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Taken by Nervous People at night it acts as a very effective and harmless hypnotic.

It Is Undoubtedly Better for the sick and convalescent than patent medicines or tonics, of which no one knows the composition.

Ask your wine merchant for a sample order.

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Short Line TO Montreal.

Through Fast Express leaving Halifax at 8.00 a. m., St. John 6.05 p. m. daily except Sunday.

First and Second Class Coaches and Sleepers Halifax to Montreal.

TWO Express Trains Each Way Every Day FROM Montreal.

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These Trains reach all points in Canadian North West and British Columbia For particulars and ticks a call on W. C. MACKAY, St. John, N. B. or write to F. R. PERRY, D. P. A., C. P. R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, OCT. 15th, 1905, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 3—Express for Halifax, Sydney and Campbellton 7.00
No. 9—Mixed train to Moncton 7.30
No. 5—Express for Point du Chene, Halifax and Pictou 13.35
No. 7—Express for Sussex 17.10
No. 134—Express for Quebec and Montreal 19.00
No. 10—Express for Moncton, Sydney and Halifax 23.25

TRAINS ARRIVE AT ST. JOHN.

No. 2—From Halifax and Sydney 6.20
No. 7—Express from Sussex 9.00
No. 133—Express from Montreal and Quebec 12.45
No. 5—Mixed from Moncton 16.00
No. 25—Express from Halifax, Pictou, Pt. du Chene and Campbellton 17.40
No. 1—Express from Moncton 21.20
No. 11—Mixed from Moncton (daily) .. 4.00

All trains run by Atlantic Standard Time. 24.00 o'clock is midnight.

D. POTTINGER, General Manager.
Moncton, N. B., Oct. 12, 1905.

CITY TICKET OFFICE, 2 King street, St. John, N. B., Telephone quil.
GEORGE CARVILL, C. T. A.

The 2 Popular Brands of

SCOTCH WHISKIES

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If You Will Place Your Order Promptly

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We will also deliver any of the BEST SOFT COALS in bags and put them in the bin on the ground floor at prices ranging from $5.00 to $5.85 per ton.

American Hard Coal in bulk or in bags. Highest quality imported. Ask for "Triple X."

J. S. GIBBON & CO.
Smythe St., and 6½ Charlotte St.

Soft Coal Ex Yard.

Acadia, Pictou, Springhill and Reserve Sydney, all coal well screened.

Scotch and American Anthracite.

Hard and Soft Wood. Dry.

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MAH-PU MINERAL WATER

Pure because it comes from a depth of 263 feet.

It cures RHEUMATISM, GOUT, KIDNEY and Intestinal Disorders.

Mah-pu Mineral Water Is sold by all druggists.

See that the bottle has our label and capsule.

The Mah-pu Mineral Springs Co., (LIMITED.)

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Last Two Performances

Pollard's Lilliputian OPERA COMPANY

TONIGHT

The Lady Slavey

MATINEE 2.30

A Gaiety Girl

Prices, night, 25, 50, 75c, $1. Matinee Children, 25 cents—any seat. Adults 50c. All seats reserved.

YORK THEATRE

Tuesday, Nov. 14th

CHAMPIONSHIP WRESTLING

Paul Sweeney (210 pounds)

VERSUS

Geo. Schnable (202 pounds)

Sweeney is champion of the United States and Schnable of Germany.

The last match was the sporting event of the season.

Watch for this bout and compare the weight of the men. They are giants.

Prices—Gallery 25c., balcony 50c., orchestra 50c. and 75c.

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Bulbs! Bulbs!

Just arrived from Holland: Hyacinths, Daffodils, Tulips, Narcissus, Jonquils, &c. We have also good earth for bulbs and repotting plants.

Floral Emblems of all kinds a specialty.

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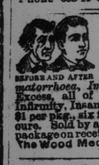

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The Great English Remedy.

A positive cure for all forms of Sexual Weakness, Mental and Brain Worry, Emissions, Spermatorrhoea, Impotency, Effects of Abuse or Excess, all of which lead to Consumption, Infirmity, Insanity and an early grave. Price $1 per pkg., six for $5. One will please, six will cure. Sold by all druggists or mailed in plain package on receipt of price. Write for Pamphlet. The Wood Medicine Co., Windsor, Ontario.

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Bought and soldon Margin or for Investment.

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Financial and Commercial.

IRON MAKES RECORD OUTPUT IN OCTOBER

October Production 2,053,127 Tons of Pig and 1,370,960 Tons of Steel---Carnegie Co. Makes 78 New Marks--- Sharp Advancing Tendency.

NEW YORK, Nov. 10—The Iron Age says: October will go down in the history of the iron industry for record breaking. The monthly statistics of the Iron Age show that there were produced by the anthracite and coke furnaces of the United States 2,053,127 tons of pig iron, which compares with the previous achievement of 1,903,741 tons in May. Both figures do not include the output of charcoal pig, which may be estimated at about 30,000 tons a month. The steel companies produced 1,370,960 tons in October, as compared with 1,287,438 tons in May. Of this October product the United States Steel Corporation has 530,752 tons. Further comment on the situation:

The Carnegie Steel Company in October broke seventy-eight past records of production at its furnaces and mills, not counting turn and day records. Thus the Edgar Thomson rail mill made in October 83,658 tons of steel rails.

How enormous the output of the steel works is is proved by the record of the plants of the United Steel Corporation, which in October produced 1,172,931 gross tons of ingots.

The pig iron markets throughout the country are exceedingly firm and the conviction seems to be gaining ground that further advances are inevitable. Production, however, is at an enormous rate, our statistics showing that on the 1st inst. coke and anthracite furnaces having a capacity of 469,-000 tons weekly were in operation.

The pressure for deliveries in the structural trade is enormous. Two contracts for buildings for Chicago, calling for about 15,000 tons, were let during the week.

In the merchant pipe trade the most interesting feature is an inquiry for six hundred miles of 6-inch pipe for an oil line from Kansas city to St. Louis.

The New York & Jersey Railroad Company, which is building the so-called McAdoo tunnel, has awarded the second contract to the Bethlehem Steel Company, for steel and iron castings for use in the tunnel. The company will require about 75,000 tons before the work is completed, and another contract will probably be let before the end of the year.

Moderate sales of steel rails are reported with some further heavy contracting in sight. Light rails have again advanced $1. Plate makers are urging the necessity for higher official prices. In the plate trade the leading interest has ordered an advance.

Sharp Advancing Tendency

CLEVELAND, O., Nov. 9—The Iron Trade Review says:—The pig iron market still shows a sharp advancing tendency, with furnaces indisposed to sell at any price for the time being, but taking care of their regular customers on small lots, while on the other hand middlemen have done a relatively large business. There is every prospect that pig iron will be selling at between $18 and $20 at furnace before the end of the year, and that such high prices will be maintained at least through the period of bad weather when operations, particularly the railroad movement, are more or less interfered with.

October was an excellent month for tonnages in finished material as to both production and sales, and this month has opened up quite as well as regards sales. The demand for all classes of finished material is wellnigh phenomenal.

The last important steel car orders placed were those of the New York Central, aggregating 25,000 cars, and these, with the second order of the Pennsylvania Railroad system, fill the steel car plants up into October or November of next year. The Pressed Steel Car Company is now making about sixty-five and the Cambria Steel Company and American Car & Foundry Company enough to bring the total to about 225 cars daily. The capacity of the Pressed Steel Car Company will be increased next year, and the Barney & Smith Car Company will build a plant for the manufacture of between twenty and thirty cars daily; so that by the middle or latter part of next year the steel car capacity of the country will be close to 300 cars daily. While this figure appears large, there are more than 1,500,000 wooden freight cars in the country, so that to replace them with steel cars, allowing for no increase in number, would require twenty years, at the rate of 200 cars daily for 250 days each year. Deliveries of wide plates cannot be made within from two to four months; narrow plates can be had somewhat earlier.

Southern Furnaces

MEMPHIS, Tenn., Nov. 9—The new furnace of the Tennessee Coal, Iron & Railroad Company at Ensley, Ala., has broken all records, the output for the month of October reaching 11,844 tons, or an average of 382 tons daily. On one day the output was 420 tons, which is the largest amount of iron ever produced in a day in the southern field by a single furnace. No. 5 furnace of the same company is being rebuilt in the hope that it may be brought up to a like capacity.

The steel plant of the company at Ensley during October produced 23,500 tons, which is the best output in its history.

MONEY STRINGENCY FELT

(Boston Transcript, Thursday.)

Opening at 8 per cent, the call money rate in Wall Street rose to 15 per cent in the noon hour. At 2 p. m. it was quoted at 11 per cent. These quotations govern brokers' loans for immediate needs; there does not appear to have been much marking up of call loans generally, though money undeniably is tight. Since Friday of last week the New York banks have lost $4,963,000 on subtreasury operations. That looks like a disappearance of the excess over the law's requirements in the matter of reserve. It is admitted on all sides that monetary stringency is a condition, and not a theory; the expected return flow of funds from the interior has been delayed; bank reserves are low, and surplus has wellnigh disappeared; loans exceed deposits, and speculation refuses to quiet. This morning over 600,000 shares sold in New York. Much of this was liquidation, though the Reading and Tennessee Coal & Iron pools put their specialties higher, to 143¾ and 85½ respectively. The market was rallied, after early softness, on rumors that Secretary Shaw was studying the monetary situation, and would consider the deposit of $20,000,000 on $28,000,000 government money in the banks. There was no confirmation of this, and the noon hour saw another setback, which drove prices off all around. The market did not break; it sagged. Some men still think that money is quoted high mainly to check speculative activity. However that may be, the sagging continued pretty well all the afternoon.

Traders are unwilling to give up the pleasant task of discounting another great year of business before the year begins. But it is plain, or ought to be by this time, that money the world over is in demand, that the work that funds and credit have to do is multiplied greatly by the industrial activity throughout this country as well as by European conditions, and that the factor of exceeding ease in money as an adjunct to the era of prosperity and expansion must not be included in arguments for further rise in prices. The predictions of firm money through the balance of 1905, made 2 months ago, are fulfilled, apparently. Stock speculation has had a clear field for a year and a half or more, taking all advantage of abnormally easy money, easy because plentiful. In that period the enormous expansion of general business has made the use of money correspondingly greater, and now business has the first consideration; speculation must stand aside, so far as clear field for pools and lifting and the dangerous adjuncts of a bull market are concerned.

The bull market will remain, because it is out of the question to talk bearishness in face of record iron consumption and good crops. But the danger of repeating the 1902 excesses wellnigh eliminated by the natural hardening of money in response to general needs. After Jan. 1, with the heavy payments made, funds undoubtedly will work easier, and we may expect a 4 to 5 per cent money market early next year. But no more 2 per cent money as a basis for stock movements seems likely. Stocks have been discounting general business for a year and one-half or more; now general business is "making good"—very much so, and stock values must be regulated or adjusted more on actual than on prospective conditions. It does not follow that they are too high—in all or in many cases. But it does follow that some reconstruction of ideas is necessary.

ANOTHER VICTIM WHO HAS BEEN KILLED "UNWITTINGLY"

Midshipman Branch Fought Twenty-three Rounds With Midshipman Meriwether Before He Died---Both Were Students at Annapolis Naval Academy.

JAMES ROBINSON BRANCH

Annapolis, Md., Nov. 7—Midshipman James R. Branch, of the second class, died here at 10 o'clock Tuesday morning, the result of an injury to his brain received in a fight with Midshipman Minor Meriwether, jr., of the class below him. The fight took place Sunday night and was a prearranged affair. Meriwether was also injured, his face being bruised and his wrist sprained, and he is now in the hospital.

Midshipman Branch was the son of Colonel James R. Branch, of New York city, an officer of the Hanover Bank and secretary of the American Bankers' Association. The family formerly resided in Richmond (Va.), where they have many relatives. He was the only child of his parents, who were with him when he died.

A statement, coming from within the naval academy and believed to represent the midshipmen's version of the fight between Midshipmen Meriwether and Branch and the death of the latter, is as follows:

"The fight between Midshipmen Branch and Meriwether was because of personal dislike and trouble between the two midshipmen which culminated in the latter personally insulting the former. Midshipman Branch did not report Midshipman Meriwether for any violation of the regulations and he did not incur this fight because of discharging his duty. Midshipman Branch challenged Meriwether as the result of insulting remarks addressed to him by the latter, and it was decided that their differences be decided in the usual manly American fashion. In weight there was not a difference of over five pounds between the two. Both midshipmen were good physical specimens of manhood, Branch having at one time held the academy lightweight wrestling championship. Meriwether was not considered to be exceptionally well developed physically as has been erroneously stated. This way of settling their personal differences may have been a mistaken one, but as far as can be said about an affair of this description, it was free from brutality and any unfairness, and the tragic ending is a most lamentable accident."

"At the conclusion of the fight Midshipman Branch was able to walk to his room and there conversed with his seconds for a time, afterward taking a shower bath and retiring. No fear of the result being tragic was felt until the next morning, when he was found to be unconscious.

"The code at the naval academy absolutely prohibits fighting over a report. Midshipmen on duty frequently have to exercise this authority for the maintenance of the state of discipline, and it would be just as serious an offense against their code for the midshipmen so reported to challenge the one who made the report as it would be for a University of Virginia student to offend against their code of honor by cheating at an exhibition."

CONTINENTAL FREE TRADE

Some Considerations Relative to the Views Thereon of Mr. Roosevelt and Mr. Lodge.

(New York Journal of Commerce and Commercial Bulletin.)

Massachusetts seems to be the only place in the country where a particularly lively discussion is going on upon the tariff and reciprocity question, and the protagonists of the contest appear to be Senator Lodge on the Republican side and Henry M. Whitney, Democratic candidate for lieutenant governor, on the other. The agitation is aimed especially at reciprocity with Canada. Senator Lodge at North Adams the other night referred to Mr. Whitney as citing a private conversation with President Roosevelt, in which the latter is said to have declared that he was "in favor of continental free trade." This apparently was intended to mean free trade between the United States and Canada, and perhaps Mexico and other countries of this continent.

The senator said that he was present at the conversation referred to and had no recollection of anything being said about continental free trade by the president, but, if he did say it, that had no bearing on the present campaign. Thereupon Mr. Lodge took occasion to make an interesting statement of his own about continental free trade. He said it "could be brought about only by annexation, which everybody in the United States favors and everybody in Canada opposes, or by the adoption by Canada of a tariff uniform with ours against all foreign nations," to which, he thought, "we should have no objection at all, but to which no one in Canada would assent for a moment." This is a questionable statement in more ways than one. That everybody in the United States favors Canadian annexation is a good deal more than questionable. It is doubtful whether a majority of the people would favor it even if it was desired by the people of Canada.

But why is it necessary that Canada should adopt a tariff uniform with ours "against all foreign nations" in order to secure the benefit of free trade between the two countries? If there would be no objection at all to that, why would there be harm in anything short of it in the way of freedom of exchange? Suppose Canada should abolish all duties on imports from this country, would not our exports flow in just as freely with her present tariff against other countries or any tariff with which she might replace it, as if she adopted our tariff? If we were to remove all duties from imports from Canada, would the effect be any different with the tariffs as they are from what it would be if they were made uniform? Canadian products would simply come in to such an extent as we chose to buy them, regardless of the extent to which the products of other countries were kept out of Canada. With the double tariff wall removed, there would be free trade between the countries with whatever benefit or harm it might bring to either or both, and it would not be materially affected by the barrier maintained by either against other countries. Anybody who admits that it would be a good thing, or even objectionable with common tariff wall around the two countries, cannot conjure up any logical argument against it, though that wall differ in altitude and irregularity of contour along the outer borders of the separate countries.

SHEFFIELD

SHEFFIELD, Nov. 9.—Felix McGirr of the city market, St. John, was in Sheffield this week and purchased a large number of cattle, sheep and hogs from the farmers in Sheffield and Lakeville Corner.

W. J. W. Bridges has returned from St. John. He has been supplying his St. John customers with hay from his farm in Sheffield. Mrs. Mary Cochran and daughter, Earmey, left this week for St. John, where they purpose spending the winter.

Mansfield London of Macquapit Lake, Sheffield, and Wesley Upton have purchased a lumber chance from parties in Upper Gagetown and intend leaving this week with a crew of men for their field of labor.

Miss Grace Upton, teacher of the Lakeville Corner school, visited friends in Maugerville this week.

The Misses Campbell, of Little River, entertained a number of their friends very pleasantly on Friday evening. Mrs. Percy K. Barker leaves tomorrow for Douglas, York county, on a visit to relatives. Miss Ida Barker has returned from a pleasant visit to her sister's, Mrs. (Dr.) Keinstead in Woodstock.

Murry Gilbert, of Upper Sheffield, shipped a boat load of pressed hay to the St. John market this week.

Mr. and Mrs. C. J. Burpee are in St. John getting their fall and winter supply of goods for their store at McGowan's wharf, Sheffield.

Miss May Darah returned yesterday from a visit to relatives in St. John. Miss Helen Ferguson is the guest of Miss Sadie S. Bridges.

George Bridges and Walter and Ernest Hargrove, of Lakeville Corner, are in St. John on business.

THE PAROLE SYSTEM

(Quebec Telegraph)

The Kingston News and Times has been gathering statistics as to the working of the Parole system. It remarks that both in this country and the United States the system of releasing prisoners on their word of honor that they will abstain from crime and report at intervals to an officer of the law, has been in operation for some time. It has resulted so favorably to society and the men themselves that wherever tried it has been continued. During the years 1900-05 the number of convicts paroled from the Kingston penitentiary was 712, and from other places of confinement 370. Of these 1,082 prisoners previously released 76 had their license cancelled for non-compliance with the stipulated conditions, 24 had them forfeited by subsequent conviction, 627 completed their periods while on parole, and 325 have still part of their time to put in. In other words 61 per cent justified their parores, 35 per cent still have a chance to do so without prejudice; 7 per cent were re-committed without any new crime alleged against them, and only 2½ per cent relapsed into crime. The work of parole is under the supervision of a capable officer employed by the Department of Justice for his intimate personal knowledge of criminal character, and of the working of the prison gate missions of the Salvation Army. The showing so far is good. The instances of failure are surprisingly few when compared with those in which executive clemency has wrought reformation, and these relatively few failures should not discourage anyone who believes that the tempering of justice with mercy must mend the state of many men who otherwise would go criminals to their graves.

Mr. Carnegie says it is a disgrace to die rich. If our idea of riches keeps expanding, he soon won't have to spend any more.

Miss G.

of DARTMOUTH

made Cake with Royal Household Flour and it proved a failure. She tried once more with the result that the family said it was the best cake they ever had in the house.

¶ She made the discovery on the second baking that she only needed 14 ounces of Royal Household where she had always used a pound of other kinds. She used the same quantity of water and shortening, however, and the cake was a great success.

Name of Lady on enquiry.

OGILVIE FLOUR MILLS CO., Ltd., Montreal.

THE WORLD OF SHIPPING.

MINIATURE ALMANAC.

1905. November	Sun Rises	Sets	Tides High	Low
6 Mon.	7.12	5.08	7.31	1.06
7 Tues	7.14	5.01	8.19	2.07
8 Wed.	7.16	5.00	9.11	3.10
9 Thur.	7.17	4.58	9.57	3.45
10 Fri.	7.19	4.57	10.38	4.26
11 Sat.	7.20	4.56	11.15	5.08

In Atlantic Standard Time, counted from midnight to midnight.

STEAMERS FOR ST. JOHN.

Name.	From	Date of Sailing.
Gulf of Ancud	London	Oct. 28
Kastalia	Glasgow	Nov. 4
Florence	London	Nov. 8
Parisian	Liverpool	Nov. 8
Aleides	Glasgow	Nov. 11
Sicilian	Liverpool	Nov. 16
Lake Champlain	Liverpool	Nov. 21
Concordia	Glasgow	Nov. 28
Tritonia	Glasgow	Dec. 2
Salacia	Glasgow	Dec. 9
Lake Erie	Liverpool	Dec. 13
Kastalia	Glasgow	Dec. 16
Lake Manitoba	Liverpool	Dec. 19

PORT OF ST. JOHN.

Arrived.

Saturday, Nov. 11.

Schr Catherine, 196, Duffy, from Turk's Island, 6th Carritte, 9065 bushels salt.

Schr I N Parker, 97, Springer, for Stonington, Conn; A W Adams, ballast.

Schr W H Waters, 120, Belyea, from New Haven, A W Adams, ballast.

Schr Lotus, 96, Granville, from Boston, A W Adams, ballast.

Schr H M Stanley, 97, Flowers, from Boston; Masters, ballast.

Schr Clifford C, 98, Golding, from Boston, Master, ballast.

Schr Revenue, 96, Merriman, from Boston; F Tufts & Co, ballast.

Ship Norman, 230, Nelson, from Lynn, Mass; R C Elkin, ballast.

Schr Genevieve, 124, Butler, from New Haven; A W Adams, ballast.

Coastwise:—

Schr Augusta Evelyn, 30, Scovil, North Head.

Stmr Lord Kitchener, 110, Stevees, Parrsboro, with barge No. 6 in tow.

Stmr Beaver, 42, Turner, Harvey.

CLIFTON HOUSE,

74 Princess Street and 141 and 143 Germain Street,

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W. ALLAN BLACK, Proprietor.

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1464a Boyer, Miss S. N., residence, 93 Princess street.
1412 Case's Grocery, Waterloo.
1577 Calders, W., Commission Merchant, Prince Wm.
533 Central Supply Store, Mill Street.
479 Coleman, H. E., grocer, Winter.
582 Coll M., residence Douglas Ave.

A. W. McMACKIN, Local Manager.

E. R. MACHUM W. D. FOSTER

MACHUM & FOSTER, Fire Insurance Agents.

Law Union & Crown (Fire) Ins. Co.
Manitoba (Fire) Assurance Co.
Assets over $26,000,000.00

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Cleared.

Cossiwise:—

Stmr Beaver, Turner, Hillsboro.
Schr Lord Kitchener, Stevens, Parrsboro.
Schr I N Parker, Springer, Dorchester.

DOMINION PORTS.

HALIFAX, Nov 10—Ard, cable steamer Mixed, from sea; schr Bravo, Barbados; Brooklyn, New York; Acacia, New York. Sld—Stmr Ulunda, Liverpool.

CHATHAM, N. B., Nov 10—Ard, stmr Europe, Sydney, C. B.

BRITISH PORTS.

QUEENSTOWN, Nov 10—Ard, stmr Lucania, New York for Liverpool, and sld.

LIVERPOOL, Nov 10—Ard, stmr Pouvoir, Halifax.

BROW HEAD, Nov 10—Passed, stmr Dalhouse, Halifax, for Liverpool.

FOREIGN PORTS.

Schr NEW YORK, Nov 11—Ard, stmr Campania, Liverpool, via Queenstown.

SAUNDERS, R I, Nov 10—Sld, schr George E Sumner, St John for New York.

THOMASTON, Me, Nov 10—Sld, schrs Mary Langdon, for New York; James A Brown, do.

PORTLAND, Me, Nov 10—Sld, stmr Boston, St John.

PHILADELPHIA, Nov 10—Ard, stmr Carthaginian, Glasgow via Halifax.

Cld—Stmr Nora, for Hillsboro; schr Rebecca Palmer, for Boston.

VINEYARD HAVEN, Mass, Nov 10—Sld schrs Waldrian, Tenny Cape, N S, for New York; Morancy, for do.

NEW YORK, Nov 10—Ard stmr Ixia, from Sydney, C B.

Cld—Stmrs St Louis, for Southampton; Tiradis, for Liverpool; Furnessia, for Glasgow; Rosalind, for Halifax and St. John's; schrs Ida M Shafner, for Perth Amboy; Collector, for Halifax; Meteor, do; Theta, for St John; Madeyla, for Lunenburg, N S; Walter Miller, for Baskville, N B.

BOSTON, Nov 10—Ard, stmrs Halifax, from Halifax; ship Tinandra, from Rosario; schrs D B Hardwick, from Clementsport, N S; Alice Maud, from St John.

Cld—Stmrs Siberian, for Glasgow; schrs G H Perry, for St John; Domain, do; R Carson, for St Martins, N B.

Sld—Stmrs Prince George, for Yarmouth; Mystic, for Louisburg; schrs Manuel R Cuza, for St John; Howard A Holder, do; H M Stanley, do; Louis, do; Rewena, do.

DANGERS TO NAVIGATION.

PORT ARTHUR, Tex., Nov. 6—Steamer Col. E. L. Drake, from New York, reports in lat 26, lon 87, passed a derelict with foremast and part of bow sticking out of water; jibboom broken off; foretopmast broken off at cross piece; very dangerous to navigation.

NOTICE TO MARINERS.

PORTLAND, Me., Nov. 8—S. E. Rock buoy (red and black horizontal stripe, second class can,) reported adrift Nov. 4, will be replaced as soon as practicable.

REPORTS, DISASTERS, ETC.

British schooner My Beauty, Roberts, coal laden, from Sydney, C. B., for Twillingate, Nfld., before reported overdue, was posted at Lloyds today as missing.

PARRSBORO, N. S., Nov. 6—Bark E. A. O'Brien, (Br), Pratt, from Barbados, has arrived here leaking, foremast sprung and other damages. She will go on blocks here for repairs.

TOKIO, Nov. 2—The following steamers, which were captured by Japanese at various times have been released:—Barracouta, Centennial, Rowloon (Ger.), Hess Wagner (Ger.), M. Struve (Ger.), and Arnfrid (Nor).

VESSELS NOW IN PORT

Not Cleared To Date.

Showing their tonnage and consignees:—

BARK.

Egeria, 897, A W Adams.

SCHOONERS.

Anna, 465, R C Elkin.
Arthur M Gibson, 296, J W Smith.
D W B, 120, D J Purdy.
Harry Knowlton, 277; J A Gregory.
Harry Miller, 246, A W Adams.
Leonard Parker, 246, R C Elkin.
Nellie Walters, 94, F Tufts & Co.
Onward, 92, A W Adams.
Pandora, 98, A W Adams.
Pardon G Thompson, 262, A. Cushing & Co.
Roger Drury, 307, R C Elkin.
Winnie Lawry, 215; D J Purdy.

COASTWISE:

Britannia, Campobello.
Dorothy, Brigetown
E B Colwell, St Andrews.
Lennie & Edna, Tiverton

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

MARINE NOTES

The barkentine Sirdar is loading railroad ties at Campbellton for New York.

Battle line steamer Trebia, Capt. Hilton, arrived at Wilmington, N. C., yesterday from Halifax.

Battle line steamer Mantinea, Capt. McKinnon, arrived at Bridgewater, N. S., yesterday from Marysport with rails.

Battle line steamer Leucira, Capt. Grant, sailed yesterday from Newport, Eng., for Barbados.

This is a red-letter week in the history of Boston exports, for it has been marked by the sailing of ten great steamships carrying out to seven foreign ports nearly 50,000 tons of cargo, including 354,000 bushels of grain, of a total valuation of $2,603,900.—Friday Boston Globe.

The schooner Morancy, which has been at Vineyard Haven for the last two weeks loading cargo from the wrecked schooner Viola, before reported, finished loading last Thursday, about 100,000 laths remaining in the vessel, they being unable to get them out of the hold. The schooner Morancy sailed for New York yesterday.

APPLE SHIPMENTS

C. W. King, Board of Trade Building, Montreal, reports apples exported for the week ending Nov. 4, as follows, from:

	Total.
Montreal	42,360
New York	27,049
Boston	23,529
Halifax	21,513
Portland	8,000
Total	124,951
Same week, 1904	134,596
Season	974,006
Last season	933,641