downfall and often there was much secret opposition in the ranks of the majority. But when the decisive moment came the rebels never dared to brave Clemenceau's whip.

The fall of the cabinet was so unexpected that the political world is completely at sea as to who will be Clemenceau's successor at the head of the government. President Fallieres will consult with the presidents of the chambers tomorrow, in accordance with the usual custom. The name of Leon Bourgois, former premier and former minister of foreign affairs, is most frequently mentioned, but his age and health are against him. M. Briand, minister of justice; M. Poincario, former minister of finance; M. Millerand, former minister of commerce; M. Pichon, minister of foreign affairs; M. Barthou, minister of public works, and M. Delcasse are also mentioned in the order named.

The Socialists naturally are overjoyed at Clemenceau's downfall. M. Jaures, the Socialist leader in the chamber, said: "With Clemenceau disappears the most dangerous man in the republic."

Eugene Georges Banjamin Clemenceau, the retiring premier, was born in 1841. After obtaining his diploma as a doctor of medicine at Paris, he realized that his pronounced political opinions would, as long as Napoleon III. remained upon the throne, inevitably interfere with his career in France. So he came to the United States in the early part of 1866, lived for a time in New York and then became teacher of French in a girl's school at Greenwich, Conn., where he met Miss Mary Plummer, whom he married.

Returning to France a few years later, he rapidly made his strength felt in political affairs, becoming a member of the Chamber of Deputies in 1876. He founded the newspaper, Justice, in 1880, and during the Dreyfus agitation he defended the imprisoned officer in that paper. He came the recognized chief of the extreme left and, in turn, opposed all the republican ministries and contributed to the fall of the de Freycinet and Jules Ferry cabinets.

THE FIGHT OVER THE UNITED STATES TARIFF

(From our Regular Correspondent.)

Washington, D. C., July 15—The president has practically achieved his first real victory in the framing of the tariff bill. Ever since the senate framed the administrative features of the bill there have been manifestations of discontent on the part of the house leaders over the tariff commission feature. Both houses of congress have refused to create a tariff commission outright but at the instance of the president the senate, in writing its maximum and minimum provision, authorized the president to employ such experts as he may deem wise to investigate and report to him all facts regarding costs of production and other information which may prove useful in connection with the tariff. This means, of course, that the president under the provision will have power to create a tariff commission and to charge it with the duty of ascertaining the cost of production here and abroad. That is precisely what the house leaders object to. They prefer the present method of making a tariff and are intensely opposed to the existence of any commission or other body of experts which will ascertain facts which will necessarily constitute a basis for the fixing of rates.

The house conferrees accepted without difficulty all of the administrative features of the senate bill, except the provision regarding a tariff commission. That they emphatically rejected. Representative Payne is as strongly opposed to the proposition as Speaker Cannon and Representative John Dalzell is, if possible, even more so. When the president learned that the tariff commission proposition was likely to be stricken from the bill he sent for Senator Aldrich and Representative Payne and laid down the law to both conferrees. He did not use the word veto, but he made it perfectly clear that he regarded the proposed commission as one of the essential and redeeming features of the bill and that under no circumstances would it be stricken out with his approval. Messrs. Aldrich and Payne spent all of Wednesday evening with the president and they sought in every possible way to induce him to modify his demand. While he was perfectly good natured he was absolutely firm and when they left Mr. Aldrich had promised to hold out for the senate provision and Mr. Payne had promised that unless the speaker absolutely overruled him he and his associates would yield.

The president stands squarely on the Republican platform. He believes in protection and believes that the duties should equal the difference between the cost of production in the United States and abroad, together with a moderate profit for the manufacturers. But he is equally convinced that the present method of framing a tariff bill is inaccurate and unbusinesslike; that congress bases an assumption on the cost of production here and abroad solely on ex parte testimony, the statements of interested manufacturers; and that such a system of what Senator Root terms "guesswork and conjecture" is certain to work grave injustice to the consumer. Therefore he is determined that machinery shall be provided whereby the costs of production may be accurately determined and the senate provision for which he has held out, furnishes him with machinery, or rather the authority to create it. The acceptance by the house of the tariff commission proposition, which now seems assured, will constitute a great victory for the president.

Representative Payne is making a vigorous fight in the conference for free materials and in so doing he has the hearty support of the President. Nor is Mr. Taft contenting himself with merely hinting at his views on this and other tariff schedules. He is sending for the conferrees, entertaining them at breakfast, luncheon and dinner, taking them out in his automobile and all the time seeking to impress on them the importance of agreeing on the lower rates. President Taft continues to be most optimistic regarding the outcome of the bill and this is probably due to the fact that his influence is having its effect on the conferrees of both houses. If he can defeat the speaker, who is determined that the extremely high rate on gloves imposed by the house at the instance of former representative Littauer of New York and on the imposition of a considerable duty on crude petroleum the victory of the President will indeed be great.

Great interest attaches to the rumor which originated in Washington and which now seems to be confirmed from Tokio, that Baron Takahira, the present Japanese ambassador, is to be recalled. Baron Takahira has himself announced that he will visit Japan this summer, his explanation being that he goes home to discuss the negotiations which must be taken up with a view to framing a new treaty with the United States to replace that now in existence and which expires two years hence. It was regarded here as at least peculiar that the Japanese government should desire to take up this matter so far in advance and now the suggestion from Tokyo that Yasuya Uchida, formerly an attache of the Japanese legation in Washington, is to succeed Baron Takahira lends color to the story of a recall.

WANT TO KNOW ABOUT THE CANAL

Evidence in Libel Case is Being Taken in Paris at Secret Sessions.

Paris, July 21—The Rogatory Panama Canal Commission, composed of Henry A. Wise, U. S. Attorney at New York, and Stuart McNamara, Assistant Attorney for the District of Columbia, has begun the taking of testimony of voluntary witnesses in a room at the American Embassy, which was placed at their disposal by Ambassador White. The commission came to Paris early this month to obtain testimony in the Panama Libel Case. By an agreement between Counsel of both sides, the sittings are in secret, and no statement regarding nature of the evidence submitted can be secured for publication. Beyond this voluntary testimony, nothing is likely to be obtained as the idea of appealing to the French Government for an examination of the records has practically been abandoned.

AMERICAN CAPITAL IN CHINESE ENTERPRISES

Washington, D. C., July 20 — American participation in the loan of $27,500,000, about to be negotiated by the Chinese government on the Hankow-Sze-Chuen R.R. and other enterprises, will be arranged to the entire satisfaction of this government, thus assuring the maintenance of the "open door" in China.

Assurance to this effect came to the state department today from Peking and gave great satisfaction to the officials who have been patiently watching developments both in the financial centres of Europe and Peking, and who have been insisting to the Chinese government that the United States was fully entitled to share with foreign governments in the alottment of the loan.

BRIEFS BY WIRE

"The Canal in Winter," by E. W. Redfield, of Centre Bridge, Penna., the only American picture to receive a medal at the Spring Salon of the Society of French Artists in Paris, has been purchased by the French government for the Luxemburg Gallery.

The two years old selling plate of 100 sovereigns, distance five furlongs, was won today by H. P. Whitney's Ballyhoo filly. Countoso was second, and the Isabelle filly third. Six horses ran.

The chief American delegates who are attending the International Congress of Nurses in London, were today entertained at Luncheon by U. S. Ambassador and Mrs. Reid. After the luncheon a reception was given in their honor, which was largely attended by British and foreign nurses. Mr. Reid will leave London about August 7 to spend his summer vacation in the United States.

The surgeons convention of the Buffalo Rochester and Pittsburg Railroad went to Cobourg, Ont., today on a picnic as a wind-up to the convention in Rochester.

It is visiting day for the Photographers Association of America in Rochester, N. Y. All the 1,800 delegates are out in automobiles and 54 special free trolley cars going the rounds at Rochester, manufactories. No official business will be taken up until this evening.

A BIG STOCK PURCHASE

New York, July 20—It became known today that Kuhn, Loeb & Company had bought from the Union Pacific R. R. Company all, or practically all, of the $10,000,000 Atchison, Topeka and Santa Fe preferred stock, which the Union Pacific had purchased in 1906. Part of the stock it is understood, has already been sold to banking houses. The price received was not given out.

The $10,000,000 Atchison preferred in question, cost the Union Pacific $10,395,000 or 103.95 per share, and was purchased from Kuhn, Loeb & Company. The stock is now selling around 105.

INTERESTING ITEMS

Most laundries do average work and thousands are content. but Ungar's is a superior way and the people are delighted. 'Tel. 58.

We are having a sale of special order $18 tailor-made suits—latest style and best workmanship guaranteed—at E. R. Taylor's, the West Side Tailor. 'Phone west 14-11. 7-26

The making of blue serge suits is an extensive specialty at the Pidgeon shop. Pidgeon's special $17.50, $18.50 and $19.50 serge suits to measure don't "pucker" or curl up like the average suit from other tailors—yet Pidgeon's prices are from $3 to $5 lower. 7-21-1i

BARNEY OLDFIELD HURT

Chicago, Ill., July 20—Barney Oldfield, noted driver of automobile racing cars, was knocked down here today by a motor car as he was crossing the street. His injuries, consisting of bruises and slight contusions, were dressed at St. Luke's Hospital.

Oldfield was crossing the street with Louis Strang, another well known driver when the accident occurred.

VALUABLE HORSE SOLD

Boston, Mass., July 20—Sir Wooster, held to be one of the greatest steeplechase horses in the country, and winner of the Grand National, the Whitney Memorial and the Consolation stakes, was purchased late today by A. Henry Higginson, of Boston, from Colonel Robert Neville, of Virginia. The price stated to have been paid was $4,500.

TO MAKE STRONG STRING

When a stout string cannot be found to tie a small parcel to be sent by mail, take several thicknesses of common thread wax them and place them together. Twist the threads to the right, then double and twist the threads to the left. Hold the bend of the thread with a pin. This makes a durable cord not easily broken, and it can easily be tied, since the wax holds it firmly in place.

Poor Appetite indicates weakness of the stomach nerves which control the desire for food. It is a sure sign that the digestive organs need the help of BEECHAM'S PILLS



Price 35 cts.

CURES DIARRHŒA, CRAMPS, DYSENTERY, COLIC, CHOLERA MORBUS, CHOLERA INFANTUM and all Summer and Bowel Complaints.

Ask for Dr. Fowler's and insist to getting what you ask for.

Refuse Substitutes—They're Dangerous.

The original is manufactured only by THE T. MILBURN CO., Limited Toronto, Ont.

THE SHIPPING WORLD

MINIATURE ALMANAC.

1909 July	Sun Rises	Sun Sets	Tide High	Tide Low.
21 Wed	5.02	7.58	2.05	8.46
22 Thur	5.02	7.58	2.38	9.27
23 Fri	5.03	7.57	3.32	10.10
24 Sat.	5.04	7.56	4.19	10.56

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN

STEAMERS.

Indrani, sld Glasgow, July 20.
Kentucky, sld Boston, July 20.
Romney, sld St Michaels, July 15.
Ocamo, sld Bermuda via Halifax, July 19.
Shennandoah, sld St John's (Nfld), via Halifax, July 20.

PORT O ST. JOHN

ARRIVED TODAY

Coastwise—Stmrs Bear River, 70, Woodsworth, Clementsport; Mikado, 48, Lewis, Moncton; schrs Hustler, 44, Hill, Windsor; Defender, 19, Crocker, Digby; Mary McLeod 21, Poland, Westport.

CLEARED TODAY

Coastwise:—Schrs Defender, Crocker, Digby; Mary M. Lord, Poland, Lord's Cove; Havelock, James, Wilson's Beach; stmrs Bear River, Woodworth, Digby; Mikado, Lewis, Apple River.

SAILED TODAY

Stmr Governor Cobb, 1556, Allan, Boston, via Eastport.

Schr Peter C. Schultz (Am) 373, Donovan, City Island for orders.

Schr Rewa 122, McLean for New Haven, Conn.

ARRIVED YESTERDAY

Stmr Governor Cobb, 1556, Allan, from Boston via Maine ports, W G Lee, pass and mdse.

CLEARED YESTERDAY

Stmr Almora, 2835, Turner, for Newport News, R. Reford Co, general cargo.

Schr Theresa Wolf (Am), 244, Evans, for City Island for orders, Stetson, Cutler & Co, 261,566 feet pine boards, etc., 40,159 feet spruce boards.

DOMINION PORTS.

Lunenburg, N. S., July 17—Cld schr Lella B. Hurtle, Gildert, Ponce, P. R.

Flat Point, July 19—Signalled inward, stmrs Montcalm, Bornu, Wegedesk, St. Pierre-Miquelon; schrs Limelight, Blowden.

Outward, stmrs Ellen, Cacouna, Laflandre and Felix.

Sydney, C. B., July 16—Ard bark Bonanza, (Nor) Tellefsen, Reyjavik.

Montreal, July 19—Ard stmrs. Cornishman, Thornton, Bristol; Yoruba, Dales, Jacksonville.

Newcastle, July 17.—Cld, stmr General Consul Palleson, Dan Christensen, for Belfast; Dacapo, Berg, for Larne.

Newcastle, July 19—Cld, schr Peerless, Pedersen, New York.

Chatham, July 1—Ard, stmr Thorsdal, Frantzen, Ardrossan; 19th, stmr Basuta, Thompson, Glasgow; Mountby, Outhouse, Las Palmas, Canary Islands.

Montreal, July 20—Ard, stmrs Lake Michigan, Antwerp; Hesperian, Glasgow.

Halifax, July 20—Sld, stmrs Rosalind, New York; Florizel, St John's (Nfld); Amelia, St John via ports; A F Perry, Boston.

Cld—Schr Reliance, Port Antonio via Port Medway.

BRITISH PORTS

Brow Head, July 19—Passed, stmrs Montcalm, Hodder, Montreal for Bristol; Ramgonde-Larrnaga, St. John for Cardiff.

Fastnet, July 18—Passed stmr Molina (Nor) Haraldsen, Weymouth, N. S., for Preston.

Manchester, July 18—Ard stmrs Helmer Morch (Dan) Thorsoe, Chatham, N. B.; Philae (Br) Jackson, do.

Barbados, June 30—Ard schr E. A. Sabean Rafuse, Charlottetown, P. E. I.

Glasgow, July 20—Sld stmr Indrani, Mitchell, St. John.

Liverpool, July 19—Ard, stmr Mauretania, New York via Queenstown.

Glasgow, July 20—Ard, stmr Grampian, Montreal.

Liverpool, July 20—Ard, bark Rolf, Bathuret.

Cardiff, July 19—Ard, stmr Moeris, St John.

Liverpool, July 1—Ard, stmr Ottawa, Montreal.

Glasgow, July 19—Ard, stmr Parthenia, Montreal and Quebec and Liverpool.

St John's, Nfld, July 20—Sld, stmr Shenandoah, Heeley, for Halifax and St John.

Liverpool, July 18—Ard, stmr Canadian, Bullock, Boston.

Sld 18—Stmr Almeriana, Hanks, St John's (Nfld) and Halifax (not previously.)

London, July 18—Sld, stmr Hurona, Ritchie, Montreal.

FOREIGN PORTS

New York, July 20—Arrived: Steamers Grosser, Kurfust, from Bremen; Kaiser Wilhelm II. from Bremen.

City Island, July 19—Passed schrs W E & W L Tuck, Haley, St. John for New York; Talmouth, McKinley, Perth Amboy for Halifax.

Llanelly, July 17—Ard bark Poseidon (Nor) Fredericksen, Pictou, N. S.

Montevideo, July 13—Sld bark Superior (Nor) Torkildsen, Bridgewtaer, N. S.

City Island, July 20—Bound south, stmr Maurice, Halifax; schrs Isaiah K Stetson, St John Winnie Lawry, Dorchester; Witch Hazel, St John; Hattie C, Rockport via New Haven.

Philadelphia, July 20—Ard, schr Roger Drury, St John.

Portland, Me, July 20—Ard, stmr Fram Chatham.

Vineyard Haven, Mass, July 20—Ard, schr Scotia Queen, South Amboy for St George.

Sld—Schr Vineyard, from Walton for New York Lillian Blauvelt, from do, do P J McLaughlin, Maitland for do; Excelda, from Eatonville, do; Sarah L Davis, from Windsor for Yonkers; G M Porter, from Calais for Greenport; Lois V Chaples, from St John for New Haven; Acacia, from Liverpool for Newark.

Passed—Schr Damietta and Joanna, St John for New York.

Chatham, Mass, July 20—Light northeast wind, clear, moderate sea.

Salem, Mass, July 20—Ard, schr Georgie Pearl, St John and Salem, for orders.

New York, July 20—Cld, brig Harry, Halifax; schrs William Gertrude, Yarmouth; Ann J Trainor, Charlottetown (P E I.)

Boston, July 20—Ard, schr Priscilla, St John.

Sld—Bark Belmont, Buenos Ayres schrs Childe Harold, Sargentville and New York; T W Cooper, St John.

River Platte, July 19—Ard previously, stmr Alala, Campbellton via St Lucia for Buenos Ayres.

LATEST REPORTS BY WIRELESS

Cape Race, NF., July 21—Steamer Empress of Ireland from Liverpool for Quebec, was 170 miles northeast at 11.30 p. m. 20th.

Sianconset, Mass., July 21—Steamer Rowland, from Halifax for New York, was 20 miles east of Sandy Hook at 8.20 a. m. today.

Cape Race, NF., July 21—R. M. S. Empress of Ireland reported 90 miles southeast of here at 4.35 a. m. today, due to arrive at Quebec 9 a. m. Friday.

REPORTS AND DISASTERS

Vineyard Haven, July 19—Schr W D Marvel, New York for St. John, N. B. while leaving this harbor today fouled schr Allen Greene, Long Cove, Me., for Philadelphia, at anchor, breaking the latter's spanker boom. The Marvel proceeded without material injury.

RECENT CHARTERS

Lumber—British steamer Romney, 1,763 tons, from St. John, N. B. to Swanset, deals 32s. July-August; Norwegian steamer Herman Wedel Jarisberg, 1,940 tons, from Pugwash to West Britain or East Ireland, deals 32s. 6d. August; Norwegian steamer Ceylon, 1,454 tons same from Cape Tormentine, 35s. July.

In the sail tonnage market chartering was generally light and the demand for tonnage light and unimportant. Conditions are especially bad in all West India and coasting trades, owing to the scarcity of freights. Rates continue nominally unchanged, but the general tendency is lower, influenced by free offerings of tonnage.

VESSELS IN PORT

STEAMERS.

Almora, 2,835, R Reford Co.

BARKS.

Alfheim, 1,142, Wm Thomson & Co.
Raynard, 650, A W Adams.

SCHOONERS.

Adonis, 215, A Cushing & Co.
Almeda Willey, 493, J E Moore.
Beulah, 81, C M Kerrison.
Clifford I White, 25, C M Kerrison.
Cora May, 117, N C Scott.
E M Roberts, 296, R C Elkin.
Eva C, 219, A W Adams.
Harold J McCarty, 251, J W Smith.
Irma Bentley, 392, R C Elkin.
Jennie A Stubbs, 150, master.
Lottie Beard, 283, R C Elkin.
Lewanika, 298, C Elkin.
Lizie H Patrick, 412, J Splane & Co.
M D S, 100, master.
Moama, 384, P McIntyre.
Nettie Shipman, 228, A W Adams.
Phoenix, 267, J W Smith.
Priscilla, 107, A W Adams.
Peter C Scholtz, 373, A W Adams.
R Bowers, 373, R C Elkin.
Rosald, 168, J W Smith.
Romeo, 111, P McIntyre.
Seth M Todd, 163, Stetson, Cutler & Co.
Theresa Wolfe, 244, A W Adams.
Tay, 124, P McIntyre.
Wm Mason, 388, C M Kerrison.

MARINE NEWS

Capt. Rhynard of the Gladys and Sabra, which arrived at T wharf Boston yesterday, found a bottle at sea, with a piece of paper inside, on which was written the following: "July 23, 1900 Mr. John L. Morrill and wife, Ida F., Carrie M. Allen. All of Boston. Stmr State of Maine." "It's a guess what it means," said Capt. Rhynard.

Schooner Mary E. Pennell, from St. Martins, N. B, for New York, which put in here a week ago leaking, has discharged her deckload of laths and gone on the marine railway for repairs. The vessel struck soon after leaving St. Martins and after she was placed on the railway it was found that one of the planks on the port side aft of the main rigging was broken and it was taken out and replaced with a new one. The deck load of laths will be reloaded immediately and the schooner will proceed for New York.—Portland Argus, July 20.

The Norwegian steamer Ragarock, Capt. Paulson, arrived early yesterday morning with a cargo of 947 cords of pulpwood from Port Hebert, N. S. for the Berlin Mills Co., and was docked at Maine Central wharf No. 3, where the discharging of her cargo was immediately commenced. The Norwegian steamer Fram is also due here this morning with a cargo of pulpwood for the International Paper Co and will follow the Ragnarock at the discharging berth under the towers.—Portland Argus, July 20.

The captain of the shipwrecked schooner Drusie arrived on the steamer lorizel at Halifax last Monday from New Kork. The Drusie left Paspebiac, Que., bound for Barbadoes with a load of shingles, and after a few days on the voyage she ran into a hurricane, which completely dismasted her, smashed her boats and did other damage to such an extent that she was unable to proceed on her voyage, being completely at the mercy of the seas, until July 8th, when the steamer Amerika, of La Veloc, an Italian liner, sighted the schooner in latitude 39.7N longitude 59.47 W., and rescued the captain and crew, who were by that time in a very bad state. The Amerika had on board 1,100 passengers. After rescuing all on the Drusie and setting fire to the vessel, she proceeded to New York. The Drusie was a 99 ton schooner and was owned by J. T. Leuesne.

This morning the last of the water was pumped out of the dry dock and the big steamer Magda, Captain Helson is now ready for a survey, which will probably be made tomorrow by Charles D. Cooke, of the Dominion Coal Co. staff, who has been appointed to do this work by Lloyd's Classification Agency. When the water left the dock quite a variety of fishes were found in the enclosure. Lobsters, conger, eels, perch, flat fish were among the fish found there.

A cursory examination shows about fifteen feet of the keel broken away and several holes in the bottom of the ship. The surveyor will determine if temporary repairs may be effected here or if a permanent job has to be done at Halifax. In the event of permanent repairs being made, the 800 standards of deal on board will have to be discharged, a task of considerable magnitude, as the lumber has been swollen by the water and is very compactly stowed on this account. In case temporary repairs are made the trip to Bristol, Eng. will be continued and permanent repairs will be made in the old country.—Halifax Mail, July 20.

FUNERAL NOTICE

All members of the Board of Trade are requested to meet at the Board rooms, Thursday 22nd inst., at two o'clock, sharp, for the purpose of attending the funeral of the late DANIEL J. McLAUGHLIN.

W. E. ANDERSON, Secretary,

1420-7-22.

DEATHS

STEELE—In the city on the 21st inst., Robert Stanley Ewing Steele, youngest son of the late John and Elizabeth Steele in the 24th year of his age.

Funeral on Friday, 23rd inst., from the residence of his brother-in-law, A. H. Nugent, 47 Gilbert's Lane. Service begins at three o'clock. Friends invited to attend.

CONDENSED ADVERTISEMENTS

(Too late for Classification.)

SITUATION WANTED BY CAPABLE Nurse. Apply Cor. Charlotte St. and Lancaster heights, West End. 1415-7-28.

KITCHEN GIRL WANTED. APPLY VICTORIA HOTEL. 1424-t.f.

WANTED—TO DO PLAIN SEWING. APply Cor. Charlotte St. and Lancaster Heights, West End. 1416-7-28.

WANTED—COAT MAKERS. APPLY A. GILMOUR, 68 King Street. 1402-7-24.

WANTED—A GIRL WHO UNDERSTANDS Cooking. MRS. HARRY H. McAVITY, 23 Coburg Street. 1418-7-24.

GIRLS WANTED—OPERATOR AND FINisher on Ladies' costume skirts. Apply AMERICAN CLOAK MFG. CO., 60 Dock St. 1419-7-28.

FOR SALE—MARE, COACH, CARRIAGE Set double harness. 16 Carmarthen St. 1422-7-28.

TO LET—FLAT OF SIX ROOMS, 273 Prince St., Lancaster Heights. 1421-7-28.

ANYONE WISHING A GOOD SEAMstress. Apply to MISS BOWMAN, 111 Princess Street. 23-t.f.