POOR DOCUMENT

MC 2033

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 anoying irritations, for too free or offensive perspiration, in the form of washes for inflammatory 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.

BIRTHS.

CRESSWELL—At the rectory, Springfield, Kings Co., on Oct. 30th, to the wife of the Rev. A. J. Cresswell, of a daughter.

PIM—To the wife of Capt. E. H. B. Pim, R. A., Athlone, Ireland, a son.

MARRIAGES.

HARRISON PARLEE—At Rothesay, N. B., on October 24th, by the Rev G. O. Gates, at the residence of J. S. Kierstead, Ralph A. Harrison to Emily Louise, daughter of Wesley Parlee Studholm.

Boston papers will please copy.

FARLINGER-BEATTEAY—At the residence of Mrs. J. B. Beatteay, St. John West, on November 1st, 1900, by the Rev. W. Penna, Geo. E. Farlinger, of Prescott, Ont., to Miss Mary C. Beatteay, of this city.

STEVENSON-BEATTEAY—At the residence of the bride's mother, Mrs. J. B. Beatteay, on November 1st, 1900, by the Rev. W. Penna, S. Harry Stevenson, of St. Stephen, N. B., to Miss Elizabeth Beatteay, of St. John West.

MACNEILL-McCLASKEY—In this city, on November 1, by Rev. L. G. Macneill, Frederick C. Macneill and Maude C., daughter of Mr. A. A. McClaskey.

LOANE-LANDELS—At Bathurst, on Nov. 1st, by Rev. Thos. W. Steel, rector, Thomas Loane of Riverside, Bertsford, and Elizabeth Landels, of Youghall, Bathurst.

DEATHS.

DICKINSON—At Carlisle, N. B., Oct. 18th, of consumption, Cassie, aged 44 years, wife of Bomford Dickinson, leaving a husband and six children to mourn their loss. Her end was peace.

ANDERSON—At the residence of her son-in-law, Stephen Cunningham, Hazen avenue, on Nov. 2nd, Mrs. Olivia Anderson, widow of the late William Anderson, of pneumonia, in the 74th year of her age, leaving two sons, four daughters and 34 grand-children and 22 greatgrand child en to mourn their loss.

LOONEY—In this city, Nov. 1st, Michael Looney.

BACKHOUSE—Entered into rest at Dorchester, on the 31st of October, William Botsford Backhouse, Esquire, aged 69 years.

GILLEN—In this city, Nov. 4, Vera H., infant daughter of J. Alfred and Maggie A. M. Gillen, aged 13 months.

BERRYMAN—Entered into life eternal, Nov 4th, John Berryman, M. D.

NIXON—In this city, on the 5th Nov., after a lingering illness, William Nixon, in the 67th year of his age, leaving a wife, three sons and two daughters to mourn their loss.

SHEAHAN—At Toronto, Ont., Nov. 5, Mary Leonora, only daughter of John and Sarah Sheahan, aged 13 years.

SHIP NEWS.

PORT OF ST JOHN.

Arrived.

Thursday, Nov. 1.

Barquentine Frederica, 397, Churchill, from Savannah, F E Sayre, pitch pine.

Schr Lena Maud, 98, Griggey, from Boston, J E Moore, wire, etc.

Schr W H Waters, 120, Belyea, from Boston, A W Adams, bal.

Schr Domain, 91, Wilson, from Boston, J W McAlary, bal.

Coastwise—Schrs Beulah Benton, 30 Mitchell, from Sandy Cove; Ethu, Burritt, 49, Spicer, from Advocate Harbor; Lone Star, 29, Richardson, from North Head; Exenia, 38, Parker, fishing and cleared; Pearl, 18, Eldridge, do.

Friday, Nov. 2.

Schr John Stroup, Whelpley, from New York, A W Adams, bal.

Saturday, Nov. 3.

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

Schr Hunter, 108, Kelson, from Boston, D J Purdy, bal.

Coastwise—Schrs Lennet, 15, Frost, fishing; Princess Louise, 20, Ingalless, from Grand Harbor; E M Oliver, 13 Harkins, fishing; Golden Rule, 49, Calder, fishing.

Sunday, Nov. 4.

Schr Avis, from New York, bal.

Stmr Evangeline, (new), Williams, from Glasgow, Furness, Withy & Co. bal.

Monday, Nov. 5.

Coastwise—Schrs Maitland, 44 Morris, from Port Greville; Rex, 57, Swet, from Quaco; Serene, 58, York, from Parrsboro; Maudie, 23, Beardsley, from Port Lorne; stmr Beaver, 57, Tupper, from Canning, and cleared.

Cleared

Thursday, Nov. 1.

Schr Eric, Harrington, for New York, Tracadie Lumber Co.

Stmr Mediana, Kidd, for Londonderry, Furness, Withy & Co.

Schr Manuel R Cuza, Spragg, for Philadelphia, J H Scammell & Co.

Coastwise—Schrs Citzen, Woodworth, for Bear River; Temple Bar, Lougmire, for Bridgetown; Trilby, Perry, for Westport; Buda, Stuart, for Beaver Harbor; tug Serene, Lewis, for Apple River; Sea Fox, Banks, for Port Lorne; Jennie Palmer, Palmer, for River Hebert; Seattle, Morris, for Windsor; Chaparal, Mills, for Advocate Harbor; R P S, Hatfield, for Port Greville.

Saturday, Nov. 3.

Ship Avon, Schiaffino, for Oran, W M Mackay.

Schr A P Emerson, Maxwell, for City Island, f o, Chas Miller.

Schr Thistle, Steeves, for New York, A Cushing & Co.

Coastwise—Schrs J Walter Scott, Christopher, for Sackville; Gretta, Ogilvie, for Windsor; Elihu, Burdett, Spicer, for Wolfville; Guide, Black, for Quaco.

Monday, Nov. 5.

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

Schr S A Fownes, Ward, for Vineyard Haven f o, Randolph & Baker.

Coastwise—Schrs Beulah Benton, Mitchell, from Weymouth; Hattie, Thompson, from Westport; George L Slipp, Wood, from Harvey; Forest Flower, Ray, from Margaretville; Jessie, Spicer, from Harborville.

Sailed

Saturday, Nov. 3.

Stmr Crewe, Sharp, for Avonmouth, Alex Gibson Ry and Mfg Co.

DOMESTIC PORTS.

Arrived.

Halifax, Nov 1, stmr Idoha, from Cape Town; schr Howard, from Gloucester via fishing grounds with 100 lbs mackerel.

Canso, N S, Nov 2, schrs Fernwood, from Banks; Parthia, do.

Halifax, Nov 2, British cruiser Alert, from St John's, Nfld.

Hillsboro, Nov 2, schr William B Herrick, Bunker, from Baltimore, Md.

Campbellton, Nov 2, barques Ale Smith Ploug, Hansen, from West Hartlepool; Prince Patrick, Evensen, from Hartlepool.

Halifax, Nov 3, stmrs Petrel, from St John's, Nfld, via Sydney; Grecian, from Glasgow and Liverpool via St John's, Nfld; Silvia, from New York (and sailed for St John, Nfld); Tyrian, from New York; Cambrian King, from Antwerp; Mediana, from St John; Nov 4, stmrs Tampico, from Cleveland for New York; to land a sick man; Halifax, from Boston.

Halifax, N S, Nov 5, stmrs Chesapeake, from Philadelphia for London, with disabled steamer Architect in two; Architect, from Leith for Philadelphia (with tail shaft broken); Transit, from Havana; schr M B Stetson, from Bucksport, Me, for Bay of Islands, Nfld, and cleared.

Cleared.

Yarmouth, Oct 27, schr Bobs, Cook, for Parrsboro; 29th, schr Wentworth Fitzpatrick, for Havana, Cuba, via Cornwallis.

Chatham, Oct 31, barque Marie Nelson, for Fleetwood.

Halifax, Nov 2, schr Moriancy, for St John.

Chatham, Nov 3, barque Sif, for Garston.

Halifax, Nov 4, stmr Ocoma, for Bermuda.

Hillsboro, Nov 3, schrs Hattie C, Buck, for Stanford, Conn; Annie Bliss, Day, for Newark, N J.

Halifax, Nov 5, stmrs Chesapeake, for London; schr Lena Pickup, for Port Greville.

Sailed.

Kingsport, Oct 30, schr Britannia, for Havana.

Halifax, Nov 2, stmrs Greta Holme, for Sydney; barques Viscon, for Antwerp; Don Quixote, for London; Henrietta, for Fleetwood.

Halifax, Nov 3, stmr Ulunda, for London.

Halifax, Nov 5, stmrs Ocamo, for Bermuda, Windward Islands, and Demerara; Tampico, for New York; Halifax, for Charlottetown via Hawkesbury.

BRITISH PORTS.

Arrived.

Newry, Oct 31, barque Emelio M, from St John, N B.

Cardiff, Nov 1, barque Capricorno, from Halifax.

Belfast, Nov 1, barque Prosperoso, from St John, N B.

Cardiff, Nov 1, barque Rosina, from Bridgewater, N S.

West Hartlepool, Oct 29, stmr Fram, from Quebec via Sydney, C B.

London, Oct 31, stmr Nether Holme, from Annapolis, N S.

Liverpool, Nov 1, stmr Carlo, from Montreal, etc.

Dublin, Nov 1, stmr Bengore Head, from Montreal.

Grimsby, Nov 2, barque Brilliant, from Newcastle, N B.

Liverpool, Nov 2, barque Dahome, from Halifax.

Barbados, Oct 12, brig Harry, Larkin, Demerara and sailed 15th for Turks Island.

Victoria Basin, Nov 3, barque Cedar Croft, Nobles, from St John.

Barrow, Nov 3, ship Blackadder, from Newcastle, N B.

Belfast, Nov 3, barque Havenrucn, from Dalhousie.

Plymouth, Nov 4, barques Active, from Newcastle, N B; Ragna, from Chatham, N B.

Wellington, N Z, about Nov 2, barque Star of the East, Rogers, from New York.

London, Nov 3, barque John Gill, Gustafson, from Chatham, N B; 2nd, barque Tabitha, (No), Danielson, from Dalhousie.

St John Nfld., Oct 29, brigt Curlew, Winchester, from Cadiz—44 days.

Sailed.

Newcastle, N S W, Nov 1, barque Mary A Troop, Walley, for Agapulco.

Glasgow, Oct 31, stmr Amarynthia, for Montreal.

Liverpool, Nov 3, stmr Assyrian, for St John's and Halifax.

Preston, Nov. 1, stmr John Christie, for Pugwash.

Bristol, Nov 3, stmr Etolia, for Montreal.

London, Nov 4, stmr Tanagra, Masters, for Savannah.

London, Nov 3, stmr Daltonhall, for Halifax.

Bermuda, Nov 3, stmr Erna, for St John.

Waterford, Nov 2, barque Veronica, McLeod, for Savannah.

FOREIGN PORTS.

Arrived

Hamburg, Nov 1, stmr Frisia, from Montreal.

Savannah, Oct 31, stmr Platea, Purdy, from Liverpool.

Cardiff, Oct 31, schr Delta, from Cheverie.

Cienfuegos, Oct 26, schr Georgia, Longmire, from Bridgewater, N S.

Port Spain, Oct 30, schr Elma, Baker, from Hantsport, N S; (after discharging she will load at La Brea for Buenos Ayres).

Las Palmas, Oct 25, schr Arthur M Gibson, Milburn, from Chatham.

Boston, Nov 1, stmrs Boston, and Prince Arthur, from Yarmouth, N S; schrs Rosemeath, from Jordan Bay, N S; Gazelle, from Port Gilbert, N S; Leo, from River Hebert.

Booth Bay, Me, Nov 1, schrs Josephine, from Bear River, N S.

Portland, Me Nov 1, schrs Roger Drury, from Hillsboro for New York; Bonnie Doon, from Weymouth, N S, for do; Ella, from Westport, N S, for do; Lizzie D Small, from St John, N B, for do; Druid, do for do.

Calais, Me, Nov 1, tug Springhill, towing barge No 4, from Parrsboro.

Red Beach, Me, Nov 1, schr Klondike, from Windsor.

City Island, Nov 1, bound south, schrs Falmouth, from St Margaret's Bay, N S; Abbie Ingalls, from Gardiner Me, via Bridgeport.

Ponce, P R, Oct 15, brig May, Love, from Maraguez.

Savannah, Ga, Nov 2, stmr Cunaxa, Lockhart, from the Mersey.

Rosario, Oct 2, barque D C Mulhall, from Port Le Bar, N S; schr Neama, from Annapolis, N S, via Buenos Ayres.

Buenos Ayres, Oct 5, barque Grenada, from Hantsport, N S.

Portsmouth, Nov 2, schrs Abbie Keast from St John for New York; Vesta Pearl, from Clementsport for do.

City Island, bound south, schr Alaska, from River Hebert, N S.

Boothbay, Nov 2, schrs Alaska (Am), for Sand River, N S; Nellie Blanche, from Cape Porpoise for Sackville, N B.

Portland, Me, Nov 2, schrs Sarah C Smith, from Hillsboro for New York; Maggie Miller, from St John, N B, for Boston; Waladi, from River Hebert, N S, for do.

Salem, Mass, Nov 2, schrs C H Perry, from River Hebert for New York.

Boston, Nov 2, schrs Halifax, Pye, from Charlottetown, Port Hawkesbury and Halifax; schrs St Anthony, from Cheverie, N S; Temperance Bell, from St Martins, N B.

Salem, Nov 2, schrs Ada G Shortland, and R D Spear, for New York; Abbie G Cole, Hazel Dell for Washington; Tay, for Providence; G H Perry, for New York; Hattie Muriel, for St John.

New London, Conn, schr Annie A Booth, from New York for St John.

Rosario, Oct 1, barque Annie Lewis, from Weymouth, N S, via Buenos Ayres.

Anagua, Oct 23, brig W E Sowe, Smeltzer, from Jamaica (and cleared 24th for Rum Cay to load for Halifax).

Santos, Sept 26, barque Hebe, Coon, from Arichat.

New London, Nov 4, schr Ellen M Mitchell.

Salem, Mass, Nov 4, schr Helen G Klag, from Calais for New Haven.

Vineyard Haven, Mass, Nov 3, schrs Tay, from St John for Providence; Annie A Booth, from Port Johnson for St John; Stella Maud, from New York for do; Utility, from New Haven for Hopewell Cape.

Boston, Nov 2, stmr Norige, from Louisburg; schr Ellen A Reed, from Manila via Samarang; schrs Vest Pearl, from Clementsport, N S.

New London, Conn, Nov 3, schr Marion, from New York for Sackville, N B.

Boothbay, Me, Nov 4, schr Ayr, from New York.

Dutch Island Harbor, R I, Nov 4, schr Evolution, from New York for St John.

Portsmouth, N H, Nov 4, schr Lillian, from Weymouth for Boston.

Boothbay, Me, Nov 5, schrs Ayr, from Philadelphia for Halifax; Maple Leaf, do; Jennie C, from St John; Myra, do.

Vineyard Haven, Mass, Nov 5, schrs Blomidon, from New York for Canning, N S; passed tug Knickerbocker towing barque America, from New York for Eastport.

City Island, Nov 5, bound south, schrs Demozelle, from Frye Islands, N S; Joseph Hay, from Newcastle, N B; Abbie Keast, from St John; Senator Grimmes, from Calais; Ada G Shortland, from St John; G H Perry, from River Hebert, N S; R D Spear, from Hillsboro, N B, for Hastings.

Boston, Nov 5, stmr Eva, (Nor) for Louisburg, C B.

Argos, Bay, Sept 23 schr Preference, Trefry, from Rio Janerio.

City Island, Nov 5, schr Joseph Hay, Phipps, from Chatham.

Valencia, Oct 27, stmr Ciudad de Rens (Sp), Llorct, from Marcus Hook.

Cleared.

New York, Oct 30, schr Gypsum Emperor, Toye, for Bear River, N S.

New York, Oct 31, schr Evolution, for St John.

New York, Nov 1, ship Lizzie Burrett, Robertson, from Fort Blakeley.

Sailed.

Hyannis, Mass, Nov 1, schr Ayr, for Halifax, N S.

Calais, Nov 1, tug Springhill, from St John.

Boston, Nov 2, stmrs Boston and Prince Arthur, for Yarmouth; State of Maine, for Portland, Eastport and St John; schrs Gem, for Hillsboro, N B; Maggie Miller, Hattie Muriel, Reporter and C J Colwell, all for St John; Lovose, for Bellevue Cove, N S; Bessie G, for Parrsboro and Windsor, N S; Earl D, for Wolfville, Port Gilbert and Margaretville, N S; May E, for Canning and Windsor; Maple Leaf, for Parrsboro; Coquette, for Tar Harbor; Frank L P, for Bath.

City Island, Oct 31, schr Bloomidon, for Canning.

Boston, Nov 4, stmr Norge, for Louisburg.

Santos, Sept 27, barque Belvidere, Slawenwaite, for Buenos Ayres.

Vineyard Haven, Nov 4, schr Tay.

New York, Nov 3, schr Carrie Easler, for Halifax.

Boston, Nov 5, stmrs St Croix, for Portland, Eastport and St John, N B.

Stonington, Conn, Nov 5, schr Ina, from New York for St Andrews, N B; Leonard B, from New York for eastern port.

New London, Conn, Nov 5, schrs Marion, from New York for Sackville; Allen M Mitchell, for New York.

SPOKEN.

Ship Thomas Hillyard, Robinson, from Ship Island for Barrow, Oct 21, lat 40, lon 49.

Barque Mary Classen, from Port Modoc, for Shippigan, Oct 24, lat 45, long 51.

Ship Creedmoor, Kennedy, from Chemainus for Queenstown, Sept 29, lat 24 N, lon 36 W.

Barque Mary Classen, from Port Modac for Shippigan, Oct 24, lat 45, lon 51.

Ship Mary L Burrill, Rice, from New York for Saigon, Sept 10, lat 2 S, lon 21 W.

REPORTS, DISASTERS, ETC

Vineyard Haven, Mass, Nov 1, stmr Silvia, from New York for Halifax.

Delaware Breakwater, Nov 1, passed out stmr Brutsberg, for Hillsboro, N B.

Hathin Island, Nov 2—Passed barque Havfruen, from Dalhousie for Belfast.

Dungeness, Nov 2—Passed barque John Gill, from Chatham, N B, for London.

Vineyard Haven, Nov 3—Passed, schrs Ada G Shortland, from St John for New York; G H Perry, from River Hebert for do; R D Spear, from Hillsboro for do; Ann L Lockwood, from Hillsboro for Philadelphia; H M Stanley, from Fredericton, bound west.

New York, Nov. 4—The American line steamer St. Paul limped into port this morning under the propelling engine, after having incurred the most serious experience of her career. On October 31st at 8.06 p. m., in lat. 46.13, lon. 48.03, off the Grand Banks, the St. Paul struck a supposed submerged wreck which carried away the starboard propeller, causing the engines to race so fiercely that the shaft broke and all connections snapped. The starboard engines were so severely wrecked that they are useless and it will take six months to replace them with a new set. The after outboard shaft tubing was carried away. The ship is leaking considerably. When the accident occurred the cabin passengers were quite excited, but they were soon restored to quiet by the prompt assurance that the steamer was in no danger. The wind was blowing heavily from the northeast, with a high cross sea. The engineers examined the breaks and disconnected the starboard engines and the St Paul proceeded on her voyage under the port engine at a reduced speed.

Queenstown, Nov. 4—The Cunard liner Saxonia, Capt. in Pritchard, from Boston, Oct. 27, which arrived here this morning, brought 15 members of the crew of the fishing schooner Mary Musquita, which the Saxonia sank off Gloucester on the day of her departure from Boston. One member of the crew was drowned. The Cunarder was not damaged.

Dr. Dond, of Chelsea, Mass., one of the Saxonia's passengers, made the following statement regarding the accident:

"We were proceeding at reduced speed in the fog and blowing the whistles, when about 6 o'clock in the evening, the lookout man reported a sail ahead. The engines were stopped, but the steamer's way carried her into the Mary Musquita, making a big opening and ships and mooding the schooner.

"By this time all the Saxonia's passengers were on deck. The scene was one of great commotion, while appalling shouts proceeded from the schooner, whose crew, however, worked vigorously and got out two boats. Into these 15 of the crew scrambled and put off from the fast sinking vessel.

"At the moment of the collision, the Saxonia lowered three life boats and scattered life belts. Fortunately there was a smooth sea. Twenty minutes later a dory came alongside with ten men and a lifecoat of the Saxonia with five, four of whom had been rescued from a sinking dory and the other of whom had fallen into the sea and narrowly escaped drowning. All the men are Portuguese."

Vineyard Haven, Mass., Nov. 4—Tug Mercury reports that schooner Joseph Hay, Phipps, from Newcastle, N. B., for New York, with cargo of laths, ran ashore yesterday morning but floated last night without assistance and proceeded.

Sunday afternoon the new Furness line steamer Evangeline arrived from Glasgow, coming out in nine days. The steamer docked at the regular Furness line berth.

The Evangeline is one of the two vessels ordered for the London, Halifax and St. John service. She has been specially designed to meet the passenger and freight requirements of the service. There is accommodation for 70 first-class passengers. The bridge deck gives a fine promenade for the passengers.

The new steamer is 385 feet in length and 45 feet beam, by 30 feet 6 inches depth. The steamer is designed to carry 5,000 tons of cargo and is fitted with engines to give the vessel a speed of 14 knots. She is a fine model with a cutwater bow and a carved figurehead. The Loyalist, the sister vessel to the Evangeline, will be launched shortly. Captain Williams, who has been a long time in the Furness service, is in command of the Evangeline.

The Evangeline will be open today for public inspection.

VESSELS BOUND TO ST. JOHN.

Steamships.

Erna, from Bermuda, Nov 3.
Savona, at Savona, Sept 22.
Daltonhall, from London, Oct 30.
Pharsalia, from Glasgow, Oct 21.
Ulunda, from London via Halifax, Oct 14.
Norden, from London, Oct 28.
Louisiana, Havre via Newcastle, Oct 29.

Barques.

Frey, from Point-a-Pitre via Cuba, Sept 14.
Lugia F, at St Michaels in distress, Oct 13.
Conte Geza, at Gloucester, Oct 30.

Dividends from Defunct Banks.

Washington, Nov. 5—The comptroller of the currency has declared dividends in favor of the creditors on insolvent national banks as follows: Ten per cent., Globe National Bank of Boston, Mass., and 6 7-10 per cent., Vincennes National Bank of Vincennes, Ind.

OPINION OF SHIPPING MEN.

The Steamships Will Gladly Come.

MESSRS. THOMSON

Say There Is Not the Slightest Doubt the Steamers Will Come This Winter as Usual--The Deal Shippers Are All Supporting the Government.

The Sun newspaper Monday published what purported to be a Montreal despatch, the object of which was to create the idea that no lines of steamships were coming here during the season of 1900-1901. The Sun heads its alleged despatch with the following sensational lines: "Death Knell of St. John as a Winter Port Sounded," "Blair's threats forcing steamship companies to transfer their vessels to American harbors," "The men usually engaged for St. John during the winter are now compelled to seek work elsewhere." The publication of such stuff with such headings is the very best evidence in the world of the desperate straits in which the Conservative candidates find themselves. It is not the death knell of St. John as a winter port that is sounding in the ears of the Sun party, but it is the death knell of Mr. Foster it hears sounded. All the different lines of steamers are coming to St. John as usual and the working men are not to be caught by such a clap-trap as the Sun published yesterday. Probably there is not in St. John nor in the lower provinces a shipping firm with a better standing than that of William Thomson & Co. The firm is not only well known in business circles, but it is one that stands well with the working classes. A Telegraph representative called at Messrs. Thomson's establishment yesterday and had a chat with them with respect to the Sun's sensational alleged Montreal despatch. Both Messrs. Robert and John H. Thomson expressed the opinion that there was not the slightest doubt but that all the steamers would come to St. John this year as usual. Mr. Robert Thomson said: "I have never known of a contest in which so many of those who might be supposed to be interested in the future of the city of St. John were of the same way of thinking. I need not tell you that I am not an enthusiast with respect to matters political, but I cannot but see that the leading men in all branches of trade and industry are supporting Mr. Blair and his colleague, Col. Tucker, in this campaign. They recognize that in Mr. Blair St. John will have a strong man and true friend, and while I have no desire to reflect on Mr. Foster whatever, I think I am expressing the opinion of the great bulk of the business men of the city and county when I say that Mr. Foster's record, so far as St. John's interests are concerned, when compared with that of Mr. Blair, makes a poor showing.

You ask me what I think of the Sun's article seeking to create the impression that the steamers will not come here the ensuing season. I do not think that any business men will regard the Sun's statement very seriously. I know as a matter of fact that contracts have been signed with several of the lines of steamers to come here, and I have reason to believe that it will be only a matter of a few days until the sailings of all the different lines will be announced. I can speak positively with respect to the Head line, which sails from St. John to Dublin and Belfast. This line has made contracts to carry twenty-nine hundred standards of deals, the shipments covering the season. The Sun's Montreal despatch says that 'Mr. Campbell reiterates the statement regarding the determination of the Elder-Dempster line,' leaving the impression that that line does not intend coming to St. John. That is the line that has the mail contract with the dominion government, and of course there is not the slightest doubt whatever that the Elder-Dempster steamers will be here as usual. I betray no confidence when I say that in addition to having the mail contract that line has arranged to carry three thousand standard of deals, the shipments to cover the entire season; and while the Sun article desires to have it understood that the Donaldson line is not coming here, I may say that I know of a shipper who has an option on that line of steamers for one thousand standards of deals. There can be no doubt that the object of the Sun in publishing such a despatch is with the hope of causing consternation in the ranks of the working classes. In that, I think the Sun will be very much mistaken. The working men of St. John know as well as Mr. Foster knows that it was not until a few months before his government went out of power that any subsidy was given to a line of freight steamers coming to this port. They know that the subsidy of $25,000 given the Beaver line was not given until there was very much indignation aroused in the city of St. John; and, so far as I have been able to observe, the statement of Dr. Pugsley that the delegation which went to Ottawa to press upon Mr. Foster's government the giving of the Beaver line subsidy, was informed that the government had about decided to give a ten-years' subsidy, making Portland, Me., the terminus of the fast Atlantic service, has produced a very strong feeling among the working classes of this port that they have no particular friend in the Hon. Mr. Foster. The working men, too, are able to see evidence of Mr. Blair's willingness to make large expenditures at this port. I really think that the time has arrived in the history of this city and county when our people of all conditions feel that party should be put aside and that they should elect as the representative of St. John a strong man who can be depended upon to stand for the rights of the port. Party politics have been the curse of the port of St. John in the past, and I am not surprised to find so many strong Conservatives placing the interests of the city above that of party in the present election. Speaking as an individual, I feel that the defeat of Mr. Blair would be a calamity to this city. While saying that I have no fear but that he will be elected by a very large majority. It would be too bad if anything interfered with his having a most substantial majority. He has shown himself in every way the friend of the city of St. John, and I know what his intentions are with respect to doing everything that is within his power to make the port of St. John in the very near future what it has been the dream of our people for upwards of thirty years to see it—the Liverpool of America. I have too much confidence in the good sense of my fellow citizens, whether in trade, manufacture, or among the working classes to doubt for a moment that they will show their appreciation of what Mr. Blair has done and what they have confidence he will do in the future. Of course business men do not take seriously the talk that the C. P. R. is likely to abandon this port. Such talk is not intended for the business people; it is made with the hope of affecting the working men's vote; but you can depend upon it that the working man of St. John is alive to his own interests and is not likely to allow such talk to effect his vote in the coming contest. With respect to the paragraph in the Sun despatch that boats of the Donaldson line would run to United States ports, there is nothing in that statement which need alarm anybody considering that boats of that line run to American ports last year. The Donaldson boats that came here however last year, will be again here this year and the election will scarcely be over until the sailings of that line will be announced. I have just received this moment a despatch informing me that the Donaldson line of steamers are advertised in the Montreal papers to sail from St. John the coming winter. That fact is the best answer to the Sun's statement that the steamers were not coming here."

Mr. John H. Thomson remarked: "All the shippers of deals to the United Kingdom, without exception, are strongly supporting the same candidates. So you will find the large employers of labor—the men who are most interested in the welfare of the port of St. John—are behind the minister of railways in the present fight. The working classes do not require to be reminded that their interests are identical with those of their employers. They recognize fully what a friend they have in the minister of railways and capital and labor will unitedly go hand and hand in Wednesday's contest in support of Hon. Mr. Blair and Col. Tucker."

Local Events.

Bank clearings for the week ending November 1, $658,892; corresponding week, 1899, $589,540.

The inland revenue receipts for October at St. John were $25,345.14, which is an increase of over $4,000 over those of October, 1899.

Treasurer H. D. McLeod, of the contingent fund, acknowledges receiving $8 from St. Peter's and Trinity churches, Derby, Miramichi, for the fund.

A half interest in forty-five square miles of coal areas in Cape Breton has lately been acquired by wealthy New York capitalists who will commence at once to develop it.

On Thursday evening, Miss Jennie Ewart of Milford, and Mr. Samuel Cougle of Fairville, were united in marriage at the home of the bride. Rev. Mr. Morton performed the ceremony.

The board of health issued seven burial permits last week. The deaths were caused, one each by marasmus, meningitis, congestion, cerebral hemorrhage, cystitis, consumption, cancer of liver.

The anniversary services of the Church of England Institute will be held in Trinity church on Tuesday next, the 13th inst., and will consist of a celebration of the holy communion at 7.30 a. m. and a full evening service at 8 p. m.

St. George's Sunday school, Carleton, gave a special welcome to Sergeant Globe Sunday afternoon. The rector, Rev. Mr. Sampson, in the name of the teachers and scholars, welcomed his return. Sergeant Globe's class of boys presented him with a dressing case.

Out 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

Mr. A. Malcolm Saturday received word that from a clean-up of 50 tons of ore at the Big Five Mining and Milling Company's property at Renfrew, Hants county, N. S., 700 ounces of gold, valued at $14,000, resulted. There are many St. John stockholders.

Officers of Alexander T. of H. and T. No. 6 have been installed by D. G. W. T. Geo. Blewett as follows: John Irons, W. C. T.; Wm. Blewett, W. V. T.; Fred. Miller, W. recorder; Geo. Hart, W. A. R.; F. J. Goodwin, W. F. R.; W. L. Roberts, W. T.; Ed. Carlin, W. usher; John Hughes, W. D. usher; John Robertson, W. G.; W. Akerly, W. sentinel.

Rev. F. C. Right, of Hampton, N. B., has received a call to the pastorate of the Baptist church of West Rutland, Vermont, and expects to enter upon his duties there Dec. 1. West Rutland, a town of 3,000 people, has noted marble works and is four miles distant from the city of Rutland. It is connected with the latter named city by both steam and electric cars and is high up among the famous Green Mountains of Vermont.

The artists who have been at work painting and decorating the interior of the cathedral have about finished the main portion. The staging is still up, but will be taken down this week. Because of this, the congregation are requested not to enter the church proper this week. The Blessed Sacrament will be removed from the main altar to the repository in the vestry. The church will present a handsome appearance as the result of the work done by the painters.

OLD HOMESTEADS,

Though Weather Beaten and Worn, may be made to look new with one coat of

Cold Water Paint

H. L. & J. T. McGOWAN,
Sole Agents for St. John, N.B.
158 Princess street,
Telephone 697 City.

St. John Markets

Revised and corrected for The Weekly Telegraph each week by S. Z. Dickson, Commission Merchant, stalls 9 and 10 City Market.

County Market—Wholesale.			
Beef (butchers) per carcass..	$0.05	to	0.08½
Beef, per quarter (heavy)....	0.07	"	0.09
Beef (county) per qr. per lb..	0.06	"	0.07
Buckwheat meal, per cwt.. ..	1.50	"	1.75
Butter (in tubs) per lb.. ..	0.18	"	0.22
Butter (in lumps) per lb.. ..	0.18	"	0.22
Carrots, per bbl..	1.00	"	1.25
Beets, per bbl	1.00	"	1.00
Calf skins, per lb..	0.09	"	0.09
Chickens..	0.40	"	0.80
Fowl..	0.40	"	0.75
Eggs, per doz..	0.14	"	0.16
Hides, per lb..	0.06	"	0.06½
Ham, per lb....	0.12	"	0.14
Lambskins, each..	0.40	"	0.40
Lard, in tubs	0.10	"	0.10
Mutton, per lb (carcass).. ..	0.04	"	0.05
Lettuce, per doz..	0.50	"	0.50
Potatoes, per bbl (new)....	0.90	"	1.25
Pork (fresh) per lb..	0.06	"	0.07
Pork, bbl....	15.00	"	16.00
Shoulders, per lb..	0.10	"	0.10
Veal, per lb (carcass)..	0.05	"	0.07
Lamb, per lb (carcass).. ...	0.07	"	0.07½
Turnips..	0.50	"	0.60
County Market—Retail.			
Beef tongue, per lb..	$0.08	to	0.10
Beef, roasts, choice, per lb..	0.12	"	0.16
Beef, corned, per lb..	0.08	"	0.10
Butter, choice dairy packed..	0.20	"	0.24
Butter, fair..	0.18	"	0.20
Carrots, peck..	0.20	"	0.20
Cabbage, each..	0.05	"	0.07
Beets, per peck..	0.20	"	0.20
Bacon, per lb..	0.16	"	0.18
Ducks, per pair..	0.60	"	1.00
Eggs, per doz..	0.18	"	0.18
Eggs, henery..	0.22	"	0.22
Fowl, per pair..	0.50	"	1.00
Hams, per lb..	0.13	"	0.15
Mutton, per lb..	0.06	"	0.14
Lard, per lb....	0.12	"	0.14
Pork, per lb (salt)..	0.07	"	0.12
Potatoes, per peck..	0.16	"	0.20
Shoulders, per lb..	0.12	"	0.14
Turkeys, per lb..	0.16	"	0.18
Turnips, per peck..	0.16	"	0.16
Lamb, per lb....	0.08	"	0.12
Cauliflower....	0.10	"	0.15
Celery..	0.05	"	0.10

PROVISIONS			
Am clear pork, per bbl	19 00	to	19 50
Pork, mess	17 00	to	17 50
P E I prime mess, "	13 50	to	13 75
Plate beef, "	14 50	to	15 00
Extra plate beef, "	15 00	to	15 25
Cheese, factory, new, lb	0C 12	to	00 12½
Butter, dairy, lb	0C 20	to	00 22
Butter, creamery,	22	to	23
Lard, tubs, pure, lb	00 11	to	0 11½
Lard, compound,	0 00	to	0 00
Eggs, per doz. fresh,	0 17	to	0 17
Beans, white,	1 65	to	1 75
Beans, Y E	2 40	to	2 50
Onions, per bbl	2 40	to	2 50
FISH.			
Codfish, medium, 100 lb	3 50	to	3 60
" larger, "	3 70	to	3 75
Pollock, 100 lbs,	1 65	to	1 75
Herring, bay, hf-bbl,	0 00	to	0 00
Herring, spring,	0 00	to	0 00
Herring, Canso, fat, hf-bbl	0 00	to	0 00
Herring, Shelburne, No. 1,	0 00	to	0 00
" " No. 2,	0 00	to	0 00
Shad, hf-bbl,	6 00	to	7 00
GRAIN.			
Oats, Ontario,	0 38	to	0 39
" Provincial,	0 37	to	0 38
Split Peas,	4 10	to	4 10
Pot Barley,	4 10	to	4 20
Hay, pressed,	10 00	to	4 20
TOBACCO			
Black, 12's, long leaf, lb	0 62	to	0 63
Black,