FINANCIAL and COMMERCIAL

HOW THE MARKETS MOVED LAST MONTH

New York, Feb. 6—January movements of stock prices based on 20 leading railroads show that the high price was on January 2nd, 120.93, which had sunk to 116.93 on January 30th. An average of 12 industrials shows 86.25 on January 2nd, and 84.09 on January 30th. The difference between the railroad high and low in January, 1908, was 6 points; in 1907, 10 points; in 1906, 6 points, and in 1905, 4 points.

The total January bond issues for railroads was 108 millions, and of municipal bonds 21 millions. The total of all flotations is estimated at about 145 mililons for the month of January.

It seems to be evident that the French demand for gold has been finally satisfied, and that the Bank of England will now begin to increase its reserve. The political outlook abroad is better.

Money became a little firmer here on the Treasury call for thirty millions public deposits, but the supply of money throughout the country is large, and the demands of business small.

The low price for commercial paper indicates inactivity in business. Nevertheless, there is evidence that general trade is slowly recuperating. Business is usually dull in January, and in some lines the average is better than anticipated. There is no question that merchants and others are holding themselves conservatively pending the adjustment of the tariff. There is little doubt that the country is advancing slowly towards prosperous conditions; and there is every reason to believe that financial and commercial confidence will still further revive with the inauguration of the new administration.

The market is in a condition of waiting. The public who are long of stocks are holding them obstinately; and not much extended change can be expected until conditions develop further. The higher-priced railroads are drooping, and whatever activity shows itself, pertains to specialties in which deals have either been effected, or are supposed to be in process

J. S. BACHE & CO.

N.Y. STOCK MARKET.

Monday, Feb. 8.

New York Stock Quotations, Chicago Market Report, and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker, St. John, N. B.

	Saturday's Closing.	Today's Opening.	Noon.
Amalg Copper	74¾	74¾	75
Anaconda	45⅛	45¼	45½
Am Sugar Rfrs		130	130
Am Smelt & Rfg	85	85	84⅝
Am Car Foundry	50½	50⅜	50⅝
Atchison	99¼	99¼	99¼
Am Locomotive		55⅞	55⅜
Brook Rpd Trst	71	70½	71
Balt and Ohio	107¾	107⅝	107½
Chesa and Ohio	65⅝	65½	65½
Canadian Pacific	173¼	173	173
Chi and Gt West	72	7½	7½
Colo F and Iron	39¼	39⅛	39¼
Consolidated Gas	117¾	117½	117⅞
Gen Electric	152½	152½	152½
Erie	30⅝	30½	30⅝
Illinois Central	140⅞	140½	141
Kansas and Texas	43	43⅛	43
Gt Northern Pfd	140¾	140½	140⅞
Louis and Nashville	123	123	123
Soo	142	142¼	141¾
Missouri Pacific	72¼	72¼	72⅜
Nor and Western	90½	90½	90½
N Y Central		126⅞	127
North West		176½	176½
Ont and West	47⅜	47½	47½
Peo C and Gas Co	109¾	110⅛	111⅝
Reading	130¼	131	131⅝
Sloss Sheffield	79	79¼	79¼
Rock Island	25	24½	24½
St. Paul	144⅞	145	145⅛
Southern Ry	25½	25¼	25¼
Southern Pacific	117⅛	117¼	117⅞
Northern Pacific	137½	137¼	137⅞
National Lead	77½	77⅛	77¼
Twin City	105	104¾	104¾
Texas Pacific	36¾	36⅝	36¾
Union Pacific	176⅛	176¼	177
U S Steel	52¼	52¼	52¼
U S Steel pfd	113	113	113
Wabash		18⅝	18⅝
Wabash pfd	48⅝	48¼	49¼

Total sales in New York Saturday 196,000 shares.

CHICAGO MARKET REPORT.

May corn	63⅞	63¾	63¾
May wheat	110	110¾	110⅞
May oats	51¾	51⅞	52
May pork	16.95	16.80	16.75
July wheat	98¾	99½	99⅝
July pork		16.90	16.90
September corn	95⅛	95⅝	95⅝

MONTREAL QUOTATIONS.

Dom I and Steel	20½	20½	20½
Twin City	105¼	105	105
Rich and Ont Navi	81½	71½	81½
Detroit United	59¾	60	61⅞
Toronto St Ry	119	120	120

NEW YORK STOCK MARKET.

March cotton	9.62	9.61	9.67
May cotton	9.52	9.52	9.53
July cotton	9.48	9.49	9.52
October cotton	9.29	9.30	9.33

Feb. 8th. 1909.
(Furnished by D. C. Clinch, Banker and Broker.)

N. Y. FINANCIAL BUREAU.

It is still a specialty trading market with dullness ruling in the general list. Improvement along specialty lines may be expected this week. The exasperating dullness is not likely to last much longer according to our investigations. We would maintain a neutral attitude on the general list until the manipulation becomes more aggressive, but would purchase specialties for turns when they become bullishly active as heretofore stated. The market gives evidence of being sold out by the dullness on reactions. While the dullness prevails little more than scalps need be expected. News over Sunday is not of great importance stockmarketwise. The Jap situation amounts to this—If the Pacific Coast believe that war with Japan menaces through adverse legislative proposals such an understanding will perevent legislation which condition is satisfactory. The unfavorable bank statement was due entirely to extraordinary money transactions. With the restoration of normal trade money rates will legitimately and permanently advance. Trade in reality is dull chiefly in the East. The West is active. Continued investment absorption is indicated and this is a feature conductive to over-selling in the stock market. Gross earnings are steadily increasing although the progress is naturally slow. It is noteworthy that there has been no important general decline in the stock market during the last two months of hammering. Market literature is uncertain with press comment hopeful today. New rules relating to specialists are likely to come out of the Hughes' investigation which will closely examine Washington this week.—

DETAILED STOCK GOSSIP.

Our information continues favorable to improvement in St. Louis and S. W. pfd., MO. Pac. and R. I. are expected in an upward trend. The Sunday American and today's Sun practically confirm our exclusive report last week of M.O.P. financing. Reading is in shape to rally sharply. A bull tip is reported on L. & N. whose earnings are excellent. Texas, Denver, K. S. U., Western Maryland and C. & O. should be bought on reactions for turns. B. R. T. offerings are noted around 72, but if removed higher prices may be reached. A close watch should be kept on S. R., which may move up any time. Responsible information channels intimate that Colo. Southern stocks may advance soon. All the Hawley stocks may sympathize. A good demand exists for K. T. A buil tip reported on O. W. Sloss is tipped for a rise. S. P., U. P., Atch., A.R., A. C. P., Paul, G. Q., N. P. and Steel all appear to be marking time. They meet support one or two points below the present levels and should as a rule be bought on heavy activity with stop order protection for turns.

SUMMARY.

American stocks in London heavy 1-8 to 1 2 below parity.

London settlement begins tomorrow.

Missouri Pacific needs $15,000,000, which is expected to be the amount of the new financing.

Steel authorities do not expect U. S. Steel for this quarter to exceed twenty-four millions.

Reg. quarterly 1 1-2 per cent. div. expected on Lead, common.

Anthractite trade somewhat improved under influence of colder weather.

Large transfers of cash from banks to Trust Co.'s, principal feature of bank statement.

National City Bank shows principal dec. in cash and principal dec. in loans.

Twenty-five roads, fifth week in Jan. show average gross dec. 3.12 per cent.

Twelve industrials declined 22 per cent. 20 active rails declined .29 per cent.

TOWN TOPICS.

New York—The very heavy dec. in surplus reserves, accounts for the hardening tendency in money rates. In view of the call for return of government deposits, it is likely that rates will continue much stiffer this month than last, and this renders the position of the pools a little precarious. There is evidence of attempt on part of some of the pools in minor stocks to liquidate, but in view of the lack of interest displayed by the outside public, efforts of this sort will not be successful, except at the expense of prices. C. O. seems top-heavy just now and should be sold on all bulges for turns. So should such leading issues as the Harrimans, Readings, Paul, N. Y. C. and also Erie, which is getting too high and is destined to sell much below 30, no matter what the public service commission decided on the bond issue question. The situation governing the iron, steel and copper is quite as unfavorable as at any time, and the best that the important interests seem inclined to do in the way of sup porting the stocks affected, is to stay any radically aggressive bear operations that might disrupt the bond market. As for the low priced specialties we would only buy when weak and for turns, K. S. U., K. T., Denver, Mo. Pac., W. M. and Wa. Pfd. We expect an irregularly declining market today.

THE ENGLISH MARKET.

London, 2 p. m.—Anc. 45, Ac. 74 7-8, Atch. 99 1-4, B. O. 107 3-4, C. O. 65 5-8, G. W. 7 1-2, D. 46 1-4, DX. 85 1-4. Erie 30 5-8, EF. 45 3-4, Ills. 141 1-4, K. T. 43 1-8, L. N. 123 3-8, Ca. 173, N. K. 90 5-8, N. P. 137 1-2, Cen. 126 3-4, O. W. 47 1-4, Pa. 131 1-8, RG. 130 1-8, R. I. 24 7-8, S. E. 25 3-8, S. P. 117 1-4, St. 144 3-4, U. P. 176 1-4, U. S. 52 3-8, UX. 114 3-4, WZ. 48 3-4.

Liverpool—Due, 1-2 points higher on March; unchanged on July and 1-2 to 1 lower on May and Oct. Opened steady 2 higher. At 12.15 p. m.—Quiet, Feb. 1-2 off balance 1 to 1-2 higher. Spot dull, unchanged; mid. ups. 5.22d. Sales, 5,000 spec., and export 200; Amn. 4,000. Imports 9,000—none American.

COMMENT ON THE MARKET.

"I still think that the market is headed toward lower prices. It may remain dull for some days longer, but I think a break is apt to come this week. There may be bull movements in specialties, but I think that the list as a whole is a sale and I therefore advise getting out of long stocks with the idea of buying back to better advantage within the next two weeks.

EVANS.

New York—Well informed sources still claim to have advance knowledge of a ten point movement upward in Denver pfd. According to the news, the preferred stock is too far out of line with the common stock whose advance has been extensive.

There is strong advice to buy the equipment stocks, Car Foundry., Alo., Springs, P. R. S. etc. This comes from very well informed sources. They are not alone by any means in the stand taken.

N. Y. FINANCIAL BUREAU.

Earnings Soo, 4th week January, increase $50.663.

Albany—It can be stated on excellent authority that no matter what the Hughes committee reports, the government will have introduced a bill dealing with the stock exchange. This bill will not prohibit short selling and will not deal with the question of incorporating the exchange although this latter question may be considered in a subsequent bill. The government's idea, according to a close friend is to separate members of the exchange in the state of New York into two classes, brokers and traders, the brokers will not be permitted to trade for themselves at all either directly or through others. The traders will not be permitted to take outside marginal accounts and will be recognized as speculators pure and simple.

DOW JONES & CO.

S. S. SAGA SAILS

The Norwegian steamer Saga, Captain Soiland, before reported as striking on coming through the falls, sailed for Bridgeport and New Haven (Conn.), on Sunday at 12.30 o'clock, after making temporary repairs. The portwardens held their final survey on Saturday night, and after getting under the vessel, decided that the part about the bent plates be plugged. This was done, and when the tide commenced to rise it was found that the steamer was not leaking. It was then decided by the portwardens to let the steamer proceed to sea.

Captain Crosby, of the west side, and a man from Halifax, went in the steamer as passengers, and representatives of the insurance companies.

Captain Soiland is having hard luck with his small steamer. On a recent passage to New York from Camocin, before coming to St. John, the Saga was ashore for a time in Camocin Roads.

There is quite a controversy on among the shipping men as to the best time of tide to go through the falls with a vessel of the Saga draught of water. Some say that at the ebb slack there is more water over the pitch than at slack water on the flood, but that it is more dangerous. Others are of a different opinion, and say that the flood slack is the proper time for a vessel drawing up to sixteen feet. Some of the tug boat captains favor the ebb tide slack.

TRAINING THE CHILD IN THE WAY HE SHOULD GO.

From the days of Noah, almost, the training of the child has been recognized as the solemn obligation of the parent. The truth of the proverb, "Train up the child in the way he should go, and when he become old he will not depart from it," is well established. Every parent makes an effort, at least, to teach his child what he should know.

And still children are rude!

Still they do utterly impossible things—and the parents wonder why!

To teach the child to be polite at home, as well as abroad, is the keynote to the situation. Too many parents sort of believe implicitly that their children will suddenly arrive at a day of discretion when they will know exactly what to do and what not to do. This is a mistake. The child must be taught from the time he can lisp his first word. There are no sudden transitions. The finished product is obtained only by careful, painstaking, day-by-day training.

The child, naturally, expects to enjoy away from home, the same privileges he has in his own home, and realizes that he must refrain from doing the same things abroad that are forbidden in his father's house. The rearing of a child and the development of his gentlemanly traits, like charity, begins at home.

THE "TANTRUM."

A child that bables on, unrestrained, at his own table will do likewise away from home. He hasn't suddenly become mischievous. He is merely doing what he has been accustomed to do all along at his parents' table.

The child who is never impressed with the fact that he must at all times show respect for his elders and seize every opportunity to be polite to them will grow up an indifferent, impolite man. On the street car, for example, a child who is not taught to willingly and voluntarily surrender his seat to an elderly person bids fair to become an "end-seat hog" when he grows up.

There are many homes where all discipline takes wings the minute a child flies into a "tantrum." Perhaps the father and mother are going out for the evening and little Nellie objects. She has tried it before and gained her point, so she straightaway throws herself upon the floor, beats her tiny heels up and down viciously, and bawls and screams at the top of her voice. Mother kneels beside her and implores her not to do it. She tries to frighten her with the dire consequences of working herself into a fever of excitement. She offers her candy and presents if she will only desist. Father stands helpless in the middle of the room with his hands to his ears to keep out the hideous noise. She's petted and pampered and fussed over until she quits, either because she has been given a large bribe to do so, or has gained her point. The future disposition of such a child is obvious.

CONTRAST IS GREAT.

Corporal punishment is a thing for each parent to decide for himself. But, whether one believes in it or not, the very worst thing a mother can do is to threaten to whip her child or send her to bed or deprive her of some anticipated pleasure and then fail to keep her word. Once the child learns that it is nothing but a threat, she gives no heed to the warning.

The contrast between the well-bred and the ill-bred child is striking. The one always remembers his manners; says "please" and "thank you"; does not tell tales on little playmates and never fails to be charming and lovable. The other snaps out: "Shut up" or "leave me alone" when urged to do something that he does not want to do; hangs his head when introduced to strangers and toys with and complains about the food at the table. The one is liked, the other is abominated.

One of the most important of all tendencies to be watched in a child is that of tale-bearing. Many a woman is an out-and-out gossip simply because, as a child, she was allowed to tell tales of her school-mates' misdeeds.

A mother should make friends of her children. Teach them the right things to do at the table, in the drawing-room, on the street, in the school and with visitors—and see that they do them. Make little men and women of them—then they will not have to grow up into big men and women, at least as far as those things are concerned.



Mother Kneels Beside Her and Implores Her Not to Do It.

PUBLIC CONVENIENCES IN CANADIAN CITIES

The erection of public lavatories is being advocated in various Canadian cities. It is claimed that every city should have these public conveniences, and incidentally their erection would provide work for many of the unemployed. The only affair of the kind that St. John can boast of is the lavatory in the country market building. The entrance to the men's quarters is open from the street, while the women's section is available only from the interior of the building, when the market is open. It is suggested that lavatories should be erected in some central place where they could be accessible at all times.

Consulting Engineer Peters was asked about the matter, and he said that some years ago St. John had several of these public lavatories, but they were crude affairs, and the great difficulty was to keep them from freezing during the winter months. As they repeatedly froze up, they were done away with. The market lavatory is heated by steam from a small plant inside the building.

The following editorial reference from the January number of the "Plumber and Gasfitter," published in Toronto, shows what is being done elsewhere and refers also to the present lavatory in this city.

"Hardware merchants have a chance at present to perform a service to the public by urging the erection of public lavatories in every city in Canada to help provide relief work for the large number of men, willing but unable to find work. The work of making excavations, etc., would take care of many unskilled workers, while the skilled tradesmen would also secure their share. And besides this the manufacturers, supply men and master plumbers would also benefit.

"No city in Canada is in keeping with modern progress so far as public comfort stations are concerned. Toronto has done more than any other city, with its three public lavatories for men and its nearly completed laundry and bath house. Montreal is always behind the times for a city claiming to be a metropolis, although its public squares offer innumerable opportunities for locating public conveniences. Ottawa has no public lavatory and Quebec and Halifax are, we understand, in the same class. Hamilton has one fairly good station on the public market and St. John has another small, but modern market lavatory. London's market lavatory is unwholesome and behind the times, while Winnipeg's public lavatory on its city hall square is a disgrace to the city. Regina, Calgary and Edmonton are reaching the stage when they must supply the public needs in this respect. Vancouver has had several small corrugated iron enclosures and is replacing these with larger metal structures fitted with closets and urinals. And Victoria, though visited by thousands of tourists annually, has nothing of the nature of a public lavatory.

"Even Toronto, admittedly the best supplied of any Canadian city, is far behind the needs of a growing twentieth century city and the suggestion made by the leaders of the unemployed workers of Toronto that more public lavatories be erected is a practical proposal worthy of immediate adoption. A dozen favorable locations for public comfort stations could easily be selected, but the chief need is for a thoroughly modern station on the city hall square, where it would be convenient to the down town shopping district. At pleasant the saloons cater to the men and the departmental stores supply limited conveniences for women, but neither of these are sufficient and the city should provide conveniences to its citizens without making the individuals obligate themselves to saloon keepers or department store merchants in order to answer the calls of nature. And what is said of Toronto is equally true of every city in Canada.

"If property owners in cities have rights they also have responsibilities, and regardless of the claim that a city has no moral right to provide work for men who are not permanent citizens, every Canadian city has need for more modern public conveniences and the councils elected for 1909 should at once take steps to provide needed convenınces for their citizens and by so doing help to relieve the distress caused by the lack of employment forcing citizens and non citizens alike to ask for aid."

THE ISOLATION OF GERMANY

(Mail and Empire)

On New Year's Eve the Kaiser gave a dinner to his generals, and in the course of the evening he read to them a long article, written for the Deutsche Revue, by Gen. Count von Schleiffen. In its way the article is hardly less sensational than the famous interview of a couple of months ago, and has drawn out fresh protests against the Emperor's interference in foreign affairs. It has been translated and summarized in the London Daily Mail, and is now the subject of much comment in British, American and European newspapers.

How the present war of armaments began is explained by the writer, who dates the beginning of that competition to the close of the Franco-Prussian war. There was a feeling in both France and Germany that the Treaty of Frankfort put an end to the only appearance of war, and that the struggle would have to be renewed some day. So both countries began to prepare themselves, and the other nations of Europe realized that unless they were content to remain silent and ineffective in future alterations of the map, they, too, must enter in the race. The result of this contest is that the quick-firing rifle has been perfected. Gen. von Schleiffen cannot see how it can be improved; and all countries have the best. Hence, as far as rifles are concerned, the hundreds of millions of dollars spent on improving them have not given any one nation the slightest advantage. They might as well all be armed with baseball bats. The development of the rifle has lead to a revolution in tactics. The Napoleonic column has become obsolete. The attack in two ranks and volley firing have now been abandoned. Armies must now apparoch each other as though they were advancing in siege form, throwing up cover for themselves as they go along.

The writer draws an imaginary picture of the next European war. No more will the commander appear on the field surrounded by his glittering staff. In a house far to the rear he will sit at a large table, a map of the battlefield before him. He sends his orders by wireless or telephone. His messengers have motor cars. The battle will be prolonged and weary, but not more bloody than of old. Artillery will fight against artillery, cavalry against cavalry, infantry against infantry, and airship against airship. The writer then descends to fact again, and speaks of the "armed ring" that has been drawn round Germany and Austria, leaving the two countries in suspicious isolation.

Immediately after the war France began the erection of a great barrier of forts along the Upper Moselle and the Meuse, which now covers the whole of her eastern frontier from Switzerland to Belgium. The Germans retorted with the invention of a new shell that would demolish the forts. This secret, however, leaked out, now France has the same shell, and the duel between artillery and engineering expert continues, probably to end as the long competition in musketery has ended. According to the General, France's next move was to fortify the passes of the Jura, on the assumption that Germany would attempt to attack her by passing through Switzerland or Belgium. The latter country evidently entertained the same suspicion, for she, too, began to fortify. Then Holland took alarm; and Italy, which owed France a grudge for a couple of lost provinces, feared that France might contemplate another hostile move and met fort with fort, battery with battery. Thus before two decades had elapsed since the close of the war of 1870, a veritable Chinese wall of fortifications had been erected against Germany from the Zuyder Zee to the Mediterranean.

There remained a possibility that Italy might join Germany; and that the two allies combined might burst the barriers of France; but Switzerland intervened, and fortified all the passes. It was now Russia's turn to be alarmed. On the south and the west Germany's road had been blocked. Surely she would seek a pathway on the east! More fortifications were erected, and then Austria and Germany found themselves isolated, with one side only open—that of the Balkans. This aperture has now been closed by Turkey, Servia and Montenegro. Recent events have tied Austria's hands. She seeks help from her ally, and can offer none. Adversaries have succeeded in forcing both Austria and Germany to fight on different battlefields from now on. Austria's front must be on the south, Germany's on the west. Racial disputes, and the Triple Alliance has been further weakened by overtures to Italy, which France is now assiduously cultivating.

Isolated and unprotected as she is, Germany remains too strong for France to attack alone. She has evidently determined that she must have a stout ally at her shoulder; and Great Britain has been secured. "From across the Channel comes the cry: The coalition is ready. That it will ever undertake actual hostilities is both doubtful and unnecessary. The position that the powers have taken up is so favorable that in itself it constitutes a menace, and automatically agitates German nerves, already jarred by commercial struggles and industrial crises."

AMERICA SENDS SICILY 500 HOUSES

New York, Feb. 5—The naval supply ship Eva cleared from this port with a cargo of 500 portable houses for the earthquake victims of Messina, being part of the appropriation voted by congress.

The first lot of 100 are painted white, the second lot red, and the others in various colors. All the various pieces are numbered and completely finished. Nails, tools, a photograph of every part and printed instructions go with the houses. A dozen first-class carpenters will get up model houses as object lessons.

This consignment is the first of several to follow. The houses are small, but will accommodate families of four comfortably.

It is understood congress will devote the half-million dollars voted by congress for victims of the great earthquake, not to supplying the personal wants of those victims at the moment, but to the construction of 3,000 frame houses for erection in the devastated area. The four-roomed cottage shown was built in fourteen hours, and is thirty-two feet by twenty-four feet. Eighteen carpenters worked ten hours; four, fourteen hours; and three, twelve hours. Twelve lathers and two plasterers worked three hours; two men built the chimney in four hours and three-quarters; four men put the roof on in three hours; two men did the plumbing and gas fitting in ten hours; four painters worked for nine hours. Seventy-five thousand nails had to be driven, and eleven thousand feet of timber cut.

SIR JOHN FISHER IS REMEMBERED IN WILL

(Halifax Chronicle)

Bequests amounting in the aggregate to £150,000 for religious and charitable institutions and large legacies in money and real estate to Admiral Sir John Fisher, formerly naval commander on this station and to the admiral's son, Cecil Fisher, are the chief features of the will of the late Josiah Vavasseur, C. B., of Rothbury, Black Heath Park, Kilverstone Hall, Thetford, and Beyton, Suffolk, whose estate is returned at the value of £311,742, of which the net personalty has been sworn at £275,555, says an English paper. Mr. Vavasseur, who was the son of the late George Vavasseur, silk mills manager of Braintree, was a well known artillery engineer, the inventor of numerous improvements in military and naval ordnance and a director of Sir W. G. Armstrong, Whitworth and Co. By the will £1,000 is left to Sir John Fisher and £3,000 to Cecil Fisher, his son. The testato's Kilverstone Hall estate and the manors of Kilverstone, Croxton and Thetford, his Beyton Grange estate in Beyton, Thurston, and elsewhere in Suffolk, and all other of his real estate and copyhold property in the counties of Suffolk and Norfolk, to suming the name of Vavasseur whilst his effects at Kilverstone are to devolve as heir looms with the property and a sum of £20,000 is to be held upon trust for the completion of the buildings.

EXPORTS

For London and Antwerp, per stmr Montreal:—Canadian goods—3150 sacks flour, 6758 sacks acetylene lime, 300 brls wood alcohol, 41 pkgs effects, 4 cases tobacco, 2 pkgs boilers, 200 sacks peas, 79 pkgs lawn mowers, 25 brls varnish, 28 pkgs furs, 187 bdls rims, 673 cases whisky, 1,600 cases linseed cake, 167,259 bushels wheat, 8,716 bushels barley, 2,016 bags feed, 347 brls apple waste, 657 cattle, 527 bags meal, 40 bales straw, 3410 bales hay, 748 bxs cheese, 3 ligo. sticke, 552 crates washboards, 15 cases valves, 30 brls starch, 200 boxes aples, 8 brls casings, 14 pkgs emery wheels, 160 cases bacon, 77 rolls paper, 410 boxes aluminum, 2 cases castings, 173,053 ft spruce deals, 50 trcs casings. Value $365,898. Foreign goods—4 cases lamps, 54 boxes babbit metal, 277 ingots bronze, 3 cases guns, &c., 12 cases dry goods, 1298 bdls lumber, 6451 bdls maple flooring, 6219 pcs lumber, 40 cases handles, 2500 cases grapenuts, 30 cases cereals, 1500 cases prunes, 11,000 sacks flour, value $61,621. Total value of cargo $427,519.

For Bridgeport, for orders, per stmr Saga, A. Cushing & Co., 932,977 ft spruce plank and board, 431,000 spruce laths.

THE SHIPPING WORLD

MINIATURE ALMANAC.

1909 February	Sun Rises	Sun Sets	Tide High	Tide Low
8 Mon	7.40	5.36	1.28	7.58
9 Tues	7.38	5.38	2.15	8.35
10 Wed	7.37	5.40	2.55	9.16
11 Thurs	7.36	5.41	3.38	10.01
12 Fri	7.35	5.42	4.24	10.51
13 Sat	7.35	5.44	5.14	11.46

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

STEAMERS.

Concordia, sld Glasgow Jan 24.
Lake Michigan, passed Cape Race Feb. 5.
Montcalm, sld Bristol Feb. 6.
Montezuma, sld London via Antwerp Feb 4.
Man. Trader, sld Manchester Jan 25.
Melville, Feb sailing.
Tunisian, sld Liverpool Feb 5.
Tritonia, sld Glasgow Feb 6.

PORT OF ST. JOHN.

ARIVED TODAY.

Stmr Shenandoah, 2492, Heeley, from London via Halifax, Wm Thomson & Co., general cargo.

Stmr Oruro, 1249, Bale, from Bermuda, Windward Islands, and Demerara, via Halifax.

Stmr Cacouna, 981, Holmes, from Louisburg, R. P. & W. F. Starr, coal.

Schr John G. Walters, 209, from St. Andrews, N. B., C. M. Kerrison, ballast.

CLEARED TODAY.

Stmr Beatrice, 353, Hickey, for City Island for orders, Stetson Cutler & Co., 2,437,600 spruce laths.

SAILED TODAY.

Bktn Conductor, 1063, Faulkner, for Rio de Janerio.

Schr Dara C, 401, McNally, New York.

Schr Bluenose, 116, McNamara, Boston.

Schr Emily F. Northam (Am), 315 Reicker, City Island, for orders.

Schr Isaiah K Stetson (Am) 269, Hamilton, City Island for orders.

SAILED SUNDAY.

Stmr Parthenia, 3,310, Stitt, for Glasgow via Liverpool.

Stmr Saga (Nor) 699, Soilard, for Bridgeport (Conn), and New Haven (Conn.)

DOMINION PORTS.

Vancouver, B. C., Feb. 5—Ard stm Empress of Japan, Robinson, from Hong Kong.

Victoria, B. C., Feb. 4—Sld, bark Grenada, Elston, for Melbourne.

Louisburg, N. S., Feb. 5—Ard, stmrs. Cacouna, Holmes, from St. John, N. B.

Cleared—Stmr Dominion, Norcott, for Boston; schr Ionia, Rose, for Burin, Nfld; stmr Cacouna, Holmes, for St. John, N. B.

Liverpool, N. S., Feb. 5—Ard, schr Hazel Glen, Anderson, New York, and cleared for Lunenburg.

Halifax, Feb 7—Ard 6th, stmrs Minia (Br cable) sea; Wasis, St John's (NF); Hesperian, St John, and sld for Liverpool; Mackay-Bennett (Br cable) New York; Manchester Mariner, St John; Sardinian, do; Nancy Lee, Port Medway; schr Arclight, Port Reading.

Ard 7th—Stmrs Amanda (Nor) Jamaica; Manchester Trader, Manchester; Senlas, St John via ports.

Cld 6th—Stmrs Evangeline, Liverpool; Oruro, St John.

Sld 7th—Stmrs Manchester Mariner, Manchester; Tobasco, London; Sardinian, London and Havre; St John City, Manchester.

Lunenburg, NS, Feb 1—Cld, schr Earl of Aberdeen, Publicover, Bridgeport and New York.

BRITISH PORTS.

Fastnet, Feb. 5—Passed, stmr Bray Head (Br), Ferguson, New Orleans and Galveston, for Dublin.

Liverpool, Feb. 5—Ard, stmrs Michigan, Eynon, Boston; Monarch, Clare, Galveston, via Norfolk.

Arrived 5th—stmr Cevic, Clarke, New York.

Arrived 5th—Stmr Empress of Britain, Murray, St. John, N. B., and Halifa.

Australian Port (supposed Sydney, Feb. 5—Arrived previously, bark Kalulani, Colby, Chemainus.

Liverpool, Feb 5—Ard, stmr Kastalia, St John for Glasgow.

Bristol, Feb 6—Sld, stmr Montcalm, St John.

Cape Town, Feb 5—Ard, stmr Yola, St John via Newport.

Queenstown, Feb 7—Ard, stmr Baltic, New York for Liverpool, and proceeded.

Liverpool, Feb 6—Sld, stmr Lusitania, New York.

Ard—Stmr Manchester Shipper, St John and Halifax, for Manchester.

FOREIGN PORTS.

Gulfport, Feb. 3—Sld, schrs Zeta, Lecain, Kingston; Conrod S, Berry, do.

Antwerp, Feb. 4—Sld, stmr Albuera, Lockhart, for Hamburg.

New York, Feb. 5—Cld, schr Exilda, Tower, for St. John.

Rocaria, Feb. 6—Ard, stmr Leuctra, Hilton, from La Plata, for Europe.

Huelva, Feb. 7—Ard, stmr Tanagra, Kehoe, from Gibraltar for United States.

Hamburg, Feb. 7—Albuera, Lockhart, from Antwerp.

Boston, Feb 7—Ard, stmr Boston, Yarmouth.

City Island, Feb 6—Bound south, schrs Freedom, Lunenburg for New York; Kenneth, do for do.

City Island, Feb 7—Sound south, stmr Alice, Lunenburg (NS)

Vineyard Haven, Feb 7—Ard, schr Harold B Counsens, New York for St. John.

Sld—Schrs Preference, St John for New York; Harry B Lewis, Annapolis for do; Helena, from Calais, do; Maggie Todd, from do, do; Fleetly, from Lunenburg, for New Haven.

Boothbay Harbor, Feb 7—Sld, schr Evolution, St John.

New York, Feb 7—Sld, stmr Captain A F Lucas, Halifax and St John.

REPORTS AND DISASTERS.

Bermuda, Feb. 5—Stmr Himera, Bennett from Huelva, Jan. 18, for Jacksonville, has put in here short of fuel, and sailed same day for port of destination.

Gloucester, Mass., Feb. 4—Late advices from Nova Scotia, where schr Elizabeth Silsbee went ashore, state that the vessel will be a total loss. She is valued at $17,000, and is partially insured.

SPOKEN BY WIRELESS SUNDAY.

2.30 p.m.—S.S. Lake Michigan, 190 miles east of Cape Sable, bound to St. John; due St. John Monday night.

VESSELS IN PORT

STEAMERS.

Canada Cape, 2,795, J H Scammell & Co.
Empress of Ireland, 8,028, C P R Co.
Hestia, 2,434, R Reford Co.

BARKS.

Merioneth, 1,280, Wm Thomson & Co.
Ladysmith, 698, master.

SCHOONERS.

Abbie C Stubbs, 295, master.
Abbie and Eva Hooper, 276, R C Elkin.
Annie A Booth, 165, A W Adams.
Cheslie, 290, G E Holder.
Clayola, 123, J W Smith.
Cora May, 197, N C Scott.
Elma, 299, A W Adams.
E Merriam, 331, A W Adams.
Helen Montague, 314, R C Elkin.
Hunter, 187, D J Purdy.
Harry Miller, 246, A W Adams.
Jennie A Stubbs, 158, master.
Norombega, 266, R C Elkin.
Nettie Shipman, 188, A W Adams.
Peter C Schultz, 372, master.
Ravola, 124, J W Smith.
Romeo, 111, F McIntyre.
Ronald, 166, J W Smith.
Roger Drury, 307, R C Elkin.
S A Fownes, C M Kerrison.
Sallie E Ludlam, 196, D J Purdy.
St Bernard, 122, J W Smith.
Winnie Lawry, 215, D J Purdy.

MARINE NEWS

The United Wireless Telegraph Co. has arranged to equip the Royal Mail Steam Packet stmrs Nile and Clyde with its system of wireless telegraph. The Nile will steam for Southampton via the West Indies Feb. 6.

During last month 13,261 head of cattle went out of Boston in the transatlantic liners. In January, 1908, there were 12,223. The sheep figures for the same months are 1967 and 1172. The increase is due largely to the embargo placed against New York and Philadelphia.

The British sailing ship Timandra, which was in collision with the stmr Spartan Prince a few months ago, off the Brazilian coast, is to be permanently repaired at a cost estimated at about $10,000. She will require twenty-seven new plates and frames. The Timandra was towed to Boston from Portland, where she was in litigation for several weeks.

Net earnings of the Eastern Steamship Co. for the fiscal year ended Dec. 31, were slightly in excess of $30,000, an amount sufficient to meet interest and sinking fund charges and leave a balance equal to seven per cent. on the $3,000,000 stock; this compares with earnings for the stock of 1907 of about five per cent., and in 1906 of 8.9 per cent. Gross earnings of the Eastern Steamship Co. for the past year were somewhat less than in 1907, but the management introduced radical operating economies, with the result that net for the year showed a substantial increase.—Bangor Commercial.

TO LENGTHEN HUMAN LIFE BY AT LEAST ONE THIRD

New York Feb. 6—Declaring that human life in America would be lengthened by one-third—that is more than 15 years—by the adoption of hygienic reforms already known, Dr. Irving Fisher, of Yale University, in an address before the Association of Life Insurance Presidents, urged the advisability of insurance companies taking an active part in the crusade against tuberculosis and other preventable diseases. He contended that any money expended in educating the public along the line of modern hygiene would be returned many times over to the policyholders, to say nothing of the enormous economic gains in the country at large.

Dr. Fisher, who has been professor of political economy of Yale since 1898, is president of the Committee of One Hundred on National Health, which is carrying on an extensive movement throughout the country to improve living conditions. His address was delivered to practical insurance men, company presidents, medical directors and actuaries, while included in the audience were also physicians and others prominent in the present anti-tuberculosis movement.

"Should life insurance companies seriously take up the work of lengthening human life, they would make, I believe, the greatest step forward ever taken in the prolongation of life," said Dr. Fisher. "The nearest analogy is perhaps to be found in the work of life insurance companies in reducing the number of fires. But it is, I believe, a general truth that the best success of any movement is found only when, in a sense, it reaches the commercial stage—in other words, when it is made to pay in some tangible way."

"If we take the life tables for different periods for England, France, Prussia, Denmark, Sweden, Massachusetts, we find that human life lengthened during the seventeenth and eighteen centuries at the rate of about 4 years per century; that during the first three-quarters of the nineteenth century it lengthened at the rate of 9 years per century; that at the present it is lengthened in Europe generally at the rate of 17 years per century, and in Prussia (which is perhaps the home of preventive medicine) at the rate of 27 years per century. For this country the rate can only be judged from the statistics for Massachusetts, which show that life is lengthening by about 14 years per century, or approximately half of the Prussian rate.

"A fall of the death rate always promptly follows sanitation. Colonel Gorgas cut the death rate in Havana in two, bringing it down to between twenty and twenty-four. The New York death rate responded at once to to Colonel Waring's clean streets, and that of Rochester to Dr. Goler's milk crusade. And now it is announced that the death rate of New York is 16.5, the lowest on record — a result, in all human probability—due to the hygienic work of Dr. Darlington, the efficient health officer; Mr. Nathan Strauss, the milk reformer, and the public agitation for health proseuted by the New York Times, the Journal and other media, allied with the health work of the Committee of One Hundred on National Health, the Tuberculosis Association, and committee and other organizations.

"These and other facts, and the mass of detailed figures which they represent show conclusively that human life is long or short precisely according to the hygienic conditions under which it is lived; that human life can be prolonged as these conditions are improved, and that there is still enormous room for improvement.

"According to the plans which I have in mind, the money which the life insurance companies would invest in life-saving would not be in hospitals or sanatoria, but in the education of the public, especially in their policyholders, in health matters and the joining in every legitimate way to improve the public health offices and services in the municipalities, states and the Federal Government. In this latter way, the result of the expenditure of money by the insurance companies would be to induce the government to spend much larger sums, and the money thus invested in behalf of the policyholders would be multiplied in efficiency several fold.

"Just as fire insurance companies endeavor to secure in municipalities adequate fire protection, so life insurance companies might properly endeavor to secure adequate municipal health protection, and they might likewise bring their influence to bear to secure the passage of model health laws by our states in respect to slaughter houses, pure food and other health reforms. It is agreed by all competent judges that there is now a great and needless waste of human life, and it is obvious that the financial weight of this waste falls very largely on the policyholders."

Dr. Fisher suggested the Committee of One Hundred on National Health as an agency through which the education for hygienic reforms could be conducted.

INTERESTING ITEMS

Ungar's teams are constantly on the go in every street in St. John. Hail one, and know what is is to be unburdened of your wash.

GREAT SALE OF COAL.

To give everybody a chance to know how good Winter Port Coal is, Gibbon & Co. are making a big sale this week at prices that will pay to try it. One half ton, $2.15 load, $2.95; ton, $4.20 delivered. Cash with order only. 6 1-2 Charlotte St., and Smythe Street, Gibbon & Co.

Poughkeepsie, N. Y., Feb. 6—While playing "wild west" this afternoon Hugh Maher, a nine-year-old boy, was shot through the heart by a fourteen-year-old colored boy, Richard Deyo. He was instantly killed. Deyo was not held as the coroner believed the shooting to be accidental.

STILL HAVING FUN WITH HIM.

Percy—Weally, Daisy, I dawnced so stwenuously in that last waltz that me head feels light, doncher know.

Daisy—Indeed! I supposed that sensation was so common with you that you had ceased to notice it.