MC2289

POOR DOCUMENT



# Financial and Commercial.

## GOULD IS A FREE LANCE IN THE RAILROAD WAR

### Community of Interest Gets a Setback --- He Retires From Several Railroad Directorates --- Transcontinental Competition Seems Sure to Continue---Question of Ethics.

(Boston Transcript.)

The "community of interest" idea in the railroad world is about to be put to a severe test upon the outcome of which will depend its existence in the future, at least under the present regime. Beginning in 1901 this community principle was promulgated as the one thing which would maintain harmony among the rival railroad interests in the United States. Interownership of railroads upon a large scale was entered into and an attempt was made to carry out the plan by practical though not actual consolidation, through the formation of security-holding companies. The first of these—the Northern Securities Company—formed to hold the stocks of the Great Northern, Northern Pacific and Chicago, Burlington & Quincy railroads, and to make those rival lines non-competitive, was declared an illegal combination by the courts and recently has been dissolved. The litigation over the Northern Securities Company lasted three years, during which time no further attempts were made to add to the "community" family. Meanwhile, however, friendly relations were maintained among those already in the combination, but, on the outside, the Gould faction was busily engaged in securing an entrance into Pittsburg for the Wabash road and an Atlantic seaboard connection from there via ahe Western Maryland. Although bitterly opposed by the Pennsylvania-Vanderbilt interests, Gould managed to get a foothold at Pittsburg and also a connecting line to the Atlantic seaboard.

While Gould was engaged in his fight against the Pennsylvania-Vanderbilt interests in the East, a new contest broke out between the Harriman and the Hill factions over the control of the Northern Pacific, which, in turn, involved control of the Burlington. This contest was a matter for the courts to decide, and the decision recently rendered gave Hill all that he claimed in the beginning, and Harriman lost control of the Northern Pacific. Harriman's ambitions, however, seemed unlimited, and for a year past he has been reported as planning to secure control of the Northwestern and the New York Central systems, thus creating with Union Pacific a transcontinental system. This rumor has been made to do yeoman service in the stock market boom of the past year, but the deal, if ever seriously contemplated, now seems to have been blocked by some of the powerful eastern interests.

There have been numerous threats that should Harriman succeed in getting control of a line east of the Mississippi, the St. Paul management immediately would start a line west to the Pacific coast. These threats may have curbed Harriman's ambitions, but not so with Gould. As the Gould lines were dependent absolutely on the Harriman and allied lines for all through tonnage eastbound and for all connections on westbound tonnage and as there has been no doubt of the intention and desire of the members of the "community" to keep Gould bottled up, Gould with his characteristic enterprise and energy has started to build a line from Salt Lake to San Francisco under the charter obtained two years ago for the Western Pacific Railroad.

This is the beginning of the open warfare in the west by Gould against the "community" crowd, and accounts for his resignation as a director of the Union Pacific Railroad. Mr. Gould says: "I have put in my resignation as a director of the Union Pacific. I shall also resign as a member of the board of directors of Oregon Short Line and other allied roads. I resign on account of my interests in the Western Pacific. I do not think it right to retain my place on the board of a competing line."

"Will you resign from the Burlington?" he was asked, and replied: "That question I cannot answer. The Burlington is to some extent a competitor of the Missouri Pacific."

Wall street opinion is expressed thus: The situation is strained. Gould is squarely behind the Western Pacific, and the Vanderbilts oppose Eastern aggression by Western lines. The Standard Oil appears committed neither way, but probably will fall on which-ever side pays best. Kuhn, Loeb & Co., appear unwilling to oppose either the Hill-Morgan or the Gould-Rock Island forces. The shadow of the "community of interest" idea is perceptibly less dense than in 1902.

(New York Post.)

George Gould's reasons for his resignation from the Union Pacific directorate this week follow exactly the ethics of directorships as laid down by his father, in his testimony before the Pacific Railway Commission in 1887; that case also, oddly enough, involving directorships ruin the Union Pacific?

Jay Gould, while a director of the Union Pacific, in 1879, had bought control of the Missouri Pacific, and was planning to extend it into Union Pacific territory by means of the Kansas Pacific. Previously, however, he had given his approval to a consolidation of the Kansas Pacific and the Union Pacific, and although (according to his own assertion he offered $1,000,000 to be released from this approval, other Union Pacific directors held him to it. In the investigation of these conditions by the Pacific commission, Mr. Gould was asked: "According to the ethics of Wall street do you consider it absolutely within the limits of your duty, while a director of the Union Pacific, to purchase another property and to design an extension of the road which would perhaps ruin the Union Pacific?"

"I don't think it would have been proper," Gould replied; "that's the reason I let it go."

Cynics who refuse to believe in the white-souled financial integrity reflected by this reply always asserted that Gould had "worked off" his Union Pacific stock at the current high prices, while buying up Kansas Pacific stock for 7 and 8 cents on the dollar, and arranging to exchange it for Union Pacific, worth ten or fifteen times as much, on a share-for-share merger basis. The upshot of the affair was Gould's return to the Union Pacific directory, not very long afterward, in absolute control of the property. The present instance will hardly duplicate that part of the family history, but it may be recalled that, even in 1879, Wall street said Gould had "quarrelled" with the Union Pacific people, and on that assumption they broke the market.

## TREMENDUOUS LIQUIDATION

### This and a Bear Raid Were the Features --- Lawson in the Game.

(Sunday's N. Y. Herald.)

Tremendous liquidation, accompanied by aggressive attacks by several groups of bear traders, caused a big break in the stock market yesterday in one of the liveliest short sessions the Stock Exchange has witnessed in more than a year. The sales or stocks were the heaviest in months for the Saturday session.

Rumors of trouble somewhere circulated persistently throughout Wall street, but it was impossible to get any details as to where the weakness is, if it exists at all. All the stories apparently came from the floor of the Stock Exchange, but they were of the indefinite character of those that have been whispered about the financial district for over a week.

Thomas W. Lawson, who predicted the decline, again sent a flood of prepaid telegrams to the brokers, and he was emphatic in his statements that a big millionaire is in trouble and that $100,000,000 in cash will not tide him over thirty days. While this story did not receive general credence it added to the general anxiety.

### A Day of Alarm

There were many long faces on the floor of the big exchange at the opening. The hopeful feeling that had been manifested in some quarters on the day preceding had disappeared. The big pools realized that they must face a flood of selling orders, and it became known that a big speculating syndicate that had been identified with a number of Southern iron stocks must throw over part of its holdings.

When the gong sounded there was a rush to sell at every important post in the room. In the first few minutes stocks broke from 1 to 2 points all around. Big stop orders were reached everywhere, and values melted away. The excitement was tremendous. Beads of perspiration stood out on the brows of many of the veteran bull operators, and faces paled as the bear movement began to swamp everything before it. The telephone boys with selling orders besieged the floor members of the commission houses. The bear traders, led by Jacob Field, attacked the market unremittingly as every weak spot developed. The public helped them by dumping thousands of shares on the market.

### Slump in Iron Stocks

Then the expected slump of the iron stocks began. Brokers for the syndicate offered several thousand shares of American Locomotive, Tennessee Coal and Iron, American Car and Foundry and Republic Steel. Wolf Bros. started a decline in Chicago Great Western by offering 1,400 shares. In Tennessee Coal and Iron there were many stop orders reached, and they were executed at declines between sales of from ½ to 1 per cent. Union Pacific, which for months has been the leading bull card, was pummelled unmercifully, and displayed little rallying power.

Brokers said to be acting for the Goulds repeatedly attacked it, while so-called Harriman brokers were offering down Missouri Pacific. This was, however, said to be a ruse of the bears to make it appear that the Gould and Harriman interests were carrying their animosities to the floor of the Exchange, and that a stock market war was imminent. This is not believed to be true.

When Union Pacific touched 118, a decline of 20 points from the high price of several weeks ago, a cheer went up from the Field forces. Friday afternoon, at the Waldorf-Astoria, Field had offered to bet that Union Pacific would touch 118 before it would reach 122. At that time it was selling at 122. Field had been justified and his cohorts were jubilant.

### Lawson in the Game

The belief was expressed in some quarters yesterday that Lawson and Field are operating jointly and that the Boston operator was directing the bear campaign by long-distance telephone from Boston.

There was little halting in the downward course of values throughout the two hours' session. The pools gave feeble support to their specialties, though Amalgamated Copper in the big board and United Copper on the curb were heavily bought at the declines because of a late rumor that the Heinze and Rogers interests had patched up their differences.

Canadian Pacific was about the only trunk line stock that was well supported by the pool, which bought heavily on the decline. It was the strongest stock on the list throughout the morning. There was also some good buying of Missouri Pacific, St. Louis Southwestern, Chesapeak and Ohio, Pennsylvania and New York Central, though it was in moderate volume.

NEW YORK STOCK QUOTATIONS.

Chicago market report and New York Cotton market. Furnished by D. C. Clinch, banker and broker.

May 3rd.

| | Yesterday Closing | To-day Opening | Noon |
|---|---|---|---|
| Amalg. Copper | 81⅝ | 81¼ | 80⅝ |
| Anacouda | 118 | | |
| Am. Sugar Rfrs. | 137⅞ | 137½ | 137½ |
| Am. Smelt. & Rfg | 114⅝ | 113⅝ | 113¾ |
| Am. Car Foundry | 35½ | 35½ | 35 |
| Am. Woolen | 34⅝ | 35 | 34⅞ |
| Atchison | 85 | 84½ | 84⅝ |
| Atchison pfd | 102 | 101⅝ | 101⅝ |
| Am. Locomotive | 49 | 49 | 48 |
| Brooklyn Rpd. Trst. | 61⅝ | 61¼ | 61½ |
| Balt. & Ohio | 51¼ | 50⅞ | 50¾ |
| Canadian Pacific | 149 | 149 | 148⅝ |
| Chicago & Alton | 35⅝ | | |
| Chi. & G. West | 20⅞ | 20¾ | 20½ |
| Colo. F. & Iron | 45⅝ | 44¾ | 44 |
| Consolidated Gas | 183 | 196 | 195½ |
| Colorado Southern | 26⅝ | | 27¼ |
| Gen. Electric Co. | 175⅝ | | |
| Erie | 42⅞ | 42⅝ | 43 |
| Erie, First pfd | 78⅝ | 77⅞ | 79 |
| Erie, Second pfd | 64⅝ | 64½ | 66⅝ |
| Illinois Central | 161¼ | 160⅝ | 150 |
| Kansas & Texas | 27½ | | |
| Kan. & Texas, pfd | 60⅝ | | |
| Louis & Nashville | 147⅞ | 147 | 146 |
| Manhattan | 164¼ | 163⅝ | 163⅝ |
| Met. Street Ry | 118½ | 119 | 118⅝ |
| Mexican Central | 21⅝ | 21⅝ | 21⅝ |
| Missouri Pacific | 96⅝ | 95¾ | 97⅝ |
| Nor. & Western | 78⅝ | 78½ | 78½ |
| N. Y. Central | 144¼ | 144½ | 143 |
| North West | 232 | | |
| Ont. & Western | 51⅝ | 51⅝ | 51⅝ |
| Pacific Mail | 39 | 23⅝ | 38⅞ |
| Peo. G. & Gas Co. | 101½ | 105 | 101⅝ |
| Reading | 93⅝ | 93¼ | 93⅝ |
| Republic Steel | 19 | 18⅝ | 18½ |
| Glass, Sheffield | 33½ | | |
| Pennsylvania | 139⅝ | 139⅞ | 139⅝ |
| Rock Island | 29⅝ | 29⅝ | 29⅝ |
| St. Paul | 173 | 153⅝ | 172 |
| Southern Ry | 31⅝ | 31 | 31⅝ |
| Southern Pacific | 67⅝ | 60 | 60 |
| Twin City | 110⅝ | 110 | 110 |
| Tenn. C & Iron | 86 | 85½ | 84 |
| Texas Pacific | 33⅝ | 33 | 32⅝ |
| U. S. Leather | 12¼ | 12⅝ | 12⅝ |
| Union Pacific | 121⅝ | 121 | 120 |
| U. S. Rubber | 39½ | | 39 |
| U. S. Steel | 33 | 32⅝ | 32¼ |
| U. S. Steel, pfd. | 101½ | 101⅝ | 100⅝ |
| Wabash | 20½ | 20⅛ | 20 |
| Wabash, pfd | 42½ | | 42¼ |
| Western Union | | | 93 |

Total sales in N. Y. yesterday 1,044,200 shares.

CHICAGO MARKET REPORT.

| | | | |
|---|---|---|---|
| May Corn | 49¼ | 48⅛ | 48¼ |
| May Wheat | 91⅞ | 91⅜ | 91½ |
| May Pork | 11.80 | 11.90 | 11.90 |
| July Corn | 46⅝ | 46⅝ | 47¼ |
| July Wheat | 88⅝ | 88⅝ | 90⅝ |
| July Pork | 12.20 | | |
| Sept. Wheat | 79⅝ | 79⅝ | 79⅝ |

MONTREAL QUOTATIONS.

| | | | |
|---|---|---|---|
| Dom. Coal | 79½ | 79⅝ | 79½ |
| Dom. Iron & Steel | 21¼ | 21¼ | 21½ |
| Dom. I. & S. pfd | 65½ | 65 | 65 |
| Nova Scotia Steel | 62¼ | 62¼ | 61½ |
| C. P. R. | 149¼ | 148¾ | 148½ |
| Twin City | 110¾ | 111 | 111 |
| Montreal Power | 89½ | 89¾ | 89 |
| Rich. & Ont. Nav. | 73½ | 73 | 73 |

NEW YORK COTTON MARKET.

| | | | |
|---|---|---|---|
| May Cotton | 756b | 756 | 746 |
| July Cotton | 751b | 752 | 745 |
| August Cotton | | 753 | 751 |
| October Cotton | 769b | 768 | 764 |
| December Cotton | 778b | 776 | 773 |

WALL STREET.

NEW YORK, May 3.—A few specialties showed sharp gains on the opening transactions, but all except a few of the principal stocks were lower. Declines ran to about a point in Union Pacific, Southern Pacific, Erie first pfd, U. S. Steel pfd. Smelting and Colorado Fuel, U. S. Steel fell ⅝. Consolidated Gas rebounded 4 from yesterday's decline; Northern Pacific rose 1½ and Lead and Metropolitan Securities large fractions. The market opened irregular.

## IMPORTS

From Fajardo, P. R., ex barktn Ich Dien: 387 puns, 38 tcrs, 48 brls molasses, Baird & Peters.

POINT LEPREAUX, May 3—9 a. m., wind north, light, clear, ther. 40

# THE WORLD OF SHIPPING.

MINATURE ALMANAC.

| 1905. May. | | Sun Rises | Sun Sets | Tides High | Tides Low |
|---|---|---|---|---|---|
| 1 | Mon | 5.11 | 7.31 | 9.48 | 3.45 |
| 2 | Tues | 5.09 | 7.34 | 10.30 | 4.27 |
| 3 | Wed. | 5.08 | 7.35 | 11.09 | 5.03 |
| 4 | Thurs. | 5.06 | 7.37 | 11.45 | 5.42 |
| 5 | Fri. | 5.04 | 7.38 | 0.02 | 6.15 |
| 6 | Sat. | 5.03 | 7.39 | 0.37 | 6.48 |

In Atlantic Standard Time, counted from midnight to midnight.

PORT OF SAINT JOHN.

ARRIVED.

May 3.

Schr. A. G. Emerson, 231, Maxwell, from Mount Desert Ferry, Me., R. C. Elkin, ballast.

Schr. Three Sisters, Price, New York, ballast. Master.

Schr. Louis V. Chaples, 191, Robinson, from Camden, Me., A. W. Adams, ballast.

Schr. Norman, 299, Kelson, from Rockland, Me., R. C. Elkin, ballast.

Schr. Ira M. Barton, 102, Wasson, from Perth Amboy, N. J., for Fredericton, cargo of hard coal.

Coastwise:

Schr. J. E. Garland, 72, Matthews, fishing and cod.

Schr. Earl D., 61, Greans, St. Martins.

Cleared.

Schr. Lyra, 96, Evans, for Wareham, Mass., A. Cushing & Co., boards and plank.

Schr. H. A. Holder, 94, Dalzell, for Boston; A. Cushing & Co., boards.

Sailed.

Stmr. St. Croix, 1064, Thompson, for Boston, via Eastport.

Coastwise:

Schr. Henry Swan, Cob, Sackville.

Schr. Shamrock, Laurence, Maidand.

Schr. Alph D. Parker, Brooks, Meteghan.

Schr. Venus, Thurber, Weymouth.

Schr. Beulah Benton, Guthrie, Sandy Cove.

DOMINION PORTS.

HALIFAX, N. S., May 2.—Ard, stmr Silvia, from New York; Mercator, from Jamaica.

HILLSBORO, April 29—Cld, schr. Brooklyn, Anderson, for Norfolk, Va.

BRITISH PORTS.

LIVERPOOL, May 2—Ard, stmr. Virginian, from St. John and Halifax.

Sld—Stmr Caronia, for New York.

MARYPORT, May 1—Sld, bark Elektra, for Shediac.

ARENDAL, April 15—Sld, barks Diaz, for Miramichi; 26th, Ragna, for Gaspe.

BERMUDA, April 30—Ard, stmr Dahome, from Demerara, etc., for St. John.

FOREIGN PORTS.

CHATHAM, May 1.—Passed east, schd. Gypsum Emperor, from New York for Hillsboro.

NEW YORK, May 2.—Ard, bark Judah, from Fernandina; schr. Ella M. Storer, from Norfolk.

Sld—Stmr Harold, for Sydney.

NORFOLK, Va., May 2—Ard, schds Addie Jordan, from New York; Cox & Green, Hillsboro, N. C. S

Sld—Bark Jayvsmith, for St. Thomas.

PHILADELPHIA, May 2.—Ard, stmr Micmac, from Sydney, C. B.

HOULAND, May 2.—Ard, schrs. Ann L. Lockwood, from New York.

Cld—Schrs Abbie C. Stubbs, St. John, for New York.

Sld—Stmr. Hilda, for Parrsboro.

PORTSMOUTH, N. H., May 2—Sld, schr Lotus, from St. John for New Haven.

ROSARIO, April 3—Sld bark Star of the East, for Boston.

TENERIFFE, May 2.—Sld, stmr Albuera, for New Orleans.

ANTWERP, May 2—Sld, stmrs Manxman, for Montreal; Montezuma do.

BOSTON, May 2.—Ard, schrs Gazelle, from Port Gilbert, N. S.; Agnes May, from Shulee, N. S.; Belmont, from Weymouth, N. S.

Below—Bark Orari, from Melbourne, Australia; schrs Rebecca W. Huddell, from Perth Amboy; Otronto, from Eatons Neck.

Sld—Stmr. Boston, for Yarmouth.

BUENOS AYRES, April 6—Sld, barks Angerona, for Boston; 25th, Dunereag, for Boston.

CITY ISLAND, May 2.—Bound south, barks Shawmut, St. John; Aliona, Wallon, N. S.; schrs. Elsie, Bridgewater, N. S.; tug Gypsum King, Hantsport, N. S., towing schr Newburgh and barges Ncs. 19 and 21 for Windsor, N. S.

EASTPORT, Me., May 1—Ard schr Corinto, from St. John.

HYANNIS, Mass, May 2.—Ard, schr J. Frank Seavey, from Stonington for New York.

LUBEC, May 2.—Ard, schr Morancy, from New York.

NEWPORT NEWS, Va., May 2.—Ard schr. Lyman M Law, from Providence.

VINEYARD HAVEN, Mass., May 2.—Ard, schrs. Baden Powell, from Halifax for New York; Mauna Loa, from Jordan Bay, N. S., for do; Viola, from St. John for do; Silver Wave, from Quaco, N. B., for do; Rewa, from St. John for New Haven; Lotus, do for do; Grace Darling, from Minotville, N. S., for Norwalk; Priscilla, from St. John for Greenwich, Conn.

Sld—Schrs D. W. B., from New Bedford for St. John; Tay, from Elizabethport for St. John.

Passed—Bark W. W. McLauchlin, from Elizabethport for St. John.

REPORTS, DISASTERS, &c.

VINEYARD HAVEN, Mass., May 2.—The British schooner Baden Powell, Captain King, Halifax for New York, with a cargo of lumber, while entering this harbor this afternoon, ran ashore on West Chop, but was floated this evening with assistance, apparently uninjured.

Schr. Hazeldell, while working westward this afternoon during a heavy southwest breeze, had her main jib carried away off Cross Rip lightship and was obliged to run for Hyannis.

Capt. Braes, of the Allan line steamer Tunisian, which left here Sunday morning, wires Mr. Harding, of the marine department, that he heard the submarine signal from the Lurcher lightship when ten miles off and continued to hear it for eighty minutes when going at full speed.

MONTREAL, May 2—Ocean navigation opened tonight with the arrival of the Allan liner Ionian, which also opened the season last year, coming in one day later. Captain Nunan reports that the heavy ice in the gulf is detaining several vessels.

HALIFAX, May 2—The turbiner Virginian, which sailed from Halifax a week ago last night for Liverpool passed Malin Head yesterday. It was anticipated that she would break the homeward record.

PLYMOUTH, Eng., May 2.—Twenty-eight shipwrecked Frenchmen, the crew of the fishing schooner Phosper Jeanne, from St. Malo, France, for Newfoundland, were landed here today. The men were rescued by the British steamer Lisbon during the night, after the Prosper Jeanne had been dismasted during a heavy gale.

CORK, Ireland, May 2.—During torpedo manoeuvers at Berthaven last night the torpedo boat destroyer Syren ran on a reef at the eastern entrance of the harbor and remains on the rocks with her back broken. The Syren was steaming at the rate of 26 knots an hour when she was wrecked. Her crew were taken off by other vessels of the flotilla and her guns and stores are being saved. There is no hope of saving the Syren.

VESSELS BOUND FOR ST. JOHN:

Steamers.

Carisbrooks, chartered.

Hestia, 2434, Glasgow, April 28.

Indianapolis, chartered.

Norden, 2480 Antwerp, April 17.

Portlan, 2072, Hamburg via Newman April 4.

Portland, 1799, at River Plate, Mar. 9.

Westwater, 1443, at Hamburg, March 6.

Barks.

Ich Dieu, chartered.

Gulfport from Gulfport, April 17.

Rosa, 648, Trapani, March 29.

RECENT CHARTERS.

British schooner E. M. Roberts, 322 tons, from Jacksonville to Dorchester, N. B., pitch pine, $7.

Italian bark Rosa, 652 tons, from St. John N. B., to west coast England, deals, 38s 9d.

British schooner Preference, from Porto Rico to St. John, N. B., molasses, private terms.

**Handsome Presents.**

Packages of Rainbow Cut Plug Smoking Tobacco contain coupons which can be redeemed for handsome presents.

MORRIS CHAIRS

In plain and quartered oak, solid, substantial, comfortable **Chairs,** with years of service in them.

Velour Cushion (Reversible)

**From $6.50 Up.**

N. A. HORNBROOK & CO.,
15 MILL STREET.
*O'Regan's New Building.*

READ "THE LEADING ONE CENT PAPER."
The 8-Page 1-Cent Evening Times

You will find it a most interesting paper.
Ask us to send THE TIMES to your address one month on trial.
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DELIVERED BY CARRIER.

Deposit Your Savings with the
SPECIAL 4 per cent allowed on Savings Accounts
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PRINCE WILLIAM STREET.

WHY? Because its exceptional strength will relieve you from all anxiety as to the safety of your money.
It has a fully paid Capital and Rest amounting to $8,000,000.00 only equalled by three of Canada's strongest financial institutions.

LOCKHART & RITCHIE,
General Agents, St. John, N. B., for the
Canadian Casualty and Boiler Ins. Co.
Issue all kinds of Boiler Insurance Policies, General Accident and Sickness policies.
Agents Wanted — 59 Prince Wm. St.

## CLASSIFIED ADVERTISEMENTS.

TIMES WANT ADS are tireless little workers. They hustle night and day and never grumble. Let's set one to work for you,

### TO LET.

TO RENT—TWO LARGE FURNISHED Rooms for Lodgers. Address M., care Times Office. 5-2—6l.

TO LET—LARGE SAMPLE ROOM, 100 feet long. Also part of first flat over store. Enquire at McARTHUR'S, 84 King street. 5-2—6l.

TO RENT—TWO LARGE PARLORS AND 3 Rooms for lodging or board. Reasonable rates. Apply 30 Carmarthen street, corner Elliott Row.

TO LET—FURNISHED ROOMS FROM $2.50 per week up—use of swimming plunge free. TURKISH BATH BUILDING, Cor. Union and Prince Wm. Sts.

TO LET—SMALL FLAT, CENTRALLY located, 23 Richmond street. Six rooms. Possession at once. Rent $140 a year. Apply to MRS. LESTER, 17 Richmond street. 4-24—6l.

TO LET—SMALL FLAT, 5 ROOMS, 92 Somerset street. Can be seen from 2 to 5 in the afternoon. 4-13 tf

TO LET—HOUSE AND BARN, 24 Paddock street at present occupied by Dr. G. O. Baxter. House heated with hot water; rent including furnace coal $330.00.

Also shop 21 and 22 South Wharf at present occupied by Messrs Baird & Peters. Apply to AMON A. WILSON, Barrister, Chubb's corner. Phone 826. 4-1 tf.

TO LET—THE LOWER FLAT OF building for work-shop or warehouse, rear 175 Princess street. Apply to H. L. & J. T. McGOWAN, Princess street. 211 tf.

TO LET—A DESIRABLE OFFICE IN our building, Ward street, heated. Possession at once, if required. BAIRD & PETERS. 3-11tf.

TO BE LET—TWO FLATS IN SUBSCRIBERS Warehouse, Starr's wharf, near railway station; suitable for factory or warehouse, size 80x30 feet. Rent middle flat, $100; lower, $140. Enquire on the premises. SAMUEL DUNLOP, Jr. 2-18 tf.

TO LET—UPPER FLAT IN HOUSE 42 Carleton street, containing 9 rooms, and bath. Can be seen Tuesdays from 2 to 5. Enquire of T. A. SHORT, Union street livery stable. 2-21 tf.

TO LET—UPPER FLAT; CAN BE seen Monday and Saturdays. Apply at 275 Princess street, or house for sale. 2-4.

### SUMMER COTTAGES TO RENT.

TO LET—TWO COTTAGES AT TORRYBURN, within two or three minutes walk of station. Inquire of W. E. NEWCOMBE, or Tel. 84E. 3-30 tf.

### MISCELLANEOUS.

MY WIFE, ADELINE AMANDA WORDEN, having deserted me and left my home at her own instance and without her own fault, all persons are hereby strictly forbidden to give her any credit in my name as I will not be responsible for any debts contracted by her. Dated this first day of May A. D. 1905. WILLET L. WORDEN. 1 week.

SHIRTS "MADE TO ORDER" AT TENNANT'S, 56 Sydney street.

WANTED—A GOOD SECOND HAND Theatrical Trunk. Must be cheap. Address "TRUNK," Times office. 4-16 tf

PARTIES WISHING TO STORE FURNITURE, during the coming summer and winter, should communicate with WM. H. BUSTIN, Lansdowne House. Excellent storerooms on ground floor. Rates moderate. 3-17 tf.

### LOST

LOST—BETWEEN DOUGLAS AVENUE and Indiatown, bank book. Finder will leave at Bank of New Brunswick's North End branch, or 197 Bridge street.

LOST—ON SATURDAY, BETWEEN 4 & 6 o'clock, a purse containing a sum of money. Finder will be rewarded by leaving same at 28 Dock street. 5-1—1t.

### EXPORTS

For Glasgow, per stmr. Concordia:—

Foreign goods—5,316 bushels corn, 11 maple logs, 1220 pcs lumber, 7 boxes hams, 6 refrigerators, 6,200 empty bags—value $5,225.

Canadian goods—1 keg curling stones, 1 brl tools, 344 pkgs pulp, 259,033 ft. spruce deals, 116 tons birch timber, 1,000 sacks flour, 420 bags oatmeal, 1,553 bales hay, 8,309 bushels peas, 507 cattle, 32 bales straw, 403 bags meal, 320 sax rolled oats, 51 pkgs leather, 14 cases boots and shoes, 55 casks extract, 2 cases effects, 19,061 ft birch plank—value $53,202.

Total value of cargo, $64,617.

For Boston, per schr. H. A. Holder, 135, 514 ft. spruce boards.

For Wareham, Mass., per schr. Lyra, 62, 183 ft. spruce plank, 638 ft. spruce scantling, 2,832 ft. spruce boards.

## A RECEIVER APPOINTED

### The Trouble Over a $2,000,000 Mortgage Foreclosure at Saratoga.

SARATOGA, N. Y., May 3—Justice Kelogg, of the Supreme Court, has appointed Charles Pedrick, of Glens Falls, receiver of the Hudson River Water Power Company, in the matter of a $2,000,000 mortgage foreclosure action brought by the Hudson River Electric Company.

When the application for a receiver was made, it was not claimed that the company was insolvent. The receivership was sought on the ground that it would act as a stay of execution of the judgment of more than half a million dollars secured by the National Contract Co. against the Hudson River concern.

The dam and power plant of the company were levied on by the sheriff of Saratoga county several weeks ago and would have been offered for sale had not the receiver been appointed by Justice Kellogg.

## I. C. R. STATION WAS BURNED

### Believed to Have Been Done by an Incendiary

SYDNEY, N. S., May 3, (Special.)—The burning of the Intercolonial station at MacIntyre's Lake, Monday night, is now believed to be due to incendiarism. It appears that there has been a sort of internecine warfare between people of MacIntyre's Lake and Cleveland, four miles distant, who claimed the station should have been built at that place. Some one may have thought that the removal of the building at the lake would mean the erection of a new one at Cleveland.

There was no fire in the building at the time, and it was impossible for it to have caught from the sparks of an engine which passed about an hour previously.

The station agent and his family barely escaped with their lives, and lost all their [illegible]

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WANTED—TWO WAITRESSES AT ROYAL DAIRY LUNCH, 52 Mill street. 4-28—6l.

WANTED—A GIRL FOR GENERAL housework in small family. No washing. References required. Apply 182 Germain St. 4-28—6l

WANTED—A FIRST CLASS FEMALE Pastry Cook. Apply WHITE'S RESTAURANT. 4-27—tf.

WANTED—A CAPABLE GIRL FOR housework. Apply S. ROMANOFF, 686 Main street. 4-26—6l.

WANTED—EXPERIENCED GIRLS TO work by hand and machine. Apply EMPIRE COAT CO., Main street. 4-17 tf

WANTED — A GIRL FOR GENERAL housework; willing to go to Riverside for summer. Apply 16 Horsfield street. 4-14 tf.

WANTED — GIRL FOR GENERAL housework; one who can go home nights. Apply 54 Cunard street. MRS. A. J. MACHUM. 4-14 tf

WANTED AT ONCE—COAT, VEST and Skirt Makers. N. A. Seeley, 88½ Germain street. 4-1 tf.

WANTED—AT 176 KING STREET, a capable girl for general housework, in a small family. No washing or ironing. 3-29 tf.

### MALE HELP WANTED.

WANTED---200 Men for Water Works Construction. Apply at Works, Robinson's Lake, Loch Lomond, or at 112 Queen Street, City. B. Mooney & Sons.

WANTED—AT ONCE, A GENERAL housemaid. Apply to MRS. W. H. McQUADE, 181 Paradise Row.

WANTED— CHAMBERMAID. APPLY AT once to GRAND UNION HOTEL.

WANTED—A SMART BOY FOR LIGHT work. Apply LOUIS GREEN, 59 King St. 5-1—1t.

WANTED—BOY TO WORK IN TELEPHONE OFFICE from 6 to 11 p. m. 5-1—3t.

BOY WANTED—A GOOD STRONG BOY about 16 or 17 years of age, to learn the upholstery trade. Apply at once to C. E. LORDLY at our furniture warerooms, Market Square. M. R. A., Ltd. 4-28—tf.

TRY GRANT'S EMPLOYMENT AGENCY for work of any kind, and for workers. Fees to men $2, for guaranteed work. Apply 69 St. James Street West or 'phone No. 764. 4-12 tf.

WANTED—BY A PRINTER, OF ABOUT two years experience, at general work, a situation. Apply to this office for further information. 2.20 tf.

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### FOR SALE.

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FOR SALE.—BOYS' CAPS FROM MAY 1ST till May 7th, we will sell 25c. caps for 19c. each. Neat Tweeds and Plain Serges, new spring styles at WETMORE'S (The Young Men's Man), 154 Mill street.

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### FOUND

FOUND—AT THE OFFICE OF THE International Correspondence School, 205 Union street, a sum of money. Loser can obtain same by calling at the above address and proving ownership and paying for this advertisement. 4-29—1t.

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