FINANCIAL AND COMMERCIAL

N. Y. STOCK MARKET

April 28, 1909.

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

	Yesterday's Closing	Today's Opening	Noon
Amalg. Copper	77	77	76⅞
Anaconda	45¾	46⅛	46
Am. Sugar Rfrs.	133⅜	133⅜	133½
Am. Smelt. & Rfg.	89⅝	89⅞	89½
Am. Car Foundry	50½	50¾	51¼
Am. Woollen	34⅞	34¾	35
Atchison	109⅝	109⅝	109⅝
Am. Locomotive	55¼	56	56⅛
Brook. Rpd. Trst.	77¼	77⅜	78⅛
Balt. & Ohio	114⅜	114¾	114¾
Chesa. & Ohio	76⅛	75¾	75¾
Canadian Pacific	176½	178	177⅜
Colo. F. & Iron	39	39⅛	39⅝
Consolidated Gas	137½	137½	137½
Den. & Rio G.	52	52¼	52¼
Gen Electric Co.		158	158
Erie	30¾	31	31¼
Erie, first pfd.		46¾	47⅞
Illinois Central	145¼	145⅝	145⅝
Kansas & Texas	43⅝	43⅞	43⅝
Great Northern pfd.	144⅛	144¼	144½
Louis. & Nahville	139	139	139
Soo	135¼	136	136
Missouri Pacific	74	74⅛	74¼
Nor. & Western	91½	91⅝	92
N. Y. Central	130¼	130⅛	129½
North West	180	180	180
Ont. & Western	49⅛	49½	49½
Peo. C. & Gas Co.	116⅝	116⅞	116⅝
Reading	146⅝	146⅞	146¾
Republic Steel	24¼	24⅜	24⅝
Sloss Sheffield	76⅜	77⅛	77⅛
Pennsylvania	135⅞	136	136
Rock Island	29½	29½	29¼
St. Paul	150¼	150	149¾
Southern Ry.	29	29½	29⅝
Southern Ry. pfd.	68⅛	69½	69½
Southern Pacific	120⅞	120½	120½
Northern Pacific	144⅝	144⅜	144¼
National Lead	88⅜	88½	87¾
Union Pacific	188⅞	188⅝	187⅞
U. S. Rubber	33	33	33
U. S. Steel	54¾	54⅞	54½
U. S. Steel, pfd.	115¼	115¼	115¼
Wabash	18¾	19	19
Wabash, pfd.	49½	49¾	50⅛
Western Union	70⅞	71	71¼

Total sales in New York yesterday, 777,700 shares.

CHICAGO MARKET REPORT.

May Corn	70⅞	71¼	70⅞
May Wheat	122	122¼	123
May Oats	56⅛	56⅜	56¼
May Pork	1782	1777	1777
July Corn	68½	69¼	69
July Wheat	109⅝	109¾	111
July Pork	1805	1800	1800
Sept. Corn	67½	68	68
Sept. Wheat	101⅞	101½	102⅝
Sept. Oats	41⅞	42⅛	42

MONTREAL QUOTATIONS.

Dom. Iron & Steel	33	33	33
Dom. I. & S. pfd.	114½	114½	114½
Nova Scotia Steel	60¼	60½	60½
C. P. R.	176¾	177½	177¼
Twin City		103	103
Montreal Power	117	116½	117
Illinois Traction, pfd.	95¼	95¾	96

NEW YORK COTTON MARKET.

May	1039	1042	1045
July	1030	1032	1037
October	1007	1008	1020
December	1005	1004	1016

(Furnished by D. C. Clinch, Banker and Broker), April 29th.

N. Y. Fin'l—Bullish operations are again likely in the stock market today. Specialties should reach higher prices. We would not climb after stocks which seem to be reaching for the upper limits of the so-called trading area. If offerings that have heretofore appeared around said levels shall be removed still better prices may be attained. The best results would be attained by purchases of a conservative and discriminating character on little recessions with profit taking on the major part of holdings on bulging for the present. Further public attention is likely to be noted today, owing to the steel trade improvement being very prominent Dominant among other news today is of course the steel reports of radical improvement, the Journal of Commerce following trade authorities in noting a great April price revival and a big pig iron demand. Banking interests based on the steel rise predict a boom by fall. We have all along felt certain of this improvement, which has materialized sooner then expected. An important feature to which we called attention some days ago, is noted by the newspapers today, and that is the frequent visiting of Morgan interests by E. H. Harriman, showing harmony. It is expected that in preparation for disbursements of $90,000,000 May 1st, call money rates may advance a little this week, but as yet there is no special sign. The coal miners agreement is finally to be completed today, which may stimulate the coalers temporarily. Information sources are showing renewed activity, and mostly on the bull side. Fundamentally, financial and market affairs are constructive, and the trend in the market seems still to be upward. As the move broadens, reactions will be more and more radical, and we suggest that margins be well maintained from now on. Broadening activity promises extensive fluctuations that will provide many profitable opportunities for operators alert to opportunities. April 29th, 1909.

SUMMARY.

Americans in London irregular, without important changes. Bank of England rate unchanged.

British chancellor of exchequer makes budget announcement of new taxation today.

Turkish situation gradually assuming peaceful aspect.

U. S. Steel authorities think tendency of structural steel prices is slightly upward and should continue so.

Miners convention will sign peace agreement.

Con. Gas earnings running ahead of figures of year ago, but increased dividend is not expected.

Snowstorm in New York, but crop and weather conditions generally considered favorable.

New York state sells ten million 4 per cent bonds today, opening bids at 12 o'clock.

London market generally quiet and featureless, settlement concludes today.

Twenty-eight roads 3rd week April average gross increase 12.70 per cent.

Iron Age says leading distributing markets have shown good deal of activity in pig iron.

Some cutting reported in steel wire prices.

Regular dividend on Pressed Steel Car Preferred.

No probability of increase in O. & W. dividend.

Erie directors formally accept conditions of up-state public service commission regarding the thirty million bond issue.

Twelve Industrials advanced .69 per cent; 20 active rails advanced .92 per cent.

New York, April 29—Liverpool—Due 1 to 2 points lower, opened steady one point lower. 12.15 p. m.—Unchanged in near, 1-2 to 1 lower late. Spot in more demand at 3 points decline. Mid up's 5.45d. Sales 10,000; spec. and export 500, American 9,000, imports 3,000, including 10,000 American.

Journal of Commerce:—"Special reports place Ark and Tenn acreage about the same as last season. Too early for complete estimates however as planting not yet commenced in many sections. Season generally cold. Missouri acreage expected to be same as last year. In Ark. the appearance of the weevil is causing some concern and more corn is being planted than usual, labor plentiful in both Ark. and Tenn.

If market is going to advance from this level some one, some new interest must come in and absorb a vast amount of cotton that is waiting to be liquidated on any advance."

Weather—N. C., fair Thursday, Friday partly cloudy, warmer on the coast. Ga., fair; Ala., fair, possibly showers in north. Miss., partly cloudy, cooler in the interior.

New York—The market acted better yesterday than for some time, but I would not climb for stocks at this level. I think it is still a good trading market, and that reactions will be plentiful. Therefore, I would wait for fair sized recessions to buy on and still favor sticking to the trading position.

EVANS.

Earnings—A. B. S., 12 months ended March 31st, gross rect's inc. $1,385,732. Other income dec. $22,299. Total income inc $1,363,433. Surplus after charges M. C., $410,782.

London, 2 p.m.—Anc 46 1-4, ACP 77 1-4, GW 4 7-8, BO 114 3-4, Denver 52 1-4, Erie 31 1-8, EF 46 3-4, SR 29 1-2, Ills 145 3-4, CPR 178 1-4, Ills 145 3-4, KT 43 7 1-8, LN 139, Mxc 25 1-2, N 91 3-8, NP 144 3-4, Cen 130 1-8, OW 49 3-4, Pa 136, RG 146 3-4, RI 29 1-2, SP 121, St 150 1-4, UP 188 7-8, US 55 1-8, USQ 115 1-4, WZ 49 3-4.

Bull reports are in circulation this morning on W. U. That stock should participate in the betterment now going on in Gould affairs.

NEW YORK FIN'L BUREAU.

Chicago—Elevator "B" was struck by lightning this morning, and a million dollars damage done.

N. Y. FIN'L BUREAU.

TENDERS OPENED BY BOARD OF WORKS

Contracts for Department Supplies Awarded at Yesterday's Meeting—Mayor Wants New Sidewalk

At the monthly meeting of the board of works yesterday afternoon, tenders were awarded for supplies to the department. Considerable other routine business was transacted. Ald. McGoldrick occupied the

The tender of A. M. Rowan for tar at $3.50 a barrel and asphalt at $24 a ton was accepted.

H. W. Woods' tender for 55 cords of hardwood at $5.95 was accepted.

Tenders for block paving were received as follows: H. W. Woods, 8,000 square yards at 53 cents; F. E. Sayre & Co., 2,000 yards at 55 cents; Randolph & Baker, 6,000 yards at 60 cents.

On motion of Ald. Rowan, F. E. Sayre & Co's tender for 2,000 yards, and Mr. Woods' tender for 6,000 yards, were accepted. Mr. Woods offered delivery only at the station. The cost of handling was estimated at six cents a load.

The only tender sent in for coal was from Francis Kerr & Co., and it was decided after some discussion to call for new tenders.

H. E. Creighton tendered $1.20 and John Knox $1.10 a load for sand. The tender of Mr. Knox was accepted.

D. C. Clark asked permission to place his cribs at No. 6 berth. It was suggested that the site ought to be cleaned up afterwards if found necessary and the matter was left in the hands of the chairman and harbor master to arrange with Mr. Clark.

A petition asking for the grading of Harrison street was referred to the director to report.

The Magdalen Islands Steamship Company offered a rental of $700 for the use of the wharf previously used by the steamship Senlac at Reed's Point.

Ald. Baxter said that William Thomson & Co. paid $900 a year. He did not think the city should lose any revenue.

After some discussion it was decided the berth should be rented at the same figure as paid by Wm. Thomson & Co.

On motion of Ald. Christie, a petition for a renewal of the fence around the triangle lot at the foot of Garden street was granted.

On motion of Ald. Baskin the recorder was instructed to ask the St. John Railway Company when they intended to operate the line in Ludlow street, from Winslow to King streets. There had been considerable delay, he said, and the matter should be looked into.

J. K. Scammell, engineer of the public works department, submitted a plan of the soundings taken on the site dredged by G. S. Mayes. It was referred to the harbor master.

At the suggestion of Ald. Sproul, the street superintendent was instructed to have some holes in Hanover street filled in with gravel. The alderman said the street was "in a deplorable condition."

S. Hollis asked for a position as foreman to run the stone crusher. He owned the rock in the valley, he said, and had studied the subject. He believed he could effect a considerable saving to the city.

The matter was left to the director.

The mayor laid a proposal before the board from members of his family who resided in Germain street, to pay half the cost for a concrete sidewalk in front of their houses. Half the cost, he said, would amount to $90 for each of the three residents.

The chairman, Ald. Elkin and the city engineer were appointed to bring in a report. The board then adjourned.

5 Per Cent.
Power Bonds
We invite inquiry.
W. Graham Browne & Co.
Dealers in Bonds
222 St. James Street, Montreal

The Rockland Hotel at Windsor Junction, purchased by C. E. Stevens from Mr. Gladwin some years ago, was totally destroyed by fire on the 20th. The inmates had a narrow escape; loss $3,500, insurance $2,500.

C. W. Stoddard, the author, is dead at Monterey, aged 65.

CORRUPTION IN MONTREAL

Sensational Evidence at Enquiry Shows That Heads of Police Department Were Corrupt

Montreal, April 28.—Strong evidence was secured at the Montreal royal commission today which showed very plainly the system which prevailed under which Montreal for years had earned the position of being the widest open city in eastern Canada.

Many hotel keepers and others were called, and the gist of their evidence was to the effect that a regular system existed by which they kept open on Sunday and all hours and were occasionally summoned, but most of the cases were withdrawn upon payment of the costs, with the collusion of Chairman Proulx, of the police committee, and Chief of Police Campeau.

The quid pro quo given by the hotel keepers was fat subscriptions to Ald. Proulx's election funds. In fact, it was even shown that the chief clerk of the recorder's court had canvassed the hotel keepers, whose accusations had been withdrawn, and secured subscriptions from them, while one saloon man, who had not been prosecuted, refused to chip in.

Some of the witnesses were very frank and admitted that they had subscribed and worked for Ald. Proulx because they considered him the friend of the liquor business, and that they would be well treated as long as he was chairman of the police department.

The evidence created a considerable sensation, and the proceedings were adjourned for a short time in order that counsel for Ald. Proulx might be called, as it was evident that he was to be equally implicated in the proceedings with Chief Campeau.

After Chief Clerk Gauthier, of the recorder's court, had told how he collected subscriptions in aid of Ald. Proulx's campaign fund from hotel keepers who had had their cases dropped, he said he had never told Ald. Proulx he was doing this.

A number of the saloon men were then called, and testified as to their helping Ald. Proulx when a particularly strong campaign was made against him by Mr. Villeneuve, who claimed to run in the interests of good government.

Strong evidence was given by an ex-saloon keeper named Kavanagh, who said he had been frequently prosecuted until he got introduced to Chairman Proulx, of the police committee. He wanted the thing fixed up, and Proulx said he would see about it. Later Chief Campeau telephoned for him and let him off on paying costs of $6.60. He thanked Ald. Proulx, and later chipped in $900 for his election fund. He said he paid protection money to the police, but he was fined too often.

Another ex-saloon keeper said he had been accused of illegal selling ten or fifteen times, but that few judgments had been registered against him, although the police knew well he was guilty. He frankly admitted to being accused every week for selling liquor on Sundays, and on each occasion saw Chief Campeau, who had the matter dropped on payment of costs. He said he had worked hard for Ald. Proulx, because he was the friend of the liquor interests.

Several other witnesses gave similar evidence, showing that they had supported Ald. Proulx by money and work, and had not had cases for illegal selling pushed against them, after which J. L. Perron, K. C., counsel for the citizens' committee, told the court that his point was made, and there was no need to go further in this branch of the inquiry. Tomorrow Chief Campeau will be called to give his explanation of the state of affairs exhibited, and it is expected that Ald. Proulx will be on the grill later for a day or two.

A LAUGHING SHOW

Specialties and Fun Were the Strong Points of "Pike's Peek" at the Opera House

Holden's Comedians held the boards at the Opera House last night, and provided two hours and a half of music, specialties and fun—mostly fun. "Pike's Peek" was the vehicle chosen to introduce the company to a St. John audience, and it served its purpose well. It has no plot to speak of, but it serves as an excellent medium for the introduction of several clever specialties and much fun making. Numerically the company is weak, the cast requiring but eight people, but these eight constitute a host when it comes to entertainment. Robert Dalton, who plays the part of Pike, who peeked and got into much trouble thereby, is a droll comedian with a line of unctuous fun that puts him "in right" with his audience. C. H. Morrell, who plays the Rev. John Pike, is of a different type, but his dry as dust humor made an instantaneous hit. His talking song "What's The Use," was much appreciated. Ed. Davis was Mulvaney, the detective, with an Irish name, German dialect, a voice like a buzz saw, and a face like a pickle. He didn't try to sing, that is not much, but he did deliver a German stump speech that proved one of the best things heard here for a long time. J. Angus Gustam played Hyde, "the laughing man," in a wholly satisfactory manner. The ladies of the company, Misses Howard, Ellis, Marble and Kyle were all good, and Miss Ellis' catchy song and Miss Kyle's singing and dancing specialties were heartily encored.

The present engagement of the company was for one night only, but they will play a return date later, when, on their merits, they should be accorded hearty patronage.

INTERESTING ITEMS

Maritime Rug Works clean carpets promptly. Phone us—call M 1961.

Rain or shine our rain coat qualities shine out above all others. That is the Pidgeon quality. 4-29-1i

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

Rheumatism promptly driven from the blood with Dr. Shoop's Rheumatic Remedy. Rub-on's never did cure Rheumatism. The blood must be reached—and Dr. Shoop's Remedy is made expressly for the blood. Test it and see! Sold by all druggists.

EXPORTS

For Manchester, per stmr Manchester Shipper: Canadian goods—545,850 ft spruce deals, 569 bdls leather, 1000 bags asbestos fibre, 1405 bales hay, 150 bales pulp, 437 cases shredded wheat, 1 box spokes, 6 pkgs jewelers' sweeps, 1 box books, 519 bdls chair seats, 20,515 ft birch plank, 24,930 bushels wheat, 500 drums carbide, 17 drums spirits, 46 boxes provisions, 25 boxes lard, 105 pcs leather, 3503 maple blocks, 4054 maple rollers, 7 cases effects, 60 bdls pulp board, 200 cattle. Value, $113,515.

Foreign goods—322 pkgs meats, 2000 pkgs lard, 763 pcs pine lumber, 4564 bdls maple flooring, 748 bdls handles, 2381 cases grape nuts. Value $36,318. Total value of cargo, $149,833.

SHIPPING

MINIATURE ALMANAC.

1909 April.	Sun Rises	Sun Sets	Tide High	Tide Low
29 Thur	5.20	7.22	7.21	1.46
30 Fri	5.19	7.23	8.18	2.43

The time used is Atlantic standard.

VESSELS BOUND TO ST. JOHN.

STEAMERS.

Almora, sld Glasgow, April 21.
Drottning Sophia, sld Navik, April 12.
Helmer Morch, sld New York, April 27.
Magda, sld Trapani, April 24.
Sobo, sld Bermuda, April 26.
Pontiac, chartered.
Veraston, chartered.

BARKS

Afheim, sld Rosario, March 20.
John S Bennett, at Barbados.
Ladysmith, chartered.

ARRIVED TODAY.

Schr Almeda Willey (Am), Hatfield, from Boston.

Schr Henry H Chamberlain (Am), 205, Wasson, from New York.

Schr Elma, 299, Miller, from New York.

Coastwise—Schr Albert J Lutz, 95 Apt, Digby, fishing and cld.

CLEARED TODAY.

Stmr Lake Erie, 4,846, Carey, for Liverpool.

Stmr Victorian, 6,744, Outram, for Liverpool.

Coastwise—Schrs Rolfe, Rowe, Canning; Abie Keast, 96, Taylor, Advocate.

SAILED TODAY.

Str Montezuma, 5,358, Potter, for London and Antwerp via Halifax, C P R Co, general cargo.

CLEARED YESTERDAY.

Sch May Bell, 76, Neaves, for Cape Porpoise (Me), Stetson, Cutler & Co, 77,010 ft spruce deal ends.

DOMINION PORTS.

Windsor, NS, April 21—Ard, schr Jessie Hart, Cogswell, Calais.

Cld, 22nd, stmr Diana, Tarboe, New York.

Louisburg, NS, April 27—Ard, 26th, brigt Harry, Zinck, Barbados.

Halifax, April 28—Ard, strs Shenandoah, St John; Simcoe, Newcastle (Eng) for Owen Sound (Ont); Kanawha, London; St Pierre Miquelon (Fr), St Pierre (Miq); sch Selina, Gloucester for Banks.

Cld—Sch George Churchman, New York.

Sld—Strs A W Perry, Boston; Ocamo, Bermuda and West Indies.

BRITISH PORTS.

Ardrossan, April 25—Sld, stmr Bengore Head, Finley, Montreal.

Port Natal, April 27—Ard, stmr Melville, Jones, St John, via Cape Town.

Liverpool, April 28—Sld, str Lake Champlain, St John.

Galway, April 25—Sld, ship Cimba, Caraquet (N B.)

Southampton, April 28—Sld, strs Kronprinz Wilhelm; Oceanic, New York.

Liverpool, April 28—Sld, strs Campania, New York via Queenstown; Lake Manitoba, St John.

London, April 28—Ard, str Lake Michigan, St John and Halifax for Antwerp.

Plymouth, April 28—Ard, str Teutonic, New York.

Liverpool, April 28—Ard, str Athenia, St John for Glasgow.

FOREIGN PORTS.

Mobile, April 27—Ard, bark Enterprise, Chute, Havana; schr Maritana, Semmes, Matanzas.

New York, April 27—Ard, stmr Prince George, McKinnon, Bermuda; schrs Evadne, Collins, Nuevetas.

Cld, schr Hugh John, Lohues, Dartmouth, NS.

Sld, stmr Helmer Morch (Dan), Thorsoe, St. John.

Delaware Breakwater, April 27—Ard, schr W H Baxter, from Philadelphia for Halifax.

Trapani, April 21—Sld, stmr Magda, Hentske, for St John.

Philadelphia, April 28—Cld, barkentine Stranger, Halifax.

Delaware Breakwater, April 28—Sld, schs W H Baxter, from Philadelphia for Halifax.

Cadiz, April 26—Sld, str Othello, St John.

Antwerp, April 28—Sld, str Montfort, St John.

Boston, April 28—Ard, schs Harry, Apple River; Gypsum Queen, Port Greville; Domain, Sand River (N. S.)

Cld—Sch Havana, Lunenburg.

Sld—Str Hesperian, Glasgow.

Chatham, Mass, April 28—Fresh northerly winds; clear; choppy sea.

Salem, April 28—Ard, sch Percy C, Liverpool (N S.)

Boothbay, April 28—Ard, schs Edith McIntire, Calais; William H Watters, St John; Tay, Dorchester; Lotus, do.

City Island, April 28—Bound south, str Nanna, Sackville and Hillsboro.

REPORTS AND DISASTERS.

Boston, April 27—British schr Gypsum Queen, Hatfield, from Windsor, NS, for New York, with spruce piling, was towed in from the outer harbor this afternoon waterlogged and with headgear torn away, having been caught in a squall.

British schr Roanoke, Sorensen, from Santa Pola March 15 via Gibralter April 3 for St Johns, NF, has been wrecked and totally lost at Fayal, ship and cargo; all on board saved.

London, April 14—Bark John Lockett, which arrived at Falmouth yesterday from San Juan del Sur, Nicaragua, was 238 days on the passage. She put into Bahia on Dec 24, just as her suply of provisions were running short, and left there on ec 31. When she reached Falmouth the crew were on short rations.

CHARTERS.

Norwegian bark Crusader, 996 tons, from Bridgewater, NS, to Rosario, lumber, at or about $8.50. Norwegian bark Hatholmen, 1153 tons, from Yarmouth, NS, to Buenos Ayres, lumber, p t.

SPOKEN BY WIRELES YESTERDAY.

8.20 a m—Kaiser Wilhelm der Grosse, 170 miles southwest of Cape Sable, from New York bound to Bremerhaven.

9.35 a m—S S Majestic, southeast of Cape Sable, from Southampton bound to New York.

2.10 p m—S S Hesperian, southwest of Cape Sable, from Boston, bound east.

Cape Race, April 28—Str Empress of Ireland, Liverpool for Quebec, was 210 miles east at 2 p m.

VESSELS IN PORT

STEAMERS.

Bendu, 6,743, J H Scammell & Co.
Eriphia, 1,289, W M MacKay.
Heimdal, 1,877, Wm Thomson & Co.
Lake Erie, 4,846, C P R Co.
Victorian, 6,743, Wm Thomson & Co.

BARKS.

Robertsfors, 732, J A Likely.
Westland, 1,116, J F Beatteay.

SCHOONERS.

E B Wood, 242, Stetson, Cutler & Co.
Helen Montague, 214, R C Elkin.
Jennie N Huddell, 265, A W Adams.
J Arthur Lord, 189, Stetson, Cutler & Co.
Lord of Avon, 325, R C Elkin.
Peter C Schultz, 273, A W Adams.
Priscilla, 101, A W Adams.
Ralph M Hayward, 538, master.
Romeo, 111, P McIntyre.
Roger Drury, 307, R C Elkin.
Sallie E Ludlam, 195, D J Purdy.
Witch Hazel, 228, C M Kerrison.
W E & W L Tuck, 395, J A Gregory.
Wm L Elkins, 229, J W Smith.

MARINE NEWS

Danish steamer Helmer Morch, Captain Thorsoe, left New York last Tuesday for this port to load lumber.

Royal mail steamship Empress of Ireland was reported by wireless at two this p. m., 210 mils east of Cape Race. Due at Rimouski Friday morning and Quebec Saturday.

The C. P. R. steamer Lake Erie, which will sail from her on Saturday next, bringing the winter port season to a close, will take away 100 cabin and 100 steerage passengers.

According to a despatch from Shelburne, work on the steamer which Mr. McGill is building for the Bras d'Or Steamboat and Navigation Co., of Sydney, is progressing rapidly. She will be launched about June 1st.

The schooner Francis Goodnow arrived at Portland, Me., Monday laden with pulpwood from St. George, N. B., bound to Norwalk, Conn. In company with the schooner Mattie J. Allen she has been chartered for the season in this business.

American schooner Georgie Campbell was forced ashore on Point Tupper, near Port Mulgrave, N. S., on Sunday by the drift ice, but was floated without much damage. The American schooners Smuggler, Fanny Smith, Mystery, and Benjamin Russell are here waiting a chance to proced to Magdalens. The Strait is full of ice, but this is moving.

"Dreaded Cape Hatteras has, it is feared in marine circles, proved the graveyard of more sailors, from a report brought in yesterday by Capt. Olander of the little fruit steamer Avelon, from Cuba. When the steamer was 200 miles east of Hatteras last Sunday, she passed close to the deckhouse of a vessel, probably a schooner. It was almost in the path of the Avelon, was pained yellow and a short distance off were two cork life belts painted white.

Capt. Olander was unable to tell the name o fthe craft ,as the wreckage born no marks. But the vessel probably sank in one of the furious gales that have lately ravaged the coast."—Boston Journal, April 28.

PILES

Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c, at all dealers or Edmanson, Bates & Co., Toronto.

DR. CHASE'S OINTMENT.

PRINCE RUPERT WILL BE MODEL CITY OF PACIFIC

New Grand Trunk Pacific Terminus Will Be Laid Out According to Careful Plans and Will Not Be Permitted to Grow in Haphazard Fasion

A new city is to appear on the Pacific coast within a few months. It will not be of haphazard growth. It has been planned for years in advance, the lines of its growth have been mapped out, and it only remains to set a date for occupation and then get the people.

The Grand Trunk Pacific Railway Company, which is building a new transcontinental line across Canada chiefly through virgin territory is responsible for this city that is to be. It has been christened far in advance of its birth. The city is Prince Rupert, and it is to be the Pacific coast terminus of the new railroad.

Prince Rupert is 550 miles north of Vancouver, and only forty miles South of the Alaskan boundary. That is pretty far north, but it is in the same latitude as London, and its mean temperature is about the same as London's. By land and sea it is protected by mountains. Its harbor is practically land-locked, but it has a mile wide roadstead for ships.

The projectors of this new seaport went at the choice of a site carefully. The entire north coast was searched, and every harbor sounded. The best way for the railroad through the mountains had to be taken into consideration.

Further, the most available route to Yokohama and the rest of the Far East had to be taken into account. The choice was made four years ago, and since then they have been making plans for the new city. The first subdivision of the town site will be made about May 1, and the public invited to come in and buy.

The steamship route to the new port from the Far East lies through the Dixon entrance into Hecate Strait, thence into Chatham Sound and Prince Rupert harbor. The harbor is really a strait between Digby Island and Prince Rupert and it extends fourteen miles inland beyound the site of the new city.

The Provincial government of British Columbia made a grant of 10,000 acres to the railway company, which bought up 14,000 acres of Indian reserve land, making 24,000 acres for the city to grow in. Probably it will need no more acreage. It will start out with 2,000 acres only, but that is some space.

The work of planning Prince Rupert began in earnest in May, 1906. Since then surveying and clearing have been carried on simultaneously. The land is cleared now and the town site, the 2,000 acres on which the start is to be made, has been mapped out.

This town has got to grow as the law directs and not as the people will. Streets will not follow cow paths or Indian trails. It has all been attended to, even to laying out parks and boulevards which may not be needed for half a century.

One of the first steps the engineers took was to employ landscape gardeners, who have produced a plan which combines the utilitarian and the aristic in city building. The landscape artists were Brett & Hall of Boston, who laid out Mount Royal Park, Montreal.

If you visit Prince Rupert today you will find a settlement huddled on the waterfront. It is made up largely of temporary structures in which the engineers and workmen have been housed and fed and provided for. Many of these structures will disappear when the city gets its start. Your idea of the city to come must be had from maps.

These maps show a long waterfront, broken by several little bays. A few streets back from the water the land ascends, at first gradually and then abruptly.

The streets are to go up hill in curves; in fact scarcely half of the streets of this new city will run in straight lines. Most of the thoroughfares are numbered, the avenues generally paralled to the waterfront, the streets at right angles to it. There are many familiar names Water street, Beach street, Main street; also a Railroad avenue, but no Broadway appears—possibly it is too American.

Here and there where the topography permits are circles with streets radiating therefrom. Away up on the hillside the Prince Rupert Boulevard had been mapped. It curves around above the prospective city, affording (on paper) magnificent views of the harbor and its future array of shipping.

You can easily imagine a second or third generation of the pioneers who themselves are yet to be, driving in automobiles along the boulevard and taking in the sights. There are mountains on the opposite shore ready and willing to be looked at, and to the Northwest, through an island studded channel, is the famous Indian village of Metlakalta.

The harbor itself has been mapped by the Dominion government Hydrographic survey. It is free from rocks or other obstructions 2,000 feet in width at the narrowest part, with a minimum depth of 36 feet at low tide. A permanent wharf 1,500 feet long has been constructed.

The British Columbia government isn't going to have this new city at the mercy of a corporation. It has taken a strong hand in the work of development. One-quarter of all the land reverts to the province, as also one-quarter of the waterfront, after the townsite has been laid out.

The first inhabitants of this city won't have to worry over public improvements. They will find graded streets, sidewalks and sewers ready for them. The provincial government appropriated $200,000 for early improvements, and ample provision will have been made in advance for a population of 10,000 people. As the population increases the improvements will keep well in advance. The gradual slope of the land, with an occasional abrupt rise, has made the drainage problem very easy of solution.

The town of course will have to wait for the railway, but it is creeping across the northwest prairies. It is 1,756 miles from Winnipeg to Prince Rupert over the Grand Trunk Pacific route, and trains are now running between Winnipeg and Wainwright, Alberta, 667 miles. The time table bears the usual legend "Subject to change without notice' and in this case the change generally means the addition of a few more stations to the west every month or so. Construction from the Prince Rupert end will begin soon.

Transportation facilities will give Prince Rupert its excuse for being, and many industries wait upon the completion of the railway. The fishing industry expects to take a jump forward.

The salmon pack last year in the Skeena River, 12 miles south of Prince Rupert was valued at $1,000,000 and gave employment to 5,000 persons. This product has gone to Vancouver and Victoria by water, but when the railway comes much of it will go through Prince Rupert.

Other fisheries besides salmon are waiting to be developed. A license has been granted to establish a whaling station near the new city. In the winter months whales abound, even in Prince Rupert harbor.

There is a timber industry yet in its infancy, and mining properties in the mountains need only means of transportation.

Of course Prince Rupert has had a start already. There is a population of 600. But only those have come to the new town who have to do with the work of the railway company or the government.

It has been impossible for any one to buy or lease land without official sanction and the bars have been up quite securely. Just enough business was let in to furnish the contractors and laborers with supplies. There are a dozen or so stores, two branch banks and two hotels. Also there is a weekly newspaper, The Empire.

As to the opening of the road clear to the Pacific, no one can speak with definiteness. It is like the Panama Canal. Chas. M. Hays, president of the Grand Trunk Pacific, who by the way is an American, has made a trip to Vancouver recently. On his return to Montreal he said:

"We are doing very well, indeed. The various contractors are in good spirits and well abreast of their dates. Labor is abundant and is more productive at lower wages. I see no reason to doubt that by the autumn of 19,1, our first train will break through to tidewater, passing from the Atlantic to the Pacific.

C/.T LOOKS AT A KING JUST ONCE

Street Wanderer Pays Penalty of His Curiosity With His Life and Proves the Adage

(New York Herald.)

That a cat may look at a king is a fact in natural and social history that has the support of the most eminent authorities and is apparently beyond dispute. From an incident that occurred yesterday in Central Park, however, it seems likely that the adage was framed from the standpoint of the cat and without due regard to the possibility that the king involved might possibly have ideas of his own on the subject.

In this instance the cat was nameless. Perhaps at some past stage of his career he had had a name, but when he entered upon the scene he was merely a nondescript street wanderer, bedraggled and homeless, and not at all remarkable for anything, unless it be that he was gifted with an unusual amount of curiosity. He has paid dearly for this last quality.

He found his way into the Park, possibly for the first time in his wretched little life and prowled on until he came to an open door. He entered, sniffing, cheered by the conviction that he was not the only member of the feline tribe who had been in that strange place.

Above and to one side of him, ran a row of upright bars, and looking through these he was suddenly overwhelmed with admiratiton. For there, standing on all fours, with lashing tail, was certainly the king and ruler of all cats. He had never seen such a cat. So he made himself very small and sat still and looked, just as the adage gave him permission to do, his hunger forgotten.

It was several minutes before Dick, the leopard, became aware of the presence of the intruder, and glanced at the pitiful object crouched on the floor. Dick did not approve of the street cat in the least. He glared for a time and then made arrangements for one of the terrifying demonstrations that only a leopard in a rage can give. Then with a howl and bared teeth he sprang at the bars and shook them violently.

When William Snyder, the head keeper, arrived on the run, he found everything quiet in the house. Dick was dozing contentedly. The only thing unusual was the body of a muddy little street cat that lay on the floor. And then Snyder understood Dick had scared the intruder to death.

COL. HUGHES HAS A VISION OF WAR

He Predicts That Britain and Germany Will Be Crossing Swords Within a Month

Before the snow melts from the peaks of the Rockies in the month of June, Great Britain may be embroiled in one of the most unfortunate and terrible wars that the history of the world has seen."

Thus did Col. Sam Hughes express himself before the Guelph, Ontario, St. George's Society in speaking of the present European controversies.

"The German is the most over-rated power in the world today. The Germans are not as good fighters as the Russians, who were driven to defeat at the battle of Alma by Englishmen at odds of ten to one, and many of the British lads under seventeen years of age."

Thus did Col. Hughes set forth his opinion of the powers of Germany. He endeavored to show the programme that that nation was enedavoring to follow out, taking Austria, then the German Provinces of Russia, to be followed by acquisition of Denmark and Norway.

Gerald S. Belyea, of the steamship department of the C. P. R., left last night for Quebec.

CAN YOU TELL THE CAUSE OF YOUR TROUBLE?

Are you sometimes discouraged, and think you'll never be any better?

Can you tell the cause of your trouble, or what makes you sick?

Do you know that about nine-tenths of all sickness is caused by kidney trouble?

Have you ever stopped to think that your kidneys may be the cause of your poor health?

Most people do not realize how much work the kidneys are required to do every day.

Every drop of blood in the body must pass through and be filtered by the kidneys thousands of times a day.

How can they do their work well if they are sick?

If your kidneys need treatment, Dr. Kilmer's Swamp-Root, the wonderful kidney remedy, will prove to be just the medicine you need.

Don't make any mistake, but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghampon, N. Y., which you may find on every bottle.

You can purchase the regular 75c. and $1.25 size bottles at all drug stores in Canada.

THE ADVANCE HAD A VERY HARD TIME

Well Known Schooner Twice Compelled to Put Into Port for Repairs on Trip From Florida to Halifax

(Halifax Chronicle.)

The most thrilling experience of the year, of any schooner that has reached this port, was told by Capt. R. H. Burgess, of the schooner Advance, which was four months reaching this port from Fernandina, Florida, with 280,000 feet of hard pine and cyprus wood valued at $6,000, consigned to the Silliker Car Works of this city.

In conversation with a reporter, Capt. Burgess gave a graphic account of the hardships experienced while sailing to this port:

"We left Fernandina, Florida, on December 10th, with a load of hard pine and cyprus wood for this port," he said. "On the 22nd December, a heavy storm arose which tossed the schooner like a chip on the mighty seas that were breaking over her bow. During the night, the wind shifted and the vessel plunged down on her beam ends, smashing boats and windows and sipping the sails.

Part of the deckload was washed overboard, a wreck was run into and badly damaged the vessel, and started her leaking. The pumps were at once put in working order, and for 24 hours the men worked steadily without one moment's sleep. On the 23rd of December there were four feet of water in the hold. The cabins were also flooded. A quantity of our stores were washed overboard; doors were broken into splinters and the remaining windows were completely blown out.

"On Christmas Day the storm still continued in its fury. The men were kept steadily working the pumps without sleep and were becoming worn out. Our bed clothes floated in the cabins; the fire had been out for four days, and for Christmas dinner we were obliged to drink cold water, and eat cold meat. A few of the crew were obliged to sleep on top of the sails, and they were losing strength for want of rest.

"At last I decided to beat our way to Bermuda, and on December 30th, we reached that port, completely exhausted and worn out. Repairs were made to the vessel to the amount of $2,600. While in port one of the crew received a letter from his wife stating that in Fernandina roofs of houses were blown off, trees rooted up, and thousands of dollars worth of damage done by the fury of the storm.

After making proper repairs we left Bermuda on January 24th, for this port and all went well until the night of the 26th, when one of those north Atlantic hurricanes sprang up. It lasted continually until February 2nd. It was imposible to make back to Bermuda.

"From Jan. 24th until the 2nd of February the storm was the worst I ever experienced in the 19 years that I have been going to sea. It thundred, lightned, hailed and rained, and sleet showered down upon us. The tremendous seas that were running made us powerless to handle the ship. Our bowsprit was carried away, the fore top mast was completely broken, sails were torn, and boats and windows smashed. At last the heavy seas became so terrible that gallons of oil had to be thrown over the deck, so as to make the seas break more easily and save our vessel from total destruction.

"Frederick Hannan, one of the crew, was swept overboard and with the greatest difficulty was rescued. The taffrail was broken the foreboom smashed and the foresail torn into ribbons, jib, mizzen topsail and staysail were carried away. The vessel again sprung a leak, and for 32 hours without resting, the men worked like troopers to keep the vessel afloat.

"One of the men was lashed to the wheel, but was swept away and washed over the forecastle, striking with tremendous force against the mast. He was badly bruised and cut about the head. Our steering gear was completely put out of commission and a temporary one was arraigned. On one occasion, while standing in my cabin, a heavy sea broke over the vessel, crashing through the cabin window throking me to the floor and filling the cabin half full of water. I was called upon to lend a hand at the pumps, and for 48 hours I never slept a wink. Our provisions were becoming low, and water was scarce, so on the 2nd of February when the storm abated I decided to sail for Barbaros, as we were many miles out of our course, and the vessel was too badly damaged to proceed.

"On the 15th of February we landed in Barbados, having sustained heavy damages and lost 16,000 feet of valuable lumber.

"Repairs were made at this port at the cost of $3,500. On the 30th of March we left for Halifax, and experienced good weather all the way."

Capt. R. H. Burgess speaks in high terms of the conduct of his crew.

The Advance is a three masted schooner owned by R. E. Burgess, of Wolfville. She is registered at 294 tons, and is very strongly built and is a good sailing vessel. She carries a crew of eight. After unloading lumber she will proceed to Sydney and load coal for Campbellton, N. B. From there she goes to Sydney and loads lumber for New York.

St. John's Presbyterian Church, of Windsor, has just received from the executors of the estate of the late Charles D. Curry, of Windsor, the very handsome sum of five hundred dollars, this amount having been donated to the church in the will of the late Mr. Curry.