

Local and Foreign Shipping News

STEAMERS ARRIVE.

The steamer Falls of Nith arrived from New York yesterday and will load for South Africa. The steamer Bengora Head arrived yesterday from Halifax.

MASTERS AND MATES.

F. W. Malcolm, supervising examiner of masters and mates; also Capt. James Sutherland, of Halifax, will be in St. John on the 14th instant for the purpose of holding an examination of candidates for masters' and mates' certificates.

A BIG SHIP.

The White Star liner Britannic will be launched at Belfast, Feb. 26, and will be ready for her trial trip in September. She is 837 feet long and 94 feet wide; 4,000 tons heavier than the Olympic. The Britannic has an inner shell, three feet from the hull and extending 700 feet. The space is water tight and is used for the storage of oil fuel. Every stateroom will have its own bath with the total is 300.

CARGO VAULTATIONS.

New Zealand and Australian Line S. S. Jeserite, for New Zealand and Australian ports, took away Canadian goods valued at \$288,380, and foreign goods valued at \$77,766, making a total value of \$366,146.

BUILDING ON CLYDE.

Shipbuilding on the Clyde has again had a record year having considerably surpassed the year 1912; the total vessels launched being 370, measuring 756,976 tons as against 389 vessels measuring 640,529 tons, being an increase of 116,447 tons. While over Scotland there have been 605 vessels launched, measuring 809,711 tons as against 530 vessels in 1912, being 279,181 tons more than in 1912.

PORT OF ST. JOHN.

Arrived Saturday, January 10. Schr A. J. Sterling, Durant, Windsor, for Boston. J. W. Smith, in harbor and out.

DOMESTIC PORTS.

Yarmouth, Jan. 8.—Ard sch Vanora, Ward, Port Daniel via Halifax for New York (in for harbor); str Coban, McPhail, Louisburg with coal; schr Ponhook, Geldert, New York, with coal.

BRITISH PORTS.

Liverpool, Jan. 9.—Ard stmr Granplan from St. John.

FOREIGN PORTS.

Las Palmas, Jan. 9.—Passed stmr Pandora, Wright, bound from Antwerp to Buenos Ayres.

MINIATURE ALMANAC.

Table with 4 columns: Quarter, Day, Time, and other details for January phases.

Table with 4 columns: Vessel Name, Destination, Date, and other details for vessels bound to St. John.

Table with 4 columns: Vessel Name, Destination, Date, and other details for vessels in port.

The Secret of Good Digestion. In perfect health, with regular and healthful action of the liver and kidneys, you need not know there is such a thing as indigestion or indigestion.

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LAST SURVIVING PARTNER OF OLD YARWOOD FIRM HAS RESIGNED

John H. Killam Announces He has Severed His Connection.

Yarmouth, Jan. 9.—An important change in local business circles was announced today, when John H. Killam, the last surviving partner of Killam Brothers, made public his retirement from business. It has been handed over to his sons, E. Camber and George, who will continue in the old name of the firm. Killam Bros. began business on April 23, 1869, and ever since that date they have been one of our leading firms. They have done an immense shipping and West India business in the past, but since that business died out they have devoted their energies to coal and insurance.

NEW LIVE STOCK ASS'N IS FORMED

West Public Stock Breeders Organize—Will Decide on kind of Cattle best Suited to Local Needs.

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Exact Copy of Wrapper.

O.F. FINANCES SATISFACTORY NOW, SAYS HEAD

Supreme Chief Ranger Outlined Reasons for the Increased Rates

PROPER PROTECTION SURE FOR MEMBERS

Banquet in Honor of Elliot G. Stevenson, attended by M. E. Grass — Fraternal Insurance Discussed.

Elliot G. Stevenson, supreme chief ranger of the Independent Order of Foresters, was tendered a complimentary banquet by many of his admirers and the high standing committee of the order in the Temple building, Toronto, last Thursday night. M. E. Grass of St. John, was present at the banquet. Mr. Stevenson in his address referred particularly to the financial condition of the Foresters. He referred to the recent action of the government in connection with the insurance of fraternal societies and the need for re-adjustment of rates so that all members would benefit from the pledges made them. He pointed out that it was a source of sorrow to many to find that many of the members had not been contributing enough to provide for the benefit promised. It was absolutely necessary to add burdens to many of the members. Many of these members could apparently only see that the order was accumulating an increase in assets and they had closed their minds to the considerations of the other side of the question—the extent of the society's obligation and how they were to be provided for. Continuing, Mr. Stevenson said: "When carefully considered the situation was a simple one. As at December 31, 1912, we had in hand twenty million dollars of accumulated funds and two hundred and forty million dollars of obligations—that all had to be provided for within the lives of our 240,000 members. To meet these obligations we had this \$20,000,000 in hand. We could count on the interest to be earned on this accumulation and upon the premiums that would be paid by our members. "These items constituted everything that would be available to meet our \$240,000,000 of obligations, and when we took stock in an intelligent and scientific manner we found that, instead of having \$20,000,000 in hand we should have had \$45,000,000, and that with this sum and the interest to be earned upon it and the premiums to be paid by our members we could just meet our obligations as they matured according to our society's mortality and disability experience. "It was further ascertained that all of the deficiency existing in our assets as compared with our liabilities was covered by the inadequate contributions of members that joined our society before 1899, and that those who joined after 1899 were paying in full for the benefits promised them and their beneficiaries. "The difference in the situation of members who joined before and after January 1st, 1899, resulted from the fact that, as the result of legislation by our Supreme Court in 1888, a new table of rates largely increasing those in force prior to that time came into force, but this table of rates was unfortunately made to apply to those who joined after 1899. "Having made a pledge to the Government to take steps to make provision for the assistance of the society to meet its obligations to its members, we set about to do this by employing competent actuarial assistants and establishing a statistical department which would enable us to determine the exact mortality and disability experience of our society. "After these facts had been ascertained it was decided that it would be in the interests of all concerned to make the necessary increase in rates. He then referred to the other fraternal societies in Canada and pointed out that only 2 per cent of the money necessary to meet their obligations was available. The Foresters, however, have about 10 per cent of their obligations met.

CHILDREN HATE OIL, CALOMEL AND PILLS

"California Syrup of Figs" best for tender stomach, liver, bowels.

Look back at your childhood days. Remember the "doses" mother insisted on—castor oil, calomel, cathartics. How you hated them, how you fought against taking them. When you were a child, it's different. Mothers who cling to the old form of physic simply don't realize what they do. The children's revolt is well-founded. Their tender little "insides" are injured by them. If your child's stomach, liver and bowels need cleaning, give only delicious "California Syrup of Figs." Its action is positive, but gentle. Millions of mothers keep this harmless "fruit laxative" handy; they know children love to take it. It never fails to clean the liver and bowels and sweeten the stomach, and that a teaspoonful given today saves a sick child tomorrow. Ask your druggist for a 50-cent bottle of "California Syrup of Figs" which has full directions for babies, children of all ages and for grown-ups. Apply on each bottle. Beware of counterfeits sold here. See that it is made by "California Fig Syrup Company." Refuse any other kind with contents.

WORLD'S SKATING RECORDS

Christiana, Jan. 11.—Oscar Mathisen today set two new world's skating records. He covered 500 metres in 43.70 seconds and 1,500 metres in two minutes and nineteen and a half seconds. The previous records were fourty-four and one-fifth minutes and twenty and three-fifths seconds respectively.

Regularity

of the bowels is an absolute necessity for good health. Unless the waste matter from the food which collects there is got rid of at least once a day, the bowels become clogged, the body, causing biliousness, indigestion and sick headaches. Salts and other harsh mineral purgatives irritate the delicate lining of the bowels. Dr. Morse's Indian Root Pills—entirely vegetable—regulate the bowels effectively, without weakening, retching or griping. The

THE WORLD'S WORK DEPENDS ON THE WORLD'S DIGESTION

From the captain of industry to the hod carrier—from milady in the auto to the woman with the scrubbing brush—the accomplishment of every one as depend absolutely on the accomplishments of our stomachs. Backed by a good digestion, a man can give the best that is in him. When his stomach fails, he becomes a weakling. To this loss of power no one need submit. Right habits of eating, drinking, sleeping and exercise, aided by Na-Dru-Co Dyspepsia Tablets, will restore and maintain the full efficiency of the human mind and body. Na-Dru-Co Dyspepsia Tablets contain the active principles needed for the digestion of every kind of food. They go to the assistance of the weakened stomach, and enable the sufferer, right from the start, to assimilate and get the benefit of the food eaten. With this assistance, the digestive organs regain their tone, and soon the use of the tablets is no longer necessary. If your stomach is not working properly, try Na-Dru-Co Dyspepsia Tablets, and Chemical Co. of Canada, Limited, Montreal.

MACKEREL

Salt Mackerel in Half Bbls. JAMES PATTERSON, 19 and 20 South Market Wharf, St. John, N. B.

REPORTS SHOW YEAR HAS BEEN SUCCESSFUL

Senior Sewing Circle of Church at Wilson's Beach Hears of Good Work Done During 1913.

Wilson's Beach, Jan. 10.—The winter so far has been beautiful on this island, just enough snow now to make sleighing and a number of the people are engaged houling wood.

Miss Ruby Brown, who was so seriously ill a couple of weeks ago, has now recovered so to be able to be around the house. Willie Brown is also convalescent.

School re-opened today with Miss Major of Newcastle, Northumberland Co., as teacher.

Miss Little of Harvey Station has again resumed charge of the Harbor school. Financially the circle worked during the last term and her many friends are pleased to see her back again. The senior sewing circle in connection with the church held its annual meeting at the home of Mrs. J. W. Mathews. The report of the year's work was read. Financially the circle was a decided success. The following officers were elected for the coming year: President, Mrs. J. W. Mathews; vice-president, Mrs. Beryl Lank; secretary-treasurer, Mrs. S. J. Perry; assistant sec-treas, Mrs. Edward Rice. Ice cream and cake was served and a good time was enjoyed by all present. Four of the young men from this place left on Monday for Wolfville where they will attend school; Arthur Mitchell, a sophomore student, at the college, and Woodford Jackson, Blaine Everett and Meril Lank, who are attending the academy.

The junior circle intend to hold a pie social in the hall Saturday evening. Evangelist Powers, late of England, is expected here on the 17th to assist the pastor, S. J. Perry, for ten days in special evangelistic work. He is highly well taken place next Wednesday in Holy Trinity church. Another wedding to take place next week is that of Miss Jeanie Crosby of Hibernia to the son of Alderman Doty of Medicine Hat, which will take place at the bride's home on Thursday evening.

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RAILWAYS. RAILWAYS.

"GOING TOURIST" CANADIAN PACIFIC Is a Popular Way to Travel

Tourist Sleepers—light and airy, with big comfortable berths, accommodating two adults, if desired—are carried from Montreal on East Transcontinental Express Trains for points in Western Canada, British Columbia, and on the Pacific Coast. Not as luxurious as the Palace Sleeper, but they meet the requirements of a superior class of patrons just as well—and at half the cost. ECONOMY AND COMFORT COMBINED. W. B. HOWARD, D. P. A., C. P. R., ST. JOHN, N. B.

STEAMSHIPS. ELDER-DEMPSTER LINE

South African Service. Proposed Sailings. S.S. Falls of Nith, Jan. 20. S.S. Kaduna, Feb. 20. S.S. Benguela, March 20. S.S. Benin, April 20.

For Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay. Cold storage accommodation on each vessel. Accommodation for a few cabin passengers. For freight and passenger rates and full particulars, apply to J. T. KNIGHT & CO., Agents, ST. JOHN, N. B.

DONALDSON LINE

GLASGOW AND ST. JOHN. From Glasgow. From St. John. Dec. 20 S. S. Lakonia Jan. 10. Dec. 27 S. S. Marina Jan. 19. Jan. 10 S. S. Ramore Head Jan. 17. Jan. 17 S. S. Orilia Feb. 19. Jan. 21 S. S. Cassandra Feb. 19. Feb. 14 S. S. Athena Mar. 5. Freight and Passage Rates on application.

MANCHESTER LINE

From Manchester. From St. John. Dec. 27 Manchester Inventor Jan. 17. Jan. 3 Manchester Exchange Jan. 19. Jan. 10 Manchester Port Jan. 31. Jan. 17 Manchester Mariner X Feb. 2. Jan. 24 Manchester Importer Feb. 14. Jan. 31 Manchester Shipper X Feb. 16. Feb. 7 Manchester Corporation Feb. 28. Steamers marked X take cargo for Philadelphia. For space and rates, apply WILLIAM THOMSON & CO., Agents, St. John, N. B.

COAL AND WOOD. COAL

OLD MINES SYDNEY—Especially adapted for grates. SPRINGHILL ROUND—A splendid range coal. RESERVE SCREENED—Gives excellent results for all household purposes. All sizes of BEST HARD COAL always in stock. R. P. & W. F. STARR, Ltd. 49 Smythe St. 225 Union St.

SCOTCH COALS

Now landing all sizes SCOTCH HARD COAL. Let me have your order early. JAMES S. MCGIVERN, Telephone 42. 5 Mill Street.

Pea Hard Coal, \$7.00 per Ton

delivered first flight. This is a large size and only a small quantity. Order quickly. Foot Germain St. Geo. Dick, Telephone 1116. 46 Britain St.

500 TONS OF Best Lehigh American Hard Coal LANDING

Also plenty of Scotch Hard Coal in Chestnut, Nut or Jumbo sizes, and Old Mine Sydney, Pictou Egg and Broad Cove soft coals. GIBBON & CO., 612 Charlotte St., No. 1 Union St. Telephone Number 2636.

NOTICE TO MARINERS

The light on Trinity Ledge automatic gas and whistling buoy has been reported not burning. It will be corrected as soon as possible. GEORGE H. FLOOD, Agent, Dept. Marine and Fisheries, St. John, N. B., Jan. 8th, 1914.

NOTICE TO MARINERS

Notice is hereby given that the light on the automatic gas and whistling buoy, anchored off Point Lepreau, is not burning. It will be relighted soon as practicable. GEORGE H. FLOOD, Agent, Dept. Marine and Fisheries, St. John, N. B., Jan. 8th, 1914.

INTERCOLONIAL RAILWAY

Commencing Wednesday, Jan. 14, Trains Number Three and Four Between St. John and Moncton Will Be Discontinued

Connection at Moncton with Ocean Limited for Montreal will be by number two, leaving St. John at 7.10 a. m. Connection with Ocean Limited from Montreal at Moncton with number one, arriving at St. John twenty-one thirty.

STEAMSHIPS. ALLAN LINE

TO LIVERPOOL. From Wed. 7 Jan.—Scandinavian, Halifax Sat 17 Jan.—Tunisian, ... Halifax Wed. 21 Jan.—Hesperian, St. John Sat 31 Jan.—Albatross, ... Halifax

TO HAVRE & LONDON. Thur. 5 Feb.—Pomeranian, St. John

TO GLASGOW. Thur. 8 Jan.—Scilian, Boston. Thur. 15 Jan.—Jonian, Portland. Thur. 22 Jan.—Numidian, Boston. Thur. 5 Feb.—Pretorian, Portland

*One Class (II) Cabin Steamers. For rates and full particulars apply Wm. Thomson & Co., City, or H. & A. Allan, General Agents, 2 St. Peter Street, Montreal.

HEAD LINE

ST JOHN TO DUBLIN. S. S. Ramore Head, Jan. 20. ST. JOHN TO BELFAST. S. S. Inishowen Head, Jan. 3. S. S. Bengora Head, Jan. 20. Dates subject to change.

For space and rates apply Wm. Thomson & Co., Agents.

ALL THE WAY BY WATER

Eastern Steamship Corporation. International Line. CHANGE IN SCHEDULE WINTER FARES. St. John to Portland, \$4.00. St. John to Boston, \$4.50. Staterooms, \$1.00. Leave St. John 9 a. m. every Thursday for Eastport, Lubec, Portland and Boston. Returning leave Central Wharf, Boston, Mondays, 9 a. m. and Portland, 5 p. m. for Lubec, Eastport and St. John. Maine Steamship Line. Direct service between Portland and New York. Leave Franklin Wharf, Portland, Tues., Thurs., and Sat. 6.00 p. m. Fares \$2.00 each way. City Ticket Office, 47 King St. L. R. THOMPSON, T. F. & P. A. A. E. FLEMING, Agent, St. John, N. B.

THE MARITIME STEAMSHIP CO. (LIMITED)

Until further notice the S. S. Connors Bros. will run as follows:—Leave St. John, N. B., Thorne Wharf and Warehouse Co. on Saturday, 7.30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.

AGENT—Thorne Wharf and Warehousing Co., St. John, N. B. *Phone 77; manager, Lewis Connors, Black's Harbor, N.B. This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enquire of J. SPLANE & CO.