POOR DOCUMENT

MC 2033

ELECTRICAL TOPICS.

Wire Insulation is Becoming Very Scarce.

IN WARSHIPS

All Sorts of Devices Have Been Introduced--Trolly Companies and Trees--Another System of Wireless Telegraphy -- The Experimentors' Hopes.

A shortage of gutta percha, says the Boston Transcript, is threatened through several causes, and no greater calamity could overtake the cable companies. No other substance is comparable with this gum for the insulation of cables; indeed, long-distance cables cannot be made with any other insulation hitherto discovered. The causes of its scarcity are several. It grows in a limited area, principally in the Malay peninsula, Bornea, Java and the adjacent islands. The tree is of very slow growth, requiring thirty years to reach maturity. The gum is gathered by the natives, who have used most wasteful methods, generally resulting in the destruction of the tree. Now that the gum is valued at more than $1.50 a pound, the incentive to dishonesty is too great for the Malay character, and much of the gutta percha coming into the market is so adulterated as to be worthless. Singularly enough, the popularity of golf has had much to do with the extinction of the gutta tree. Golf balls are made of gutta percha, and enough is used for their manufacture every year to insulate a transatlantic cable. The increase of demand on this account and consequent increase of the value of the gum have stimulated the native gatherers to wholesale destruction of the gutta forests, their favorite method of saving time and labor in collecting gutta being to cut down the tree. If the Pacific cable is to be built at once, it is doubtful if there is enough gutta percha in the world to make it. Here, then, is where necessity must again bring forth invention, for a substitute for the gum is urgently needed. Meanwhile, the Philippine Islands, especially the southern ones, have the proper soil and climate for the gutta percha tree, and the United States government has an admirable opportunity to foster the growth of a highly valuable product there.

Electricity on the New Battleships.

The Kearsarge and Kentucky of the United States navy employ electrical auxiliaries more than any other warships afloat. On a battleship an enormous amount of power is used for purposes other than the propulsion of the ship. For many years, or since the introduction of steam in the navy, the auxiliary power apparatus has been worked by steam engines. With the growth of these power applications, however, the ships became virtually floating power houses, veined with steam pipes in all directions. In the elaborate system of piping rendered necessary by the numerous scattered auxiliaries there was much loss of power by condensation—so much that the cruising radius of such a ship as the Columbia or Brooklyn is actually diminished some hundreds of nautical miles by the coal wasted in the steam losses of her auxiliaries. In addition to this difficulty, another even more serious exists in the danger and discomfort of live steam pipes in the narrow quarters of a ship of war. The electric system of distributing power about the ship has none of these disadvantages. It is safe, economical, and its wires neither heat the compartments in which they are placed nor make large openings through the bulkheads they traverse. The Kearsarge and Kentucky are lighted electrically, and have four electric searchlights each. The Ardois electric night signalling system is installed on them, and all the communicating means within the ships are electrical, such as telephones, battle order and range indicators, helm-angle and engine-room telegraphs, revolution counters, etc. The ships' running and truck lights as well as driving lanterns are electrical. The two enormous superimposed turrets on each are rotated, and the thirteen-inch guns elevated by electric motors. Ammunition for all the guns is hoisted by electricity. Electric motors work the thirteen-inch rams and fans to blow gases out of the bores of the big guns. Each of the ships has ten endless chain hoists, two winch hoists, six deck winches and two compound geared winches, all operated by electricity. Every auxiliary on the ships, except the main capstans and the steering gear, is electrical.

Another Wireless Telegraph System.

"At a recent meeting of the Physical Society of Frankfort-on-the-Main," says the Electrical Review, "a description was given of a system of wireless telegraphy, said to be discovered by Herr Bala Schafer. A sheet of tinfoil is pasted to a glass plate, and the foil is cut into several strips by a sharp knife. It appears that in ordinary circumstances there is no absolute electrical discontinuity between the first and last strips, and a resistance of 50 ohms existed in the example cited. As soon, however, as the plate was subjected to the influence of electric waves, the resistance rose to 5,000 ohms, but as soon as the waves ceased the original value of 50 ohms was resumed. Herr Schafer has, up to the present time, been unable to find the cause of this phenomenon. He first thought it might be due to moisture on the plate, but finds that the same effect is obtained in a vacuum. In later apparatus he has replaced the tinfoil by silvered glass, the metal being divided by several cuts, the sum of whose widths is only a few hundredths of a millimetre. The sensitiveness of the apparatus increases with the width and number of cuts up to a certain point, and then again diminishes. Either a telephone or a Morse inker can be used in the local circuit of the receiving station. It is stated, in the report of the paper published in the Elektrotechnische Rundschau, that experiments were made across the Bristol Channel in the presence of officers of the British post office, and that the British government has decided to make use of the Schafer system. We learn on inquiry, however, says the Electrician, from which this paragraph is taken, that the larger part of this statement is not correct. Successful transmission is also said to have taken place between the shore and a moving ship in the Adriatic Sea, up to a distance of nearly sixty miles, a 30-centimetre induction coil and a vertical wire twenty metres high being employed."

Destruction of Trees by Electric Currents.

The destruction of trees by the electric current is a matter of some moment just now. The question as to the right of telephone companies to cut the branches of trees which interfere with the stringing of their wires has been taken into court, and the decisions vary in different states. In New York a recent decision was to the effect that the right of the companies to touch the trees must be justified by an existing necessity, and that no right exists to touch the trees unless extreme or extraordinary means must be employed to avoid the trees. In Michigan, however, the Supreme Court held recently that as poles must be set near the sides of the street or road, and as they are generally outside of the ditch or curb line, they must of necessity interfere with the trees. Further, the court says that the right having been given to erect the poles and wires, the right must also be given to remove obstructions, as highway officers have such rights when engaged in highway work within their jurisdiction. The experience with the wires with heavier currents, however, has been that the trees might as well be removed as to cut any of its branches to make room for the wires to be strung. In Brooklyn, for instance, the trolly current is destructive to the trees when it is run near them. The feed-wires of the Third Avenue line below Sixty-fifth street have nearly ruined the big shade trees which lined that avenue nearly out to Fort Hamilton. Some years ago they were fine big trees, casting a delightful shade. Now they are dying fast, and but a few stumps with foliage at their roots mark the spot where the trees stood. Some others are standing, but they are nearly dead, and will be gone in a short time.

Further Details of Becquerel's Discoveries.

When Dr. Roentgen made his famous dicovery of the penetrative power of the rays given off by a vacuum tube under certain conditions, he started a large field of investigators to work in a new and fertile field of physical research. Of the many strange facts brought to light so far none is more interesting or puzzling than the phenomenon, discovered by M. Becquerel, of the continual radiation of an influence closely resembling X-rays from certain rare ores and metals. This extraordinary action was first noticed in the case of pitch-blende, a black, pitchy substance found in Colorado and Saxony, and consisting, for the most part, of compounds of the rare metal uranium. This substance seems constantly to exhale a radiation similar to light, though invisible, which penetrates black paper, or wood, or even thin metals, and impresses a photographic plate in much the same way as the Roentgen rays. The metal uranium, when very highly purified, did not exhibit this property, so it was evident that the radiation came from an impurity in it. The impurity was sought for and two other substances were found —both seemingly metals and new elements. One of them, named by its discoverer polonium, is inert, but the other possesses the mysterious power of radiation in a high degree, and hence was called radium. The intense interest exhibited by physicists in these discoveries is due to the fact that no satisfactory suggestion has yet been made as to the source of the energy constantly poured out in these rays. Nothing seems to be consumed, yet radium and its compounds keep giving off radiations which require some form of energy to maintain them. The whole action is an apparent contradiction of the fundamental creed of science—the law of the conservation of energy. To show the amazing accuracy of present-day science it may be stated that in an investigation of these rays it was determined that the energy involved could be accounted for by the consumption sumption of one grain of the matter in about fifteen hundred thousand million years.

THE SULTAN'S JUBILEE.

His Twenty-fifth Year on the Throne to be Celebrated With Great Pomp August 31.

Great preparations are being made for the Sultan's jubilee on August 31, when he will have been twenty-five years on the throne. Poets and historians are busy writing accounts of all his pious works and the great things he has done for his subjects. These will be translated and published in all languages.

This year is to be signalized by the inauguration of some great works for the public good, which are to be a lasting memorial of the Sultan's devotion to the comfort and welfare of his people. Chief among these are a new water supply for Constantinople at the Sultan's cost, and a university, which certainly will be a curiosity in the way of universities. Political economy is a forbidden subject in Turkey; history can only be taught when it does not refer to the decline of the Ottoman empire, revolutions, depositions or assassinations of sovereigns, or anything else unpleasant; geography is better, but Armenia and the Greek empire must be forgotten; and as for chemistry and electricity, they do not exist.

However, the greatest work of all is the railway from Damascus to Mecca, for the use of pilgrims. The Sultan has announced that the line is to be built by subscription, the list for which he has headed with £50,000, this being one month's pay which he receives from the Civil List. At the same time he requests all functionaries to follow his example. This is rather awkward for officials, who only receive about three months' pay on the year, and they hope that they may be allowed to give a month of arrears, which will not hurt their pockets.

The illuminations on August 31 will be something extraordinary, and great efforts are being made to get deputations from all the Mussulman communities in the world to come and congratulate the Sultan, who also hopes that the Shah, Khedive and several of the rulers of the Balkan State will accept his invitations to be present. The plague, however, seems to be steadily approaching, and likely to upset all the Sultan's calculations. A reign of terror has begun here; no one talks of anything but plague, and rumors are current of cases in all directions—Constantinople correspondence London Times.

Cable to the Azores.

New York, July 30.—It was learned today that the German cable from Coney Island to the Azores will be laid during the month of August. The American end of the cable will be operated by the Commercial Cable Company and the German end by the German Telegraph Administration. The owner of the new cable is the German Atlantic Company of Cologne, Germany.

Broke His Neck.

Kentville, July 30—Saturday evening, George B. Campbell, of Forest Settlement, met his death by falling from a load of hay and breaking his neck. He was over 70 years of age.

MILLIONS OF WOMEN USE CUTICURA SOAP FOR THE Hands Hair AND Skin.

For beautifying the skin, for the stopping of falling hair, for softening and whitening red, rough hands, in the form of baths for annoying irritations, for too free or offensive perspiration, in the form of wash s for ulcerative weaknesses, for many sanative antiseptic purposes, and for all the purposes of the toilet, bath, and nursery, it is incomparable.

Sold by all Colonial Chemists. POTTER CORP., Sole Props., Boston, U. S. A.

MARRIAGES.

JAMIESON-McKENZIE—At the residence of the bride's parents, Northfield, Aberdeen, N. B., July 24th, by Rev. A. H. Hayward, Robert Henry Jamieson, of Northfield, to Edna Maude, daughter of Peter McKenzie, of Northfield.

PRICE-JENKINS—On Wednesday, July 18th, at the Baptish Church of Forest Glen, by Rev. J. M. Mallory, Mr. Blinn Price, of Perth, to Miss Helen Jenkins, of Forest Glen.—(Carleton Sentinel please copy.

DEATHS.

SEAMAN—At Old Ladies' Home, Broad street, St. John, N. B., Mrs. Martha Seaman, widow of late Amos Thomas Seaman, of Minudie, N. S., in the 94th year of her age.

NEVERS—At Hartland, N. B., July 21st. Alexander C. P. Nevers, in the 81st year of his age, leaving a wife, eight sons, four daughters, one sister and a large circle of friends to mourn their loss.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived.

Friday, July 27.

Stmr St Croix, 1064, Pike, from Boston, W G Lee, mdse and pass, and cld.

Schr Maggie Miller, 92, Granville, from Newport, J W McAlary Co, bal.

Schr Rebecca W Huddell, 210, Colwell, from Yarmouth, Me, D J Purdy, bal.

Coastwise—Schrs Silver Cloud, 44, Keans, from Digby; Gazelle, 47, Morris, from Advocate Harbor; Alfred, 28, Small, from Tiverton; stmr Westport, 48, Powell, from Westport; schr Dove, Ossinger, from Annapolis.

Saturday, July 28.

Stmr State of Maine, from Boston via Eastport, W. G. Lee.

Stmr Manchester Shipper, from Philadelphia for West Bay and sailed.

Stmr Dahome, from Halifax, gen cargo, Furness, Withy & Co.,.

Ship Hoppet, 1365, York, from Rotterdam, W M Mackay, bal.

Stmr Anatolia, 2290, Wilks, from Liverpool, J H Scamell & Co, bal.

Schr Pandora, 98, Holder, from Eastport, A W Adams, bal.

Schr Romeo, 111, Williams, from Boston, Peter McIntyre, bal.

Schr Effie May, 67, Branscomb, from Rockland, J W McAlary Co, bal.

Schr Sarah Poter (Am), 390, Hatfield, from Mt Desert Ferry, J E Moore, bal.

Schr Genesta, Peatman, from New York, for Fredericton, coal.

Schr Flash, 92, Tower, from Salem, J M Driscoll, bal.

Coastwise—Schrs Alma, 69, Reid, from Quaco; Beulah, 80, Tufts, from Quaco; E H Foster, 184, McAloney, from Advocate; Little Grace, 10, Campbell, from Musquash; Seattle, 56, Merriam, from Windsor; Quetay, 123, Hamilton, from Quaco; Evelyn, 69, Tufts, from Quaco; Chieftain, 71, Tufts, from Point Wolfe.

Monday, July 30.

Barque Florida, (It), 1043, Pillerono, from Genoa, J H Scammell & Co, bal.

Schr Abbie Verna, 65, Parker, from Rockport, J W McAlary Co, bal.

Schr Uranus, 73, Camp, from Thomaston, J W McAlary Co., bal.

Schr Vera Cruz, (Port), 186, Gainboa, from Cape Verde Islands, master, scrap iron.

Schr Lyra, 99, Evans, from Boston, A W Adams, bal.

Coastwise—Schrs Glide, 80, Black, from Quaco; Union St Pierre, 19, Forbes, from Yarmouth; Earnest Fisher, 30, Gough, from Quaco; Elihu Burritt, 49, Spicer, from Advocate Harbor; James Barber, 67, Gillis, from Quaco; Wanita, 42, Apt, from Annapolis; Two Sisters, 85, Egan, from River Hebert; Temple Bar, 41, Gesner, from Bridgetown; Agnes May, 91, Kerrigan, from River Hebert; Corinto, 98, Salter, from Parrsboro; Bear River, 37, Woodworth, from Port George; John T. Cullinan, 98, Cameron, from Point Wolfe; Druid, 97, Sabean, from Apple River; Sarah M, 76, Cameron, from Quaco; barge No 3, 431, McNamara, from Parrsboro.

Cleared.

Friday, July 27.

SS Cheronea, Hansen, for Manchester, W M Mackay.

SS Pocahontas, James, for Mersey fo, J H Scammell & Co.

Stmr Cumberland, Allen, for Boston, W G Lee.

SS Pandosia, Grady, for Louisburg, Alex Gibson Ry and Mfg Co.

Stmr Wastwater, Stephen, for Mersey fo, W M Mackay.

Coastwise—Schrs Thelma, Miller, for Annapolis; Gazelle, Morris, for Windsor; Southern Cross, Hayes, for Parrsboro; Speedwell, Black, for Quaco; Little Minnie, Theriault, for Back Bay.

Saturday, July 28.

Schr Hattie E King, Riecker, for New York, Chas Miller.

Schr Keewaydin, Brown, for Tusk's Island, Troop & Son.

Coastwise—Schrs Silver Cloud, Keans, for Digby; Nimrod, Haley, for Hillsboro; Harry Morris, McLean, for Quaco; Alfred, Small, for Tiverton; Beulah, Tufts, for Quaco; Yarmouth Packet, Larkin, for Yarmouth; Temperance Bell, Tufts, for Eatonsville; Brisk, Wadlin, for Beaver Harbor; Electric Light, Dillon, for Digby; Ruby, O'Donnell, for Musquash; Cora L, McGilvray, for Halifax; Lone Star, Richardson, for North Head; Etta A Stimpson, Hogan, for Annapolis.

Monday, July 30.

Stmr Pharsalia, for U K via Louisburg, C B, W M Mackay.

Schr Maggie Alice, Miller, for Rockport, master.

Stmr State of Maine, Colby, for Boston, W G Lee.

Stmr Dahome, Leukien, for London, via Halifax, Furnes, Withy & Co.

Coastwise—Schrs R Carson, Sweet, for Quaco; Sarah M, Cameron, for Quaco; Bear River, Woodworth, and Rex, Sweet, for St George; Prudent, Dixon, for Parrsboro; Roland, Roberts, for Parsboro; Earnest Fisher, Gough, for Quaco; Union St Pierre, Forbes, for Hood's Harbor; Francis Shubert, Starkey, for Fredericton.

Sailed.

Saturday, July 28.

Stmr Wastwater, for Mersey for orders.

Stmr St Croix, Pike, for Boston.

Stmr Pandosia, Grady, for Manchester via Louisburg.

Schr Etta A Stimpson, Hogan, for Annapolis.

Schr Nimrod, Haley, for Hillsboro.

Schr Sainte Marie, for Calais.

DOMESTIC PORTS.

Arrived.

Hillsboro, July 25, schr Annie Bliss, Day, from Hoboken; 26th, schrs E A Lombard, Dixon, from Parrsboro; Calabria, Dexter, from New York; Ruth Robinson, Theall, from Newark.

Halifax, July 26, stmr Silvia, from St John's, Nfld.

Canso, N S, July 26, schrs Ruth L Martin, from Banks; Lydia Ryder, from seining.

Bathurst, July 26, ship Vermont, Razeto, from Genoa.

Chatham, July 26, bques Hera, from Liverpool; Julia, from London; Ellida, Olsen, from Troon.

Halifax, July 27, stmr Turret Bell, from Montreal.

Chatham, July 27, barque Ellida, Gronn, Dublin; Hera, Ekblom, from Fleetwood.

Campbellton, July 26, barques Margarethe, Laisen, from London; Eirner Tamberskjelver, Carlsen, from Cardiff, Wales.

Hillsboro, July 27, stmr Bratsberg, Hansen, from Philadelphia.

Newcastle, July 27, barque Julie, Stad, from Havre.

Halifax, July 29, stmr La Grande Duchesse, from Boston; brigt Boston Marine, from Antigua; schr Morancy, from New York; stmr Halifax, and sailed for Boston; Adrian, from New York, and sailed for Jamaica; Silverton, from New York.

Louisburg, July 30, stmr Pandosa, from St John—to sail noon 31st for Manchester.

Halifax, July 30, brigt Aldene, from New York.

Chatham, July 30, barque Fanny, Olsen, from Liverpool.

Yarmouth, July 27, schr Beaver, Huntley, from New York.

Fredericton, July 28, schr Swallow, from St John.

Hillsboro, July 28, schr D J Sawyer, Rogers, from Jonesport.

Cleared.

Chatham, July 26, bqutn Peter Aneus, Christophersen, for Newcastle (below bridge).

Halifax, July 26, schr Elsie, for Ship Harbor.

Halifax, July 27, bque Padosia, for Avonport.

Chatham, July 27, schr Utility, for Pictou.

Shediac, July 27, barque Nellie Moody, Olsen, for River Mersey.

Hillsboro, July 26, schr Avon, DeLong, for Hoboken.

Chatham, July 28, stmr Semantha, for Liverpool.

Halifax, July 28, stmrs Avona, for Sydney; stmr Athavon, for Liverpool.

Fredericton, July 28, schr Annie Laura, and Swallow, for St John.

Halifax, July 30, schr Ida, for Bocas Del Torro.

Sailed.

Halifax, July 27, stmr Silvia, for New York (not previously); Dahome, for St John.

Ship Harbor, N S, July 27, stmr Briardene, for Bordeaux.

Halifax, July 28, stmr Erna, for Bermuda and West Indies; Coban, for Louisburg; barque Cadosa, for Avonport; Strathavon, for Liverpool; Ulunda, for London.

Ship Harbor, July 27, stmr Briardene, for Bordeaux.

Halifax, July 30, stmr Grand Duchesse, for Hawkesbury and Charlottetown.

BRITISH PORTS.

Arrived.

Liverpool, July 27, SS Platea, from Chatham.

Liverpool, July 27, stmr Platea, Purdy, from Miramichi—will return to Miramichi.

Barbados, July 2, bques Altona, Collins, from St Helena; 5th, Cuba, Earl, from Pernambuco.

Sharpness, July 23, bque Bengal, Olsen, from Dalhousie.

Queenstown, July 27, stmr Cymric, from New York for Liverpool.

Glasgow, July 27, bque Invernochy, from St John.

Ayr, July 25, bque Charles Bal, from Chatham, N B.

Dublin, July 26, bque Bertha, from Pugwash.

Newrick, July 26, bque Walle, from Shediac, N B.

London, July 27, ship Annie M Smull, from Northport, N S.

Manchester, July 26, stmr Andoni, from Newcastle, N B.

Barbados, July 14, barque Bristol, from Guam; 9, schr Mercedes, Saunders, from Bellevue Cove; 15, schr Trader, Ryan, from Shelburne—and sailed 17 for Demerara; schr Moss Rose, Shankle, from Liverpool; 18, schr Etta E Tanner, McLear, from Meteghan.

Newport, July 27, barque Padre, Olivari, from St John.

Preston, July 25, barque Enterprise, Calhoun, from Hillsboro.

Maryport, July 29, barque Clara, from Halifax.

Liverpool, July 30, stmr Lake Superior, from Montreal.

Cape Town, July 26, stmr Raeburn, from Montreal.

Glasgow, July 29, stmr Akides, from Montreal.

Greenock, July 29, barque Tikoma, from Chatham.

Plymouth, July 29, barque Concurrent, from Campbellton.

Manchester, July 28, stmrs Manchester Trader, from Montreal; 29th, stmr Eastry, from Parrsboro.

Sailed.

Sharpness, July 25, bque Sagonia, for Richibucto.

Barbados, June 30, schr Potanoc, Page, for San Blas; brig Harry, Larkin (from Yarmouth) for Antigua; schr Nellie Morrow, Languedoc, for Gaspe; 4th, brig Alice, Inness, for Montreal.

Goole, July 24, bque Mark Twain, Tergesen, for Dalhousie.

Manchester, July 27, stmr Leuctra, Mulcahy, for St John.

Fleetwood, July 27, ship Maren, for Sydney, C B.

Whitehaven, July 25, bques Talisman, for Dalhousie; Wayfarer, for Shediac.

Ayr, July 25, stmr Vizcaina, for Miramichi.

Liverpool, July 28, barque Petropolis, for Campbellton.

Bristol, July 29, ship Monrovia, for Halifax.

Barbados, July 9, barque Cuba, for Hantsport; 6th, schrs Advance, Terrio, for Campbellton; 7, Malabar, Anderson, for Charlottetown; 2, brigt Harry, Larkin, for Antigua.

FOREIGN PORTS.

Arrived.

Port Spain, June 24, brig W E Stowe, Smeltzer, from Lunenburg (and sld 29th for Turks Island); 28th, schrs Ethel, Porter, from Yarmouth; July 1, schr F B Wade, Byrns, from La Have, N S, via Barbados.

Carrabelle, Fla, July 24, schr Joseph Hay, Phipp, from Cardenas.

Newark, July 26, schr C R Flint, Maxwell, from Hillsboro.

New York, July 25, schr Sadie C Sumner, from Savannah.

Norfolk, Va, July 25, schr John Proctor, Howard, from Hillsboro.

New Bedford, Mass, July 27, schr H M Stanley, from St John.

Boston, July 27, stmr Norge, from Louisburg, C B; schr Minnie R, from Clementsport, N S.

Washington, July 27, schrs Merem, from Bath; Lydia M Deering, from Kennebec.

City Island, July 27, bound south, schrs Carrie Easler, from Liverpool, N S, via New Haven; Lotus, from St John.

Manchester, July 28, stmr Cunaxa, Lockhart, from Miramichi via Sydney.

Glasgow, July 28, stmr Janetta, from St John.

Newry, July 26, barque Walle, from Shediac.

Belfast, July 28, stmr Glen Head, from Newcastle.

Preston, July 27, stmr Sheldrake, from Halifax.

Cape Town, July 4, stmr Masapequa, from St. John.

Hull, July 27, stmr Arecuna, from Chatham.

London, July 29, stmr Simonside, from Three Rivers.

Moville, July 29, stmr Lake Superior, from Montreal for Liverpool.

Buenos, Ayres, June 15, barque Belvidere, from Rosario.

New York, July 27, schrs Carrie Easlier, from Liverpool; Lotus, from St John.

Stonington, Conn., July 28, schr F. & E. Givan, from St George.

Providence, July 28, schr Laura V Hall, V Hall, from Parsboro.

Boston, July 28, stmr Prince George, from Boston; Yarmouth, from Boston; Cumberland, from St John; schr Annie, from Salmon River; July 29th, stmr Ella, from Louisburg; schrs Mary Ellen, from St George; Geo M Warner, Adams, from Belleveau Cove.

Vineyard Haven, July 28, schrs Ayr, from St John for orders; Frank & Ira, from Fredericton for orders.

Eastport, July 29, schr George D Loud, from New York.

City Island, July 29, bound south, stmr Silvia, from St John's, Nfld., and Halifax.

Salem, July 29, schr Wascano, from Hillsboro for orders; July 29, schr Elwood Burton, McLean, from Hillsboro for New York.

Baltimore, July 29, schr Isaac T. Campbell, from Cheverie.

Madeira, July 18, schr Helen Schafner, Mallman, from Bridgewater.

Ponce, July 14, barque Ich Dien, Iversen, from Lunenburg via Turk's Island.

Boston, July 30, stmrs Halifax, from Charlottetown; Schrs Alaska, Libby, from Weehawken; stmr Eva, Paulsen, from Louisburg.

Wiscasset, Me., July 30, schr Carrie Belle, from New York.

Gloucester, Mass., July 30, schr Annie D Nickerson, from Advocate for New York.

City Island, July 30, bound south, schrs Roseneath, from Jordan River; W S Jordan, from Windsor for Newburgh; Otis Miller, Reporter, Cora B, from St John via Fall River.

Calais, July 30, schr Herbert Rice, form St John.

Portland, July 30, schr Annie M Allen, from New York.

Bucksport, July 30, schr Ray G, from from Parrsboro.

Marseilles, July 30, barque Aquilla, from Halifax.

Cleared.

New York, July 26, brig Jennie Hulbert, for Halifax; schrs S A Fownes, for St John; H B Homan, for Elizabethport, N J; Water Lily, for Minasville, N S.

Buenos Ayres, June 18, schr Preference, for Rio Janeiro.

Yokahama, June 28, barque Bowman B Law, for Portland, Ore, and Queenstown.

New York, July 28, schr Hazelwood, Chute, for Lunenburg; ship Mary L Burrill, for Saigon.

City Island, July 27, schrs Gold Seeker, from New York for St John; 28, schrs Water Lily, Wood, for Minasville, NS; S A Fownes, Ward, for St John; Sarah C Smith, Wood, from Elizabethport for Boston; Bonie Doon, Chapman, from Elizabethport for St John.

New York, July 30, schrs Charlevoix, for Hillsboro; Abbie & Eva Hooper, for St John.

Sailed.

City Island, July 26, schr Alice Maud, for St John.

Darien, Ga, July 25, bque Wolfe, Falen, for Sharpness.

Bermuda Hundred, Va, July 25, schr Manuel R Cuza, Spragg, for St John.

Jacksonville, Fla, schr Walleda, Matheson, for Point-a-Pitre.

New York, July 25, tug Gypsum King, Blizzard, for Hantsport, N S, towing schrs Gypsum King, Harvey; Gypsum Queen, Jackson, and barge J B King & Co No 21, Munroe, for Windsor, N S.

New York, July 27, brig Jennie Hulbert, for Halifax.

St Vincent, C V, July 17, stmr Tugela, from Port Natal for Sydney, C B; 18th, Madura (from Port Natal) for Sydney, C B.

Troon, July 25, stmr Teeling Head, for Newcastle, N B.

New Haven, Mass, July 27, schrs Cora B, F & E Givan, Reporter, Laura C Hall.

Boston, July 27, stmr Florida, for Sydney, C B; Prince Arthur and Yarmouth, for Yarmouth, N S; State of Maine, for St John.

Providence, July 26, schr Frank L P, for New York.

Troon, July 25, stmr Teelin Head, for Newcastle, NB.

Swansea, July 28, stmr Dunmore Head, for Montreal.

Sailed.

City Island, July 26, barque Alexander Black, for Jordan River.

New York, July 26, barquetn Bertha Gray, for Cayenne; barque J E Graham, for Zanzibar.

Boston, July 28, stmr Norge, for Louisburg; stmr Grand Duchesse, for Halifax; schr Racehorse, for Weymouth; brigt Venice, for Bellevcau Cove; schrs Kloka, Erie, Lyra, George L Slipp, for St John; B B Hardwick, for Clementsport; Vesta Pearl, for Clementsport; F Richards, for Meteghan; W R Huntley, for Cheverie.

New York, July 29, schr Viola, for Halifax.

Vineyard Haven, July 29, schr Frank & Ira.

Salem, July 30, schr Wascano, for Boston.

Algiers, July 25, barque Luigia F, for St John.

Boston, July 30, stmrs Boston, and Prince Arthur, from Yarmouth; Ella, from Louisburg; schrs Modoc, from Advocate, NS, for New York; Lochiel, for Arichat.

Gloucester, July 30, barque Calburga, for Eastport to load for Messina, Italy; Salvatore, for Halifax, in tow.

SPOKEN.

Ship Caldera, McQuarrie, from Barry for Table Bay, July 20, lat 49N, lon 11W.

Ship Charles S Whitney, Atkins, from Liverpool for Liscomb, July 22, lat 50, lon 11.

Barque Drot, Beck, from Barrow for River du Loup, July 22, lat 50, lon 11.

Barque Concurrent, Hansen, from Campbellton for Plymouth, July 25, lat 50, lon 10.

Barque Ancyra, Stuart, from Portland, O, via San Francisco for Queenstown, July 12, lat 10 N, lon 28 W.

REPORTS, DISASTERS, ETC.

London, July 25—Bque Jasper, for Metis, and stmr Winifredian, for Boston, collided 21st 100 miles west of Fastnet. The Jasper received damege and returned to Wexford. The extent of injury to the Winifredian, if and, is not known.

Marcus Hook, Pa, July 25—Passed down, bque Montreal, from Philadelphia for Halifax, N S.

Manila, June 15—In port, ship Norwood, Ray, discharging.

Reedy Island, July 24—Passed down, bque Calcium, from Philadelphia for Ivigtut.

Malin Head, July 27—Passed, stmr Janeta, from St John, N B, for Glasgow.

Cape Race, July 25—Passed, stmrs Livonian, White, from Glasgow for Philadelphia; Tunisian, Vipond, from Liverpool, etc., for Montreal; Jenny, Persech, from t John for Liverpool.

Vineyard Haven, July 28—Passed, schr Alice Maud, from New York for St John; July 29, schr Delta, for Cheverie.

Buenos, Ayres, July 18—In port, ship Timandra, Kierstead, for Santos.

Delaware Breakwater—Passed out July 28, barque Baldwin, from Philadelphia for Lisbon.

Kinsale, July 29—Passed, stmr Ameland, from Chatham for Fleetwood.

Roche's Point, July 30—Passed, stmr Dominion, from Montreal for Liverpool.

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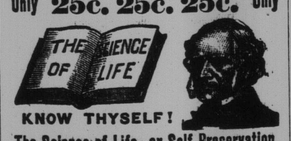

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Local Events.

There were two marriages and 13 births registered last week.

Miss E. L. Harrington, of St. John, was a visitor to the high commissioner's office, London, during the week ending July 16.

Cut this advertisement out and send with 10 cents to the Victoria Candy and Fruit store, corner of Duke and Sydney streets, St. John, N. B., and receive a package of Downing's famous lemonade tablets. For making jellies, lemon cake, pies and lemonade they have no equal.

Lieut. J. Harry Kaye, of the first Canadian contingent, is reported discharged from hospital for duty during the week ending July 8.

Mr. Geoffrey Stead, C. E., of St. John, has been temporarily appointed assistant to Mr. E. T. P. Shewen, C. E., chief engineer of public works in New Brunswick.

Dr. G. A. B. Addy and his sister, Mrs. Fraser, have arrived from England. Mrs. Fraser's husband, it will be remembered, died on the journey from India to Liverpool, where he expected to meet Dr. Addy.

The board of health last week issued 14 burial permits. The deaths were caused—three each by cholera infantum, and consumption; two by nephritis, and one each by carcinoma of liver; cardiac neuralgia, drowning, senile decay and chronic cystitis.

Councillor Thomas Gilliland, of Rothesay, at Spruce Lake Friday evening, stepped on a piece of broken bottle, severing an artery in his foot. He was very weak from loss of blood when he reached the asylum, where Dr. Hetherington attended him.

The case against the Star Line Company for damages because of the death by drowning of John Runciman will not be in the courts longer. A new trial had been ordered but the case has been settled.

Captain Kenealy and wife are visiting Mrs. Kenealy's mother Mrs. Annie Pitman, Carleton. They arrived Thursday from Halifax where Captain Kenealy's vessel arrived the day previous. This is their first visit to St. John since their wedding which took place at Liverpool, England, last summer. Many friends are heartily welcoming them.

Herbert Connolly, the seven-year-old son of Mr. John Connolly, Lancaster Heights, is reported dying from meningitis. The boy's illness is ascribed to a cruel trick some boys played him June 13. They filled his blouse and pockets with stones and rolled him down a steep hill. He had been quite well, but when he went home was ill and grew worse gradually. Dr. Kenney is attending him. His mother feels that, though cruel, the boys were thoughtless and does not give their names.

Charles P. Warman, of Cherryfield, who suffered a paralytic stroke a week ago, died about 12 o'clock Saturday night, having never rallied. Deceased was 60 years of age and a member of the Masonic fraternity. He was employed for many years in the Record Foundry and Machine Company's works as pattern maker and was much respected by his fellow workmen. Deceased, who leaves a grown-up family, was a brother of Mr. William Warman, of the I. C. R. shops.

Rockaway Lodge, K. of P., was instituted at Sydney, C. B., July 25 and 26. The following were elected officers: H. H. Magee, C. C.; J. J. Turnbull, V. C.; Rev. F. C. Simpson, prelate; Neil Ferguson, M. of W.; P. R. Smith, K. R. S.; C. B. Blackie, M. of F.; F. O. Petterson, M. of E.; G. J. Weale, M. at A.; C. M. Knowlton, I. G.; Geo. Wheelock, O. G. The past chancellors of Rockaway Lodge, No. 23 are A. R. Carr, W. T. Harris, C. V. Wetmore, C. W. Sprague and Geo. H. Wheeler. Past Chancellors Wetmore and Carr were elected representatives to the grand lodge, the last named being also chosen deputy grand chancellor.

Striking for Keeps.

Scranton, Pa., July 30.—The Delaware & Hudson mining department threat to remove the mules from the mines at North Scranton and Oliphant, where strikes are in progress, if the men did not return to work today, had no effect, for the strikers remained away and not a wheel was turned at any one of the seven idle places.

The South Mill of the Lackawana Iron & Steel Company closed down today for an indefinite period, throwing several hundred employes out of employment.

Emperor William in Good Humor.

Berlin, July 30.—As a mark of appreciation of the conclusion of the commercial agreement between the United States and Germany the emperor has conferred upon the ambassador to the United States, Dr. Von Holleben, the order of the Crown; upon Herr Koerner, of the foreign office, the order of the Red Eagle, and upon Herr Herman, who is attached to the embassay at Washington, the order of the Red Eagle of the fourth class.

Strike Settled.

Vancouver, B. C., July 30—The salmon fishermen's strike has been declared off by compromise.

SEVEN BILLIONS IN TRUSTS.

Some Interesting Facts and Figures About the Big Combines in the United States.

In a general review of the trust question in its relation to the presidential campaign, the Saturday Evening Post presents a number of interesting facts and figures. According to the only semi-official statement the trusts formed in this country in recent years have capitalizations that produced the almost incredible total of over $7,000,000,000. The Post gives a list of thirty combinations each of which has a capitalization of over $50,000,000. It says:

"These thirty combinations are created with capital amounting to two and a third billions of dollars. The entire general stock of money of all kinds in the United States, gold, silver, notes and certificates, amounts to about $2,700,000,000. So that if all the four hurndred combines in this list should try to turn their capitalizations into cash they would