MC2289

POOR DOCUMENT

FINANCIAL AND COMMERCIAL

N. Y. STOCK MARKET

Thursday April 1, 1909.

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

	Yesterday's Opening	Today's Closing	Noon
Amalg. Copper	75¼	75¾	75
Anaconda	45	45¼	
Am. Sugar Rfrs.	132¾	132¾	132½
Am. Smelt. & Rfg.	88¼	88¾	87¾
Am. Car Foundry	50	50¼	50
Atchison	108¼	108¾	107¾
Am. Locomotive	54½	54¾	54¾
Brook. Rpd. Trst.	75¾	76	75¼
Balt. & Ohio	112¾	112¾	112¼
Chesa. & Ohio	69½	69¾	70¼
Canadian Pacific	173¾	174¼	175¼
Chicago & Alton	71¾	74	73¾
Chi. & G. West.	5¼	5¼	5¼
Consolidated Gas	139	138¾	138¾
Gen. Electric Co.	157	158	157½
Erie	30	30	29¼
Erie, first pfd.	45	45¾	45¾
Illinois Central	148	146½	146¾
Kansas & Texas	42	43¼	42¾
Great Northern pfd.	145¾	146	145¾
Louis & Nashville	134½	134¾	134¾
Soo	144¾	144	145
Missouri Pacific	72¼	72¾	73¼
Nor. & Western	90½	90¾	91¾
N. Y. Central	130¼	130¾	130
Ont. & Western	47¾	47¾	47¾
Peo. C. & Gas Co.	114¾	114¾	113¾
Reading	136	136	135¾
Republic Steel	22½	22¾	22¾
Sloss Sheffield	74	73¾	73¾
Pennsylvania	134¾	134¾	133¾
Rock Island	24¾	25	24¾
St. Paul	143¾	143½	140¾
Southern Ry.	28½	28¾	28½
Southern Ry. pfd.	64½	64¾	63
Southern Pacific	123¾	123¾	122
Northern Pacific	143¾	144	143½
National Lead	82¼	82¼	82
Texas Pacific	23¼	24¼	24
Union Pacific	185¼	186	185¼
U. S. Rubber	32¾	32¾	32¾
U. S. Steel	49	49¾	49
U. S. Steel, pfd.	113¾	113¾	113¾
Wabash	18¾	18¾	18¾
Wabash, pfd.	47	47¾	48

Total sales in New York yesterday, 989,600 shares.

CHICAGO MARKET REPORT.

May Corn	67¼	67¼	67¾
May Wheat	119¾	119¾	119¾
May Oats	54½	54¾	54¾
July Corn	68¼	68¾	68¾
July Wheat	107	107¼	107¾
July Pork	1772	1780	1780
Sept. Corn	65¾	66	66¼
Sept. Wheat	100	100¾	100¾
Sept. Oats	39¾	40¼	40¼

MONTREAL QUOTATIONS.

Dom. Coal	67¼	67	67
Dom. Iron & Steel	33¾	33½	33½
Dom. I. & S. pfd.	119	118	118¾
C. P. R.	173¾	173¾	173¾
Rich. & Ont. Nav.	81	81¾	81¾
Detroit United		60	59½
MacKay Co.		74½	74
Toronto St. Ry.	122½	122½	124

NEW YORK COTTON MARKET.

May	9.47	9.46	9.50
July	9.39	9.39	9.42
October	9.24	9.22	9.28
December	9.21	9.19	9.20

(Furnished by D. C. Clinch, banker and broker.)

April 1, 1909.

N. Y. FINANCIAL BUREAU.

Tactics similar to those of yesterday seem likely to be witnessed in the market again today. The underlying trend as we have maintained for some time, is distinctly upward. The shortage is being reduced now more than at any time since the recovery started. A buying wave however must run its course, just as a wave of liquidation, and it is difficult to guage the exact extent of such movements. We believe the conservative bull position still justified expecting temporary specific recessions of small extent till the market broadens further with stocks which have quite brought upward more conspicuously. One of the most important features this morning is the announcement of reduction of the English bank rate which will be certain to stimulate further London buying for investment and speculation in this market. The Harriman interview from Chicago is very interesting. He favors a modification of the anti-trust law, tariff revision, reduction of government expenses and says of business: "West of the Missouri river is to be found a business boom. Farmers are expecting large crops and industrial conditions are on a gradual and effective mend. I am optimistic. The Southwest and Mexico appears to be a land of opportunities." He also said the good conditions should be reflected by the stock market. Market literature and press comment are more cheerful, possibly influenced by an increasing trading in the stock market.

DETAILED STOCK GOSSIP.

St. Paul should do better. Ills Cen. is very scarce and can easily be raised several points. U. P. buying has absorbed almost all of the 185 offerings and their removal should be followed by further improvement. We believe U. P. will ultimately sell near 200, and S. P. 150. The trends of Great Northern, N. P., Atch., K. T. are still upward. Investment buying of D. & H. and C. P. R. is noted. Harriman says Alton is the best railroad in Illinois, and the pool that has been bulling the stock is likely to push the common issue across the predicted figure of 75. A. C. P., Lead and AR are still oversold, and can be raised without much effort. Denver, R. I. Pfd, K. T., Mop., Wis., KSU, Realty or Wab. Pfd may burst into bullish activity from present quiet any time and should then present opportunities for bull turns. Higher prices are expected to be reached for Con. Gas and P. O. Indications point to higher levels for N. Y. C. and LN later if not now.—April 1st.

SUMMARY

Americans 1-8 to 1-4 above parity in London.

Continued reductions in wages especially Steel.

Senate combination formed to prevent tariff reductions in coal and lumber.

New Haven road will be electrified between New Haven and Stamford within two years.

Bank of England rate reduced to 2 1-2 per cent.

No change expected in ACP dividend next month.

Agricultural Implements Company's report heavier demand than ever before.

Iron Age says movement in structural steel continues heavy.

Average price of active rails touched highest figure since the panic.

London market generally strong helped by reduction in Bank rate.

Easier money in London expected to check gold exports.

Twelve Industrials advanced .83.

Twenty active rails advanced 1.09 per cent..

Iowa Central February net earnings decrease $38,354 and for 8 months decrease $311,650.

Liverpool Cotton—Due 1-2 lower opened quiet but steady at 2 points decline. At 12.15 p. m.—Was dull net 2 to 4 lower on near and 1 lower on late. Fair business doing in spot cotton at 6 points decline mid. ups 4.09d. Sales 8,000 spec. and export 1,000, American 7,000. Imports 5,000 including 3,000 American. Tenders new docket, 1,000 bales. Later cables reported a rally of 1-2 point from 12.15 p. m.

Commercial—"The selling was not on as large a scale as on the previous day. Neither was the general speculation."

London, 2 p. m.—Cons. 84 15-16, Anc 45 1-8, ACP 76 7-8, Atch 108 5-8, BO 112 3-8, CO 69 1-2, GW 5 1-4, CA 173 3-8, D 46 1-4, Pfd 87 5-8, Erie 30 1-8, EF 45 3-4, Ills 145 7-8, KT 43 1-8, LN 134 5-8, Mxc 23, NK 90 5-8, NP 144 3-8, Cen 130 5-8, OW 48, Pa 134 1-8, RG 136 3-8, RI 24 7-8, SR 26 1-8, SJ 64 7-8, SP 124 1-2, St 148 3-4, UP 186 1-8, US 49 3-8, UX 113 1-8, WA pfd 47 1-4.

New York—The bull move is in full swing and in my opinion will continue for some time longer. Take profits now on part of your line on sharp bulges only and stand ready to buy back on any declines of a point and a half or two in the leaders.—EVANS.

THE WINNIPEG MARKET.

St. John, March 30, 1909.

The Ogilvie Flour Mills Co., Ltd., supply the following quotations of the Winnipeg wheat market. March wheat 113 3-4, May wheat 114 7-8, July wheat 116 1-4.

MARINE NEWS

Battle line steamship Tanagra, Captain Kehoe, left Savannah last Tuesday for Bremen and London.

A British bark 293 tons, has been fixed to load molasses at Barbados for St. John or Halifax at private terms.

Steamship Rappahannock, Captain Buckingham arrived last night from London via Halifax, with a general cargo.

The West India liner Dahome sailed from St. Kitt's Monday for Bermuda and St. John, N. B.

The big four-masted ship Lancing, from New York, anchored inside of the Old Woman buoy Monday afternoon and was taken in tow this morning by tugs Hugh D. and Wanda for docking at Tusket Wedge.—Yarmouth Herald.

South Africa steamship Monarch, Captain Clare, arrived last night from Liverpool via Queenstown to load for Cape Town. More than 100 car loads of freight have been awaiting the arrival of this steamer here. The Monarch sailed from Liverpool March 7, but put back to Queenstown March 15 with defective machinery, and resumed her voyage to this port on the 16th.

A. C. H. Nyland, passenger agent of the Holland-America line, is here from New York and is at the Royal. He will meet the Prinz Oskar when she arrives.

Mr. Nyland, who is accompanied by Henry Schleisner, another official of the line, has visited Sand Point and expressed himself as well satisfied with the facilities for handling freight and passengers there.

Definite tidings have now been received of the loss off the north coast of Ireland of the Norwegian steamer Stikelstad, by the washing on shore on the island of Tiree, of a body and a portion of a hatch, a lifeboat, a ship's boat and a foghorn. There was also found a piece of wood, on which the name Werner Ankio was written in lead pencil, while the body that has been picked up has been identified as that of Hans Hansen, who shipped as an able seaman on the Stikelstad. One o fthe firemen on board the ill-fated steamer was Werner Ankio. The Stikelstad left Glasgow on Nov. 23 last for Sydney, C. B., under the command of Capt. Apelsen, and was manned by a crew ofthirty men all told. By the picking up of the corpse and the wreckage, it is now proved conclusively that the Stikelstad was lost off the north coast of Ireland shortly after she left the Clyde. The Stikelstad was formerly the British steamer Forrest Abbey, a steel screw of 1,777 tons gross, and 1,116 tons net register, owned by Messrs. A. F. Klaveness & Co., of Norway, and was built in 1895 by Doxford Sons, of Sunderland. She has been at St. John several times with coal from Sydney.

GOT HIS HALF ALL RIGHT.

"Got any work this mornin'. Mistah Boyd," asked old Billy Bulger, safe in the knowledge that no work would be entrusted to him.

"No," was the response; and then, before Billy could ask for the customary contribution, "but wait a minute. Lawyer Phillips has owed me $20 for twenty years. Collect it and I'll give you half." The merchant, knowing how bad was the debt, winked at a waiting customer.

The old man found the lawyer in the middle of a group of prospective clients and influential citizens. Thrusting through the group, he called in stentorian tones:—

"Mistah Phillips, suh!"

"Well," querled the lawyer, much annoyed.

"Mistah Boyd done tell me that you've owed him $20 for about a hundred years, and kin you pay him, suh?"

The lawyer hurried to Billy's side.

"You idio," he said, sotto voce, 'do you want to ruin my business? Here!" and he thrust a ten dollar bill into the old man's hand.

Back to the old merchant toddled the old man.

"Well, Billy," said the merchant, 'did you get it?"

The old man grinned.

"I got my half all right," he chuckled; "but you'd better look out when you go back to get your half—he's right smart hot over it, uh!"—Success.

IN MEMORIAM

In loving memory of Mary S. Dykeman, who departed this life April 1st, 1900.

The Master called, she heard the cry,
And hastened to meet Him in the sky.

(Moncton and Natick papers, please copy.)

DEATHS

ALLISON—In this city, on March 31, after a lingering illness, Harriet, widow of the late Samuel Allison, leaving one daughter.

Funeral on Friday at 2.30 o'clock from the residence of her son-in-law, W. J. McAlary, 101 Victoria street.

PETERS—On Thursday, April 1st, William Peters, Jr., in the 60th year of his age.

Funeral on Saturday at 3 p. m. from his late residence, 218 King street east.

FRANCIS—Suddenly, March 31st, the infant son of Mr. and Mrs. Amos B. Francis, 227 Charlotte street.

Funeral service at 8 o'clock tonight at parents' residence. Interment Friday afternoon at Brown's Flats.

CLASSIFIED ADVERTISEMENTS

(Too Late for Classification.)

STORAGE FOR FURNITURE IN BRICK building, clean and dry. Cheap insurance. H. G. HARRISON, 520 Main street; 'Phone 924. 356-tf.

PLEASANT ROOMS WITH BOARD. Terms moderate. MRS. KELLEY, 178 Princess street. 590-4-8

WANTED—PASTRY COOK AND DINING room girl. Apply WANNAMAKER'S resturant. 598-tf.

TO LET — FLAT OF FIVE ROOMS. Apply MRS. McCRACKIN. 33 White street. 593-4-8

WANTED—GIRL FOR GENERAL WORK. MRS. A. B. GILMOUR, 178 Duke street. 555-tf

WANTED—AT ONCE, MACHINIST AND pant maker. W. H. TYNER, 440 Main street. 591-4-5

TO LET — SELF - CONTAINED FLAT 40 Celebration street. 7 Rooms and Bath hot water heating. Can be seen Tuesday and Thursday afternoons 3 to 5. Apply on premises, upstairs. 596-4-8

LOST — BROWN COCKER SPANIEL "Baug." Dog Boarded C. P. R. at Rothesay, Wednesday afternoon. Reward offered for return to J. H. A. L. Fairweather, 120 Prince William street, St. John. 594-tf

SHIPPING

LIST OF VESSELS BOUND TO ST. JOHN.

STEAMERS.

Athenia, sld Glasgow, March 27.
Corsican, sld Liverpool, March 25.
Empress of Ireland, sld Liverpool, March 26.
Grampian, sld Greenock, March 27.
Heimdal (Nor), at Tyne, Feb 22.
Hestia, sld Glasgow, March 20.
Lake Michigan, sld Antwerp, March 24.
Prinz Oskar, sld Rotterdam, March 22.
Veraston, chartered.
Yola, sld Cape Town via Newport, Feb.

BARK.

Alfheim, sld Rosario March 20.

ARRIVED TODAY.

Stmr Montcalm, Hodder, from Bristol, C P R Co, general cargo.
Schr Isaiah K Stetson (Am), 271, Hamilton, from Camden, Me.
Schr Harold J McCarthy (Am), 251, Belyea, from Bath, Me, J W Smith, ballast.
Coastwise—Stmr Bear River, 70, Woodworth, Bear River, and cld; schr R P S, 74, Baird, Parrsboro.

CLEARED TODAY.

Schr Annie A Booth (Am), Melvin, for Salem, for orders; Alex, 195,087 feet board and plank, etc, and sailed.
Coastwise—Schrs Constance, Blinn, Belleveau Cove.

SAILED TODAY.

Schr Aldine, 299, French, for City Island for orders.

ARRIVED YESTERDAY.

Stmr Rappahannock, 2490, Buckingham, from London via Halifax, Wm Thomson & Co, general cargo.
Stmr Monarch, 4775, Clare, from Liverpool via Queenstown, J H Scammell & Co, ballast.
Schr R Bowers (Am), 373, Kelson, from Rockland (Me), R C Elkin, ballast.

CLEARED YESTERDAY.

Schr Genevieve, 124, Butler, for Salem for orders, A Cushing & Co, 1,654 cedar shingles.
Schr Aldine, 299, French, for City Island for orders, Stetson, Cutler & Co, 336,876 feet deal.

DOMINION PORTS.

Tusket Wedge, March 30—Ard, ship Lancing (Nor.), Melson, New York.
Lunenburg, C B, March 24—Ard, schr Coronation, Miller, Boston.
Halifax, March 31—Ard 30, stmrs Nancy Lee, Rouen; Mongolian, Glasgow, and sailed for Portland; Janeta, Barry for Sydney (N S), (unable to reach destination owing to ice); St Pierre Miquelon, St Pierre (Miq); schrs Dictator, Gloucester for Banks (in with loss of main boom); Adriatic, New York.

BRITISH PORTS.

Glasgow, March 29—Sld, stmr Wacousta (Nor.), Mathesen, Sydney, C B.
Turks Island, March 13—Sld, bark Luarca, Dodge, Providence.
St Kitts, March 29—Sld, stmr Dahome, St John via Bermuda.
Plymouth, March 31—Ard, stmr Teutonic, New York for Cherbourg and Southampton, and proceeded.
Liverpool, March 31—Ard, stmr Campania, New York via Queenstown.
Cape Town, March 24—Ard, stmr Canada Cape, St John.
Southampton, March 31—Sld, stmrs Oceanic, New York via Cherbourg and Queenstown; Kronprinz Wilhelma, New York via Cherbourg.
Greenock, March 27—Sld, stmr Grampian, Gambell, St John.
Barbados, March 18—Ard, schrs Evelyn, Bray, Jacksonville; Olive, Sinclair, Vienna, 26th, ship Avon, Refuse, Buenos Ayres for Boston.

FOREIGN PORTS.

Savannah, March 30—Sld, stmr Tanagra, Kehoe, Bremen and London.
Rosario, March 30—Sld, bark Alfheim (Nor.), Moller, St John N B.
Santos, March 6—Ard, bark Gaspe, Brinton, Halifax.
Brunswick, Ga, March 30—Ard, schrs Lady Shea, Pearce, Nassau; Leonard Parker, Ljunberg, Bermuda.
Mobile, March 30—Bark Athena, Marcial, Cienfuegos; schr Doris M Pickup, Bodden, Havana.
Wilmington, D C, March 30—Ard, schr Earl of Aberdeen, Publicover, New York.
New York, March 30—Cld, schrs Harry, Patterson, Spencer's Island; Wandrian, Paterson, Walton; Luella, King, St. John.
Hueliva, March 27—Sld, stmr Benedick, Roberts, New York.
Lisbon, March 27—Ard, bark Calcium, Zwicker, Philadelphia.
New York, March 31—Cld, schr Chesile, Hanteport.
Boston, March 31—Ard, schrs Lotus, St John; S A Fownes, do.
Cld—Ship Timandra, Buenos.
Sld—Schr Harry Miller, St John.
Chatham, Mass, March 31—Diminishing westerly winds, clear; smooth sea.
Eastport, March 31—Ard, schrs Sarah A Reed, New York; Seth M Todd, do; E Mayfield, St John; Oriole, do for Lubec.
Eastport, Me, March 31—Ard, schr Silver Heels, St George.
Salem, Mass, March 31—Ard, schr Neromboga, Port Reading.
Hyannis, Mass, March 31—Ard and sld, schr David K Atkin, Yarmouth for New Haven.
New York, March 31—Sld, stmr Lusitania, Liverpool.
Portland, Me, March 31—Ard, stmr Ravn, Parrsboro.
Vineyard Haven, Mass, March 31—Ard, schrs Almeda Wiley, Hoboken for Boston; Wm L Elkins, New York, bound east; Ida M Barton, St John.

SPOKEN BY WIRELESS YESTERDAY.

8.55 a. m.—S. S. Kaiser Wilhelm der Grosse, 200 miles southeast of Cape Sable, bound east.
1.05 p. m.—S. S. Ivernia, southcast of Cape Sable, bound west.
9 p. m.—S. S. Montreal, ten miles east of Cape Sable, bound east.

NOTICE TO MARINERS.

Portland, March 29.

Maine—Portland Harbor Entrance.
Witch Rock Gas Buoy, 2 WR, reported extinguished March 29, will be relighted as soon as practicable.
Maine — West Penobscot Bay, from the Southward.
Heron Neck Whistling Buoy, 2HN, reported adrift March 29, will be replaced as soon as practicable.
Maine—Portland to Yarmouth.
The Brothers Buoy 1, a first-class can, reported adrift March 29, will be replaced as soon as practicable.

REPORTS AND DISASTERS.

New Orleans, March 30—Stmr Talisman (Nor), from Cuba, before reported ashore at the west end of the jetties, has been floated undamaged.
Portland, Me., March 29 — Stmr Canada lost port anchor and 30 fathoms chains Friday morning while anchored at Halifax.
Willemstad, Curacao, March 30—The captain of stmr Prinz Willem III (Dutch), which has arrived here from New York, reports having passed the submerged wreck of a large vessel at the entrance to the port of Aux Cay, Hayti, 1 1-2 miles S by W from the eastern channel. The stumps of two masts, about 150 feet apart, project 8 feet above the water.

VESSELS IN PORT

STEAMERS.

Cassandra, 5,323, R Reford Co.
Lake Champlain, 4,714, C P R Co.
Manchester Mariner, 2,672, Wm Thomson & Co.
Monarch, 4,775, J H Scammell & Co.
Rappahannock, 2,490, Wm. Thomson & Co.
Sardinian, 2,786, Wm Thomson & Co.
Victorian, 8,744, Wm Thomson & Co.

SCHOONERS.

Aldine, 299, A W Adams.
Annie A Booth, 195, A W Adams.
Helen Montague, 214, J McIntyre.
Hunter, 127, D J Purdy.
Lizzie H Patrick, 412, master.
Minnie Slauson, 271, J Splane & Co.
Sallie E Ludlam, 195, D J Purdy.
W E & W L Tuck, 295, J A Gregory.
Witch Hazel, 228, C M Kerrison.
Dora C, 403, J W Smith.
T W Cooper, 150, A W Adams.

Mrs. Dionne, wife of the captain of the ill-fated schooner Nina Blanche, who arrived yesterday from Chance Harbor believes that the finding of her husband's cloth cap floating near the schooner indicates he had not long perished when the vessel was found.

Word has been sent to the New York Herald from New Orleans that the Norwegian steamer Talisman, Captain Olsen, before reported ashore at the west end of the jetties, has been floated undamaged.

RAPID ADVANCE OF MOTOR CARS

Great Development of the Automobile as a Popular Vehicle Since the Early 90's

The automobile has a history. The beginning dates back to the early 90's. Little, if anything, was done looking to its development until 1893 or 1894. In the latter year a race was organized in Paris which consisted of a run of seventy-five miles from Paris to Rouen. This was won by a De Dion steam car. Several gasoline cars were constructed for the occasion, but they were no match for the steam-propelled machine.

The following year another race was organized, and in the meantime the inventors and builders of gasoline carriages busied themselves with improvements and practical tests, so that when the race from Paris to Bordeaux and return was held, the gasoline cars won easily over their steam competitors.

Several of the cars participating in this run made very creditable records, considering the early stage of development.

One of these machines accomplished the entire distance of more than 750 miles at an average speed of nearly 15 miles an hour. While this seems very slow at present, it created a great sensation at the time on account of the long distance travelled and the steady and consistent running of the car. Not only did it demonstrate that the automobile or horseless carriage was far superior to the horse in speed said endurance, but it demonstrated further that locomotion by means of gasoline power over common highways was sure of accomplishment.

In American little had been done up to this time. A machine was completed in 1894 and driven several hundred miles; but the investigator at this time was confronted with numerous difficulties. In the first place no data was obtainable of a reliable nature concerning the power necessary to carry a vehicle over the common highways.

A gasoline engine of light weight and high power was unknown. The lightest engine obtainable weighed 200 pounds, and gave one h.p. A slight advantage was gained by adopting a two horse power engine weighing a little more 150 pounds to the horse power.

There were no pneumatic tires suitable for a machine of this description on the market, nor would the manufacturers of bicycle tires consider the construction of special tires for the so-called horseless carriage. Not even steel rungs of a suitable strength could be obtained. The entire car had to be constructed out of material in no way designed or intended for the purpose.

The automobile had come to stay, however, and this fact was realized by Smith & Co., of Milwaukee, who started to experiment in making automobile rings out of a heavy bicycle rings 28 inches in diameter. These were fitted with three sixteenth spokes and solid tires. The framework of the machine was made up of steel tubing, and the upright single cylinder motor was installed just in front of the rear axle. The power was communicated from the motor to a counter shaft which crossed the framework just in front of the rear wheels by means of sprocket chains and friction touches, the latter being placed on the counter shaft.

From this counter shaft the power was transmitted to the rear wheel by means of sprocket chains. The front axle was swivelled to the rectangular frame by means of a large horizontal bolt passing through the centre of the axle into the frame. This gave in effect a three-point suspension since the front wheels could pass obstacles without communicating any jar or twisting motion to the hollow square in which the motor rested.

This little machine, when first built up and equipped with a one horse power motor, ran at a speed of about seven miles an hour. A two horse power motor was afterwards substituted, which gave the car a speed of about nine miles an hour; later pneumatic tires were substituted for solid ones and the diameter of the wheel increased to 36 inches, when the car readily attained a speed of 12 miles an hour on a good smooth road.

Since then, of course, the development has been far more rapid, and now racing machines can attain from 75 to 100 miles an hour.

PRESIDENT ELIOT GETS DECORATION FROM JAPAN

Washington, D. C., March 31—President Eliot, of Harvard University, is to be decorated by the Mikado of Japan with the Order of the Rising Sun, first class. This announcement was made to President Eliot today by Ambassador Takahira of Japan.

RELIEVES THE WORST CASES

Overcomes Chronic Cases of Rheumatism

Cut this out and put in some safe place, for it is valuable and worth more than anything in the world if you should have an attack of rheumatism or bladder trouble or any derangement of the kidneys whatever.

The prescription is simple and can be made up by anyone at home. The ingredients can be had at any good prescription pharmacy and all that is necessary is to shake them well in a bottle.

Here it is: Fluid extract dandelion, one-half ounce; compound Kargon, one ounce; compound syrup of sarsaparilla, three ounces.

Take a teaspoonful after each meal and at bedtime. A few doses is said to relieve almost any case of bladder trouble, frequent urination, pain and scalding, weakness and backache, pain above the kidneys, etc. It is now claimed to be the method of curing chronic rheumatism, because of its direct and positive action upon the eliminative tissues of the kidneys. It gives them life and power to sift and strain the poisonous waste matter and uric acid from the blood, relieving the worst forms of Rheumatism and kidney and bladder troubles. The extract dandelion acts upon the stomach and liver and is used also extensively for relieving constipation and indigestion. Compound sarsaparilla cleans and enriches the blood. There is nothing better than Kargon Compound for the kidneys.

This prescription is safe to use at any time.

Weak Men Cured

I HAVE A CURE FOR WEAK MEN THAT CURES TO STAY CURED. I CAN TAKE A WEAK, PUNY MAN AND MAKE HIM A HEALTHY, VIGOROUS SPECIMEN OF MANHOOD, REMOVE HIS PAINS AND ACHES, STRENGTHEN HIS NERVES AND ORGANS, AND GIVE HIM NEW VITALITY.

I can do this with Electricity, applied through my Electric Belt. Nature's greatest remedy for a broken-down system. I can pour a strong, vigorous current of this force into the nerves and organs and drive out all pain and weakness. If you have a constitution at all, I can cure you and make you as good a man as you ever hoped to be.

Do you doubt it? If so, any man or woman who will give me reasonable security can have my Belt, with all the necessary attachments suitable for your case, and

You Need Not Pay Until Cured!

St. Catharines, Ont.

Dr. McLaughlin:—

Dear Sir,—I am well satisfied with your Electric Belt. I cannot give it too much praise. It has done all that you said it would do. I have had it now for two years. Thanking you for your interest in my case, I remain, yours truly,

W. H. HALL, 128 Church Street.

Mr. Miles Amelotte, Apple Hill, Ont., says:—"Since I last wrote to you I feel like a new man. I now eat meat, which I have not done for three years, and I can work all the time, and do hard work, too. I thank you a thousand times for having advertised your Belt in the papers, and I shall recommend it to all the people who have the same sickness as I had."

CALL TO-DAY.

FREE Consultation BOOK

If you can't call send coupon for free book.

M. C McLAUGHLIN, 214 St. James St., Montreal, Can.

Dear Sir,—Please forward me one of your Books, as advertised.

NAME.....

ADDRESS.....

Office Hours—9 a.m. to 6 p.m. Wednesday and Saturday until 8.30 p.m. Write plainly.

NEWS OF THE JEWISH WORLD

Several Austrialian Jews have recently received parliamentary and civic honors. M. L. Moss was re-elected to the Upper House, and Mark Rosenburg was returned unopposed Mayor of Kalgoorie, as also was O. L. Bernard for Northam, and Mr. Lewis for Day Dason. I. Hermann and J. L. Glick have been created J. P's.

* * *

Mark Cohen editor-in-chief of the Evening Star, Dunedin, New Zealand, will be one of the delegates who will represent Greater Britain at the Imperial Press Conference to be held in London next June.

* * *

Captain Leopold Carpeles, vice-persident of the organization of Medal of Honor Men of the Civil War, and a government employe for many years, died in Washington, D. C., on Feb. 25.

* * *

A petition to bestow upon Hebrew shopkeepers the legal right to do business on Sunday, providing they observe Saturday as their Sabbath, has been presented to the Massachusetts Legislature.

* * *

The Goldfogle resolution, calling upon Russia to recognize American passports, issued to the Jews, is in a fair way of passing both Houses of Congress. The Foreign Affairs Committee has reported favorably upon it.

* * *

The annual report of the United Hebrew Charities of New York for 1908 reflects the prevailing distress among the poor. No less than 50,295 people were represented by the cases treated by the charities in one connection or another. It is curious to note that not the Russians but the Austrians (Galicians) form the poorest class.

* * *

Dr. Anna Tumarkin, hitherto private lecturer of philosophy at the University of Berne, has been unanimously elected extraordinary professor of that subject. Dr. Tumarkin is a native of Kishineff.

* * *

Within the past two years the Hebrew Free Loan Association, of Cleveland, O., has loaned more than $18,000, and of the entire amount not one cent was lost by the organization.

* * *

M. Theodore Reinach, member for Savoy in the Chamber of Deputies has been elected a member of the Academie des Inscriptions et Belles Lettres, one of the five learned bodies, which together form the Institute of France.

* * *

According to the latest directory of Warsaw, there are 5,000 Jews in that town answering to the name of Kohn, and 1,600 to that of Kahn. There are about 4,500 Schapiro, Friedman, Goldberg, and Rosenberg are found about 300 times each; Bernstien, Silberberg and Rubenstein about 2,500 each, and Goldstein, Levin, Schneider and Steinberg about 2,000 each.

* * *

A regular Turkish wedding took place at Christie street, New York, the contracting parties being Samuel Hanania and Rosa Pensa. The ceremony was performed by Joseph Chabot, a Spanish rabbi from Syria. The first part of the ceremony did not differ greatly from the usual Jewish customs, the young couple stood under a canopy of crimson plush with Arabic tracings in gold and it was said that the canopy had been in the bridegroom's family for over a century. The uncle of the bride read aloud the marriage contract; the contract read that $2,000 went with the bride.

* * *

The death at the age of sixty-four, is announced of Aulic Councillor Armin Neumann, one of the foremost Jews in Hungary. A former member of the Chamber of Deputies and professor of commercial law at the University of Budapest, he was the author of several highly appreciated works on commercial law and collaborated in parliament in the drafting of the Civil Code.

* * *

The National Farm School, Dr. Krauskopf's institution at Doyleston, Pa., graduated eleven new Jewish farmers at its commencement last month.

* * *

It is stated in Australian military circles that Rabbi F. L. Cohen and the Rev. J. Donglow are to be gazetted to the Chaplain's Department of the Commonwealth Military Forces, in special recognition of the claims of the small, but efficient, contingent contributed by the Jews of New South Wales and Victoria respectively.

* * *

A number of New England cities are co-operating in planning a Yiddish propaganda tour for Solomon Frankel.

* * *

It is proposed to unite the various Portland, Me., Jewish organizations and suitably house them in one building costing about $30,000.

* * *

At the jubilee festival dinner of the London, England., Jewish Board of Guardians, it was announced that £25,000 had been collected.

* * *

The late Ignaz Bernstein of Warsaw, left in his will the sum of 100,000 roubles to Jewish charities.

* * *

A society known as the "Alianza Hispano-Israelita" has lately been formed in Spain with the idea of bringing about the repatriation of the Spanish Jews. An appeal to join this body has been signed by a number of prominent Spaniards, including Senor Maret, the former Minister-President; Senor Canalejas, a former President of the Chamber; the Republican leader Nakens, and the poets Blasco, Ibanez and Perez Galdos. The special correspondent in Turkey of the "Correspondencia de Espana" points out that the Castilian language has maintained itself among the Spanish Jews settled in Turkey for four centuries. He further expresses his surprise that Spain should have done nothing to win back so useful and loyal an element of her former population.

A LARGE GAIN IN CUSTOMS RECIPTS

Montreal, March 31—For the first time in fifteen months the customs receipts at the port of Montreal for March, just past, show an increase over the figures for the corresponding month of the previous year.

Up to this month there has been a consistent monthly falling off in revenue since December, 1907. The collections for this month amounted to $1,321,690, as compared with $1,147,978 during March last year, an increase of $173,711.

This is taken as official notification that the tide of returning prosperity has started in the chief Canadian customs port.

The total customs collections for the fiscal year, which ended today, for Montreal port amount to $12,935,098 as against $16,480,921 during the previous year, a decrease of $3,555,822.

This great decrease is somewhat mitigated by the fact that the last fiscal year was by long odds the biggest in the history of the port.

Ottawa, March 31—(Special)—The money is again beginning to flow into the treasury at the old rate. Customs receipts for the month just ended, which is the last of the current fiscal year, show total customs receipts have been $4,747,291, an increase of $391,139 as compared with the March previous.

This is the first substantial increase for about a year and a half. For the twelve months of the fiscal year the customs revenue has totalled $47,378,000, a decrease of $10,488,632 as compared with 1907-08.

AN ARROW AT A VENTURE

The minister had just finished a little opening talk to the children, preparatory to the morning service, when Mrs. Berkeley suddenly realized, with all the agony of a careful housewife, that she had forgotten to turn the gas from the oven in which she had left a nicely cooked roast, all ready for the final reheating. Visions of a ruined dinner and a smoky kitchen roused her to immediate effort, and borrowing a pencil from the young man in front, she scribbled a note. Just then her husband an usher of the church, passed her pew. With a murmured 'Hurry!' she thrust the note into his hand, and he, with an understanding nod, turned, passed up the aisle, and handed the note to the minister. Mrs. Berkeley saw the act in speechless horror, and shuddered as she saw the minister smilingly open the note and begin to read. But her expression of dismay was fully equalled by the look of amazement and wrath on the good man's face as he read the words:

"Go home and turn off the gas!"—Lippincott's Magazine.

M. Connolly, the Montreal contractor, was in the city yesterday and returned to Montreal last evening.

TAKING GREAT PAINS TO GUARD ROOSEVELT

The Authorities at Naples will Leave Nothing Undone to Ensure His Safety

Naples, March 31—The authorities at Naples are taking extraordinary precautions to insure the safety of Ex-President Roosevelt during his short visit to this city. They are not only keeping a close watch on the Italians who have returned from the United States, or who have relatives there, but also on the foreigners of different nationalities, who are now here.

The people of Naples are anxious to give Mr. Roosevelt the heartiest of welcomes. The American consul, Caspar S. Crowninshield has already received many proposals from associations and private individuals wishing to convey messages of homage to the ex-president or in some other way to manifest their feelings of admiration for the United States, personified in the former president of that country.

INTERESTING ITEMS

Don't miss the great bargain sale of dry goods, and boots, shoes and rubbers now going on at N. J. LaHood's, 282 Brussels street. 4-7.

Even the infants' soft greatful underwear suffers no loss in Ungar's hands. Tel. 58.

A spring resolution: Wear better clothes and pay less. This is possible if you come to the North End store of C. B. Pidgeon, corner Main and Bridge streets.

The bazaar in the Seamen's Institute will be continued Thursday afternoon at 4, commencing with a 5 o'clock tea, and sale of marked down articles, such as fancy goods, Easter novelties, aprons, handkerchiefs, soaps, spices, coffees, tea, dolls, and other articles, great bargains expected; admission free.

GREAT SALE OF PRINTED WASH FABRICS.

A remarkable sale of printed wash fabrics will commence tomorrow morning in M. R. A's Linen Room. Thousands of yards of pretty and most reliable wash goods in a wonderful variety of checks, plaids, stripes, dots and other designs. See the interesting window display of dresses and parasols made from this material.

POPULARITY

In every section of the city the Currie Business University, Ltd., leads as a popular institution, for the reason that every section contains such a large number of its successful students. Success is contagious. Every faithful student praises just as every indifferent or lazy pupil condemns its sharp methods of compelling them to hustle.

"You are sure of a position there" has become a byword.

The advanced methods and new ideas of this school, for pushing students to the front has yet to be duplicated in Canada and the result of these methods is a practical monopoly of the high-class positions. To every thoughtful person all classes are consciously or unconsciously endorsing this school work.

An Indian with a roll of $475 gave the I. C. R. police and city patrolmen no little anxiety yesterday from the time of his arrival on the Boston train