MC2289

POOR DOCUMENT

HENRY CLEWS' MARKET LETTER

Tariff Agitation Has Had an Adverse Effect Upon the Business Situation During the Past Three Months—Period of Very Cheap Money Expected Until Autumn Crop Time

New York, April 24—Such changes as occurred during the past week were generally towards improvement. Prices at times have shown some irregularity owing to realizations, but no genuine weakness. On the contrary, the undertone of the stock market continues strong, and the consensus of opinion is that the market has not yet reached its topmost level. The two most noticeable factors are the improving tendency in general business and the continued great ease in money. Our great industrial and financial leaders are satisfied that the corner has been turned and are adjusting themselves accordingly. It is true that much business depression still exists. The process of readjustment is incomplete, and much time will be required before our various industries get back to normal conditions. This is simply history repeated; and after a series of years of extravagance and advancing prices it is but reasonable to expect a period of greater economy and shrinkage in commodity values. This, however, would not act as an impediment, but rather as a stimulant to renewed activity. We have already seen that readjustment in the cotton industry and in the steel industry has imparted fresh life into these two most important lines of business, a much larger volume of orders is now being received for iron and steel goods, and while the profit is probably small, it is evident that the steel industry has touched bottom.

The business situation has been somewhat adversely affected by tariff agitation for the past three months, orders for nearly all classes of merchandise having been placed upon a hand-to-mouth basis. Neither jobbers nor retailers cared to stock up beyond immediate requirements when the conditions of buying were so unsettled. As a result stocks of goods at both first and second hands have in many cases become much depleted. Meanwhile consumption has been going on at much about the ordinary rate. Clothing and shoes are being worn as usual, and there has been no slackening in the consumption of food, except such as may have been enforced by high prices. This situation means that as soon as uncertainty is removed considerable activity must develop for the purpose of replenishing exhausted supplies. While, therefore, the tariff has lost much of its effect as a disturber of business, no real resumption of activity can be expected until the outcome of that question is foreseen. Nobody now anticipates any important changes from existing schedules, which is perhaps politically unfortunate, as the tariff question may boom up again in disturbing form at some future date. This, however, is a distant problem, and has nothing to do with the immediate future. If, as it is hoped, the tariff be settled before June 1, we may expect a further improvement in general trade; and should the next harvest prove anything like satisfactory the coming fall should witness a very decided resumption of business activity. Another important element in the business situation is the outlook for prolonged ease in money. This is quite as important to the merchant and manufacturer as to the speculator. It enables him to obtain the credit which he needs on good terms, and to make plans extending into the future. In fact, continued easy money is one of the best and most natural tonics known for business recuperation.

The monetary situation continues to dominate the financial outlook. We are, no doubt, in for a period of very cheap money unti lthe autumn crop demands assert themselves. This situation is world-wide. It is, of course, primarily due to the general inertia of trade, and in that sense is not entirely satisfactory. It is, however, as just stated, the best and most natural restorative known. Of course, this universal ease in money is considerably intensified by the abundant production of gold. Bank reserves at home and abroad are continually rising. The New York banks are carrying about $85,000,000 more of cash in their reserves than a year ago; and in addition our trust companies have materially added to their reserves in compliance with the new law. The great banks of Europe hold fully $300,000,000 more gold than at this time in 1908, the largest proportion of this increase going to the banks of France and Russia. It is worthy of note also that the Bank of England increased its reserves fully $50,000,000 during the first three months of the current year. The effects of such conditions, must, of course, be highly stimulating to speculation; they mean inflation, and this accounts more than anything else for the present high level of the stock market. Our great bankers are sure to take advantage of this situation to carry out necessary flotation and refunding plans. Important negotiations of this charcter have been under way for some time past, and the absence abroad of some of our leading bankers is significant in this connection. It will cause no surprise whatever if Europe should take some very considerable sums of better American investments during the next few months. If this expectation is not realized, it will probably necessitate sending further large sums of gold to Europe to pay for our continued large importations.

Our exports of domestic products continue below the normal because of prevailing high prices. The recent break in wheat was beneficial in this respect, but that staple is still held above a profitable export price. Now that costs of manufacturing are being reduced we ought to witness a larger foreign demand for our manufactered products, which to some extent should compensate for lessened shipments of farm products. In times of depression we absolutely need an export outlet for our surplus manufactures, and recent reaction will have some compensating advantages if it promotes our foreign trade on these lines. The railroad sitution is steadily improving and earnings show gratifying gains. In the fourth week of March thirty-eight roads showed an increase of nearly 13 per cent. in gross earnings, a most satisfactory indication of the improvement in transportation. For the month of March forty-eight roads showed a gain of 11 per cent. These comparisons are, of course, made with a period of depression a year ago. Nevertheless, railroad traffic is rapidly coming back to normal, and owing to enforced economy, net results are already improving. The repurchase of Norfolk & Western securities by Pennsylvania is significant since it indicates a less antagonistic attitude of the administration and the public also towards the railroads.

There is nothing in the stock market situation to warrant any apprehension. The Turkish situation has caused some temporary unsettlement of the European markets, but at present it does not appear that these disturbances will prevent any international complications, although, of course, in the present delicate state of affairs there is always such a possibility to be kept in view. The prevailing feeling in financial circles is one of hopefulness, and the technical situation of the market has not yet been weakened by excessive speculation. In all probability there will be frequent fluctuations, more activity in trading and occasional reactions, with the general drift of prices toward a higher level.

HENRY CLEWS.

What Bache & Co., Say.

New York, April 24—The security market appears to be govrened by unreadable circumstances which are bewildering to judges of price tendencies. Quoted figures for stocks, seem to have more than discounted any business improvement which has thus far taken place or which is immediately in sight. The attempts of those who believe this, however, to bring about decided reactions are met by obstinate stagnation, following upon success in producing slight declines. This is succeeded by climbing figures in one or the other low-priced specialties, but the rises are soon stayed. The higher priced railroads remain generally sluggish, with occasional pronounced fluctuations in the Harrimans. Investors are inclined to believe that their commitments may be acquired later on at a lower level. The expected midsummer dullness is the point looked forward to for such acquisitions. While these expectations may be realized there are many good securities that if bought now will undoubtedly be found, a year from now, to have been most advantageously acquired. The investor who wishes good interest for a year or two, with prospects of being able to dispose of his purchases then with some profit may safely buy, on recessions, the better preferred industrials.

J. S. B[illegible] & CO.

THE SHIPPING WORLD

MINIATURE ALMANAC.

1909 April.		Sun Rises	Sun Sets	Tide High	Tide Low
26	Mon	5.25	7.18	4.18	11.13
27	Tues	5.24	7.19	5.16	12.00
28	Wed	5.22	7.21	6.19	0.43
29	Thur	5.20	7.22	7.21	1.46
30	Fri	5.19	7.23	8.18	2.43

The time used is Atlantic standard.

VESSELS BOUND FOR ST. JOHN.

STEAMERS.

Almora, sld Glasgow, April 21.
Drottning Sophia, sld Navik, April 12.
Pontiac, chartered.
Veraston, chartered.

BARKS.

Afheim, sld Rosario, March 20.
John S Bennett, at Barbados.
Ladysmith, chartered.

PORT OF ST. JOHN.

ARRIVED TODAY.

Schr Romeo, 111, Spragg, from Boston, G. McIntyre, ballast.

Schr J Arthur Lord, (Am), 189, Gough, New Haven, Conn., Stetson Cutler & Co., ballast.

Coastwise—Schrs Francis, 68, Gesner, Bridgetown; L M Ellis, 34, Lent; Waldo R, 47, Hooper, St. Stephen; Souvenir, 27, Outhous, Tiverton; Acadian, 31, Comeau, Meteghan; Champion, 29, Titus, Westport; Susie Pearl, 74, Clark, Goose Creek; Georgie Linwood, 25, Bourdman, Church Point.

ARRIVED SATURDAY.

Schr Roger Drury, (Am), 307, Olsen, from Bath, Me., R C Elkin, ballast.

ARRIVED SUNDAY.

Stmr Lake Erie, 4,846, Carey, from Liverpool, C P R, pass and mdse.

Schr Peter C Schultz (Am), 373, onovan, from Shelter Harbor (Me), Stetson, Cutler & Co, ballast.

Schr Priscilla, 101, Granville, from Boston, master, ballast.

Schr Arthur M Gibson, 317, Howard, from New York, J W Smith, coal.

CLEARED TODAY.

Coastwise—Schrs Souvenir, Outhouse, Tiverton; Champion, Titus, fishing; Yarmouth Packet, Denton, Yarmouth.

DOMINION PORTS.

Yarmouth, N. S., April 21—Ard, schr W. N. Zwicker, Emino, Philadelphia.

Cld, 22nd—Schr General Laurie, Hayden, Philadelphia.

Vancouver, April 22—Sld, stmr Empress of India (Br), Beetham, Japan and China.

BRITISH PORTS.

Tuskar, April 23—Passed, stmr Ulunda (Br) Chambers, Halifax for Liverpool.

Manchester, April 23—Sld, stmr Manchester Shipper, for Montreal.

Liverpool, April 25—Sld, stmr Evangeline, for Halifax and St John.

Southampton, April 25—Ard, stmr St Paul, from New York.

Liverpool, April 24—Ard, stmr Virginian, from St John and Halifax.

Queenstown, April 25—Sld, stmr Mauretania, for New York.

FOREIGN PORTS.

Hamburg, April 22—Ard, stmr Leuctra, Hilton, San Nicoles.

New York, April 23—Ard, bark Rendova, Williamson, Sevelle, 29 days.

Cld—Sehr Vavola, Smith, South Amboy.

Sld—Stmr Felix, Sydney, C. B.

Gulfport, Miss, April 22—Ard, stmr Simonside, Pick, New York.

Mobile, April 23—Cld, schr Bartholdi, Scott, Havana; Laura C., Creaser, Carbarien.

City island, April 25—Bound south, stmr Diana, from Windsor (N S) for Newburg; schrs Alcaea, from Halifax; Collector, from Halifax for New Rochelle; Myrtle Leaf, from Apple River (N S); Nesomhegs, from St John; Sawyer Bros, from Stockton.

Saunderstown, R I, April 24—Passed, schr Genevie, from Providence for St John.

Salem, Mass, April 25—Ard, schr Domain, from Sand River to Salem for orders.

Vineyard Haven, April 25—Schrs Lucia Porter, from South Amboy for Boston; Nettie Shipman, from Port Reading for Fredericton (N B); M D S, from Perth Amboy for Annapolis (N S); Mattie J Alles, from St George (N B) for Norwalk; Sarah A Reed, from Calais for this port.

Passed—Schrs Lucille, from New York for Five Islands (N S); Flora M, from Hontesport (N S) for New York; Kolon, from Machias; Clayola, from St Martins (N B); Nevis, from Nova Scotia for Bridgeport; Quetay, from Weymouth (N S) for New Rochelle.

Portsmouth, April 24—Sld, schr J L Colwell, from St John for New York.

Chatham, April 24—Passed north, schr Kenneth C, from New York for Halifax.

Salem, April 24—Sld, schr J Arthur Lord, for St John; Flora, for New York; Clayola, for Rail River; Nevis, for Bridgeport; Tay, for New Rochelle; Bessie, for Provincetown; Strathcona, for Pawtucket.

Vineyard Haven, April 24—Ard and sld, schrs Rothesay, from Philadelphia for Fredericton (N B); Silver Star, from New Haven for Thelma (N S); Emily F Northam, from St John for New York; Mertie V Hopkins, from Sherbrooke (N S) for New York; Iona, from Sherbrooke (N S) for New York.

Sld—Schrs Ronald, from Port Reading for Fredericton (N B); Elma, from Elizabethport for Fredericton.

Passed—Schrs M D S, from Perth Amboy for Annapolis (N S); Wanola, from New York for St John.

Booth Bay Harbor, April 24—Sld, schr Cora A Green, for Sackville (N B); Hannah F Carleton, for Sackville.

Boston, April 24—Sld, schr G M Cochrane, for Weymouth (N S).

New London, April 24—Sld, schrs M D S, from Perth Amboy for Annapolis (N S); Preference, from New York for St John.

New London, April 25—Ard, schrs Modoc, from St John for St John; Iona, from do for do; Emily F Northam, from St John for City Island.

REPORTS AND DISASTERS.

Bermuda, April 19—Schr. Mary L. Crosby, Lynch, from Wiggins, S. C., March 30, for New York, before reported towed in here by stmr. Drumcairne (Br), from New York for Montevideo, &c., lost fore and main gaffs and sprung a leak in a strong northwest wind on March 31. Leak increased and the schooner was taken in tow by the Drumcairne April 13, and towed in here. The Crosby has been libelled for salvage by the Drumcairne. Awaiting instructions from owners.

SPOKEN B YWIRELESS SUNDAY.

7.30 a m—Steamship Chicago, 195 miles southeast of Cape Sable, bound west.

9.05 a m—Steamship New York, southwest of Cape Sable, from New York bound to Southampton.

9.20 a m—Steamship Baltic, 220 miles southwest of Cape Sable, from New York bound to Liverpool.

10.40 a m—Steamship Kaiserin Augusta Victoria, southwest of Cape Sable, from New York bound to Hamburg.

11.45 a m—Steamship Carmania, southwest of Cape Sable, from New York bound to Liverpool.

VESSELS IN PORT

STEAMERS.

Bendu, 6,743, Wm Thomson & Co.
Eriphia, 1,289, W M MacKay.
Heimdal, 1,877, Wm Thomson & Co.
Lake Erie, 4,846, C P R Co.
Montezuma, 6,353, C P R Co.
Shenandoah, 1,492, Wm Thomson & Co.
Victorian, 6,743, Wm Thomson & Co.

BARKS.

Robertsfors, 733, J A Likely.
Westland, 1,116, J F Beatteay.

SCHOONERS.

E B Wood, 242, Stetson, Cutler & Co.
Helen Montague, 214, R. C. Elkin.
Jennie N Huddell, 265, A W Adams.
Katherine J Mills, 216, G E Barbour Co.
Lord of Avon, 323, R C Elkin.
Manuel R Cuza, 258, P McIntyre.
Peter C. Schultz, 273, A W Adams.
Priscilla, 101, A W Adams.
Ralph M Hayward, 532, master.
Roger Drury, 307, R C Elkin.
Sallie E Ludlam, 195, D J Purdy.
Witch Hazel, 228, C M Kerrison.
W E & W L Tuck, 395, J A Gregory.
Wm L Elkins, 229, J W Smith.

MARINE NEWS

The Yarmouth steamer Usher sailed from Conception Bay on Tuesday afternoon, April 20, with a cargo of grain. She is bound for a port in the United Kingdom or continent.

The schooner Rothesay has been chartered to carry coal from New York to Fredericton and return to New York with a cargo of laths.

The tern schooner W. N. Zwicker, Captain Emo, arrived at Yarmouth, N. S., April 21, from Philadelphia, with a cargo of hard coal for Killam Bros. After discharging she will load lumber here for Buenos Ayres.

The schooner Laura C. is at Mobile loading for Havana. From the latter port she goes to Caibarien and then to Nipe Bay, where she loads old car wheels for Amherst.

C. P. R. steamer Lake Erie, Captain Carey, arrived yesterday (Sunday), from Liverpool, with 996 passengers, 147 of them came in second cabin. The voyage was quite rough and unpleasant. Strong head winds and a heavy head sea were encountered. The Lake Erie followed the southern route. South of the Banks a large quantity of ice and numbers of bergs were sighted. Major Creighton, of Sussex, N. B., came over in charge of 191 men, women and boys brought out by the Salvation Army.

United States schooner Ann Louisa Lockwood, New York, for Moncton, with coal, lost both anchors and had windlass torn out in Petitcodiac River, owing to a freshet; she was beached; supposed no damage.

EXPORTS

For Liverpool, per S. S. Empress of Britain—Canadian goods—143 boxes bacon, 78 brls nickel matter, 29 boxes organs, 300 aluminum, 234 pkgs leather, 4 brls jewelers' ash, 809 sacks, 75 brls flour, 130 boxes herring, 5490 boxes cheese, 2 bales furs, 20 bales rags, 14 pkgs sundries, 7 cases mica, 234,263 ft spruce deals, 72,294 ft birch plank, 43,723 bushels wheat, 450 sacks oatmeal, 2801 bales hay, 1168 pcs walnut lumber, 15 cases adv. matter. Value $164,122.

Foreign goods—1180 pkgs lard, 2799 cases meats, 1850 doors, 919 pcs maple lumber, 3188 bdls maple flooring, 3550 bdls thin lumber. Value $221,474.

Total value of cargo, $385,606.

IMPORTS

From Liverpool, ex stmr Lake Erie:—50 cases, 10 casks whisky, J. O'Regan; 3300 bags salt, Gandy and Allison; 8 crates earthenware, J. L. Cassidy Co.; 10 crates earthenware, Rowland Marcellins; 1 tail shaft, order; 5 cases hardware, W H Thorne & Co.; 15 casks bleaching powder, W. H.; 10 casks bleaching powder, W. Holland; 6 cases hats, D. Magee's Sons; 233 boxes glass, 12 cases tinned sheets, McClary Mfg Co.; 2 crates earthenware, W. T. Marlow; 92 tiles, 12 casks brick, J. E. Baker; 10 cases whisky, 162 pkgs rum, R Sullivan.

For Rothesay—4 cases yachting goods, W. R. Turnbull.

For Fredericton—3 cases pick heads, R. Chestnut & Son.

For Moncton—50 anchors.

For Campbellton—21 brls beer, A. L.; 10 brls beer, J. T.

Also goods for other points.

HARRIMAN PLANS ANOTHER BIG MERGER

He Wants to Consolidate All New York Central Lines Into One Corporation, With Huge Capital, and a Central Management

New York, April 26—According to a report circulated in this city, E. H. Harriman has instructed leading corporation counsel in this city and other cities to devise a means of merging the New York Central lines into one $1,000,000,000 corporation, with a central management and one treasury. This, if effected, would operate more than 12,000 miles of railroad including the New York Central, West Shore, Lake Shore, and Michigan Southern, Cleveland, Cincinnati, Chicago and St. Louis, Pittsburg and Lake Erie, Lake Erie and Western, Canada Southern and a number of other lines now controlled by or allied with the New York Central. No details are said to have been decided upon yet, but it is understood that it is not proposed to include the Nickel Plate Line.

CANADIAN BUGBEAR DOES DUTY AGAIN

The Bond Party in Newfoundland Make it an Issue to Catch Votes.

Whenever there is an election in Newfoundland the bugbear of annexation to Canada is brought out to frighten the people. As a campaign contribution the St. John's Telegram last week printed this "Parable of the Chicken and the Fox."

There once was a fox named Canada who was very desirous of getting possession of a chicken named Newfoundland, and if ever he obtained possession it was a foregone conclusion that the chicken would most assuredly be eaten.

Now this chicken was by no means a spring chicken, and was not youthful enough to be tempted to come within the fox's grasp, but as the song expressed, "it kept on its side of the high-board fence," and none of the fox's blandishments could tempt that chicken to venture outside the gate.

For a long time the fox had been depending on one of its own children, named "Morine" to coax the chicken outside of the gate, but the chicken got wise to the game and refused to budge, and the "decoy fox" was recalled in order to throw the chicken off its guard. But the desire for possession was never relinquished, and unknown to the chicken the "Big Fox" bought over a "rooster" named "Morris" hoping that the "rooster" would accomplish what his own off-spring, 'Tory Morine," had failed to do.

In doing this the "fox" lived up to the subtlety of his nature, in so far as to get the chicken to the very gate, but there he halted, with "Rooster Morris" holding the gate open, and the "Big Fox" hid behind it, ready to grab the chicken as soon as it crossed the threshold.

Now, the chicken had been endowed with thirty-six reasons, known as seats in Parliament, and eighteen of these reasons said "go" whilst the other eighteen advised the chicken to stay in safety.

It seemed as though the Great Creator (of chicken and foxes alike) had extended his hand and checked the chicken in its advance, in order to save it from Destruction by the "fox."

At any rate the chicken was conveyed right back to the farm yard door and was given another chance to save itself from "Disaster" and "Ruin," all of its friends, headed by its chief benefactor (who had helped it through many a trial) advised the chicken to stay at home.

This benefactor (named Bond) exposed the rooster to the chicken, showed most conclusively that the fox was waiting outside the gate, and earnestly implored the chicken, for the sake of its after generations, to remain in its present safe position.

Thus we find the situation today, and the question is, will Newfoundland (who has been arrested on the brink of disaster by a kind All-seeing Providence—will it leap to its death led by the "Decoy Rooster Morris," or will it regard the advice of "Benefactor Bond" and remain in safety?

Verily the words of Hamlet may be aptly quoted:

"To be or not to be, that is the question."

A CHILDREN'S CONCERT

A very interesting concert will be given in the school room of Brussels street Baptist church tomorrow, Tuesday evening, at 8 o'clock by the Junior Mission Band. The programme will be as follows:

Piano duet . . Irene McLean, Beyrl Blanche
Chorus . . . . On the Bought of a Tree
Recitation . . . . Treva Wetmore
Song . . . . Bessie and Fred Hill
Exercise . . . . Curious Cradles
Recitation . . . . Helen Ganter
Chorus . . . . Rain Song
Recitation . . . . Hazel Reicker
Solo . . . . Willa Stamers
Wand Drill.
Recitation . . . . Florence Brown
Exercise . . . . "A Little Girl's Week."
Chorus . . . . Squirrel Song
Recitation . . . . Sydney Chipman
Solo . . . . Louise Colwell
Recitation . . . . Vyvian Vail
Dumb Bell Drill.
Intermission.
Piano solo . . . . Treva Wetmore
Dialogue . . Miss McKay, Vera McKay, Willa Stamers, Stanley Carr, Alden Worden.
Chorus . . . . "Thro' the Woods."
Recitation . . . . Ronald Hurd
Hoop Drill.
Recitation . . . . Wendell Belyea
Solo . . . . Mildred Brown
Recitation . . . . Douglas Olive
Doll Drill.
Song . . . . "Little Japanese."
Gladys Scribner, Irene King, Hazel Reicker, Mildred Brown, Muriel Almon.
Song . . . . Carol Chipman
Recitation . . . . Evelyn King
Song . . . . Nellie Olive
Goodnight Song . Carol Chipman, Oliver Golding, Vyvian Vail, Ida Bond, Lillian Hurd, Evelyn King, Belle Mills.

RADIUM IN MEDICAL WORK

Montreal, April 26—(Special)—The first Canadian experiments in the use of radium in medical work are now being carried on here by Dr. George Armstrong of this city, who had just returned from Paris, where he visited the radium institute for the puropose of studying the possibilities of the new material.

While Dr. Armstrong found that the application of radium to medical work had not progressed far enough to give any very definite results he was sufficiently convinced of its value for application in certain forms of skin and tumerous growths to secure some of it which he is now using in his practice. As radium costs $100 a milligram—about the size of a pin head—he did not procure a very large amount of it.

FOUR THOSANDMEN ARE HUNTING THE HAIR SEAL

Something About an Industry Which Flourishes for Two Months Each Year off the Grand Banks of Newfoundland

St. John's, Nfld., April 24—On March 10 there began the annual hunt for the hair seal off the Grand Banks of Newfoundland. This is an industry that lasts only two months, but employs about twenty-five stout steamers and 4,000 men, whose home is the rock-ribbed coast of Newfoundland. This seal hunt has been prosecuted for hundreds of years. It yields a harvest of from $500,000 to $750,000 annually, and like the cod fish in the same waters, the seal has defied all attempts at extermination. This is all the more remarkable when we find today the famous Behring seal fishery is now reduced to a mer skeleton of its former importance.

A Newfoundlander takes no small pride in this sealing venture, and his views with regard to it are illustrated by the story of the sealing skipper, who hearing once of the appointment of a prominent lawyer to the judicial bench, declared that "it was an outrage to give such a fine job to a man who had never brought a trip of seals into the country." The seal folk for some reason describe their prey as "swoils," and in the same fashion, to "spell" an object means to carry it; hence we can imagine the amazement of the young cleric, who on the occasion asked a burly hunter how he spelt "swoils," and was answered: "We don't spell 'em, we hauls 'em."

Of the natural history of the hair seal or "ice riding pinniped," as scientists describe it, little is known. All that is certain respecting their habits and movements is that they appear on the coast of Labrador in the early winter and drift south on the ice floes, where their young are whelped on the naked crystal plains. They are born about the end of February, and are suckled there by their mothers, the father keeping guard daily while she dives into the sea in search of food. The herds are absolutely countless in number. On occasion as many as 200,000 have been seen in a single "pach," and yet each mother will return at nightfall to her own infant, and find the particular hole in the ice by which she went down, even though the floe has shifted many miles, and changed its position entirely. The young seals are termed "white coats," being fat, downy, pallid little masses of blubber, with voracious appetites, growing with such amazing rapidity that within a fortnight their pelt with fat attached weighs from forty to fifty pounds. It is at this time that the seal hunt begins.

A century ago it was prosecuted in small boats by means of nets set along the coast, then larger smacks were employed and went further afield among the floes. Later stout schooners were built, and then square-rigged vessels and fifty years ago a fleet of 400 sails put out from the various ports of Newfoundland in quest of the greasy spoil. In 1831 as many as 374,000 seals were brought in, while in 1864 the smallest catch on record was caught, 121,000.

The modern era in the seal fishery began in 1863, when a wooden steamer, the Bloodhound, was built in Scotland and brought across for the express purpose of engaging in this pursuit. The introduction of steam marked the downfall of the sail, and today there is not a sailing vessel remaining at the work. The whole enterprise has been monopolized by a small steam fleet sailing from St. John's, and only 4,000 men are taken on board these.

Until three years ago it was thought that a steel ship was unsuitable for this work. It is a seeming paradox that iron should be less strong than wood for ice navigation. However, an enterprising and far-seeing St. John's shipowner resolved upon the construction of a specially-designed steel steamer for the sealing business and which should also be available as a cargo carier during the rest of the year. This was the chief drawback of the old style sealer, which was a twin sister of the Arctic whaler and indeed sometimes used for that business. When the Dundee whaling business proved a failure the ships were bought in for the Newfoundland fishery, but for ten months of the year were laid up idle at St. John's save when hired by an Arctic expedition over for a cruise to Hudson Bay.

The new ship Adventure is a powerful, strongly-built steel freighter, costing nearly $200,000, her lines being somewhat like those of the Canadian ice-breakers. From the very outset she was a success. The method of conducting the seal hunt is that the steamers, which are not allowed by law to leave port until the morning of March 10, so that the young seals may have time to attain a fair growth, make their way through the ice to where they suppose the seal herds are. This is by no means an easy task, for the whole ocean is strewn with mighty masses of crystal and every wind sweeps them to and fro, so that it calls for the keenest judgment to locate the "main patch." This is the chief body of seals, and when it is found the ship sends her men out over the ice to kill the helpless pinnipeds. This is done by a blow from a long iron tipped pole or gaff. The seal is then cut open and the pelt removed from the carcass, the latter being left on the ice. When a man gets three or four pelts he makes them into a tow and drags them back to the ship by the aid of a long rope he carries for the purpose. If she is too far away the men, who go in gangs or watches, make piles of them on a convenient "pan," or flat mass of ice, setting a pole with the ship's flag on it over them to establish ownership. The men go from eigth to ten miles from the ship in their daily hunt, and when blizzards break on them direful tragedies occur. The worst of these was in 1898, when the steamship Greenland had forty-eight men frozen to death and sixty-three seriously frost-bitten out of a total of 180.

THE HAZEN ROAD ACT

April 23rd, 1909.

To the Editor of The Times:

Sir,—I notice in the Chatham Commercial of the 20th that the editor of that paper comments on the Hazen road act. He seems to be like powder ready for a puff whatever the act might be. He says the provincial government has redeemed another pre-election pledge in the framing if the new highway act which places the control of the highways in the hands of the people through the municipal councils. Yes, Mr. Editor, the government is very careful to appoint the secretary-treasurer of the highway board themselves so that they will have full control of the funds. Poor country councillors, cannot be trusted with the funds. He makes a great ado about the 'eight hour system of work on the roads. Speaking of it as the first legislation in that way and of great advantage to laboring men. How his heart bleeds for the poor country laborers. If he would look up the road act that was in force prior to the act now in force, he would find the eight hour system for work on the roads was in force, and probably came into force before the editor of the Commercial came into existence.

Yours truly,
NORTHUMBERLAND.

SUCCESSFUL INTERVIEWER

(Toronto Star.)

Hearing of the birthday celebration of General Booth, a member of The Star staff became reminiscent.

"About twenty years ago," he said, "I was a reporter on the Globe, and General Booth was visiting Canada —for the first time, I think—and the Globe wanted him interviewed. As he was to arrive in Toronto rather late at night I was instructed to go to Hamilton and interview him on his way to Toronto.

"Here I became vividly impressed with the truth that to interview a man successfully you must know something about his favorite topic. On the subject of Salvation Army work I was in a state of woeful ignorance. Luckily there was a little time for preparation. It was Saturday night. Walking pensively up Yonge street, I stopped at Britnell's bookstore, and was idly turning over a lot of volumes marked at some phenomenally cheap price, when my eye caught the title on a paper-bound book, 'Life and Work of General Booth.' Not to buy it was to fly in the face of Providence. I took it home and spent several hours in turning the whole book into interrogative form. Wherever the author—I think it was the General himself—made a statement I turned it into a question. In this way I prepared an examiner's brief of about fifty questions.

'The general was most polite and willing to give information. Whenever I asked a question he gave me the answer in the book. He appeared to be astonished at my knowledge of the working of the Salvation Army, not being aware that the knowledge was only one day old. At the meeting that evening he jocularly remarked that he had little to say because a reporter had met him at Hamilton and pumped him dry."

When changing the oilcloth on your kitchen table place several newspapers underneath it and it will wear three times as long.

INTERESTING ITEMS

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

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

At the North End, corner Main and Bridge streets, is the leading quality store of St. John. You would not think so judging from the prices. Pidgeon's prices are always the lowest. 4-26-1i

An Old Firm.

For years the name of John White has been associated with the furniture business in St. John. This ceases to be a fact next Wednesday and Thursday, when his entire stock of furniture will be sold unreservedly at public auction by Auctioneer Potts. Probably never in the history of St. John have such bargains in good furniture been procurable. Bargain hunters should be on hand not later than 9.30 Wednesday morning. 4-26-1i

Cauliflower should be turned head downwards in cooking, so that any scum may not by chance settle on the white portion.

CLASSIFIED ADVERTISEMENTS

(Too Late for Classification.)

WANTED—A POSITION AS HOUSEkeeped to widower. Can show good references. Address A. Z., care of this office. 814-4-29.

FOR SALE—FREEHOLD WITH 2 STORY and a half house at 35 Middle street, St. John, West. Water lot attached. Enquire of JAS. S. CLARK, 244 Charlotte street, St. John west. 815-5-3.

WANTED—BOY. JAMES PATTERSON, Fish Stall, City Market. 823-4-28.

FOR SALE—VENDOME, No. 4 HEATER, in perfect order. Sold on account of moving to heated apartments. Apply to MRS. R. D. CHRISTIE, 16 Orange street. 824-4-29.

WANTED—A PANT MAKER. APPLY D. & J. PATERSON, 77 Germain street. 822-tf.

FOR SALE—SQUARE PIANO—WILL BE sold cheap for cash. Can be seen Tuesday and Wednesday at 54 Wellington Row. 826-4-28.

WANTED—A NEAT GIRL TO TAKE care of Dental Office. Apply at KING DENTAL PARLORS, 57 Charlotte street. 829—tf.

FOR SALE—SINGLE COMB BROWN Leghorn Eggs, thirteen, $1.00; fifty, $3.50; 100 $6.00. ROCKWOOD POULTRY YARD, 141 Hawthorne Avenue. 825—tf.

WANTED—MODERN FLAT CENTRALLY located. Apply to FLAT, P. O. Box 205.

WANTED—ONE GOOD SMART WAITress. Apply WANAMAKERS, 101 Charlotte street. 816—tf.

WANTED—YOUNG MAN AS ASSISTANT bookkeeper and collector. Must be able to give bonds. Apply in own handwriting to M. H., Telegraph Office. 821-4-28-09

WANTED—GIRL FOR LIGHT HOUSEwork. Apply MRS. O. L. BARBOUR, 251 King street east. 819—tf.

WANTED—COAT AND VEST MAKER. W. J. HIGGINS & CO., 182 Union street. 820—tf.

WANTED—GIRL FOR GENERAL HOUSE work. Apply MRS. A. B. GILMOUR, 178 Duke street. 828—tf.

WANTED—A GOOD GENERAL SERVANT to go to Quebec for the summer. Small family. Apply MRS. A. H. DAVIS, 103 Elliott Row, City. 827-4-29.

YES MAM'—JUST THE THIN G YOU ARE LOOKING FOR

We Have Bought a Lot of Over 300 Skirts

Manufacturers' samples, and are ready to sell them at less than manufacturers' prices. All the latest styles and patterns.

Come in and convince yourself. We will be glad to have you examine our new store and stock.

M. GEORGE, 29 City Road

FINANCIAL AND COMMERCIAL

N. Y. STOCK MARKET

April 26, 1909.

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

	Saturday's Closing	Today's Opening	Noon.
Amalg Copper	77	77½	77¼
Anaconda	45½	45¼	45¼
Am Smelt & Rfg	89⅞	90⅛	90⅝
Am Car Foundry	50⅛	50⅛	50⅛
Atchison	107⅞	107⅞	107⅞
Am Locomotive	55⅜	55⅜	55⅜
Brook Rpd Trst	78⅝	79	78⅝
Balt and Ohio	113⅞	114	113½
Chesa and Ohio	76½	76⅛	75⅞
Canadian Pacific	175⅞	176	176½
Chicago & Alton	70⅛	69⅝	69⅝
Colo F and Iron	38⅝	39	39
Con Gas		137	137
Den and Rio G	52⅝	52⅝	52⅛
Erie	30⅞	31	30⅝
Erie, First pfd	47½	46⅞	46⅝
Kansas and Texas	43⅞	44¼	43⅞
Great Northern Pfd	144	144¼	143⅝
Louis and Nashville		139¼	139
Missouri Pacific	74	74	73⅝
Nor and Western		92⅝	92¼
N Y Central	130½	130⅞	130¼
Ont and Western		49¼	49
Peo C and Gas Co	116¼	116¼	115⅞
Reading	145⅜	146¼	145⅛
Republic Steel	24	24	24
Sloss Sheffield	76	75⅝	75⅝
Pennsylvania	135⅝	136	135½
Rock Island	29¼	29⅝	29⅝
St. Paul	149⅝	150¼	150
Southern Ry	28¼	28¼	28
Southern Pacific	120⅛	120⅝	120
Nor Pacific	144⅝	144½	143⅝
National Lead	88½	89	88⅝
Twin City		103⅛	103⅛
Union Pacific	187⅞	187⅞	187⅞
U S Steel	53⅝	53⅞	53⅝
U S Steel pfd	114⅝	114⅝	114⅝
Wabash	18⅝	19	18⅝
Wabash pfd	49	49	48⅝
Western Union		70	70

Total sales in New York Saturday 393,600 shares.

CHICAGO MARKET REPORT.

May corn	68¼	68⅞	69½
May wheat	118	121	120⅛
May oats	54⅝	55½	55⅝
July corn	66⅞	67⅛	67½
July wheat	107½	108⅝	108½
July oats	48½	48⅝	48⅝
July pork	17.97	17.90	17.90
September corn	66¼	66½	66½
September wheat	100⅛	101½	101¼

MONTREAL QUOTATIONS.

Dom I and Steel	33¾	33½	33½
Dom I & S pfd ex div 10½ p. c	127¾	117½	117
N S Steel	59½	59	59¾
C P R	176⅛	176⅛	176⅛
Montreal Power	116¾	116¾	116¾
Detroit United		58½	59
Toronto St Railway	124	124¼	124¼
Mackay Co	78	78¾	78¾
Illinois Traction pfd	95¾	95¾	95¾

NEW YORK COTTON MARKET.

May cotton	10.39	10.51	10.54
July Cotton	10.32	10.42	10.47
October cotton	10.09	10.19	10.25
December cotton	10.07	10.17	10.23

(Furnished by D. C. Clinch, Banker and Broker.)

April 26, 1909.

NEW YORK FINANCIAL

It is evident that the powers are with the Young Turks who are said to have assured European financiers that the Turkish debt will be taken care of. This would account for much of the complacency with which European capitals display toward the revolution. The United States Steel quarterly report comes out tomorrow and it is expected to make a good unfilled order showing. There is reported an increase in pig iron demand and the Journ