WILL BRING WATER 240 MILES ACROSS COUNTRY.

Los Angeles Making Great Preparations For Future Needs—Work Will Cost $23,000,000.

SAN FRANCISCO, July 29.—A despatch to the Call from Los Angeles says that work is about to begin on a water system there which will secure an unlimited supply of pure water for all future needs. The scheme is to bring mountain water from Owens lake and river, in Inyo county, across deserts, through mountains, and across plains, a distance of 240 miles, to give Los Angeles a supply sufficient for her needs when the population reaches the million mark. Engineers have estimated that the cost of the work will exceed $23,000,000.

The survey has shown that all the water can be conveyed there by gravity, no pumping being necessary. In the construction thirty miles of tunnel will be necessary.

SOLDIERS AND GUARDS FIGHT OVER TERRITORY.

Three Germans and One Frenchman Killed and Others Injured.

BERLIN, July 29.—The South Cameroon company, whose traders and their guards, it is now admitted, came into conflict recently with French Seingalese soldiers on the frontier of the French Congo, over the question whether certain territory is French or German, reports to the foreign office that in the fighting which took place three Germans were killed and four were made prisoners, and one French Seingalese was killed.

The foreign office, as previously reported, is inquiring officially of the Cameroon government as to what really took place. The French government, doubtless, in the meantime will also be informed officially on the subject. Both governments will then be in a position to locate the blame and take measures to prevent such collisions in the future.

There is no disposition here to regard the incident as likely to lead to anything serious, though Germany naturally will fully protect her colonists.

SATURDAY NIGHT'S CONCERT AT WESTFIELD.

Saturday evening's concert in the Methodist church at Westfield was in every way a decided success, and was thoroughly enjoyable. The church was filled to the doors, and among the audience besides the residents of Westfield were many who went up from the city. These latter returned by the suburban train, which was held for their benefit. The church was prettily decorated with ferns and flowers.

All those who took part in the programme were St. John people, and the different selections were in every case very pleasingly rendered. Mrs. F. G. Spencer was heard in solos, and in a duet with DeWitt Cairns, as well as in a trio with Mr. Cairns and J. A. Kelly. Miss Titus, Master Eric Titus, Miss Baillie, Miss Ella Smith, Master Roy Smith and Master Robb also took part. The accompaniments were played by Miss Olga Smith and Miss Annie Smith. One of the most pleasing numbers was the piano solo by Master Robb, who, though only nine years old, plays very nicely indeed. Another selection which gave a great deal of pleasure was Roy Smith's violin solo. The proceeds of the concert are for the general funds of Rev. Mr. Pinkerton's church.

FOLLOWING THE MAGISTRATE'S ORDERS.

Who owns the cow? is the question that is troubling the official mind of the north end police force. A night-walking cow was found early Sunday morning on Elm street, and at once arrested, in accordance with the magistrate's instructions re street-walkers.

The animal could not be accommodated with a cell, as they were already in use, so the travelling dairy was conveyed to McAulay's barn on Simonds street. But deprivation of its freedom does not affect the cow; it chews its cud contentedly and waits in patience for its return to green, juicy pastures.

LOU DILLON'S FAST MILE.

CLEVELAND, July 28.—Lou Dillon (1.58 1-2) trotted her two fastest miles of the season at the Glenville track today. Each was made in 2.06. Her previous best mile was 2.06 1-2, made on July 15. Major Delmar, after trotting a slow first half mile in 108, finished the mile in 2.06, which is considered in some respects the most remarkable mile ever trotted by the Major.

SHEFFIELD.

SHEFFIELD, July 27.—George Upton, who of late years has been practicing his medical profession on Bangor, Me., last week spent a few days at his old home at Lakeville Corner.

Mr. Vandine, proprietor of the Sheffield Hotel, has some families out of St. John staying with him.

The grass on the flats, Canning, was sold yesterday at public auction, at which there was a sharp competition.

HARCOURT.

HARCOURT, N. B., July 27.—Master Bruce and Miss B. Buckerfield have gone to P. E. Island to spend their vacation.

Rev. P. H. Stavert and Norman McLeod have gone for a trip to P. E. Island.

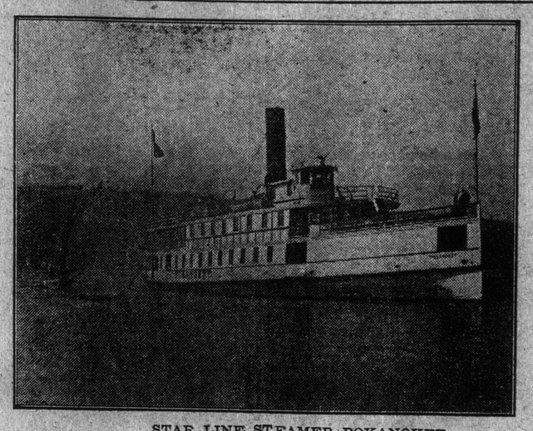
Miss Molly Spenser, who has been visiting relatives in St. John for the last month, returned home on Wednesday.

M. VanBuskirk in jumping from a wagon a day or two ago, injured his foot severely and will be laid up for some time.

DOES IT STAND TO REASON that Perry Davis' Painkiller could have held public confidence for 60 years unless it really did cure diarrhoa, cholera morbus and all similar troubles so common and so dangerous in hot weather.

Excursions on St. John River.

Where to Go For a One Day Trip.



STAR LINE STEAMER POKANOKET.

That St. John people are more and more appreciating the beauties of the river is shown by the ever increasing numbers who spend their spare time on it. Not only are new summer cottages springing up all the way from St. John to Evandale, but those who for various reasons cannot have cottages are taking advantage of the opportunities for excursions of one day, or more.

The river service this year is not so convenient as it has been, yet there are many little trips which may be taken. The most convenient of these are by the Star Line steamers, for these boats go up in the morning and return in the afternoon. It would be better for excursionists if they reached Indiantown two or three hours later than at present, for the trip seems too short when one reaches home at four o'clock.

The great convenience of the Star Line boats is that they go up and down every week day. Starting at half-past eight from Indiantown, the pleasure-seeker may go to Public Landing, which is rather too short a sail. It is more enjoyable to go to Brown's Flats, The Cedars, or Evandale. At each of these three places there are good hotels. At Brown's Flats are innumerable shady walks and a few cosy nooks on the beach. The hotel, too, is a very fair one, and the excursionists will have at Brown's Flats a longer time on shore than at the other places.

There is no more beautiful spot on the whole river than The Cedars, and Mrs. Ganong's hotel is modern in every way. Its situation is almost perfect, and there is little wonder that it is filled during the whole season. There is another hotel kept by Mr. Ganong at the same place, which is also filled to its capacity with a thoroughly satisfied crowd. The Cedars is hard to beat.

But for a real hearty country dinner of fresh vegetables, fresh meat, fresh fruit and fresh everything else, made on the spot, there is perhaps not a place on the river in the form of a public hotel which can touch John O. Vanwart's, and if the surroundings were equal to the dinner this would be the most attractive spot on the river. But the beach and natural beauties of the place do not compare with The Cedars.

These three landings are the popular ones, and to them the Star Line steamers take most of the excursionists.

There are other trips on the St. John river, by the Beatrice E. Waring, the Elaine, Hampstead, Champlain, etc., but these all involve spending a night out of town. The May Queen trip to Grand Lake means two days away from St. John, and the Crystal Stream to the Washademoak means one day.

For three days in the week, Tuesday, Wednesday and Thursday, the steamer Clifton runs an excursion to Hampton. Nearly everyone knows of the beauties of the Kennebeccasis, and there is not a prettier one day trip anywhere than in leaving Indiantown at nine in the morning, having dinner at Hampton, and reaching home at seven in the evening. There is some regret that this excursion is not also run on Saturdays, for on that day more people are at liberty to enjoy it.

MRS. McPHETERS DEAD.

SUSSEX, N. B., July 28.—Died at Sussex at 2 a m., 29th inst., Catherine E., aged 74 years, relict of the late W. W. McFeters, of St. John, N. B.

WILL GO TO KINGSTON.

KINGSTON, July 30.—Capt. R. H. V. DeBury of the Royal Garrison Artillery, adjutant at the Windward Islands, has been appointed professor of artillery at the Royal Military College here.

ALARM CLOCKS ON GRAVESTONES.

The Indians of Pala, in the foothills of the Coast Range in the southern part of the State of California, were converted to the Catholic faith by the Jesuit Fathers, who founded a mission among them. Though some superstitions prevail, their belief is the resurrection is strong.

Believing that the dead must remain for some time in the grave, they observe exactly the hour at which the spirit departs, and the rude wooden cross over each grave in the cemetery states the exact hour, minute and day on which the person died. Suspended from the arms of one of the crosses is an alarm clock, with the hands set at 6.57. The alarm at the back of the back of the clock had been set for the same moment. The person who placed the clock there believes that at the proper moment the alarm will sound and will awaken the sleeping spirit. Another alarm clock, that once hung from the cross above it, has fallen down, and now lies in a damaged condition on the ground. Bottles, lamps, pitchers and other pieces of crockery and glassware are also seen on the graves. The cemetery is at Agua Caliente, or Warm Spring.—American Inventor.

A DISCREET SERVANT.

A certain duke was dining in full kilt dress at a highland anniversary dinner, his piper standing behind his chair. At dessert a very handsome and valuable snuffbox belonging to one of the guests was handed round. When the time came to return it to its owner the snuffbox could not be discovered anywhere. A search was made, but with no result, the duke being especially anxious about it.

On the next anniversary he again donned the kilt—which he had not worn in the interval—for the annual dinner. As he was dressing he happened to put his hand in his sporran and there, to his astonishment, found the box which had been lost at the last year's dinner. He turned to his piper and said:

"Why, this is the snuffbox we were all looking for! Did you not see me put it away in my sporran?"

"Yes, your grace."

"Then why did you not tell me?" demanded the duke.

"Because I thought your grace required the little matter kept quiet," responded the piper, with a knowing wink.

CAPE MAY, N. J., July 31.—Being officially timed today, Sam Butler, secretary of the Automobile Club of America; Walter Christie in his 120 horse power automobile reduced the American kilometer record by making the time 23 seconds flat.

"PRIDE GOETH BEFORE A FALL."

We all have our little vanities, and usually one pet vanity in particular. We either think our hair is a little bit curlier than the rest of the world's, or our eyes a little bit brighter—and so on.

A young girl came sauntering down the street the other day whose figure was divine. Every curve was perfect. And the young lady was quite conscious that the symmetry of The Temple of Her Soul was a thing to be admired. She wore one of those up-to-date sweaters (instead of a coat) which button down the front. It was apparently quite new, and as she swung along she looked very jaunty and chic.

An old colored man was leaning against the sunny side of a wall, warming his rheumatic joints in old Sol's friendly rays. As the girl in the sweater approached he raised his tattered cap from his gray wool.

"Mornin', Miss Evelina," he said very graciously, bowing low.

"Good-morning, Henry," replied the girl, acknowledging the salutation.

"Yoh lookin' mighty fine an' dandy this mornin', Miss Evelina."

"Thank you, Henry."

"Thet's a mighty exquis't' jumper yoh has on, Miss Evelina." I has noticed it two or three times lately—you certainly am a pixter in thet jumper. It am a good, warm jumper, ain't it, Miss Evelina?"

"Yes, quite warm, Henry," replied the young girl,—"only it isn't a jumper, it's a sweater," she corrected with a touch of pride.

"Yes, yes, yoh cer'ainly an a pixter in thet jumper," the old man went on, gazing at the sweater with appreciative eyes and quite ignoring the correction. "Yoh makes scenery when yoh walk down the street, Miss Evelina. My olew oman an' me was jes' sayin' the other evenin' thet there wasn't a pretteir girl in this yere town than Miss Evelina. Such a stylish walk! Such a lovely—er—er hair! Such magnif'cent teef! Such—"

"Oh Henry, I shall have to be going," said the girl, laughing and blushing. "You are getting to be an awful flatterer—"

Henry started forward.

"Why—er—Miss Evelina, befo' yoh go I'd like ter say thet if yoh doan want thet jumper, why, my ole woman is jes' yoh figger."—Lippincott's.

"A practical joke," said Barney Oldfield, the automobilist, "was played on me last season. I had my revenge, though. The practical joke took the form of a telegram. It was a telegram from a friend of mine travelling in Italy. It came 'collect;' it cost me $7; and when I opened it all I read was: "I am well." "To get back on my friend for playing such an expensive trick on me I went out into the road and found a cobblestone. I wrapped this stone up in excelsior and pink paper, sealed it up in a handsome box, and sent it by express, 'collect' to my friend abroad. It cost my friend $8 for the box, and on opening it he found along with the stone a note from me that said: 'On the receipt of the news that you were in good health, the accompanying load rolled off my heart.'"

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

THE BRITISH NAVY.

Redistribution Scheme Has Been Completed.

Channel Fleet Will Be the Greatest Ever—Ships All Available For Immediate Use.

(London Standard.)

The admiralty have arranged to make a large and immediate increase in the naval forces available in the Near Seas, thus completing the scheme of redistribution. Our naval correspondent writes that the Channel fleet, which six months ago comprised only eight battleships, will be raised to a strength of fifteen battleships, while two additional battleships will be allotted to the Atlantic and Mediterranean fleets, bringing these two commands up to nine battleships each, and the strength of the reserve divisions at the home naval ports will also receive another armored unit, raising the total number of battleships to twelve, after deducting the Renown, which is being fitted out for the royal tour to India.

As a result of this decision the country will have available in commission and ready for war at an instant's notice no fewer than forty-five first-class battleships, all constructed since the passing of the Naval Defense Act, and fifteen armored cruisers, belonging to the first, second and third cruiser squadrons, besides twenty-seven other cruisers "in commission in reserve," with nucleus crews and numerous torpedo craft. Every ship is prepared for any eventuality. All these vessels are concentrated in the Near Seas.

This gratifying accession of strength is due to the redistribution and reorganization of the fleets outlined in Lord Selborne's famous memorandum of Christmas last. The nucleus crew system for ships in reserve, which has been demonstrated to be such a conspicuous success by last week's manoeuvres in the English Channel, gave the country an entirely new fleet, prepared for immediate use, but the complete scheme of redistribution could not be carried out while naval operations were in progress in the Far East. When the battle of the Sea of Japan was fought there were five British battleships attached to the China squadron, under the command of Admiral Sir Gerard Noel, and two others were on their way out from England as relief. Directly news of Admiral Togo's annihilating victory was received, orders were cabled recalling these seven ships, thus leaving the British force in China waters at a greater strength than ten years ago, prior to the upbuilding of the Russian Pacific squadron. In future the British force in China seas will include:

Eight cruisers, two of them armored.

Four sloops and special service vessels.

Nine river gunboats, for use in shallow water.

Fourteen torpedo boat destroyers.

Admiral Sir Gerard Noel, who was appointed to the command of the station in January, 1904, will continue to act as commander-in-chief until the expiration of his term, and the protected cruiser Diadem will fly his flag. In future there will be no second in command, as the reduced squadron does not call for another flag officer. Rear Admiral the Hon. Asheton G. Curzon-Howe, who has been in the far east for nearly two years, has, consequently, been recalled, and will haul down his flag on reaching England.

As a result of the sudden termination of naval hostilities, owing to the dramatic destruction of the Russian fleet, the naval authorities have found themselves in a position to complete the scheme of redistribution, the essential feature of which is concentration in the Near Seas, whence the forces can be distributed on war becoming imminent, as circumstances may dictate. The whole of the battle squadrons, under the most trustworthy admirals, will be within touch of the nerve centre of the empire at the admiralty, while the eastern fleet will consist of three groups of cruisers, acting during war under the orders of Sir Gerard Noel, and in peace time based on Hong Kong (China squadron, Aden (East Indies squadron), and Sydney (Australian squadron). The group of cruisers at the Cape of Good Hope will be the connecting link between the western and eastern fleets, with Simonstown as its base. This autumn the whole eastern fleet will be concentrated for joint manoeuvres.

When Lord Selborne issued his memorandum the board of admiralty could not have foreseen that events would develop so quickly and enable them to bring to completion so early their plans for the concentration of the empire's battle squadrons in the English channel, the North Sea, and the Mediterranean within six months of the redistribution scheme being announced.

The seven battleships recalled from the Far East have been disposed as follows:

Albion, Glory, Ocean and Vengeance, sister ships of 12,950 tons, built in 1898-9, Channel fleet.

Goliath and Canopus, 12,950 tons, built in 1898, Mediterranean fleet and Atlantic fleet.

Centurion, 10,500 tons, built in 1892, reserve in commission.

The result of this change, as already stated, will be to raise the Channel fleet, of which Admiral Sir Arthur Wilson is the commander-in-chief, to a strength of fifteen battleships. This is the largest naval force of modern ships ever placed under the orders of a flag officer, and it has the advantage of being homogeneous. It comprises:

The Exmouth, Russell, Duncan, Montagu, Cornwallis, and Albemarle, sister ships of 14,000 tons and 19 knots speed.

The Caesar and Hannibal, sister ships of 14,950 tons and 17 knots speed, and the Reserve, of 14,150 tons, which will shortly be relieved by the Prince George, sister to the Caesar and Hannibal.

The Albion, Glory, Ocean, and Vengeance, sister ships of 12,950 tons, and 18 1-4 knots speed.

The Triumph and Swiftsure, of 11,950 tons, and 19 1-2 knots speed.

It is understood that no further addition will be made to the number of flag officers of the Channel fleet in consequence of its further increase. In addition to Admiral Sir Arthur Wilson it already has three other admirals—Vice-Admiral Sir Arthur Moore, Rear-Admiral Sir Richard Poore, and Rear-Admiral George Neville, the last-named being in command of the associated cruiser squadron.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived.

July 31—Sch R D Spear, 200, Belyea, from Saco, J A Gregory, bal.

Sch Eric, 118, Gale, from New York, N C Scott, coal.

Coastwise—Schs Venus, 42, Thurber, from Yarmouth; Comrade, 76, Kerrigan, from River Hebert; Hero, Monroe, from Hall's Harbor; Lena, 50, Scott, from Noel; G Walter Scott, 75, McDonough, from Alma; Lizzie B, 31, Shields, from Apple River, and cleared; Corinto, 98, Graham, from Parrsboro; Augusta, 30, Scovil, from Campbellton; Abbie Verna, 65, Morris, from Apple River; Annie Pearl, 40, Priddle, from River Hebert; Clara A Benner, 37, Phinney, from Campobello; Union, 97, Glennie, from River Hebert; Selina, 57, Neves, from Apple River; Haines Bros, 46, Haines, from Freeport; tug Douglas H Thomas, 98, Cann, with barge, coal laden, in tow, and cld; sch Kedron, 21, Belding, from Musquash, and cleared.

Cleared.

July 31—Sch Cora May, Barton, for New Haven.

Sch Georgie Linwood, McLean, for Boston.

Sch Margaret, Justason, for St George.

Coastwise—Schs Rita and Rhoda, Newton, for Grand Harbor; Clara A Benner, Phinney, for Back Bay; barge No 1, Nickerson, for Parrsboro; sch Lena, Scott, for Noel.

Sailed.

July 31—Str Concordia, Martin, for Greenock.

Str St Croix, Thompson, for Boston via Maine ports.

Domestic Ports.

HALIFAX, July 31—Ard 30th, str Orinoco, from West Indies via St John; 31st, strs Rosalind, from St Johns, NF; schs Coronation, from Oporto; T W Dunn, from New York for Campbellton, NB (for a harbor).

Sld, strs Contre Amiral Caubet, for De Grand, France; Olivette, for Hawkesbury and Charlottetown; Senlac, McKinnon, for St John via ports.

MONTREAL—Ard July 28, strs Victorian, McNichol, from Liverpool; Lake Erie, Carey, from do.

Cld 28th, strs Montfort, Hodder, for Bristol; Manchester Trader, Fisher, for Manchester; Hungarian, Wallace, for London.

YARMOUTH—Sld July 28, bktn Hillside, Trefry, for Buenos Ayres.

CHATHAM—Ard July 27, bark Normanic, Johanessen, from Liverpool; 28th, str Therese, Nelsen, from Philadelphia.

HILLSBORO—Cld July 28, sch W B French, Wexon, for Newton Creek, NY.

British Ports.

BROW HEAD, July 30—Passed, str Aarstein, from Newcastle, NB, via Sydney, CB, for ——.

LIZARD, July 31—Passed, str Evangeline, from St John, NB, and Halifax, for London.

KINSALE, July 29—Passed, str Veritas, from Campbellton, for New Ross, Ireland.

INISTRAHULL, July 31—Passed, ship Hercules, from St John, NB, for Greenock.

LIVERPOOL, July 29—Ard, barks August Leffleur, from Cape Tormentine, for Runcorn; Island, from St. John's, Nfld; 31st, Scanlon, from Albert, NB.

GLASGOW, July 30—Ard, str Numidian, from New York.

INISTRAHULL, July 31—Passed, str Lewisport, from St John, NB, for——.

GLASGOW, July 31—Ard, str Mongolian, from Montreal and Quebec via Liverpool.

LIVERPOOL, July 31—Sld, str Siberian, from Glasgow, for St John's, Nfld, Halifax and Philadelphia.

AVONMOUTH DOCK, July 30—Ard, bark Paul, from Paspebiac.

QUEENSTOWN, July 31—Ard, ship Atlantic, from Dalhousie.

CAPE TOWN, July 8—Sld, bark Nellie Troop, for Sandy Hook.

LIVERPOOL, July 31—Sld, bark Birtha, for St Lawrence River.

MANCHESTER, July 31—Ard, str Aberfeldy, from Chatham, NB.

LIVERPOOL, July 31—Ard, bark Alleda, from Pugwash, NS.

Sld, bark Charlotte Young, for St John's, Nfld.

LIMERICK, July 31—Sld, bark Safi, from Gratia, for Quebec.

MOVILLE, July 31—Ard, str Furnessia, from New York, for Glasgow, and proceeded.

BELFAST, July 29—Sld, bark Alert, for Miramichi, NB.

GREENOCK, July 29 — Sld, bark Francesco, for Weymouth, NS.

SHIELDS, July 29—Sld, str Norfolk, for Chicoutimi.

MANCHESTER, July 30—Sld, str Bostonian, for Boston.

Foreign Ports.

MANILA, July 29—Ard, — Queen Adelaide, from Newcastle, NSW, for Delaware Breakwater.

SAUNDERSTOWN, RI, July 31—Sld, sch Mattie J Alles, from Portland, for New York; M H Read, from New York, for do.

BAHIA BLANCA, July 2—Ard, bark Kate F Troop, from Portland.

SANTA CRUZ, Teneriffe, July 15—Ard, bark W W McLauchin, from St John.

PHILADELPHIA, July 31—Ard, sch Bradford C French, from Hillsboro.

CALAIS, Me, July 31—Ard, sch E. Waterman, from New York.

Sld, schs Seth M Todd, for New Bedford; Madagascar, for Greenport.

BANGOR, Me, July 31—Ard, schs Frontenac, from Newport News; Maine, from Philadelphia; Mary J Elliot, from Boston.

Cld, bark Salvatore, for Messina.

Sld, schs Henry L Peckman, for Boothbay and Norfolk; Northern Light for Stonington, Conn.

DELAWARE BREAKWATER, Del, July 31—Passed out, sch Mary E H G Dow, from Philadelphia for Salem.

NORFOLK, July 31—Ard, sch Tofa, from New London.

Sld, schs Massasoit, for New Haven; Henry Sutton, for Bangor; Maud Sherwood, for New Bedford.

ANTWERP, July 30—Sld, str Tampican, for Montreal.

VINEYARD HAVEN, Mass, July 31—Ard, barktn Enterprise, from New York for Hillsboro, NB; schs Wesley Abott, from Bangor; Annie P Chase, from Woods Hole for do; Mary A Hall, from New York for Stonington, Me; Seguin, from Port Reading for Saco.

Sld, str Charles F Mayer, towing barges Nos 7 and 15, from Baltimore for Portland; schs Seth W Smith, from Calais for New York; Florence Leland, from Stonington, Me, for do; Winnegance, from Richmond, Me, for do; Wm Booth, from Long Cove for do; Mary Augusta, from Franklin for do; Willie L Maxwell, from Sullivan for do; Helen G King, from Bangor for do; Marshall Perrin, from do for do; Alaska, from River Hebert for do; Julia and Martha, from Calais for Pawtucket; Millie, from New York for Walton, NS; Acacia, from Perth Amboy for Halifax.

Passed, schs John J Perry, from Rockland for New York; Celia F, from Bangor for do.

CITY ISLAND, July 31—Bound south, schs G C Kelly, from Yarmouth, NS; Abbie Keast, from River Hebert, NS.

PROVINCETOWN, Mass, July 31—Ard, U S S Maryland, from Boston.

NEW HAVEN, Conn, July 31—Ard, schs T W Allan, from Bangor; Hattie C, from St John.

NEW LONDON, Conn, July 31—Sld, U S dispatch boat Dolphin, from Portsmouth for Oyster Bay; schs Rewa, from New York for St John; Onward, from do for do; Sardinian, from Port Johnson for Rockland; Grace Seymour, from Perth Amboy for Portland; Andrew G Pierce, Jr, from Port Reading for South Gardiner; Maggie Todd, bound east.

BOSTON, July 31—Ard, strs Canopic, from Mediterranean ports; Arranmore, from Antwerp; Tordenskjold, from Louisburg, CB; Halifax, from Halifax, NS.

Below, str Charles F Mayer, towing two barges from Baltimore.

Sld, U S S Maryland, for Provincetown and New York; str Prince George, for Yarmouth, NS; ship George T Hay, for Buenos Ayres (and anchored in Nantasket roads).

Anchored in channel, bark Prospero-e-Davide, for Montevideo.

FORT POINT, Me, July 31—Ard, sch Lucinda, Sutton, from Norfolk for Bangor; July Fourth, from Boston for do.

PORTLAND, Me, July 31—Ard, strs Bay State, from Boston; Penobscot, from Boston for St John (and sailed); Monhegan, from Rockland; Enterprise, from Boothbay Harbor.

Sld, str North Star, for New York.

Outside, five-masted schooner reported Sunday by str North Star was the Governor Ames. Will come in with favorable wind.

NEW YORK, July 31—Ard, bark Rosa, from Buenos Ayres; schs Marjorie Spencer, from Sullivan, Me; Wm H Bailey, from Norfolk; Victor C Refords, from Charleston.

Sld, schs Helen Hasbrouck, for Norfolk; Robert McClintock, for Wilmington; Edward Smith, for Norfolk; Sallie C Marvil, for Savannah; Richard Cromwell, for Norfolk; Lydia Middleton, for Virginia; Charles A Whittier, for Georgetown; George J Bargen, for Mobile; City of Georgetown, for Georgetown.

CHATHAM, Mass, July 31—Light northwest winds, with fog at sunset.

Passed south, str Horatio Hall, from Portland for New York.

BANGOR, Me, July 31—Ard, sch Moggie Duncan, Small, from Boston.

Charters.

Chartered, schs W S Fielding, Philadelphia to Halifax, coal, p t; Hay Sanford, Hantsport to West Indies, lumber, p t; Amity, Liscomb to New York, and Margaret B Roger, Winthrop Creek to New York, lumber, p t; Harry W Lewis, Gulf to Cuba, four trips, about $5.57½; Florence R Hewson, same, six trips.

Miscellaneous.

NANTUCKET, Mass, July 31—The three masted sch Abel W Parker, Captain Snow, ran ashore on Cotue flats today while attempting to beat out of the harbor against a head wind. The vessel, which is light, was bound from Nantucket to New York. Her position is not considered dangerous. An attempt will be made to float her at the next high tide.

VINEYARD HAVEN, Mass, July 31—Leaky sch Chester R Lawrence, Jersey City, for Kennebec River, did not proceed to destination today in tow of tug Fred Richards as was intended, but arrangements have now been made with sch J A Kennedy to forward a part of the Lawrence's cargo of cement to its destination.

Shipping Notes.

The Concordia of the Donaldson Line got away at noon yesterday.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS
Bears the Signature of
Chas. H. Fletcher.

The Kind You Have Always Bought
In Use For Over 30 Years.
THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

I. C. R. WORKMEN ARE TALKING STRIKE.

Forty Employes at Quispamsis Want a Dollar and a Half Per Day.

Thirty or forty men employed by the I. C. R. on the line at Quispamsis have decided to go on strike on Tuesday unless they are granted an increase in wages. Many of these men were for a time employed under Foreman Rafferty in the yard in St. John doing ballasting and other work, and state that they then received the regular rate of one dollar and a half a day. They re-engaged under Foreman Gallagher at Quispamsis on Tuesday last, expecting that they were to be given the same rate of wages. But on Saturday they were notified that they would receive one dollar and thirty cents per day. They held a conference and the majority stated that they would not resume work on Tuesday unless the former rate was granted to them.

COMBINATION OF STREET CAR BUILDING COMPANIES

NEW YORK, July 29.—The Times says a combination of street car building companies, including some of the largest concerns in the United States, has been formed with a capital of $54,000,000. Foremost among the firms in the merger is the J. G. Brill Company of Philadelphia, which takes in the American Car Co. and the John Stephenson Co., each a big concern in itself. The Selois Car Co. is also in the merger. Keen, Vancourtland & Co. of this city are the syndicate managers of the merger. Mr. Boissevain of that firm said that he was very much surprised that the news had become known. He said announcement had not been expected until Monday. He confirmed the report. "Just say it's a combination of car building companies for reasons of management," he said.

The president of the new concern is Edward Harrison Power.

OBEYED ORDERS.

"Speaking of the vital question of the hour, 'the servant,' said Mrs. Young Matron, "I engaged a cook-lady last week who came well recommended. After she had been with me several days I said to her, 'I will stir up a fruit-cake but I want you to attend to the baking of it. Bake the cake,' said I impressively, 'one hour by the clock!' pointing to one of those cheap affairs, made of metal of some kind, that hung on the kitchen wall.

"'Sure, Mum,' Nora replied.

"I went upstairs, took my sewing, and soon the hum of the sewing-machine broke the stillness. After a while my nostrils were assailed by a most peculiar odor. I sniffed the atmosphere, trying to determine what the smell might be, for sometimes trash was thrown into the furnace along with the coal. It smelled neither like burning rags, paper, nor rubber. I threw down my sewing and hastened to the kitchen.

"'What is burning, Nora?' I exclaimed.

"'Faith, Mum, it must be the clock," she replied.

"'The clock! what do you mean?'

"Nora opened the oven door, disclosing the cake and what was left of the clock 'side by each.' I grabbed the coal-scuttle and hurriedly raked into it the smelly mass.

"'What on earth, Nora,' I demanded, 'made you put the clock in the oven? Are you crazy?'

"'Crazy, is it?' she made answed in tones that a tragedy queen might have envied, 'and I just a-followin' your orders. Didn't you tell me yourself, "Nora, bake the cake one hour by the clock?"'"—Lippincott's.

LONDON, July 31.—The Daily Telegraph makes the authoritative announcement that parliament will not be dissolved this year unless the government is again defeated before prorogation.