MC2289

POOR DOCUMENT

FINANCIAL AND COMMERCIAL

J. S. BACHE & CO. ON THE STOCK MARKET

Marked Business Revival All Over the Country—Copper and Steel Markets Show First Signs—Good Situation in Railways--Prosperous Period Coming

The whole country is becoming convinced of marked business revival and naturally the most attention is being given to the advanceguards in such a movement, namely, the metals. Consequently, the copper and the steel markets are watched daily with the utmost interest.

A signs in copper point upward. Indications are that the daily average production for the month is slightly diminished. The surplus on the first of the month was 183,000,000 pounds. It is estimated that if shipments of all contracted copper were called for in the current month almost the entire surplus of the refined metal would be wiped out. More copper has been sold to domestic consumers in this month than in any other month since January, 1907.

In this movement in copper there is unquestionably an element of speculation. Copper bought on speculation cannot be figured on as swelling the figures of consumption. Consequently, the total amount which may be taken out of the market this month must not be calculated upon as establishing the rate of consumption. Nevertheless, this speculative buying always accompanies to a greater or less extent the advance towards legitimate activity. Heretofore there has not been much speculation in copper in America, the larger part of operations of this character being conducted abroad; and it is said that the leading copper interests do not look with favor upon the effort to encourage American speculation in copper warrants.

The consumers of copper abroad, when they wish to replenish their stocks in advance, instead of buying the metal almost invariably buy Rio Tintos. This is the great copper stock of Europe, and about the only copper stock dealt in there. And the price of the stock in an advancing metal market never fails to record a larger advance than that in the metal. Relying upon this, consumers buy the stock and hold it until they are ready for more copper, when they sell out, and buy the metal and if the metal has advanced, the stock has advanced much more. In this country we have so many copper stocks that reliance on anything of his kind would be more or less futile.

It is claimed that copper stocks for May will show a reduction anywhere from 10,000,000 to 20,000,000 pounds in the surplus. Notwithstanding great activity thus far in the market, orders are still pouring in from domestic and foreign sources; and selling companies refuse to book orders for distant dates at present prices. The leading copper stocks, it has been shown, are selling at prices that would only be warranted by 15-cent copper; and it is claimed that as the stock market always predicts coming events, in prices, that this is a sure sign of 15-cent copper before the end of the year. In view of all this, it would seem that good copper stocks—even though they are now yielding low income—if purchased, would show attractive profits later on.

The taking off last week of the leading spirit in the Amalgamated Copper Company, shortly after the completion of the first decade in the life of this company, brings its history during that period prominently into review at this time. Mr. Rogers, back in 1898, conceived the idea—through the formation of a copper company—of controlling the copper market of the world. And although it fell far short of the ambitions of its sponsors, Amalgamated became, and has since continued to be a mighty factor in the varied fortunes of the copper industry. Amalgamated has paid in dividends to stockholders about $60,000,000 since the inception of the company. Amalgamated's fortunes began to decline temporary early in the summer of 1907, when, although the price of copper was up to 25 cents a pound, the demand for the metal had fallen off to an enormous extent. Curtailment of the plants of the company followed, and dull sales and accumulating stocks characterized the situation for the rest of the year, up to April 30, 1908 (the end of the fiscal year.).

In 1906 Amalgamated paid $8,800,000 in dividends, and earned $312,000 more than this; in 1907 it paid nearly 12 millions in dividends, and earned in addition over 2 millions of dollars; for the period ending April 30, 1908—with dividends cut in two, and amounting to 6 millions of dollars—the surplus was $525,000, which, added to previous surplus left its profit and loss credit at $12,000,000. The statement for this year should show better results, based on much greater activity—although at lower prices for the metal, but with a fair profit due to reduced expenses in all directions, and estimated at about 3 cents a pound. During the last year its stock has been steadily absorbed by small and large investment interests, and this absorption is still going on.

Forecasts of the steel situation are shown in the price of Steel common, which is recording almost daily a new high record price. It is said that the Steel Corporation in the current month will show a volume of business aggregating close to 1,000,000 tons—being the heaviest month's business reported in years. The Steel Corporation is now running 74.5 per cent of its blast furnace capacity, and by the first wek in June it is estimated that this will be increased to 80 per cent. The Iron journals say that the betterment in the iron trade is more marked ,accompanied by breadth of the buying movement and improvement in prices. The urgency with which some buyers are pressing for delivery indicates the extent to which stocks were allowed to run down; and also indicates that the bargain-time is passing.

Railroad earnings along the line are showing satisfactorily. Probably the most gratifying development in this direction has been the announcement as to the condition of Erie, conveyed in the statement to the directors that earnings have been so good that with the sale of the balance of a previous bond issue, further financing at the present time is unnecessary. When it is remembered what a gloomy cloud hung only a short time ago over the situation by reason doubt as to the Public Service Commission's authority for issue of the new collateral trust bonds to the extent of 30 millions, the clearing effect of the announcement will be appreciated. During all the time that the question hung in the balance, Erie was doing a steadily increasing business—both as to volume and profit—under the efficient new management; and is justifying its rescue a year ago from bankruptcy by Mr. Harriman.

Rehabilitation is the process that is going on in the railroad world, accompanied by harmony everywhere; and the latest evidence of the latter is the announcement of the traffic agreement between Mr. Hill and Harriman for joint use of truckage between Tacoma and Vancouver, and trains of the Tacoma and Vancouver, and trains of the Great Northern, the Northern Pacific and the Union Pacific are now thundering over the great bridge across the Columbia River in peaceful concord of schedule.

We are at the beginning of a period of greatest prosperity and the stock market is evidencing this. Prolonged rises in the stock market have invariably foreshadowed a pronounced revival of trade. This was the case in 1901, although the bull movement terminated then in April, and it was not until autumn that the real trade boom started. Similarly, in 1904 the long rise was an accurate forecast of prosperity coming, although here, too, the stock boom collapsed some months before the revival really materialized. We have had thus far a more or less steady advance since the early part of the year. If fever conditions break out in an exciting rise, history will probably repeat itself. The advance thus far, however, has not been accentuated in this way.

J. S. BACHE & CO.

INTERESTING ITEMS

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

Come to the North End store if you want the highest limit of quality at a limited price in all the late wearables for men. C. B. Pidgeon. 5-31-li.

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

Sale of fine mull Princess dresses at a special price at the London House, Charlotte street, on Wednesday next. See window. They come in ecru, pink, sky, lavender or white, trimmed with many rows of fine Val. insertion. New long tucked sleeves. See advertisement, F. W. Daniel & Co., Ltd., page 4.

ANOTHER POSITION.

Harold Cosman, of this city, has been selected from the Public Service Offices of the Currie Business University to fill the position of accountant for MacKenzie Crowe & Co., Bridgetown, N. S.

ANOTHER POSITION.

Miss Myrtle Clayton, of this city, has been selected by the Employment Bureau of the Currie Business University to fill the position of stenographer for Fred Blizzard, manager for the Broad Cove Coal Company.

HORSE NOTES

Edith W., which held the world's wagon record of 2.05 3-4 and 2.05 3-4 in two heats, died May 8. The record was for pacing and she was driven by F. G. Jones. The record was made at Memphis, Tenn., Oct. 22, 1902.

Paronhurst, the 3-year-old brother to Kentucky Todd, 2.08 3-4, is regarded as one of the fastest young trotters in the blue grass country. He lately worked the last quarter of a 2.27 mile in 34s.

TRIED TO SCARE THE JUDGE.

The Judge—Have you anything to say before sentence is pronounced?

The Italian (a Black-Hand prisoner)—No, Meester, but you'll heara from my friends if the sentence donta pleasea dem.

HE KNEW

Mrs. Dixon—Mr. Johnson is awfully good.

Mr. Dixon—He's got a clinch. No temptation to be bad.

A JOYOUS OCCASION

"Come on boys, I want to blow you to a wine supper."

"Why, so happy, Simpkins? Your salary raised?

"Nope. Far better than that."

"Is it a boy or a girl, then?"

"Nope. Just got my gas bill and it's 75 cents less than I expected. Whoop-ee!"

He will be there.

A tall, thin man and a short, pudgy man were standing on the rear platform of a trolley car, and there had been no conversation between them, when the tall, thin man suddenly turned and said:

"Sir, I recognize you!"

"Well, what of it?" asked the other.

"Last summer, on the open cars, you always hogged the end seat."

"You bet I did."

"And dozens and dozens of times I had to climb over you."

"Yes, you did."

"And, sometimes, when I had an end seat, you would jump to the running-board and yell to me to hitch along and give me a brutal shove.'

"I remember."

"You were my terror all last summer, sir. I thought of you by day and dreamed of you by night. Sometimes I thought you had me by the throat, and I awoke with a scream.'

"Good! Good!" chuckled the fat man. "And are you going to be here this summer?"

"Right on the spot, sir."

"And after an end seat?"

"Harder than ever."

"Then I'll trade my house for a farm and leave town. I can't and won't stand it. Yes, sir, I'll leave the city on your account, and when I see it in the papers that you are dead, and your picture is there to prove it, then, sir, I may come back, but not until—no, sir—not until!"

JOE KERR.

A WIFE'S EXPEDIENT.

(London Sphere.)

Of Sabbath-breaking north of the Tweed there is the story of the Scot and his wheelbarrow, which has been fathered upon Sir Archibald Geike. Donald was hammering away at the bottom of his garden when his wife came to the door. "Mon," she said, "ye're making much clatter. What will the neebours say?" "Dom the neebours," said the busy one. "I maun get ma' barra mendit." "Oh, but Donal', it's vera wrang to work on Sawbath," expostulated the good wife; "ye ought to use screws."

INCOME TAX PROPOSITION AN INTERESTING PHASE OF THE U. S. TARIFF SITUATION

Washington, D. C., May 27—The most interesting situation in connection with the tariff bill is that which attends the income tax proposition. It is believed that many Republicans, as well as a number of Democrats, who are favorably disposed to the income tax proposition would prefer to vote for the tax on corporations which would be generally popular throughout the country; and unless the confidential poll of the Republican organization in the Senate shows that there is sufficient strength on the Republican side of the chamber to send both the Cummins and Bailey income tax amendments to the committee on Judiciary, an amendment, embodying the President's proposition for a two per cent tax on the dividends of corporations will be offered as a substitute. Such a tax would yield an annual revenue of probably not to exceed $20,000,000, whereas the income tax would yield $70,000,000 and its adoption would require a review of practically the entire tariff bill and a scaling down of the duties all along the line in order that the federal government should not take too large a sum out of circulation and accumulate a surplus too rapidly. The tax on the dividends of corporations is bound to be popular throughout the country and with both parties, and it would be difficult for any Senator or Representative to go back to his state or district and explain why he chose to tax the incomes of private individuals in preference to the dividends of the hated corporations. President Taft has told his callers this week, that he is not in favor of an income tax. While it is hardly likely that he would veto a bill carrying such a tax, he would infinitely prefer the tax on dividends of corporations, for which proposition he was originally responsible. He is fully alive to the disadvantage of adding so large a sum as $70,000,000 to the revenue to be raised by the tariff bill and he will, therefore, probably exert his influence in favor of the tax on corporation dividends, should he find that some form of special taxation is certain to be enacted, and especially if the Senate leaders decide to support this form of taxation.

Secretary MacVeagh, of the Treasury, is disposed to deplore the exploitation of the sensational side of the investigation and reorganization of the New York Custom House which is being prosecuted by Collector Loeb. He fears that the public may, thereby overlook the importance and far-reaching effect of the reforms which Mr. Loeb is instituting, especially as many of them are in themselves so technical and individually so unimportant that there will naturally be a tendency to overlook their value in the aggregate. "Mr. Loeb is doing a great work," Secretary MacVeagh says, "He is applying notable energy and ability to the process or reorganization the methods of the New York Custom House, eliminating the dead wood, devising new and efficient methods and inspiring an esprit du corps which cannot but make for the great benefit of the government. Of course he is prosecuting his investigations of the leaks as he goes along, but more than that, he is replacing antiquated and inefficient methods with a modern and effective system. The sugar case is important in itself, of course, but it is only an individual case. Mr. Loeb is devising methods and perfecting an organization which will make all such cases practically impossible. In this work Mr. Loeb has not only the support of the secretary of the treasury, but of the president as well. He entered his present office with no embarrassing political obligations and with the absolute confidence of his superiors, and he will receive the complete support of the treasury department in everything he undertakes to do. He is doing splendid work."

President Taft is seriously disappointed that John Hays Hammond cannot accept the post of minister to China and has told Mr. Hammond that he must find the right man for the place. Both the president and Secretary Knox regard it of the utmost importance that they find a man of exceptional ability for Peking, as Mr. Taft, who has long been a student of Far Eastern affairs, is convinced that the time is ripe for work in China of a notable character. The president has absolute confidence in Mr. Hammond's judgment, and expects that before long he will have found and recommended a man in every way suitable for the post.

It is expected that President Taft's executive order dissolving the famous council of fine arts, composed of leading architects of the country, will be followed by similar action with regard to the country life commission; but the president will encourage the continuation of the conservation commission though not at government cost the work which was endorsed by the government convention. The members of this commission never received pay for their services, but a number of government clerks were detailed to the work and these have been prohibited from continuing in its service.

"TAFT,"—FROM LAWLESS RAILROAD CAMP TO A LAW-ABIDING TOWN

A year ago the "toughest place in the world" was said to be Taft, Mont. It had one store, twenty-six saloons, and an undertaking establishment. Two years ago it did not even exist; but the construction of a great tunnel on the Chicago, Milwaukee and St. Paul railroad called it into existence with a population of a thousand men. "With the men came all those vicious institutions which prey upon them—saloons and gambling dens." The story of its redepmtion, which is said to read "like a passage from the Gospels," is given in The Home Herald (Chicago), and runs in this wise:

"The Y. M. C. A. has attacked similar problems in other places with success, but even those who knew its work discouraged any attempt at Taft. The town, they said, was too tough. In the face of this well-meant advice Mr. Morrison, a secretary of the association, went onto the ground, and with the help of the company established a pleasant and attractive Y. M. C. A. room. Up to this time the men had been cashing their pay-checks in saloons, there being no other place to cash them. Mr. Morrison arranged with a banker in a nearby town to undertake this business. On the next day, the money was shipped into Taft, and Mr. Morrison, armed with a revolver, rode with it from the train to the camp. There he cashed the checks, encouraging the men to leave over all surplus funds with him for deposit in the bank. The result was that over $2,000 was left with him, all of which, in the regular course of events, would have gone over the bars. Opposition grew hot against him, of course, and on two occasions the saloon-keepers caused his arrest on the charge of carrying concealed weapons. At other times they threatened his life, and a threat is no idle thing in Taft, where the melting of the snow each spring discloses the skeletons of men killed during the winter. None of these things deterred him, however; he continued to fight the liquor element, and urged the strict enforcement of the laws. With the aid of the sheriff, who stood at his side with drawn revolver, he gathered a company, and held meetings before the most notorious resort. In spite of the piano inside and the jeering crowds in the windows, the Gospel finally conquered; men and women were drawn out of the houses to gather about the cart which served as a pulpit, and more than one found eternal life.

"The great test came on Christmas of last year, when the camp was given its first birthday. So certain was the foreman that the majority of his workmen would be incapacitated for labor through drink, that he took the percaution of ordering 200 extra men to start work on the twenty-sixth. Gamblers and boot-leggers flocked into town in anticipation of the day. But Mr. Morrison was ready for them. On the night before Christmas he held a meeting in the camp, and talked the matter over with the boys. There, after prayer and a brief speech, they pledged themselves to fool the whole crowd of devils by boycotting the town on Christmas. A tree was arranged in the camp, a phonograph played during the day, and Mr. Morrison showed pictures in the afternoon and evening. The result—wonderful to every one from the superintendent down—was that only two men out of the whole number were unable to report for work next day, and the gamblers in disgust declared that 'there was not enough money spent in Taft to pay for calling a quorum.'

"Those who approved the experiment said, 'Don't preach religion; just make yourself useful to the men.' But it was preaching which the men wanted. They said to Mr. Morrison time and again, 'Don't close your meeting, partner, until you pray for us.' It was the distinctly religious element in the work which made its success possible. Taft has proved again what needed no proof, that there is 'no other name under heaven by which men can be saved.'"

The success of the work in Taft and in other construction camps has encouraged the International Committee of the Y. M. C. A. to extend this work to all the camps in the country; and contractors and railroads are said to be contributing generously to this end, "recognizing that no sum is too large to pay in return for sobriety and steadiness in the men."

Edmund Breese has been engaged by Henry B. Harris, the New York theatrical manager, to play the star part in The Earth, a play he will put on in New York early in November.

Broad Front Colonial Cottage, Costing $2.500

DSIGNED BY CHAS. S. SEDGWICK, ARCHITECT.

This quaint colonial design contains seven rooms and is 26 feet 6 inches in width by 25 feet deep. The entrance is central, with a wide, central porch. At the left of the entrance is the living-room, 11 feet by 14 feet, with a wide bay at the side and den in the rear, with fireplace and seat at one side. The dining-room is at the right of the entrance, 11 feet by 11 feet, with a recessed alcove for china closet shelving.

The finish of the first floor is in hardwood, with flemish oak casings and doors and floors of dark oak. The second floor is finished in pine in the natural color, with yellow pine floor. It is estimated that this cottage can be built for $2,500, exclusive of heating and plumbing. There are four good chambers in the second story, each provided with ample closets.

The treatment of the exterior is with a low pitched gambril roof, with all of the upper portion of the house shingled and the shingles stained green. The lower portion is painted white. There is but one chimney in this house, accommodating the fireplace in the den, a furnace flue and flue for kitchen. There is a good basement with room for heating plant and laundry and outside cellar entrance. The treatment of the roof requires the smallest amount of material. There is a small space for storage in the central part of the roof.

TIMES Want Advts.

THE Most Read

MERCHANTS WHO WANT RESULTS FROM ADVERTISING SHOULD USE

THE EVENING TIMES

ST. JOHN'S LEADING NEWSPAPER.

THE MEDIUM THAT REACHES ::: THE BUYING PUBLIC :::

BRING Good Results

THE City Over

THE SHIPPING WORLD

VESSELS BOUND FOR ST. JOHN.

STEAMERS.

Ada, sld Antwerp, May 24.
Competitor, sld Civeta May 26.
Merchant, sld Pernambuco, May 26.
Moeris, sld Glasgow, May 28.

MINIATURE ALMANAC

1909 May,	Sun Rises.	Sun Sets.	Tides. High	Tides. Low.
31 Mon	4.45	7.57	9.17	3.31

The time used is Atlantic Standard.

PORT OF ST. JOHN.

ARRIVED TODAY.

Bark Altheim (Nor) 1142, Moller, from Rosario, Wm. Thomson, ballast.

Schr Cheslie, 330, Brown, from Philadelphia, G. E. Holder, hard coal.

Schr Manuel R. Cuza, (Am) 258, Gayton, from New York, P McIntyre, hard coal.

Schr E. Merriam, 331, Reicker, from New York, A. W. Adams, 490 tons hard coal, R. P. & W. F. Starr, 20 bags old books, Northrup & Co.

Schr Burnett C, 99, Herman, from Boston, Crosby Molasses Co., oats, to load lumber for Antigua B. W. I.

Schr Unique, 95, O'Hara, from Boston, C. M. Kerrison, ballast.

Schr Annie J. Booth (Am), 165, Melvin, from Boston, A W Adams, ballast.

Schr Muriel B. Watters, 98, Watters, from Lunenburg, N. S. to load for Barbadoes, Crosby Molasses Co.

Coastwise—Stmrs Aurora, 182, Ingersoll, Campobello, Centreville, 32, Graham, Tiverton; schrs Dora, 63, Canning, Apple River; Selina, 68, Merriam, Apple River; Bay Queen, 31, Graham, Barton; Acadian, 31, Comeau, Yarmouth; G. H. Perry, 99, McDonough, St. Martins; Mary M. Lord, 21, Poland, Campobello and old; Tethys, 30, Johnson, Millinocket; Nellie, 30, Johnson, Millinocket, Beach.

CLEARED TODAY.

Schr H M Stanley, 97, Sprague, for Rockport, Me., master, 100 cords kiln wood.

Coastwise—Stm Centreville, Graham, Sandy Cove; schr Bay Queen, Trahan, Digby; Acadian, Comeau, Meteghan; Fanny, Dickson, Sackville; Tethys, Johnson, fishing.

CLEARED SATURDAY.

Schr Rothesay, 280, Phipps, from Fredericton for New York, lumber and laths.

SAILED SATURDAY.

Stmr Manchester Merchant, 2706, Foate, for Philadelphia and Manchester.

Stmr Coban, 689, McPhail, Louisburg.

DOMINION PORTS.

Quebec, May 28—Ard, stmr Empress of Ireland, Forster, from Liverpool.

Montreal, May 29—Sld, stmrs Lake Manitoba and Ottawa, for Liverpool; Montcalm, for Bristol; Devona, for London; Hesperian, for Glasgow; Manchester Mariner, for Manchester.

Halifax, May 30—Ard 29th, stmr Uranium, from Rotterdam, and sld for New York; schrs Evadne, from New York; J L Nelson, from New York; Silver Leaf, from Barbados.

Sld 29th—Stmr Minia (Br cable), for sea.

Sld 30th—Stmr Rappahannock, for London.

BRITISH PORTS.

Manchester, May 27—Ard, stmr Mountby, (Br.), Iuthwaites, Grindstone Island.

Middlesbrough, May 27—Sld, stmr Cairnforr (Br), Gibson, Montreal.

Glasgow, May 28—Sld, stmr Moeris, Stewart, for St John.

Queenstown, May 30—Sld, stmr Lusitania, for New York.

Southampton, May 29—Sld, stmr St Paul, for New York via Cherbourg.

Liverpool, May 28—Ard, stmr Empress of Britain, from Quebec.

FOREIGN PORTS.

Civita Vecchia, May 26—Sld, stmr Competitor, Whitby, St. John, N. B.

Matanza, May 23—In port, schrs M J Taylor, Dukeshire; Charlevoix, McLean.

Baltimore, May 28—Cld, schr Maple Leaf, Marburg, Lunenburg.

New York, May 28—9rd, schr Abbie & Eva Hooper, Hooper, Perth Amboy for Eastport.

Cld—Stmr Diana (Nor), Sorbie, Windsor; schr Wanola, McLean, Yarmouth.

Brunswick, May 28—Sld, schr Luvanika, Williams, St. John.

New York, May 27—Cld, stmr Hird (Nor), Gundersen, for Hilsboro.

Buenos Ayres, May 25—Sld, bark Brookside, Morrell, for Stamford.

Genoa, May 23—Sld, bark Florida (Ital), Pellarano, for Bridgewater (N S).

Mobile, May 27—Sld, schr Omega, for Kingston (Ja).

Portland, Me—In port, schr Annie, loading piping for Yarmouth (N S).

Vineyard Haven, May 30—Ard and sld, schr Josie, from Sound port, bound east.

Ard—Schrs Abbie and Eva Hooper, from Perth Amboy for Eastport; Judge Lowe, from St George for Lubec; R L Tay, from Port Johnson for Boothbay; Alcasa, from New Haven for Nova Scotia; Winnie Lawry, from Fall River for St John; Cheslie, from Perth Amboy for St John; Georgie Pearl, from Fredericton (N B) for Bridgeport; St Anthony, from Eatonville (N S) for Bridgeport.

Passed—Schr Gypsum Emperor, from New York for Halifax; Hazel Dell, from Elizabethport for Machias; Arclight, from Weehawken for Halifax.

Boothbay Harbor, May 30—Sld, schrs Lillian Blauvelt, for Eastport; Vere B Roberts, for Fredericton (N B); E L Parker, for Clementsport (N S).

Chatham, Mass, May 30—Fresh north wind, clear; choppy sea.

Passed south—Stmr Nanna, from Hillsboro (N B) for New York.

Philadelphia, May 30—Ard, schr Roger Drury, from St John.

City Island, May 30—Bound south, schrs Peerless, from Noel (N S); Basile, from Moncton (N B).

Boston, May 30—Ard, stmrs Calvin Austin, from St John; Prince Arthur, from Yarmouth (N S); schr R Carson, from Dorchester (N B).

Sld—Schrs A K Woodward, for Weymouth (N S); T W Cooper, for St John; Scylla, for Halifax; C J Colwell, for St Martins (N B); Eva C, for Port Greville (N S); Abbie Keast, for Advocate Harbor (N S); Burnett C, for St John; Marguerite, for Belleveau Cove (N S), latter six from Roads.

Portland, Me, May 30—Ard, stmr Phoenix, from Dalhousie (N B); tug Springhill (ard 28th), from Parrsboro (N S).

Sld—Schr Mattie J Alles, for St George (N B).

Vineyard Haven, May 28—Ard and sld, schrs Abbie C Stubbs, from St John for New York; St Bernard, from Parrsboro for New York.

Sld—Schr Georgie, from Musquash for New York.

Boston, May 29—Ard, schr F R Wade, from Liverpool (N S).

Sld—Barkentine Ladysmith, from New York for Parrsboro (N S); schr Laura L Page, for St John.

City Island, May 29—Bound south, schrs Ella, from St John for New York; John R Fell, from St George (N B) for New York.

Salem, May 29—Sld, schr Pearl, for Eatonville (N S).

REPORTS AND DISASTERS.

Pictou, N. S., May 30—Steamer Lady Sybil succeeded last night in taking the Norwegian ship Margaretha, off the shore at Bailey's Cove, near Cape John, Pictou, where she went aground in the gale of last Monday night. The Lady Sybil towed the Margaretha to Pictou Harbor. Divers will examine her bottom and she will then go to Baie Verte, if all right, and load deals for the United Kingdom.

St. Pierre, Miq., May 28—French fishing schooner Maloulne, while at anchor on Quero Bank, riding out a gale, sprang a leak last Tuesday and sank. Crey rescued and arrived here. She registered 53 tons net and was built at Lunenburg, N. S., in 1895. Her crew numbered 21.

DANGERS TO NAVIGATION.

New York, May 28—Stmr El Sid, from Galveston, reports May 28, six miles east of Absecom, passed part of a vessel's deck, 30x 15 feet, floating level yith the water and several spars and pieces of timber; same date, 7 miles E by S. of Barnegat, a part of a vessel broken up, with timbers 8 to 10 feet above water, attached to a heavy body below; very dangerous to navigation.

Philadelphia, May 27—Cedar Creek life saving station reports at 5.10 p. m. a large piece of wreckage was floating off the station, bottom painted red; dangerous to navigation.

CHARTERS.

Schooner Harold B. Cousins, 360 tons, from Philadelphia to St. John, N. B., coal, $1; schooner Edna, 282 tons, from Miramichi to New York, lumber, $4 and wharfage. British schooner Theta, 429 tons, from Hillsboro to Philadelphia, with plaster, $1.60.

VESSELS IN PORT

STEAMERS.

Ester, 1,667, Wm Thomson & Co.
Hersilia, 1,295, W Malcolm Mackay.
Magda, 1,536, J H Scammell & Co.
Pontiac, 2,072, J H Scammell & Co.
Veraston, 1,155, J H Scammell & Co.

SCHOONERS.

Aldine, 299, A W Adams.
Calabria, 530, J Splane & Co.
Earl Grey, 397, J H Scammell & Co.
C B Wood, 224, A W Adams.
Hunter, 187, D J Purdy.
Isaiah K Stetson, 271, J W Smith.
Jennie C, 98, A W Adams.
Jennie A Stubbs, 159, master.
Norombega, 268, R C Elkin.
Preference, J Splane & Co.
R Bowers, 375, R C Elkin.

MARINE NEWS

British steamship Competitor sailed from Civita Vecchia, May 26, for St. John for a deal cargo.

Steamer Hercules is at Sydney (C. B.) loading steel rails for Prince Rupert.

Steamship Moeris, Captain Stewart, under charter to the Donaldson line, left Glasgow last Friday for this port.

C. P. R. steamships Empress of Ireland arrived at Quebec Friday, and Empress of Britain arrived at Liverpool same day.

Yarmouth (N. S.) bark Brookside, Captain Morrell, left Buenos Ayres on May 25 for Stamford.

British steamship Briardine, Captain Crowe, arrived at St. John's (Nfld.) on May 24 from Cadiz, with 3,200 tons of salt. She had both bows damaged by the ice and two blades of her propeller damaged off Cape St. Francis on May 19.

Montreal, May 27—The Montreal Harbor Commission today gave out the details of the plans for a floating dry dock to be built here. The capital, $2,500,000, has been raised in Great Britain. The Dominion Government is to expend $1,500,000 in the creation of a suitable site and to lease the same for a term of years to the company at a nominal rental. The dock will accommodate vessels of 25,000 tons. The whole work of construction is to be completed within two years.

Pilot Richard Cline and others have purchased the schooner Nina Blanche and will use her as a pilot boat. The schooner is now at Chance Harbor, where she received necessary repairs. This is the schooner that was picked up in the bay some months afo with Capt. Dionne and his mate missing. The new owners left here on Saturday to bring her to this port.

St. John's, Nfld., May 29—The ice blockade of this port is so strong that not even a powerful British warship can break through it, and the British cruiser Brilliant, bound in here to look after the protection of the Newfoundland fisheries during the coming summer, was forced to abandon the attempt Saturday. She succeeded in making port at Cape Broyle harbor, about 35 miles south of St. Johns and about half way between here and Cape Race.

St. John's Nfld., May 28—After their vessel, the barkentine Electra, had been crushed in in the ice floes a hundred miles off the coast Tuesday noon, the crew of nine men were forced to take to their boats amid the menacing ice fields and arrived here tonight after more than fifty-five hours of peril and during which they nearly lost their lives. The Electra, hailing from Plymouth, Eng., was bound from Oporto, Portugal, to St. John's, with a cargo composed largely of wines.

During the gale of Sunday last there were fifteen Gloucester seiners at anchor in Liverpool harbor. They all rode out the storm except the Lena and Maud and the Judique, which parted their chains and went adrift. The crews soon had the vessels under sail and headed for the river the intention being to place them on the mud flats at Bristol, but owing to the extreme darkness they were unable to keep in the channel and went on the sand flats nearly opposite the lighthouse, where they still remain. The tugs Mersey and Shannon succeeded in removing the Lena and Maud a considerable distance.

CLASSIFIED ADVERTISEMENTS

(Too Late for Classification.)

WANTED—MAN OR WOMAN COOK. Good wages. OTTAWA HOTEL, King Square. 1073-6—7.

CAKE BAKER WANTED—APPLY HYGIENIC BAKERY. 1070—tf.

WANTED—A YOUNG GIRL FROM 1 TO 6 and 7 to 9. Apply 173 Germain street. 1056-6—4.

WANTED—A CAPABLE GIRL FOR GENERAL housework in family of two. Apply to MRS. E. W. WARD, St. Stephen, N. B. 1074-6—3.

WNTED—A GIRL FOR GENERAL HOUSEWORK. References required. Apply MRS F. E. WILLIAMS, 197 Germain street. 1077—tf.

WANTED—AT ONCE, 40 MEN FOR RAILROAD and other work. Apply GRANT EMPLOYMENT BUREAU, 205 Charlotte street W. 1068-6—7.

FOR SALE—HORSE, CHEAP. CALL 37 Clarence street. 1075-6—7.

TO LET—FURNISHED ROOMS, 34 PADDOCK street. 1080-6—7.

FOR SALE—ONE RUBBER TIRED BUGGY, good as new. Apply to WM. HODGIN, Union street, opposite Brussell. 1079-6—2.

TO LET—THE VERY NICELY ARRANGED self-contained tenement of nine well lighted, cosy and comfortable rooms, No. 150 Germain street, corner Horsfield. Inquire at 148 Germain street. W. TREMAINE GARD. 1066—tf.

TELEPHONE SUBSCRIBERS.

PLEASE ADD TO YOUR DIRECTORIES.

West 108-12—Britain, W. W., residence, Ketepec.
Main 2203-21—Estey, Mrs. C. A., residence, 141 Orange, number changed from Main 2355 to Main 2203-21.
Main 1717-11—Empire Chemical Co., Ltd., 738 Main.
Roth. 30-31—Foster, W. E., residence, Rothesay.
West 165-42—Grant, C. W. Hope, residence, Sea, W. E.
Main 2004—Geldart, N. C., 2 Haymarket Square, Pay Station.
West 163-21—Jack, D. R., residence, Duck Cove.
Roth. 31-11—Longley, Horace, residence, Rothesay.
Main 2312—Millidge, B. V., residence, Cranston Ave.
Main 595-43—Murray, Miss I. Louise, residence, Millidgeville.
Main 2314—McIntosh, Wm., residence, 72 Union.
Roth. 27—Pugsley, D. A., residence, Rothesay.
Main 2216—Prudential Life Ins. Co. of America, T. R. McAron, Supt., Room 38, Royal Bank Building.
Main 2310—Reynolds, Mrs. D., residence, 17 St. Patrick.
Main 1697—Rowe's Studio, 75 Charlotte, number changed from Main 901-11 to Main 1697.
Main 73-12—Starr, F. P., residence, Millidgeville.
Main 2311—Staples, W. O., Show Card Writer, 102 Princess.
Main 73-31—Seely, S. H., residence, Millidgeville.
Main 2315—Sproul, James, residence, 281 Princess.
West 143—Newcomb, D. W., residence, 218 City Line, W. E.
Main 2205-41—Watts, J. Grover, residence, 306 Princess.
Main 898-31—[illegible] J., residence, 66 Sydney.

F. J. NISBET, Local Manager.

May 29th, 1909.