

MARITIME STOCK BREEDERS.

Annual Meeting Opened at Truro Wednesday.

A Notable Gathering of Breeders, Agriculturists and Public Men from the Three Maritime Provinces—A Summary of the Speeches.

Truro, N. S., Dec. 27.—The annual meeting of the Maritime Stock Breeders' Association opened this afternoon at 2:30 o'clock in the Opera House. President E. O. Elderkin, of Amherst, called the meeting to order and explained some of the objects of the association, speaking of the work done and to be done. He urged all to give hearty support to the association and help make it one of the powerful organizations of the country.

Secretary W. W. Hubbard made a short report on the work of the past year. H. Stairs, of Cornwallis, and R. Robertson, of Nappan, as the audit committee, reported the accounts correct. Eighty-six dollars and thirty-one cents had been received. Some bills were paid and a balance was left of \$65.97 against which are some outstanding accounts.

Mr. Joseph Yull, the well-known Ayrshire breeder, of Carleton Place, Ontario, was introduced to open the discussion on the bacon pig. R. Robertson, Col. W. M. Blair, of Amherst; F. L. Fuller, Truro; H. Stairs, Cornwallis, and others took part. It was brought out by Mr. R. Robertson that contrary to the usual belief a short chumpy pig would make greater gains on a given amount of food than would the long lean type. His experience was that long lean Tamworths had invariably made greater gains when in the same pen with Chesters and other short-bodied pigs than they had when isolated.

The public meeting in the evening was fairly well attended. President Elderkin again presided. He expressed regret that Premier Emmerson had been detained, but said he would come on a later train. He spoke in stock matters. The aim of the association was not only to bring together breeders of thoroughbred stock in the maritime provinces, but to get all farmers to keep better breeds of animals of all kinds and to raise better. It was also intended to bring stock raisers into such perfection that these provinces would supply the demands of the West Indies, South America, etc. He had, he said, a grand grazing country and the time was coming when those places could get their pure bred stock or beef cattle in the maritime provinces instead of going to Ontario. He introduced Mayor Stewart, who, with Attorney General Langley, of Nova Scotia; Hon. C. H. LaBille, the New Brunswick secretary of agriculture; George O. Lawrence, of Port Hurd, Hon. T. R. Black, of the Nova Scotia government; R. W. Chipman, of the Nova Scotia secretary of agriculture; Professor R. Robertson, of the experimental farm; Joseph Yull, of Ontario; F. M. McCune, M. P., of Truro, sat on the platform.

Mayor Stewart expressed a hearty welcome to the visitors and spoke eloquently of the situation in the maritime provinces relative to stock matters. He felt, he said, as to the breeding of horses that not enough attention was given to the raising of general purpose horses. People gave themselves to the extremes in heavy draught horses and trotters. He said we needed the first, but could dispense with the second.

Col. W. M. Blair spoke next, and after expressing his thanks for Truro's welcome, said this association was but three years old, but great enthusiasm throughout the community was resulting from its work. One-half of Nova Scotia's people, he said, were food producers from the soil, and the other half needed the products. They were not being supplied and outside places had to be drawn on. The home market, he claimed, was very important. The farmer now must be not only a producer of raw material from the soil, but must make it into beef, butter, cheese, etc., to supply the demands of the rest of the people, so that it would not be necessary to import these articles.

The chairman read a telegram from Mr. Murray regretting he could not attend.

The next speaker was Hon. Mr. LaBille, of New Brunswick, who met with a hearty reception. He was glad, he said, to be present, and thought it was important that the members of the two governments should meet the farmers and discuss stock and agricultural matters. It was time these matters were brought into such a fine opening for our products and we have seen good steamship facilities.

New Brunswick was now working on these lines of development. It was shown by the fact that whereas 12 years ago New Brunswick made but 120,000 pounds of cheese, last year 2,000,000 pounds were made. The New Brunswick government had also encouraged the industry in cheese better which had gone to England and had stood the test with any English butter. In New Brunswick a sample of the policy of encouragement to such industries was that given to wheat raising. His experience was that the words of Premier Emmerson that every farmer should manufacture at least enough flour to supply his family were the best that could be uttered from an agricultural standpoint. Mills had been founded to grind New Brunswick wheat by the roller process. The result was that there was an increase of 100,000 bushels in the amount of wheat raised in each of the last two years. The government also made pork raising a platform in its agricultural policy. By 1893, in fruit growing and success was being achieved. As to stock raising the speaker said New Brunswick needed more general purpose horses. He stated his brief address by a patriotic reference to the French, stating, as the representative

of the French-Canadian people in the New Brunswick government, his compatriots would stand shoulder to shoulder in defence of the British flag whenever the occasion demanded.

The chairman introduced Attorney General Langley. Hon. Mr. Langley spoke of Nova Scotia's resources leading up from shipbuilding to coal, iron and gold mining. These, he said, were booming and that meant that it was necessary for the province to go extensively into agriculture so that they could live. However, it also meant an increased demand for food supplies and every available foot of soil should be tilled. A start in adding agricultural education had been made and it had now been proposed by New Brunswick that the three maritime provinces unite in advancing technical education. He spoke of the dairy industry in Nova Scotia and said the government was policy was to bonus such. Another means of developing interest in agriculture was by establishing organizations and holding public meetings. The greatest means in the province, he said, was the Halifax exhibition. There could be no progress without the life and rivalry which these exhibitions developed. He thought New Brunswick's efforts to raise its own food supply were most commendable.

Hon. Mr. Black and Hon. Mr. McCune spoke briefly.

Votes of thanks were passed to the speakers and the meeting adjourned with the national anthem.

The annual dinner of the association was enjoyed at Hotel Leinster tonight, about one hundred sitting down. It was very excellent indeed. The evening was a particularly pleasant one. Chairman Elderkin presided and Mr. Charles Archibald was in the vice-chair. The guests of honor were Hon. Messrs. Emmerson, Langley, Black, LaBille, McCune and Stewart.

Premier Emmerson was heartily received when he rose to respond to the toast of the maritime governments. In his remarks he said he never before had an opportunity of meeting a gathering of stock breeders. He humorously told of his younger experience in stock raising and won his hearers' attention. He believed the association was teaching a lesson to the farmers in the maritime provinces. There had not been, he said, that interchange of ideas between the people of the provinces that should have been. As to agriculture, he had long felt that unity was needed which we would fail at individually. For a long time New Brunswick felt that could do nothing but engage in lumbering but there had been a awakening and many counties in New Brunswick were not the equal of Nova Scotia. Governments could not do very much for the people unless they were with them. The government of New Brunswick had stimulated the agricultural industry. The building up was the work of the people. In New Brunswick he found there was a lack of good horses and cattle, but Mr. Emmerson said he would get into subjects which he might not be justly supposed to touch in a social gathering. He had come here that he might learn of the objects tonight which might not be justly supposed to touch the loyal way in which the company had honored the Queen's name. As Canadians we feel, he said, a sympathy for those in Africa and Asia who are in a glorious part we could count ourselves with the thought that develops on us that we at home, in promoting the interests of our provinces, our Dominion and our Queen and Empire.

THE N. S., Dec. 28.—The Maritime Stock Breeders' Association closed its annual meeting this evening. The time was taken up principally with the hearing of the resolutions and the discussion of the same.

Hon. Mr. Emmerson addressed the afternoon meeting and at the evening session Mr. William B. Fawcett, of a light horse and was worth half a million dollars more than our potatoes, wheat, barley, buckwheat and oats combined. Stock raising carried back to the land the fertility taken from it by the various crops. He spoke of the reasons why beef raising had deteriorated. He was opposed to the principle advanced by Superintendent Robertson of the Experimental Farm, of separating the beef and dairy industries and having special breeds of cows for each branch. Mr. Fawcett held it was impossible for the average farmer to run the two branches apart or make either pay without income from the other. He favored short horn sires with possibly here and there an Ayrshire cross. These same the question of getting sufficient stock and breed from. Breeders tried to dissuade the New Brunswick government three years ago from importing. He had opposed the breeders in this and importations were made and still the breeders are unable to supply the demand.

Yes this did not prove that large government importations were the most effectual or economical means of improving stock. He believed breeders, once established, could produce sufficient breeding stock and he urged the government to encourage them. He did not believe it best for the breeders to oppose all further government importations, but suggested the government send stockmen to Ontario or Great Britain preferably from time to time to buy six to twelve first class perfect bulls and place these through the province, kept well moved every two years and to be used free or at nominal cost. It was useless, he said, to expect breeders to do this for it would not pay to sell the progeny at prices within the means of farmers.

A full discussion followed. A few agreed as to the general purpose cow and mare but success could not be made in beef with dairy breeders. There would, it was claimed, be no profit either in trying to do both branches of business with the same animals.

Mr. Fred Black claimed the government could make its purchases at home instead of in Ontario.

Mr. Yull, prominent Ontario cattle man, said Chas. Archibald's shorthorn and Ayrshires, which he saw today here, were as good as any in Ontario.

An official speaker said encouragement should be given for the raising of dairy cows in one section and beef in another, according to the conditions of the localities.

Another thought the special dairy business had been somewhat overdone. The government might spend money wisely by importing thoroughbred cattle and distributing them over the country.

After this session Mr. Fuller took the visitors through the government stock pens where there are 30 head of cattle besides horses, pigs, etc. There was much interest evinced in the chicken fattening. Premier Emmerson and Hon. Mr. LaBille were in the party and greatly enjoyed the visit.

At the afternoon meeting Premier Emmerson was called on and said he came more to learn than to talk. He came to learn an expression of opinion as to whether the society felt the government should do anything to improve the stock industry without discussing whether general purpose or special purpose stock was right. He felt the best class only should be had. It was all very well to discuss the subject from the standpoint of the highest plane of means who could pay, but the class of men who were not well acquainted with the subject would be likely to question solved of how best to distribute the stock. The solution of this problem would be a valuable service. He recognized that breeders were doing splendid work but it was necessary to meet the demands voiced by the farmers and to go further and bring the stock to the highest plane. It was necessary to distribute it would not be done by individuals. Stock breeders were in the business for money. His motto was that the stock should be distributed and that it was in the interests of the breeders themselves. Breeders in New Brunswick two years ago felt the government was interfering with their business by importing, but, he said, if the government does not import and breeders do, then how about the element and distribute? A dangerous element crept in with this. Cloud of partyism arose and motives would be implied to the government in its buying. It would be said they bought from friends to exclusion of enemies. This political bias was a danger to the stock industry. The government's agricultural policy. If people were anxious for importations of very best quality it should be looked at practically. The course of the government was to import and distribute bulls was excellent but it was equally important to have good dams. In New Brunswick \$3,000 was spent in importing bulls to agricultural districts and was utilized. Societies had an opportunity to bid on importations at the government sales and to select the best and grant to farmers through the societies. Some counties, including Carleton and Victoria, had been so successful in their stock raising that they were able to export. Results were good where people took hold with interest of the opportunities afforded by the government. So far as he had been able to see, the government's policy was better than heavy draught animals. He felt that good had been done in the remote districts where it was needed by the government's course. The more advanced the people's ideas were the better for the breeders' business. He was pleased to see so many young men here and he hoped they would be the future of the breeders' business. In New Brunswick people were becoming more hopeful of prosperity as an agricultural people. He spoke of the growth of the stock industry and was new using four from wheat raised on his own farm. He was greatly encouraged by the success resulting from the importation of the government's stock and favored a continued agitation for agricultural advancement. He was warmly applauded on closing.

THE N. S., Dec. 28.—The reading of an able paper by Mr. A. C. Bell, M. P., of Pictou, on the subject of horse breeding in which he gave much valuable advice. The great test of quality in a horse, he said, was its offspring. The safest rule was to breed to horses whose parents were best or if a man had no knowledge of this then to breed to a horse for which the highest fee is asked. The colt should be exercised and fed on a milk diet. Quick growth and the reaching of a glossy fat condition, while good for sale purposes, was not the best plan. The farmer who has a light horse should breed to a light horse. His idea for improvement was by the importation of thoroughbred well-known English horses. He was not prepared to recommend that the government import but thought they might continue to in exhibitions judging sometimes defeated the objects of the fair. He had heard of prizes being given unsound horses. He condemned this and said it could be avoided by having a veterinary's examination. (Applause.) He urged greater uniformity in giving prizes for good quality and with this attained buyers would be attracted to the province. Breed with the best, he said, feed the best and aim at the best. The society should procure good sires and hold this good quality by judicious breeding. Soundness should be insisted on.

A speaker answered the questions of members. A horse could be put in stud at two years of age with Premier Emmerson on the necessity for good dams. He urged that the breeders be kept separate.

Premier Emmerson and Hon. Mr. LaBille had to leave at this juncture to catch the train, each going to his home. The president and society warmly thanked them for their attendance and assistance. Premier Emmerson said any recommendations from the society would have his sympathetic consideration.

Other papers were dispensed with for lack of time and the association proceeded to elect officers, choosing as president E. B. Elderkin, of Amherst; vice-presidents M. M. H. Parlee, of Sussex; P. E. Island, R. R. Brown, of Charlottetown; Nova Scotia, C. A. Archibald, of Truro; Directors—New Brunswick: M. H. Campbell, Sussex; B. M. Fawcett, of St. John; J. F. Frost, of Georgetown; D. Island—F. G. Beyer, of Hampton; D.

Pernoon, Charlottetown; J. W. Callbeck, St. Augustine Cove, Nova Scotia—F. L. Fuller, Truro; A. C. Bell, Mulgrave; J. E. Starr, Cornwallis. Auditors—R. Robertson, Nappan; and Herbert Stairs, Charlottetown.

Votes of thanks were passed and the meeting closed with the national anthem.

INTENSE SUFFERING.

FROM DYSPEPSIA AND STOMACH TROUBLE.

Instantly Relieved and Permanently Cured by Stuart's Dyspepsia Tablets.

A New Discovery, But Not a Patent Medicine.

Dr. Redwell relates an interesting account of what he considers a remarkable case of acute stomach trouble and chronic dyspepsia by the use of the new discovery, Stuart's Dyspepsia Tablets.

He says: The patient was a man who had suffered, to my knowledge, for years with dyspepsia. Everything he ate seemed to sour and create gases in the stomach. He had pains like rheumatism in the back, shoulder blades and limbs, fullness and distress after eating, poor appetite and loss of sleep; the heart became affected, causing palpitation and sleeplessness at night.

"I gave him powerful nerve tonics and blood remedies, but to no purpose. As an experiment I finally bought a 50 cent package of Stuart's Dyspepsia Tablets at a drug store and gave them to him. Almost immediate relief was given, and after he had used four boxes he was to all appearances fully cured.

"There was no more acidity or sour, watery risings, no bloating after meals, the appetite was vigorous and he had gained between 10 and 12 pounds in weight of solid, healthy flesh.

Although Stuart's Dyspepsia Tablets are advertised and sold in drug stores, yet I consider them a most valuable addition to any physician's line of remedies, as they are perfectly harmless and can be given to children or invalids or in any condition of the stomach which is not accompanied by fruit and vegetable essences, pure pepsin and Golden Seal.

Without any question they are the safest, most effective cure for indigestion, biliousness, constipation and all derangements of the stomach, however slight or severe.

Stuart's Dyspepsia Tablets are made by the P. A. Stuart Co. of Marshall, Mich., and are sold by druggists everywhere at 50 cents per package.

Little book on stomach diseases mailed Address P. A. Stuart Co., Marshall, Mich.

KNITTING SYNDICATE.

A concern that promises to have the hearty support of the public, is the People's Knitting Syndicate of Toronto, Limited, which is to be organized in St. John. It is the avowed object to possess the large knitting combines, and to place the market at a cheaper price than the trusts can do, as well as to enable its shareholders to share in the profits of the syndicate, and to realize money at their own homes. The plan of the syndicate is novel and engaging. To each subscriber for 20 \$1.00 shares in the syndicate, a knitting machine is given, and the members are then supplied with yarn to manufacture at his or her own home, such knitting goods as the syndicate produces. The syndicate promises cash payments for the knitting done by the shareholders, and also to divide among its members semi-annually, the profits realized from the sale of goods made by the shareholders for the syndicate. The syndicate should have no difficulty in disposing of knitted goods, which are in demand. The plan seems to be a good one, and is in the hands of well known Toronto gentlemen. It should be a great success.

WANTED.

WANTED—A first class female or second class male teacher for district No. 13, St. George, Charlotte Co. Address, stating salary, to Judson Mathews, secretary of trustees, Le Tebe.

Father Chiniq's New Book.

"Forty Years in the Church of Christ," an intensely interesting account of the trials and struggles encountered in his devotion to the cause of Protestantism during the last forty years of his eventful life. A large handsome volume of about 600 pages, elegantly bound, two portraits, price only \$2.50. Agents wanted. Liberal commission guaranteed. Prompt action will insure success. Send 50 cents for cash orders and full particulars and commence taking orders at once. Address R. B. Morrow, 50 Garden street, St. John, N. B.

MARRIAGES.

ACKERMAN-HARRINGTON—At the residence of the bride's father, on the 25th inst., by the Rev. A. T. Dykeman, William N. Ackerman, of Fairville, to Alice Harrington, of Kingsville, St. John Co., N. B.

KING-PETERSON—At Chatham Head, on Dec. 27th, by the Rev. Canon Forsyth, assisted by Rev. William Wilkinson, Elmer E. King, principal of the Logville school, to Miss I. Forrie Peterson, daughter of Alfred Peterson.

LEES-BAVOY—At Chatham, on Dec. 25th, Alexander Lee to Annie Bavo, both of Tabernacle.

MATTHEW-URQUHART—At the residence of R. H. Crayden, this city, on Dec. 27th, by Rev. A. F. Robb, B. A., William A. Matheson to Margaret Urquhart, both of Waplog's River, N. S.

WHITTON-NICOLE—At Bathurst, on Dec. 25th, by Rev. Thomas W. Street, rector, Henry Whitton, of Moncton, to Sarah A. Nicole, of Bathurst.

DEATHS.

ARMSTRONG—At his late residence, Rockland Road, 28th Robert Armstrong, in his 78th year, leaving a wife, four sons and three daughters to mourn their loss.

HICKY—Suddenly, at Fairville, on Dec. 27th, Patrick J. Hickey, aged 27 years, leaving a wife and child to mourn their sad loss.

HAMILTON—In this city, on Dec. 27th, Frances M., third daughter of the late Dr. George A. Hamilton.

WILLIS—At Brookdale, Cumberland county, N. S., on Dec. 23, James Henry, aged five years, son of Mr. and Mrs. John Willis.

WOODS—At the residence of her son, Thos. Woods, Lot street, Moncton, on Dec. 23rd, Elizabeth, widow of the late Anthony Woods, aged 78 years.

MARINE JOURNAL.

PORT OF ST. JOHN.

Arrived.

Tuesday, Dec. 26.

Star St. Croix, 1064, Pike, from Boston, O. E. Leachler, mde and passengers.

Burgart's Falmouth, 50, Masters, from Hillsboro, for New York.

Schr Irene, 50, Sabean, from Bristol, J. M. Driscoll, mde.

Schr H. A. Holder, 94, McIntyre, from Belfast, Miller & Woodman, bal.

Schr Erie, 118, Harrington, from New York, N. O. Scott, coal.

Schr Elwood, Burton, (Am), 344, Wason, from Marblehead, R. C. Elkin, bal.

Schr John Stroup, (Am) 217, Whelpley, from Apple River, J. E. Moore, bal.

Schr Ben Bolt, 50, Ward, from Sackville, for Hamilton, Bermuda—for repairs.

Coastwise—Schr Rita and Rhoda, 11, Ingle, from Grand Manan; Santa N. 38, Merriam, from Canning; Westford, 60, Cameron, from Apple River; Alma, 60, Tufts, Alma; Selma, 58, Matthews, from Apple River; barge No. 1, 439, Warnock, from Parrsboro; schrs Dora, 63, Canning, from Parrsboro; Lillie G, 98, Brown, from Hillsboro; stmr LaTour, 88, Smith, from Campobello.

Wednesday, Dec. 27.

Stmr Bengore Head, 1519, Bramson, from Swansea, Wm. Thomson & Co, mde.

Stmr Montrose, 343, Evans, from Liverpool via Halifax, Troop & Bon, mde and passengers.

Schr Wascana, 115, Balse, from Fall River, J. W. Smith, bal.

Schr Francis Schubert, (Am), 183, Starkey, from Bar Harbor, master, bal.

Schr Wandrian, 310, Patterson, from New York, J. Tufts, bal.

Schr Sallie E. Ludlam, (Am), 199, Nelson, from Boston, D. J. Purdy, bal.

Schr Wascana, 115, Balse, from Fall River, J. W. Smith, bal.

Schr Annie M. Allen, (Am), 428, Reid, from Boston, J. E. Moore, bal.

Coastwise—Schr Levis, 75, Newcomb, from Parrsboro; Three Links, 31, Egan, from Sackville.

Thursday, Dec. 28.

Schr Nellie J. Crocker, (Am), 318, Henderson, from Boston, J. E. Moore, bal.

Schr Annie M. Allen, (Am), 428, Reid, from Boston, J. E. Moore, bal.

Coastwise—Schr Eliza Bell, 30, Wadlin, from Beaver Harbor; Margaret, 49, Dickson, from Beaver Harbor.

Cleared.

Tuesday, Dec. 26.

Schr A. P. Emerson, Haley for New York, Miller & Woodman.

Coastwise—Schr Chieftain, Tufts, for Alma.

Wednesday, Dec. 27.

Stmr Lake Ontario, Carey, for Liverpool, Troop & Bon.

Coastwise—Schr Three Links, Egan, from Sackville; Wascana, Balse, for Hillsboro; barge No. 2, Salter, for Parrsboro.

Thursday, Dec. 28.

Stmr St. Croix, Pike, for Boston, C. E. Leachler.

Schr Avalon, Heward, for City Island for orders.

Coastwise—Schr Westfield, Cameron, for Alma; Margaret, Dickson, for Beaver Harbor; Alma, Whelpley, for Alma; barge No. 1, 439, Warnock, from Parrsboro; schrs Selma, Matthews, for Alma; Waplog, Healey, for Annapolis.

Sailed.

Wednesday, Dec. 27.

Stmr Lake Ontario, Carey, for Liverpool.

DOMESTIC PORTS.

Arrived.

Hillsboro, Dec. 23, schr G. Walter Scott, Christopher, from Parrsboro.

Halifax, Dec. 26, stmr Montrose, from Liverpool, and sailed for St. John, N. B.; Halifax City, from London; schrs Demoselle, from New York; Eddie Davidson, from Boston; Bertha D. Nickerson, and Centennial, from Gloucester for Placentia, for shelter.

Halifax, Dec. 27, cable stmr Usk, from sea; schrs Aris, and Premier, from New York; Uruguay, from Boston.

Annapolis, Dec. 22, stmr Baracca, Walcott, from New Orleans to load for London.

Halifax, Dec. 28, stmr Ulunda, from Liverpool via Bar and St. John's, Nfld.; schrs Valkyrie, from Gloucester for Placentia, Nfld, for shelter.

Cleared.

Hillsboro, Dec. 23, schr Adelaide, Baird, for Boston.

Sailed.

Halifax, Dec. 26, stmr Manchester Commerce, for New Manchester.

Halifax, Dec. 27, stmr Mina, for sea; stmr Manchester Importer for St. John.

Halifax, Dec. 28, stmr Usk, for sea.

BRITISH PORTS.

Arrived.

Bermuda, Dec. 14, schr Evolution, Gale, from St. John.

Glasgow, Dec. 25, stmr Keeman, from Portland.

Portland, Dec. 26, stmr Laurentian, for Halifax to load for South Africa.

Liverpool, Dec. 24, barque Dictator, from Grindstone Island.

Cardiff, Dec. 27, brig Curlew, from Port Mulgrave, NS.

Hong Kong, Dec. 27, stmr Empress of China, from Vancouver.

Barry, Dec. 27, stmr Cunaxa, Grady, from Havre for Port Arthur.

London, Dec. 28, barque Shakespear, from Chatham, N.B.

Bermuda, Dec. 28, schr Bessie Parker, Carter, from Bermuda.

Dublin, Dec. 28, stmr Mantinea, Lockhart, from St. John.

Turk's Island, Dec. 17, schr Mildred, Ham, from Porto Rico and sailed 19, for Lunenburg.

Sailed.

Table Bay, Nov 18, barque Nora Wiggins, McKinnon, for Simon Town.

Moville, Dec. 24, stmr Lake Superior, Taylor, for Liverpool for St. John.

Liverpool, Dec. 23, stmr Strathmore, from St. John's, Nfld, for Manchester; 26th, Californian, from Portland; Lake Huron, from St. John, N. B., via Halifax.

HICKY—Suddenly, at Fairville, on Dec. 27th, Patrick J. Hickey, aged 27 years, leaving a wife and child to mourn their sad loss.

Sharpness, Dec. 22, ship J. D. Everett, Croesley, for Mobile.

Liverpool, Dec. 23, ship Charles, Cosman, for Mobile.

FOREIGN PORTS.

Arrived.

Boston, Dec. 24, stmr Micmac, Mackie, from Sydney.

Callao, Nov 10, stmr Capas, Sprout, from New York via ports, and sailed for Guyana.

Las Palmas, Dec. 9, schrs John S. Parker, Gerner, from Jacksonville; Leonard Parker, Christiansen, from Fernandina.

Manila, Dec. 20, barque Anacris, Robinson, from Newcastle, N. W.

Delaware Breakwater, Dec. 25, ship Canara, from Iloilo via Natal.

Rio Janeiro, Dec. 26, stmr Cherone, Hansen, from Barry.

Boston, Dec. 26, stmr Turret Chief, for Sydney.

Calais, Me, Dec. 26, schr Urbain B. from Parrsboro.

Vineyard Haven, Mass, Dec. 26, schr Clavala, from Elizabethport for St. John, N. B.

Portland, Me, Dec. 26, schr Lizzie D. Small, from Perth Amboy.

Marcellus, Dec. 26, brig Marine, from Halifax via Alicant.

Salem, Mass, Dec. 26, schr Nellie F. Sayer, from South Amboy for Portland.

Bath, Me, Dec. 26, schr Belmont, from Weymouth, N. S.

New York, Dec. 25, schr Waleka, Kemp, from San Blas; Amanda, Hogan, from Brazil.

Brunswick, Ga, Dec. 25, schr Blomdon, Baxter, from Demerara.

Havre, Dec. 27, stmr Pharsalia, Smith, from Galveston.

Aspalochia, Dec. 25, barque Glen Grant, Murray, from Bahia.

Boothbay, Dec. 27, schr Helena Maud, from Margouah, NS.

Boston, Dec. 27, stmr Cumberland, from St. John; schrs Utility, from Musquodoboit; J. B. Martin, from Annapolis; Eastern Light, from St. Andrews; Madelon, from Turk's Island; Hattie Muriel, from St. John; Jennie C. Leo, Agnes May, all from St. John; Laura C. Hall, from Lower Cove, NS; Muriel, from Bear River; Bessie A. from Cheverie; Bessie G. from River Hebert; Emma E. Potter, from Glenora.

City Island, Dec. 27, steam tug Gypsum King, from Windsor, NS, towing schrs Gypsum Empress and Calabrie, from Hillsboro, and barge No. 21.

Vineyard Haven, Dec. 27, schr Abbie Keast, from St. John for New York.

Marcellus, Dec. 24, barque Lenormand, from Chatham.

Portland, Dec. 27, schrs Lydia Rider, from Northeast Harbor, NS; Bessie Robinson, from Hillsboro, for New York; Wawbeck, and Frank W., from St. John for Boston; Nellie F. Sawyer, from New York; John M. Plummer, from Grand Manan for New York.

Boston, Dec. 28, schrs Valdaire, from Bear River; St. Anthony, from Cheverie; Lenormand, from Groses Coues.

Gloucester, Dec. 28, schr Elsie, from St. John for Vineyard Haven for orders.

New York, Dec. 28, barque Hebert Fuller, from Pascagoula.

Barcelona, Dec. 24, barque Monte A. from Tusket, NS.

Gloucester, Dec. 26, schr Nimrod, from Perth Amboy.

Mobile, Dec. 26, schr Iolanthe, Spurr, from Cienfuegos.

New York, Dec. 28, stmr Germanic, from Liverpool.

Cleared.

Pennacola, Dec. 23, barque Charles E. Lefurgey, Reed, for Buenos Ayres.

Portland, Dec. 26, schr P. S. Wilford, for Liverpool, NS.

New York, Dec. 27, barque Persia, Malcolm, for Buenos Ayres; schrs Corna May, for Elizabethport.

Jacksonville, Dec. 26, schr Gladstone, Milbury, for Newivas.

Pascagoula, Dec. 26, schr V. T. H. Delap, for St. Lucia.

Sailed.

Havre, Dec. 25, stmr Cunaxa, Grady, for Cardiff, to bunker and Port Arthur.

Pascagoula, Dec. 23, schr Helen E. Kenney, for Terceira.

Port Clyde, Dec. 23, schrs Prudent, from New York; W. H. Waters, for Portsmouth.

Fernandina, Dec. 24, schr Sainte Marie, Morehouse, and Bartholdi, Amherst, from Bermuda.

Port Eads, Dec. 24, stmr Montecuma, Owen, for Halifax.

Boston, Dec. 25, stmr Turret Chief, for Sydney.

Boothbay, Me, Dec. 26, schrs Annie B. Mitchell, from Annapolis; Adelia T. Carleton, from New York; John M. Plummer, from New York; Hannah P. Carleton, from New York; J. B. Martin, for New York.

Salem, Dec. 26, schrs Silver Spray and Abbie Keast, for New York.

New York, Dec. 26, barque White Wings, for Manzanilla, etc; schr Clavala, Meade, for Yarmouth; Roeneath, for Yarmouth.

Vineyard Haven, Dec. 25, schr Walter Miller, from New Bedford for St. John.

New York, Dec. 27, stmr St. Paul, for Southampton; Teutonic, for Liverpool; brig Acadia, for San Andrea.

Perth Amboy, Dec. 27, schr Roger Drury, for Portland.

Vineyard Haven, Dec. 27, schr Ruth Robinson, for New York.

Boston, Dec. 27, stmr Prince Arthur for St. John; schr Fanny, for St. John.

Portland, Dec. 27, schrs Lizzie D. Small, for St. John; stmr Laurentian, for Halifax.

Manila, Nov 7, barque Osberga, McKenzie, for New York; 10, barque Hamburg, Caldwell, for New York.

Fernandina, Dec. 25, schr B. C. Borden, Taylor, for Port Spain.

Pennacola, Dec. 26, barque Charles E. Lefurgey, Reed, for Buenos Ayres.

Boston, Dec. 28, schr Ultona, for Bellevue Cove; Josephine, for Bear River.

Hyannis, Mass, Dec. 28, schrs Three Sovers, Rose, Mueller, Prud'homme, Franlein, and Sarah Potter, for St. John; Charlevoix, from Parrsboro, for New York.

SPOKEN.

Dec 22, lat 38.38, lon 72.30 schr Bessie Parker, from Fernandina for Bermuda.

Dec 7, lat 9 N, lon 38 W, barque Hector, Morrell, from Bear River for Buenos Ayres.

Dec 2, lat 10 S, lon 34 W, ship Salamis, from Chatham, NB, for Buenos Ayres.

NOTICE TO MARINERS.

Portland, Me, Dec. 23, 1890—Curver's Harbor, Maine—Notice is hereby given that the Colt Ledge buoy, spar, red, No 2, is reported adrift. It will be replaced as soon as practicable.