MC2289

POOR DOCUMENT

Deposits

The first consideration with every prudent depositor, absolute security, is assured by the Corporation's large Paid-up Capital and Reserve amounting to more than ***Eight Million Dollars.*** Its investments exceed ***Twenty-five Million Dollars.*** The Corporation is one of the oldest, largest and strongest in Canada or the United States. Its exceptionally strong financial position constitutes it an unusually safe

Depository for Savings

While the Corporation does not do a speculative business of buying and selling Stocks and Bonds, and about 90 per cent of its investments are in mortgages on real estate, it maintains an unusually large percentage in proportion to its deposits in a form immediately available to meet the claims of its depositors. It held on the 31st December, 1905, in ***Cash and Immediately Available Assets*** **$2,393,970.47,** equal to about ***Seventy Per Cent.*** of its deposits.

Canada Permanent Mortgage Corporation

Maritime Provinces Branch, Prince William Street, St. John, N. B.

CONSUMERS WOULD BE THE SUFFERERS

A Coal Strike Would Increase The Price and so Would Increased Wages and an Eight Hour Day.

(Wall Street Journal.)

The anthracite operators declare that if they should grant the demands of the miners for a 10 p. c. increase in wages, and for the establishment of an eight-hour day this would necessarily increase the price of coal $1.20 a ton.

It is altogether probable this statement is correct. The settlement of the last controversy between the anthracite operators and the miners resulted in an advance in the price of coal paid by the consumers. Both the operators and the miners have profited by the settlement which they then made. The burden has been thrown entirely upon the consumer. Such would inevitably be the outcome of another settlement between the operators and miners on the basis of increased wages. The operators would not suffer from such a settlement. They would simply shift the burden upon the consumers.

There is another question, however, involved in this matter. It is whether the price of coal would advance during a strike. Undoubtedly many of the dealers who supply the public directly would advance their prices, and most consumers would have to pay more for their supplies of coal this year. It does not follow, however, that the coal operators would advance prices. It was recently stated that the Reading had ten million tons of coal on hand which would realize $1.50 more per ton in the case of a strike than if a settlement were reached. This is three times the amount of coal which the estimate of the operators themselves credited the Reading with, and is one million tons in excess of the total stock of coal held by all the operators within one hundred miles of New York where the bulk of the reserve stock is held. It does not seem probable, however, that the Reading or any of the other coal operators would greatly advance their prices in case of a strike. To do so would make them the object of severe criticism, and they would lose the advantage which they now hold before the public in their controversy with the miners. An advance of $1.50 a ton would be altogether improbable except perhaps at an advanced stage of a general strike, a stage which many of the best judges believe the threatened struggle will never reach. During the strike of 1902 the coal operators claimed that the companies under their management never deviated from the published circular price for the coal sold, no matter what the retail prices happened to be.

It would appear, therefore, that the consumers of coal would suffer less from a strike won by the operators than from a settlement on the basis of concessions to the demands made by the miners. What the general public effect of the strike would be is open, perhaps, to some question. The generally accepted view is that it would have a bad effect upon business confidence and activity. On the other hand there are a number of good judges who hold that an anthracite strike would be no particular blow to business, while by interrupting for a while the payment of large amounts of wages to miners, it would serve as some relief to the money market.

SOME COMPARISONS IN THE STOCK MARKET

(Wall Street Journal).

As the average price of twenty active stocks has now rallied to within half a point of the 132.58 of Feb. 26th, a recovery of 8 1-2 points since March 5th, some comparisons with the past seem in order.

Probably no belief is held more strongly by the small speculators of Wall street than that of a general advance in prices in the early spring. The warnings not to sell stocks when the sap runs up the tree, or the ground hog does not care whether he sees his shadow or not, are part of the commonplaces of Wall street literature. The experience of past years does not seem to have anything to do with beliefs held in this way. The man who will not walk under a ladder will still walk round it, even after the experience of the ladder sliding out and tilting him into the gutter.

General beliefs and obvious deductions are nevertheless the things to be avoided in Wall street. A glance of the history of the market at this time of the year in the past will probably surprise a good many people, to whom the connection between the sap running up the tree and advance in the price of stocks is an article of faith. Between March 16th and April 19th, 1897, the average price of twenty active railroads declined 6.09 points. In the following year between February 10th and April 21st the decline was no less than 10.43. In 1899 the sap ran up for a little while, and from March 6th to April 3rd there was an advance of 5.49 points, followed, however, by a general decline which continued till June 1st. In the year after there was an advance extending from January 11th to April 7th of 6.96 points, but by May 12th nearly the whole of this had been lost and the twenty active railroad stocks were 6.35 points lower.

The spring of 1901 was that of the McKinley boom, and the Northern Pacific speculation. Between January 19th and May 1st, there was an advance of 24.30 points. This was enough to make up for a good many spring disappointments. The next year did fairly well with prices advancing between April 10th and May 1st 4.91 points, while between April 13th and May 4th of 1903 prices advanced 5.07. In the following year, however, between April 11th and May 14th there was a decline in the averages from 97.58, the top point for a long period, of 5.03 points. Last year was peculiarly disappointing to the experts on sap. Between March 13th and May 4th the decline was no less than 9.81 points.

It will be seen that advances about this time of year are no more uniform than they are at any other time. Other things being equal, stocks ought to advance, with cheap money often the rule and the seasonable feeling of hopefulness which makes up quite a respectable part of market sentiment. Students of price movements, however, must agree on an impartial survey of the history of spring movements that each market must be judged on its merits.

MONCTON GOLF CLUB TO PLAY IN ST. JOHN

MONCTON, March 29.—Warren Taylor, the well-known Salisbury contractor, who has the contract for the construction of a big wharf at Dalhousie, is in the city today. Mr. Taylor has had about eighty or ninety men employed on the work for two months and the best part of two months more will likely be required to complete the job. About one million feet of lumber will be used in the building of the wharf.

Judge Wells received quite severe injuries the other day while out horse-back riding. The horse fell, injuring one of the judge's legs in consequence of which he has been confined to his house since.

The Curling Club wound up the curling season tonight by giving a skating party for the benefit of members of the club and their lady friends.

The local golfers are getting their clubs polished up for a "drive" and a "put," the weather of the past few days having cleaned up almost the last vestige of snow on the Humphrey Club links. The annual meeting of the local club will be held on Saturday, April 7th, when the officers will be elected and work planned for the season. A match at St. John will be one of the first things to engage the Moncton club's attention after the opening of the season.

A Sherwood, manager of the Salisbury & Harvey Railway, was in the city today. The proposal to extend a branch from the S. & H. Railway to the Coverdale side of the Moncton bridge is being given renewed attention, now that the local government has granted the subsidy for this as well as other branches in the province, an effort will be made to get the dominion subsidy, after which the work on the proposed line will be begun at once.

Mr. and Mrs. Fred Crandall left today on their return to New York. Mrs. Crandall has been spending some months here and was temporarily filling the position of leader of the First Baptist church choir, since the resignation of Miss Davison.

Maple candy took a tumble in price in the local market today, dropping from 25 and 30 cents to 20 cents a pound. The maple sugar season has opened with good prospects of a more than average season.

By the resignation of Stewart Everett from the local Western Union telegraph staff, to accept a position in the cable office at Canso, some promotions have been made necessary among the staff. A. B. Wilbur, the popular night chief, has been appointed day chief, and Charles Lockhart, a capable member of the staff, has been promoted to Mr. Wilbur's place.

Colds Cause Sore Throat

Laxative Bromo Quinine, the world wide Cold and Grip remedy, removes the cause. Call for the full name and look for signature of E. W. Grove. 25c.

LARGEST SEAL CATCH IN FORTY YEARS

St. John's, Nfld., March 29—The sealing steamer Diana with 24,000 seals in her hold, and the Vanguard with 22,000, arrived here tonight. Both steamers report that the remaining ships of the sealing fleet are containuing the large catches heretofore announced, conservatives estimates placing the number of seals already taken at 350,000—the largest catch of the past forty years. It is believed that the 400,000 mark will have been passed before the fishing season ends the latter part of April.

TRY

HEALTHENE

FOR THE BLOOD AND NERVES.

ASK YOUR DRUGGIST FOR IT.

PREPARED BY

The Healthene Co., .·. Sydney, C. B.

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1906 March		Sun Rises	Sun Sets	Tides High	Tides Low
26	Mon.	6.17	6.44	7.09	2.01
27	Tues.	6.15	6.46	7.49	2.35
28	Wed.	6.13	6.47	8.16	3.07
29	Thur.	6.11	6.49	8.48	3.39
30	Fri.	6.09	6.50	9.21	4.13
31	Sat.	6.07	6.51	9.57	4.51

The Time used is Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich Mean Time. It is counted from midnight to midnight.

STEAMERS FOR ST. JOHN.

Name	Date of Sailing
Wyandotte, Buenos Ayres	Feb. 7
Florence, London	Mar. 15
Manchester Importer, Manchester	Mar. 15
Kelvingrove, at Rotterdam	Mar. 16
Phoebe, Montevideo	Mar. 19
Montrose, from Liverpool	Mar. 20
Mount Temple, Antwerp	Mar. 20
Virginian, Liverpool	Mar. 22
Bengore Head, Cardiff, via Halifax	Mar. 23
Shenandoah, from London	Mar. 24
Athenia, Glasgow	Mar. 24
Alcides, from Glasgow	Mar. 24
Oriana, from New York	Mar. 26
Lake Champlain, from Liverpool	Mar 27
Evangeline, London	Mar. 28
Tunisian, Liverpool	Mar. 29
Lake Erie, Liverpool	April 10

PORT OF ST. JOHN.

Arrived.

Coastwise:—

Schr Sparmaker, 23, Newcourt, St. Martins.

Schr E. B. Colwell, 18, Barry, Beaver Harbor.

Schr Dorothy, 49 Longmire, Bridgetown.

Schr Murray B. 43 Baker, Digby.

Schr Helen M. 62 Hatfield, Advocate.

Schr Viola Pearl, 26, Walden, Beaver Harbor.

Schr Trilby, 31, Perry, Westport.

Cleared.

Schr Rewa, 122, McLean for New Haven, Conn, A. Cushing & Co, 93737 feet pine boards, 91967 ft. spruce boards.

Schr William Marshall, 299 Spragg for Vineyard Haven for orders, D. J. Seeley & Son, 465 tons, ice.

Coastwise:—

Schr Happy Home, Thompson, Beaver Harbor.

Stmr Lord Wolesley, Wiley, Sackville.

Stmr Westport III, Powell, Westport.

Schr Beulah Tufts, St. Martins.

Schr Viola Pearl, Waldin, Beaver Harbor.

Schr Dorothy, Longmire, Bridgetown.

Schr Murray B. Baker, Margaretsville.

Sailed.

S. S. Montezuma, 5357, Buchanan for London and Antwerp via Halifax.

DOMINION PORTS.

ST. STEPHEN, N. B., March 28—Sld Tug Springhill, Parreboro, N. S. towing barge No. 5.

HALIFAX, March 29—Ard stmr Virginian from Liverpool; stmr Louisburg, from Louisbourg C B., for St. John

Cld—Stmr Kathinka, Jamaica via Cuba; Manchester Importer for St. John.

Sld—Stmr Corean Philadelphia.

BRITISH PORTS.

LIVERPOOL, March 28—Ard stmrs Lake Erie, St. John, Manchester Trader, St. John for Manchester; Majestic, New York. Sld—stmrs Canada, for Halifax and Portland; Tunisian, for Halifax and St. John for Moville.

BRISTOL, March, 29—Ard stmr Montcalm from St. John.

BROW HEAD, March 29—Passed stmr Tritonia, from St. John for Glasgow.

FOREIGN PORTS.

BALTIMORE, March 28—Strs Leuctra, Norfolk, Platea, Middlesburg.

COPENHAGEN ,March 28—Ard. Sellasia, Liverpool.

NEW YORK, March 29—Cld stmr Rosalind for Halifax and St. John's; barge Plymouth for Windsor.

BOSTON, March, 29—Ard, stmrs Numidian from Glasgow via Halifax; Aranmore, from Halifax; Boston, from Yarmouth; Dominion from Louisburg.

Cld—Stmr Ellna for Louisburg; schr Valdare, for Bear River, N .S .

Sld—Stmr Catalone, for Louisburg .

HIGHLAND LIGHT, March 29—Vedy hazy at sunset.

Passed North—Brig Lady Napier for Sydney.

HYANNIS, Mass. March 29—Sld, schr Alice T Boardman, for Calais.

CITY ISLAND, March 29—Bound south, bark Malwa, before reported anchored; passed down.

PORTSMOUTH, N. H. March 29—Ard, schr Fanny, from St. John for New York; St. Bernard, Diligent River for do; T. A. Stuart, from Calais, for do; William Keene, Red Beach, Me., for Boston.

SPOKEN.

British ship Avon, Burley, from Port au Spain for Sharpness, March 9 lat 36 N. lon 13. W.

RECENT CHARTERS.

The British bark Mary Hendry, 249 tons has been fixed to load molasses at Barbadoes for Boston or Halifax, at $2.75.

The following charters are reported: Stmr. Micmac, Philadelphia to St. Lucia, coal, $2; schr, Harold B. Cousins, do to Marblehead, coal, $1.10; Leonard Parker, Moss Point to Havana, lumber, $6; Havelock, molasses, Barbadoes to Savannah, $2.75; Leah A. Walden, molasses, Barbadoes to St. John or Halifax, $2.50; brig Golden Wedding, molasses, Barbados to provinces, $3.50; schr J. Percy Bartram, 320 tons, molasses, Barbadoes to St. John's (Nfld.), p. t. Schr Wanola Mass Point (Miss.), to Kingston (Ja), lumber; and from Black River (Ja.), to Providence, log wood.

REPORTS. DISASTERS. ETC.

VINEYARD HAVEN, March 27—Tug Confidence arrived here today with lighter Oak from the wrecked schooner Winnie Lawry, at West Dennis. The lighter has part of the schooner's deckload of laths, which were lightered from the vessel, and will land them at New Bedford, where the vessel will be taken when floated. Mate John L. Melhinan of schr Robert Graham Dun, from Boston for Arroyo, PR was taken to the marine hospital here today, having been internally injured by a fall through a hatchway.

GLOUCESTER, Mass., March 27—Schr Niagara reports on last Thursday, 15 miles N. E. of Cashe's Ledge, passed a schooner bottom up. Cashe's Ledge is in lat 42, lon. 68.

MARINE NOTES

The P. and B. liner Caribee left St. Kitts Monday for Bermuda and St. John.

British ship Clyde, before reported ashore at Chicomicomico, N C is now reported broadside to the ocean and pounding heavily. She has made considerable water.

The new Thomson line steamship for the Montreal-London service has been named "Laconia" and is expected to arrive at Montreal early in May. She will be the largest steamer on the line with a length of 400 feet, 47 feet 6 inches beam, and a dead weight capacity of 7000 tons of cargo.

The wreck of British schooner Adalene has been destroyed by the torpedo boat Vesuvius. The Adalene was wrecked in the northeast storm of a fortnight ago and since that time the hull of the vessel has been floating about 60 miles outside of Highland Light, a dangerous obstruction to navigation.

Much uneasiness is felt in Red Beach for the safety of the British schooner Sam Slick, which sailed from Wentworth, N. S. March 9, with a cargo of plaster rock for Red Beach Plaster Co. Since that date not a trace of the vessel has been seen and strange to say not a single inquiry has been made by her owners concerning her.

The Eastport correspondent of the Bangor News states:—"The report that the Eastern Steamship company will put on a freight boat in addition to the regular service during the summer rush is received with much satisfaction here, particularly with the sardine packers. This move would greatly facilitate the passenger end of the business and would be very much appreciated by all patrons of the line, particularly the passengers.

A cablegram received Saturday last announced the appointment of Capt. Chas. R. Kingsmill, R. N. son of the late Judge Kingsmill, of Toronto, and nephew of Nicol Kingsmill, K. C. to the command of H. M. S. Dominion the largest ship of the King Edward VII. class, which is composed of the six largest and most powerful battleships afloat.

VESSELS IN PORT

Not Cleared to Date—Showing the Tonnage and Consignee:—

STEAMERS.

Dunmore Head, 1459, Wm Thomson & Co.
Kastalia, 2562, Schofield & Co.
Lady Aileen, 556, Wm. Thomson Co.
Lake Manitoba, 6,274, Wm Thomson & Co.
Oriana, 2382 Wm. Thomson & Co.
Parisian, 3,365, Wm Thomson & Co.

SCHOONERS.

Abbie & Eva Hooper, 278, R C Elkin.
Abbie Keast, 95, A W Adams.
Alice Maud, 119, N. C. Scott .
Ariadne, 75, Master.
Arthur M Gibson, 296, J W Smith.
Cora May, 117, N C Scott.
D W B, 120, D J Purdy.
Domain, 91, J W McAlary.
F & E Givan, 95, F Tufts & Co.
Edyth, 198, L. G. Crosby.
Eric, 119, N C Scott.
Frank and Ira, 98, N C Scott.
Genevieve, 124, A W Adams.
Ida May, 119, D J Purdy.
I. N. Parker, 93, A. W. Adams.
J. L. Colwell, 99, A. W. Adams.
Laura C Hall, 95, F Tufts & Co.
Lula Price, 131, Master.
Mary E, 96, F Tufts.
Nellie Watters, 96, F Tufts & Co.
Orezimbo, 121 Master.
Pardon S. Thompson, 162, A. Cushing & Co.
Phoenix, 207, F Tufts & Co.
Preference 242, G L Purdy.
Ravola, 130, J W Smith.
Rebecca W Huddell, 219, D J Purdy.
Rebecca J. Moulton, 527, J. H. Scammell.
Seth M. Todd, 183, A. W. Adams.
Tay, 124, Peter McIntyre.
Three Sisters, 283, John E Moore.
Uranus, 73, J W McAlary.
Walter Miller, 118, N C Scott.
Winnie Lawry, 315, D. J. Purdy.

Note—This list does not include today's arrivals.

EXPORTS

For Liverpool per S S Pretorian—

Foreign Goods:—1715 pkgs meats, 75 tcs tongue; 1340 pkgs lard, 650 pkgs cheese. Value, $115,153.

Canadian Goods:—8 cases reels, 144 boxes bacon, 237 bbls apples, 13 cases leather, 864 boxes cheese, 1 box skins, 122 tons, birch timber, 131,588 ft. spruce deal, 2 cases packing, 38 pkgs agrl implements, 63823 bushels wheat, 231 cattle, 2,530 bales hay, 17 bales straw, 332bags feed, 33 cases adv matter, 1 case samples, 1 case hardware. Value, $112,297. Total value of cargo, $228,487.

THE FIRE DEPARTMENT

To the Editor of the Times:

Sir,—Every little while we hear a few suggestions re our fire department—some are wise, some otherwise. Quite recently a writer to one paper suggests that the chief should walk to fires and this certainly is a foolish thing to advocate, unless it is felt that the fire would fare worse in its early stages if the firemen went according to their ideas instead of to those of the chief.

Now surely if there is any advantage in having a chief that official should arrive at a fire as early as possible, and therefore should drive there, but it does seem ridiculous that the chief of our fire department should not live in one of the engine houses and devote all his time to the department's business.

Under present arrangements suppose a fire should break out at night within a gun-shot of the ladder station—the chief's team would have to travel to and from Queen street to land the chief on the scene, and probably ten times as much time would be required than if the chief walked from the ladder-house.

In my humble opinion what this city needs are as follows: 1.—A chief devoting all his time to fire department work and among other things keeping himself posted regarding principally the locations of stairs, hoists, windows and doors of our larger wholesale and retail warehouses, etc., by preparing and having always available a set of plans.

2—A set of rules which will prevent engines standing dead, when not needed for nearly two hours, when they should be sent back to their quarters.

3.—A rule that the hose carts, after letting off all their hose at a fire, instead of standing empty until the fire is out and they take up the used hose (sometimes for several hours), proceed at once to their quarters and "load up" in case their services might be needed elsewhere.

4—All firemen, when responding to an alarm, to carry wrenches and not break and make joints with their hands, only, as at present.

5—Engines which are so out of kilter that they put out their own fires, sold to junk dealers.

6—All joints of hose tested before being paid for, as formerly, and then not likely to have the couplings blown off the first time they are needed or used.

7—A superintendent of the fire-alarm who can manage a fire circuit, covered copper wire, $5000 fire alarm, at least as well as the former one did an antiquated iron-wire, one-circuit alarm system.

8—District chiefs who can attend to their duties.

9—Cards on all fire-alarm boxes not supplied with keys, telling where the latter may be obtained, if required.

10—A red ring on the electric light globe nearest the fire-alarm box and which will, day or night, indicate where the box is.

11—Separate quarters for the chemical engine, now in No. 2 engine house.

12—Separate quarters for the salvage corps.

13—Firemen to be instructed so that they will turn the hydrants "full on" and not "half on," as is sometimes now done.

14—Sobriety to be insisted on in all officials and members of the fire department.

I feel, Mr. Editor, that the above are not any more than our citizens are entitled to; we pay the bills and should have what we want and what is ours by right.

It might be well for some of the would-be aldermen to publish their views on the above. I hope they will. Thanking you for the use of your valuable space.

TAXPAYER.

C. P. Ham, lighthouse keeper at Musquash, was in the city this morning.

THE WORLD OF SPORT

THE RING

McGOVERN FOR CIRCUS.

NEW YORK, March 28. — Terry McGovern may join the Barnum and Bailey circus as a bareback racer. He wants $500 a week salary, and James A. Bailey has the proposition under consideration. Terry with his seven year old son and Peter F. McNally, and old circus performer, took in the show at Madison Square Garden, and after the performance Terry said he could ride better than many performers. He said he was done with boxing, and would join the circus if he could get enough money. Terry added that his son was also an accomplished rider.

PAYING BUSINESS

Battling Nelson will earn $80,000 in the ring this year if he maintains the ratio of his first quarter's receipts throughout the 12 months:

His earnings this year are:

Six weeks with a show at $100 per week	$6,000
Share of bout with McGovern	11,477
Received for making match with Herrera	4,000
Total first 12 weeks, 1906	$21,477

Billy Nolan, his manager, received 35 per cent of this for directing the pugilistic affairs of the lightweight champion.

If the Dane wins from Herrera he will get $9600 more in May. Besides this tidy sum he will bank a few thousands on the road before the theatrical season closes.

ATTELL AFTER TERRY.

Just as soon as arrangements for the Nelson-Herrera fight at Los Angeles were completed, Abe Attell jumped into the limelight with a consolation offer to Terry McGovern. Terry was greatly disappointed when he failed to get a return match with the Dane, but there was no chance for him, for Philadelphia would not consider another six-round match, the western managers could not see the once Terrible Terry, and the only thing in sight was Tom O'Rourke's little joke about 20-round bouts at the Tuxedo A. C. So Attell hops up to lighten Terry's disappointment.

Abe offers to box him any distance, from one to twenty rounds, and at any old weight. Terry will probably pass up the shifty Abe. He might stay the limit in a six round bout, but the things Abe would do to him in that time would be a sin and a shame.

Attell will be sailing for England shortly Articles of agreement for his fight with Joe Bowker at the National Sporting Club of London, Derby night. May 28, are on their way to Attell. The battle is to be at 122 pounds, weigh at 6 o'clock, and the purse is $2,500, of which the winner will get $1,500 and the loser $1,000. They will fight 20-rounds. Here is the place where the shifty Abe is likely to get in his great plenty.

Bowker annexed the world's bantamweight championship from Frankie Neil, and since he has grown too big for that class and they're very fussy about weights in England he has cast envious eyes on the featherweight title, which is now conceded to Attell.

THE TURF.

MR. ETTER'S NEW PURCHASE.

The Trotter and Pacer says of Winfield Stratton, 2,05¼, purchased by A. B. Etter, Amherst:

"Winfield Stratton first made his appearance on the turf at the June meeting at Denver in 1900, where he acquired a record of 2,22¾. The following year he reduced his record to 2,13¼ at Sedalia, Mo., In 1902 he made his appearance on the grand circuit and acquired a record of 2.08¼ at Cleveland, Ohio, which he reduced each succeeding year to the close of last season. He has met and defeated at one time or another all the best pacers of his class. Whenever Winfield Stratton, driven by Joe McGuire, started in a race, there was sure to be a horse race. Winfield Stratton wore the straps, but was always on a pace and did the very best that he could. His new owner will find him a reliable horse and when he meets defeat it will be by a faster horse.

BASEBALL

KLOBEDANZ SIGNED.

Manager Frank W. Barr of the Leominster team is on the hustle for the players. He has signed Fred Klobedanz, the ex-league southpaw. Milan and Southwell, the former third baseman and the latter the shortstop of last season's team, and is negotiating with John Wiley, who captained the team at the end of the season of 1905. As soon as he knows whether Wiley is to come to Leominster or not, he will build the team up in a hurry, as he has lines on many promising youngsters.

THE OAR

DURNAN FOR AUSTRALIA

Eddie Durnan sees no chance of Stanbury coming to America to row for the championship, and it is his intention to set out in September for Australia. He will make no match before leaving, but will endeavor to do the best he can when right on the spot.

WRESTLING

JENKINS AND GRUHN.

NEW YORK, March 28.—Tom Jenkins, the American champion wrestler, and Fred Gruhn, said to be the peer of all grapplers in the British Isles, have been matched to meet at Sulzer's Harlem Casino on Tuesday, April 10. They will wrestle catch-as-catch-can style ,two falls out of three to decide the winner.

STEVENS

"WHEN YOU SHOOT

You want to HIT what you are aiming at—be it bird, beast or target. Make your shots count by shooting the STEVENS. For 42 years STEVENS ARMS have carried off PREMIER HONORS for ACCURACY. Our line:

Rifles, Shotguns, Pistols

Ask your Dealer—insist on the STEVENS. If you cannot obtain, we ship direct, express prepaid, upon receipt of catalog price.

Send 4 cts. in stamps for 100-page Catalog of complete output. A valuable book of information for present and prospective shooters.

Beautiful three-color Aluminum Hanger will be forwarded for 10 cents in stamps.

J. Stevens Arms & Tool Co.,
P. O. Box 4096
CHICOPEE FALLS, MASS., U. S. A.

A Great Display of

Gents' Furnishings.

Our new Gentlemen's Furnishings department is brimming full with the newest and smartest Gentlemen's fixings from the American, English and Canadian markets. Such as Hats, Caps, Shirts, Ties, Collars, Cuffs, Braces, Fancy Vests, in fact all the requirements for a well-dressed man, and at very low cash prices.

New Spring Shirts at 50, 75c., $1.00 and $1.25.
New Stiff Hats at $1 75, 2.00, 2.50 to $3.50.
New Soft Hats at $1.00, 1.50, 2.00 to $3.00.
New Spring Ties at 15, 25, 35 and 50c.
Wash Vest at $1.25, 1.50 and $2.00.

J. N. HARVEY, Hatter, Clothier and Outfitter, 199 to 207 Union St.

SUSSEX

SUSSEX, March 28—A party numbering about 30 drove to the home of Frank Roach last evening, where they amused themselves in dancing until the wee hours of the morning. Four members of the Sussex orchestra furnished music, and all had a good time.

The Literary Club met last evening with Miss Keltie, Church avenue.

Mrs. George White entertained a number of her friends this evening at drive whist.

Fred Howes, who has been in Halifax the last three months, attending the military school, returned home yesterday.

Frank Ross, who has been with the Central Telephone Co. since its organization, severed his connection with the company today and started for the west.

POLICE COURT

Prisoner Arrested for Fighting Says He is a Nihilist.

In the police court this morning, for being drunk, Frank Moore was remanded; Joseph Flaherty was fined $4 and Thomas Doherty was fined $8.

William A. McLean was arrested by Sergeant Ross about ten o'clock yesterday for being drunk. This morning the prisoner pleaded not guilty. Sergeant Ross said that McLean was on the track by Rodney wharf yesterday morning and as a train was coming along Captain Rodgers, who is in charge of the tracks, ordered McLean away from the rails. The latter refused and the captain and he had a tussle. Both narrowly escaped being run over by the train. Captain Rodgers immediately gave McLean in charge for being drunk.

McLean is unquestionably out of his mind. He says he is a Nihilist. This morning he acted very strangely on the bench and when leaving the hall of justice, on remand, bowed low to the court.

Robert Burns, given in charge by Captain McPerron, of the S. S. Dunmore Head, for refusing to work on the steamer, he being an articled seaman, was brought into court this morning. Bobby pleaded hard to be let go, stating that he wanted to work for the C. P. R. boats. He still said that he would not work if sent back to his old ship and when informed that he would be sent to jail for eight weeks, he relented and said that he would work for the sake of his wife. Captain McFerron said he didn't want him, and although Burns said he was sorry for saying he would rather spend six months in jail than work with his old ship-mates, he was sent to jail.

Arthur and Frank Robson for throwing snow-balls, were fined $4 each.

LATEST RUMORS ON C. P. R.

(Montreal Star).

To account for the movement in "Soo," C. P. R. and Duluth, Wall street now claims that the Duluth will be taken over by Duluth in a short time.

Canadian Pacific controls both the smaller roads. "Soo" is a great money-maker, but the Duluth road has been unable to earn the full interest on money advanced to it by the Canadian Pacific.

The growth of the Northwest has been so rapid that it is now believed there is a demand for the extension of the Duluth road into St. Paul and also for a connection between it and the "Soo," making them practically one system. They are not parallel and competing now, but would be such if the proper extensions were made to Duluth. In order to do the business legally it will be necessary for "Soo" to take ownership of the Duluth line before it is extended into St. Paul. After the title is passed there will be no legal objections to the extension. As the extensions have practically been determined on, the taking of title must come very soon in order to let the work of improvement proceed.

DIVIDENDS OF $64,000,000

The principal industrial, railroad and St. railway companies of the States will next month distribute $64,772,425 in dividends, compared with $38,117,873 in March, showing the large increase of $26,654,552. Industrial companies head the list with $30,011,065, the heaviest monthly disbursements on record and $5,149,125 more than was paid last April. In October of last year $29,028,237 was paid. For the first four months of the current year the total is $100,536,657, a big increase over last year's figures.

The railroads contribute $28,969,520 to the grand total for April.

The following succinct table shows the nature and amount of next month's payments, compared with those for the current month:—

	April.	March.
Industrials	$30,011,065	$26,139,423
Railroads	28,969,520	11,649,350
Street Railways	5,791,840	329,100
Total	$64,772,425	$38,117,873

TRADE WITH MEXICO

(Montreal Herald.)

D. W. Campbell, steamship manager, has just returned from a visit to Mexico and Cuba, where he has given special attention to the development of trade with Canada. He states that Canadian exports to the Mexican republic for the past nine months reached an aggregate of $900,000, a result that had been entirely due to establishment of the line of steamers from Montreal to Progresso.

Mr. Campbell says that with a little more assistance on the part of the Canadian government a great expansion of Canadian Mexican trade is only a matter of a little time. So far as Cuba is concerned, although the islands are extensive purchasers from the United States they are ready to trade with Canada.

WEDDINGS

Charlton-Jones

A quiet but pretty wedding took place on Wednesday evening, when Miss Nellie Jones, daughter of Bandmaster Jones, was united in marriage to William Charlton, of Manchester, Robertson and Allison, Ltd.

Many handsome presents were received by the newly married couple. The many friends of this popular couple will extend to them best wishes for a pleasant journey through life.

The two story wooden building, No. 92 St. James street, West End, owned by Captain Neil McKellar, and occupied by Mrs. John Toole and family and George Kingston and family, was practically gutted by fire shortly after midnight. Those living in the house narrowly escaped, for when they awoke they found the house all in flames. They had to dash from bed and escape in their night clothes.

Stiff Hats

in Natty Shapes.

Soft Hats

in Popular Styles.

Golf Caps

in Good Tweed Patterns.

All for Spring Wear.

JAS. ANDERSON

17 Charlotte Street.

NOTICE

THE GENERAL ANNUAL MEETING of the proprietors of Lots in Fernhill Cemetery will be held on MONDAY, the second day of April next, at the Board of Trade rooms, 85 Prince William street, at the hour of four o'clock in the afternoon.

W. E. ANDERSON, Secretary.

St. John, N. B., March 26th, 1906.

WESTERN ASSURANCE CO.

Est. A. D. 1851.

Assets $3,300,000.

Losses paid since organization Over $40,000,000

R. W. W. FRINK,
Branch Manager, St. John, N. B.

ROYAL INSURANCE CO.
Of Liverpool, England.
Total Funds Over $60,000,000

J. SYDNEY KAYE, Agent.
85 1-2 Prince Wm. St., St. John, N. B.

Guardian Fire Assurance Co.
LONDON, ENGLAND.
ESTABLISHED 1821.
ASSETS, - - $35,000,000
McLEAN & SWEENY, Agents,
42 Princess Street.

ROYAL BAKERY.
(TWO STORES)
Stores Cor. Charlotte and Sydney and 429 Main St. N. B.
POUND CAKE a Specialty. Plum, Cherry, Fruit and Sponge. All kinds of pastry made from the best of butter and eggs.

DIAMONDS, WATCHES, CLOCKS and CHAINS at Lowest Prices.
G. D. PERKINS,
WATCHMAKER AND JEWELER.
90 Prince Wm. St. St. John, N. B.
'Phone 968.

E. R. MACHUM W. D. FOSTER
MACHUM & FOSTER, Fire Insurance Agents.
Law Union & Crown (Fire) Ins. Co.
Manitoba (Fire) Assurance Co.
Assets over $26,000,000.00
Offices—49 Canterbury St. St. John, N. B.
Telephone, 699 P. O. Box 323.

Fire and Marine Insurance,
Connecticut Fire Insurance Co.
Boston Insurance Company.
VROOM & ARNOLD,
160 Prince Wm. Street. Agents