MC2289

POOR DOCUMENT

CANADA PERMANENT MORTGAGE CORPORATION

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$25,200,000.00 Carefully Invested Assets
6,000,000.00 . . Paid up Capital
2,200,000.00 . . Reserve Fund

Trustees are empowered by Order-in-Council to invest in the Securities of this Corporation.

MARITIME PROVINCES BRANCH:
Prince William Street and Market Square, St. John, N. B.

EDMUND B. LeROY, Manager

Financial and Commercial

MONTREAL COMMEMT ON THE STOCK MARKET

(Montreal Witness).

The financial atmosphere has been brighter this week in London and New York, even in face of some high rates for call loans, and a serious stiffening of rates for trade paper. The Bank of England is rapidly gathering reserves under the six per cent. discount rate, and Mr. Shaw, the United States secretary of the treasury, has emphatically declared that the business situation does not and will not require relief just so long as stock exchange activities are normal. Stocks are held by the big men, and it is apparent that they appreciate the impossibility of an advancing tide of prices under present conditions. As was shown in last week's review, call money may resume the normal rate of three, four or even five per cent., from time to time, but while it may tempt operators, it requires but a small amount of buying to send the rate away "out of sight" at very quick notice. The continual recital of America's great prosperity, brought about by unprecedented crop returns, has made both the professional and semi-professional, the millionaire and poor man speculator, all doubly anxious to take a slice of the same prosperity in a market "flutter," but they must perforce impatiently kick their heels and wait until the product of the farm has been bought and paid for, and a flood of new wealth thrown into the purchasing world. What a time the parasites will have when the millions, one might almost say billions, of dollars, radiate towards the financial centres! There will be those who keep a keen eye upon the future and prepare for the rainy day of adversity, but a great number will make "sufficient for the day" their battle cry in the rush for the good things that money will buy. We anticipate such a boom in the stock markets of both Europe and America as has never before been seen—a boom that will, perhaps, develop into a debauch of the worst possible kind. The public appetite has been whetted by speculation in the Nipissing group of mining stocks, and when the real bull movement comes along on Wall street, there will be found a public ready and willing to walk into anything that can be transferred into their good hard-earned currency. The man who is brave enough to buy standard stocks now before the advance starts in earnest, will probably be compensated, but it is not usual for the small buyer to take an interest in prices until the inflation limit has been almost reached.

The local market has proved distinctly interesting all the week. It opened on Monday with a continuation of the heavy selling movement that started a week ago today. This was fortunately checked by noon on Monday, and since that time there has been a gradual strengthening of the position. The Dominion Iron and Steel stocks led the decline, with Coal a close second. Montreal Street, Detroit, Montreal Power, and a few of the less known stocks on this market were also included in the lower price campaign. On the expectation of cessation of hostilities between the warring industrial factors of the Iron and Coal camps, the market took a turn for the better, and, in a very short time, had recovered considerable of the losses. The market, and the public generally, are indebted to Senators Cox and Forget for their attitude in the "peace" conference. Both gentlemen have shown a distinct desire for a hasty renewal of operations, and it is pretty safe to say that a deadlock would have ensued had it not been for the determination to have at least a temporary settlement at all costs. It must be admitted that the stand taken by the coal people is irregular if the contract has been repudiated simply because they are losing money on all coal delivered. That would seem to be an ordinary every day business risk, and certainly one that would not be called on for fulfillment. Whether the fact that the steel people refused a certain quantity of coal as being inferior to that covered by the contract constitutes a breach of contract remains for the courts or arbitration to decide; but the business community will have drawn its own conclusions from the facts already published in the case. The sudden recovery and subsequent appreciation of the stock of the Dominion Iron and Steel Company was remarkable, and bull "tips" are floating around at every corner. The shaking out of so many weak holders has placed this market in an exceedingly strong position, and the foundation thus built should be serviceable when a movement of some considerable forward force is brought about. It is not expected that this market will make a "long" march, but that it will await developments in Wall street. In the meantime stocks should be very strong, with few concessions in prices, excepting, of course, the fractional losses that systematically accompany the most aggressing market advances. The buying here is of good quality and stocks are being quietly absorbed by some of the best houses, always an indication that a change is expected.

J. S. BACHE & CO'S LETTER

NEW YORK, Nov. 17—During the week an event of the greatest importance has taken place, without much attention from the newspaper press. We refer to the fact that the Currency Committee appointed by the American Bankers' Association, to confer with the Chamber of Commerce Committee, has agreed upon a plan which is based upon the two vital principles of credit currency, namely, that it shall not be secured by specific assets, and that it shall be subject to daily redemption. When it is remembered that never before have the bankers of the United States officially committed themselves to any definite proposition on the currency, that the subject has been before the conventions every year for fifteen years, and each year has been evaded and consigned to inaction, it becomes a matter of congratulation to the whole country that at this year's convention a committee was appointed with power, and provided with funds for its expenses, and really represents the unanimous authority of over 8,200 banking institutions, with over twelve thousand millions of capital, surplus and deposits. The other matter of congratulation is that, as stated, the committee has agreed upon a sound plan, involving the two principles essential to a safe, elastic and non-speculative currency. This sane outcome is due to certain able members of the two committees, who were successful, after a whole day's session, in converting certain other inexperienced members who came to the session pledged to a plan which was crude, immature and unscientific. The mere adoption of a plan, however meritorious, by a committee, might seem to be a slight step towards reform, but when it is remembered that the politicians have always claimed to be waiting for the bankers to agree; that the chairman of the banking committee of the house is working in harmony; that the earnest support of President Roosevelt may be counted upon, and further, that the majority of the thinking people of the country are thoroughly desirous of reform, it seems as though action would now be forthcoming. The readjustment of the currency along the lines recommended will be of such immeasurable benefit to every business interest as to be far beyond ordinary calculation.

In view of the unjust and widely held impression that Wall Street speculation is responsible for the stringency in the money market, we this week sent to Secretary Shaw a letter calling attention to the facts which prove these statements to be wholly without foundation. These facts show a reduction of over $12,000,000 in loans since June 1st. last, and that many millions from the cash reserves have been sent to the interior; that the reduction in reserve has thus been occasioned by withdrawals of money on the part of interior banks to move the crops, and to meet the legitimate demands of trade, and not by reason of any increase in loans for the purpose of stimulating speculation. That the high rate in Wall Street is simply a barometer of conditions throughout the country, and indicates that every business in the United States which borrows money is under more or less pressure. That our currency and sub-treasury arrangements, and not Wall Street, are the cause of the unnatural and unnecessary stress in the money market.

The secretary conveyed to us verbally through one of our representatives, that in his opinion it was impossible to guage the conditions throughout the country, by means of the feverish quotations for money in Wall Street; that a rate which at one hour was 20 p. c., and the next 5 per cent., could not possibly be relied upon; that in his judgment a committee of the clearing house could and should fix the interest rate for New York, and thus make the money quotation for the United States stable and reliable.

There is little doubt in our minds that the clearing house, in connection with the governing committee of the New York Stock Exchange, could regulate absolutely the rates for money as they are regulated in other countries, and save us from the disgrace of rapidly changing and at times ridiculously high figures, a spectacle resembling the dance of a mountebank, and making us the laughing stock of other countries.

The general course of prices has been upward this week. The squeeze in money rates, and the expressed intention of Secretary Shaw not to do anything until business conditions actually warrant, caused a severe decline, culminating Monday morning, when call rates advanced to 20 per cent. The sensational feature of the week was the advance in St. Paul stock from 169 1-2 to 184 on large leadings. At first the advance was attributed to an obstinate short account, but other expressed opinions incline to the belief that a deal of the utmost importance is now under way, and that the result will be the passing of the St. Paul road, finally and completely to the Harriman interests, advances in Southern Pacific and Union Pacific strengthening this view of the matter.

While al underlying conditions are sound, it does not seem, with the crop requirements still under way and the money supply quite limited, that a strong upward movement can at present be long sustained.

Very truly yours,
J. S. BACHE & CO.

HELP NEAR AT HAND

Is what you want when sickness happens at night. Can you possibly find the equal of Nerviline? No, for it stands unequalled in curing pain, internal or local. Earache, toothache and neuralgia disappear in a jiffy. Rub it on and away flies the pain. For cramps, vomiting or indigestion, all you need is ten drops in sweetened water. Sick or well you'll find Polson's Nerviline invaluable in your house. Get a large 25c bottle today.

WALL STREET

NEW YORK, Nov. 19—The first active operations in stocks were mostly at an advance of a small fraction over Saturday's level. Larger gains were shown on the speculative favorites. Canadian Pacific rose 2¾; Anaconda, 2; Reading and Sugar a point; and Union Pacific, ran off 2¼; and Great Northern pfd at a decline of ⅛. The market opened strong.

ARCHBISHOP O'CONNELL ON CAPITAL AND LABOR

LOWELL, Mass., Nov. 18.—Archbishop William H. O'Connell, a native of this city, was heard, for the first time since his consecration as coadjutor archbishop at the dedication of St. Patrick's church today.

The spacious edifice was crowded, and the congregation included a large number of the archbishop's friends in this city.

Archbishop O'Connell's sermon was in part as follows:

"In this busy centre of industrial life two tremendous forces have been working side by side from the first days of its history; both have contributed to its making-industry and religious. The first has contributed to its material prosperity; the second has preserved its peace and order without which prosperity would have been a curse. Labor in itself, inasmuch as it produces something useful for humanity, and by its fruits helps man along the road of progress and development is not a curse but a blessing. But when inordinate greed for wealth presses the laborer beyond endurance and when the dignity of labor is ignored and its just title to respect passed unnoticed, then work becomes slavery and slavery is the mother of revolt.

"In later years with the growth of industry, wealth has grown, and the evils concomitant with the new conditions have grown upon it. The sturdy simplicity of those early days is fast passing. Industry has multiplied its temples, and the greed of money, whose appetite grows with indulgence, is admittedly a danger to peace and order.

"If with increased wealth, if with prosperity which flooded the land as if God were showering His blessings upon the nation, hand in hand went a corresponding gratitude to God, a corresponding generous response to the higher duties imposed by better conditions, all would yet be well. But when men's hearts grew only the harder, when the blessings of Heaven fall on stony ground, thorns and thistles grow instead of wholesome grain. The dangers which are now confronting us and which, if men do not have a care, will assume alarming proportions, are in reality nothing new; they are but the repetition of the evils of paganism, which Christ came to heal. The church has confronted them in the past, and today, if men will but hear her voice, she can restore health and tranquility in spite of threatened disorder.

"Out of the babel of voices, each clamoring to be heard, each proclaiming his own nostrum and panacea, each combating the principles of the other and only succeeding in adding to the strife and increasing suspicion, distrust and even hatred, there is no hope of a true settlement of the social evils. It is harder to make each man realize that upon him in part lies some of the blame and to persuade him to do his share in righting the wrong conditions. That the church alone can do, for she deals with the great masses arrayed on either side, but especially with the individual conscience, and brings order out of chaos. If each man in the state or city were absolutely faithful to his own individual duty, to God, to himself, and to his fellow man, there would be no wrongs clamoring to the nation for settlement, no national ills crying for legislative remedies. Envy, jealousy, hatred, avarice, indulgence, luxury are deep rooted spiritual diseases flowing from the invisible sources in the mind and heart of the people. The lessening of labor and the increase of wages will never in themselves settle the eternal unrest of humanity. Even the millionaire, if his greed and avarice are unquenched by his possessions, remains as restless and unsatisfied as the humblest laborer in his employ. The blame, therefore, is not with any one class, the fault is general and is daily growing. Prosperity will do little to appease the ravages of a spiritual disease. Indeed it seems only to aggravate them. The disease is not material; that is the common mistake of all so-called reformers. It is deeper than food or clothing; it is spiritual. It is not the body, but the soul that is unhappy."

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1906 November		Sun Rises	Sun Sets	Tides High	Tides Low
19	Mon	7.33	4.47	3.18	7.31
20	Tues	7.33	4.46	3.13	8.26
21	Wed	7.34	4.45	3.12	9.25
22	Thur	7.36	4.44	4.15	10.27
23	Fri	7.37	4.43	5.20	11.38
24	Sat.	7.39	4.42	6.24	0.06

The time used is Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich mean time. It is counted from midnight to midnight.

VESSELS BOUND FOR ST. JOHN.

Steamers	Tons	From	Date
Orthia	2694	Glasgow	Nov. 7
Alcides	2181	Glasgow	Nov. 10
London City	1599	London	Nov. 13
Montezuma	5353	Antwerp	Nov. 14
Parisian	3385	Liverpool	Nov. 16
Empress Ireland	8025	Liverpool	Nov. 16
Parthenia	3210	Liverpool	Nov. 17
Lake Champlain	4686	Liverpool	Nov. 21
Halifax City	1562	London	Nov. 25
Marina	3322	Glasgow	Nov. 23
Mount Temple	6661	Antwerp	Nov. 28
Ionian	5324	Liverpool	Nov. 29
Empress Britain	9024	Liverpool	Nov. 30
Cassandra	4736	Glasgow	Dec. 1
Lake Erie	4814	Liverpool	Dec. 5
Tunisian	4802	Liverpool	Dec. 7
Laconia	3046	Glasgow	Dec. 8
Lake Michigan	5340	Antwerp	Dec. 12
Sicilian	3964	Liverpool	Dec. 13
Empress Ireland	8025	Liverpool	Dec. 14
Lake Manitoba	3575	Liverpool	Dec. 19
Parisian	3385	Liverpool	Dec. 21
Montreal	5552	Antwerp	Dec. 26
Pretorian	4065	Liverpool	Dec. 27
Empress Britain	9024	Liverpool	Dec. 28

PORT OF SAINT JOHN.

Arrived.

Monday, Nov. 19, 1906.

S. S. Evangeline, 1417, Heeley, from London via Halifax. Wm. Thomson & Co. general cargo.

Schr Ida May, 119, Gale, from New London, D J Purdy, ballast.

Schr Ida M, Barton, 102, Wasson from New York, J W McAlary, 185 tons hard coal for Geo. Dick.

Schr S A Fownes, 123 Back from Boston, P Tufts & Co. 1735 bags potash for Carritte, Paterson & Co.

Schr Temperance Bell, 76 Wilcox from Boston, J Splane & Co. ballast.

Schr R Bowers (Am) 214 Kelson from Bath Me., R C Elkin, ballast.

Schr Motor, Nokanus, 7, Matthews, from Eastport, master, ballast.

Coastwise:—

Schr Georgie Linwood, 25, Hatt, North Head.

Schr Eastern Light, 40 Cheney, Grand Harbor.

Cleared.

Schr Oriole, 124, Fitzgerald for Boston, Stetson Cutler & Co. spruce board and cedar shingles.

Schr H M Stanley, 97, Spragg for Rockport, Me. J W McAlary, kiln wood.

Coastwise:—

Schr Nebula, Beal, North Head.

Schr Yarmouth Packet, Shaw, Yarmouth.

Schr Harry Morris, Loughery, Harvey Bank.

Tug Lord Wolseley, Wiley, St. Martins.

Sailed.

Schr Bothesay, 280, Phippe, for New York.

Schr Norman (Am) 299, Olsen for City Island for orders.

DOMINION PORTS.

Louisburg, Nov. 15—Sld stmr Catalone, Glover from Boston.

Shag Harbor, Nov. 13—Ard bark Peerless, (Br) Byrnes, Philadelphia for Yarmouth.

Victoria, Nov. 9—In port steamer Moana (Br) Gibb, Vancouver for Syndey, N S W.

Yarmouth, Nov. 14—Arrived bark F B Lovitt (Br) Landers, Philadelphia.

Halifax, Nov 17—Stmrs Dominion, Sydney; Oruro, West Indies via St John; Almeriana, St John; 18th, stmrs Pane, Fleetwood; Senlac, St John via ports; Underwriter (tug), Boston, and sld for New York with stmr Chippewa in tow.

Sld 17—Stmrs MacKay Bennett (Br cable), Schenck, New York; iroquois, do; Carmelina, Anderson, Havana.

Montreal, Nov 15—Ard, stmrs Fremona, Ritchie, Hull; Manchester Importer, Forrest, Manchester; Pomeranian, Harrison, London and Havre; Bengora Head, Campbell, Belfast.

Sld—Stmrs Corinthian, Pickering, Glasgow; Englishman, Ingram, Avonmouth; Sardinian, Moar, London and Havre.

Sorel, Que, Nov 10—Sld, schr Laura M Hunt, Dalhousie, to load.

BRITISH PORTS.

Cardiff, Nov. 18—Sld Stmr Etruria, Mulcahy, for Maderia.

Ardrossan, Nov. 15—Sld stmr Kastalia, (Br) Webb, Philadelphia.

Ballycottin Bay, Nov. 16—Arrived and anchored bark (supposed) Maria (Ital), Catalona, St. John for Garston.

Belfast, Nov. 16—Ard Lord Dufferin, (Br) Dunn, Baltimore.

Kinsale, Nov. 16—Passed, steamer Lord Iveagh (Br) Girvan St. John for Sharpness.

London, Nov. 16—Sld stmr Sarmatian, Halifax and St. John.

Moville, Nov. 16.—Sld stmr Parisian (Br) Johnston from Glasgow) St. John.

Demerara, Nov. 13— Ard schr J S Winslow Smith, Portland, Me.

Sld 15th—S[illegible] (Br) Fraser, New York via Northern ports.

Malin Head, [illegible]—Passed, stmr Victorian, Montreal and Quebec for Liverpool.

Manchester, Nov 16—Ard, stmr Manchester Commerce, Montreal and Quebec.

London, Nov 16—Ard, stmr Huronian, Montreal and Quebec.

Barbados, Oct 24—Ard, bark Kate F Troop, Brown, Rio Janeiro, 66 days—ballast seeking. Quarantined; schr Edwards, Hassell, Liverpool (N S), 26 days.

Dover, Nov 17—Passed, stmr Halifax City, St John and Halifax for London.

Hull, Nov 17—Ard, stmrs Huronian, Montreal and Quebec for London.

Bristol, Nov 17—Sld, stmr Montfort, St John.

London, Nov 17—Ard, stmr Halifax City, St John via Halifax; Hibernian, Montreal and Quebec.

FOREIGN PORTS

Portland, Nov. 15—Schr St. Anthony (Br) New York for Wolfville; Three Sisters, (Br) do for St. John, N B.

Hyannis, Mass, Nov 17—Ard and sld, schr Ida May, New London for St John.

City Island, Nov 16—Bound south, stmr Rosalind, St John and Halifax.

Bount east—Bark Brookside, New York for Tusket.

Boothbay Harbor, Me, Nov 16—Ard, schrs Alaska, New York; Hope Haynes, do; Two Sisters, Saybrook (Conn.)

Boston, Nov 16—Ard, stmr Prince George, Yarmouth; Halifax, Halifax; Boston, Yarmouth; schrs Ella M Storer, Newton Creek; Philadelphia, Nov 16—Ard, stmr Corsican, Glasgow via Liverpool, St John's (Nfld) and Halifax.

Portland, Me, Nov 17—Ard, stmr Governor Cobb, Pike, St John for Boston Sld—Stmr Governor Cobb, St John for Boston; schrs John L Treat, Weymouth and Cuba; Three Sisters, St Andrews.

Boston, Nov 17—Ard, schrs D W B, Holder, St John; Vallema, Forsythe, do; Klondyke, Willgas, Windsor.

Cld—Stmr Arramoro, Halifax; schrs Fredonia, Bridgewater; Grace Darling, Wolfville.

City Island, Nov 18—Bound south; stmr Elinda, Hillsboro; schr Melba, Campbellton.

Portsmouth, N H, Nov 19—Ard, schrs Alma, New York for Sackville; Regina, Perth Amboy for Exeter.

Vineyard Haven, Mass, Nov 18—Ard, schr Helen, Tusket for New York.

Passed—Stmr Navigator, New York for Windsor; bark Brookside, New York for Tusket.

Vineyard Haven, Nov 16—Sld, schr Frorence C Lockwood, from St Elizabeth, (N S).

SPOKEN.

Ship Pythogene (Br) Spiney, Antwerp for San Francisco, Nov. 11 lat 40, lon 6.

Bark Kentmere (Br) from East London for New York, a. m. Nov. 16 34 miles from Fire Island lightship, standing out to sea, gale prevailed at the time (by stmr Nantucket, at Boston).

REPORTS, DISASTERS, ETC.

London, Nov. 16—Antigua cables that bark Reform (Br) Spiers, from Rio Janeiro for St Martins is ashore at Barbuda. No further particulars.

Bermuda, Nov. 14—Schr Drusie (Br) from Barbados for Paspebiac, which put in here 10th, in distress, is leaking and has lost sails, having experienced very severe weather. She was driven back from 200 miles north.

Yarmouth, Nov 18—The bark Reform, commanded by Captain Spurs and owned by Wm. Levitt, here, is reported as going ashore Friday afternoon on the Island of Barnade, a few miles north of Antigua. The Reform is an iron vessel, and was bound from Rio Janerio to St. Martins (W. I) to load salt for Boston. No particulars have been received by the owner.

Queenstown, Nov. 15—The British steamer E O Saltmarsh, from Pensacola, passed Brow Head today and signalled that she had on board the crew of the Portuguese auxiliary schooner Vera Cruz VI, which was abandoned in the Atlantic, November 6. The Vera Cruz VI sailedl from Bridgewater, NS.

St. John's, Nfld. Nov. 18—With her steering gear disabled and otherwise seriously damaged by severe weather encountered steamer Dundee (Br) from Dundee for Montreal arrived here today. One of the crew has leg broken and the third engineer was severely injured by the machinery. But were sent to the hospital. The Dundee will repair here.

RECENT CHARTERS.

British schooner Wanola, 272 tons, from Nova Scotia to Havana, with potatoes, at or about 50c. per barrel; British schooner Lavonia, 266 tons, same; schooner Ann L. Lockwood, 296 tons, from Philadelphia to Lynn, with clay, $1.35 net.

Lumber—British schooner Ronald, 266 tons, from St. John N B to Cay Francis, $3.50; British schooner Prospearare, 379 tons, from Jacksonville to Curacao, p. t.

MARINE NOTES

Vineyard Haven, Mass, Nov. 16—Schr Moranecy, South Amboy for Rockland, reports that last night in Vineyard Sound, in heavy S E gale lost port anchor and part of chain; procured another anchor here today.

Woods Holl, Mass, Nov. 16—Revenue cutter Gresham arrived here today after an unsuccessful search for derelict British bark White Wings, which was abandoned Nov 6 in lat 40 50 lon 66 46, while in the passage from La Have, N S to New York.

Mobile, Nov. 13—Schr Scotia, from Pascagoula for Havana, which put in here 7th leaking, will have her deckload discharged in an effort to find the leak. If that is unsuccessful all the cargo will be taken out.

Shediac, N B Nov. 16—Brig Boston Marine (Br) which went ashore at Cape Bauld in September was floated by the recent heavy tides and has drifted on the beach at Cape Tormentine, where she is being dismantled by wreckers.

The hull and cargo of deals of the Norwegian barke Adcona, recently wrecked at Richibucto bar, are to be sold at public auction at Rexton, Kent county, on Wednesday next, 21st instant, for the benefit of the owners, underwriters and all concerned.

Amherst, Nov. 18—Engineer Locke, of the public works department, having visited the Amherst pier, is to make plans and estimates for a large extension to accommodate shipping, which is excluded from the port from lack of room.

A crew left Halifax last Friday to join the barkentine Grenada laden at Maitland for Montevideo. Capt. Albert Lawrence is gong in command of the vessel this trip.

Last Friday the Times publisher a special despatch from Charlottetown, P E I stating that the schooner A J McKean was ashore at Alberton Bar and that the fate of the crew was unknown. Further particulars just received state that Capt. Desroche lost his life and the rest of the crew were rescued. The vessel was valued at $2,000 is a total wreck. Capt. Desroche was aged 50, and leaves a widow and six children. The survivors were in a very exhausted condition when rescued, and could not have held on much longer. The schooner was formerly owned by the Portland Packing Co. and was at one time wrecked on the Magdalens.

IMPORTS

From London ex Steamship Evangeline:—1137 chests tea, Anglo American Direct Tea Co.; 50 cases brandy John O'Regan; 80 cases brandy, 25 cases claret, 2 cases white wine, C N Beal & Co; 2 cases dry goods, Brock & Paterson; 25 bags nuts, 25 chests tea, Bawman & Cole; 27 chests tea, Bank of B N A; 20 kegs saltpetre, Canadian Drug Co.; 18 chests tea, J Collins; 8 casks mdse, J M Douglas & Co.; 20 pkgs tea, M & H Gallagher, 75 bags rice, W F Hatheway & Co.; 1 case mdse, John Johnston; 4 cases mdse London House; 2 cases mdse, Macaulay Bros. & Co.; 11 cases mdse, M R A Ltd.; 2 cases books, J & A McMillan.; 40 pkgs nuts, 8 pkgs mdse, G E Barbour & Co.; 10 bales paper, Underhop & Co.; 165 pkgs sulphur, 2 casks gin, National Drug Co.; 60 bags nuts, A L Goodwin; 245 tons scrap iron, Port Rolling Mills; 40 cases beer, 100 cases gin, Comeau & Sheehan; 2 casks cream tartar, order L X; 2 bbls sauce E. A.; 22 cases pickles, P E E; 7 chests tea, W A Porter; 3 cases mdse, 25 bdls corks, H C Olive; 20 bbls oil, Royal Bank Canada; 18 chests tea, Soroco Tea Co.; 32 cases brighton, T S Simms & Co; 4 cases pipes, D J Seeley & Son; 1 pkge engravings, E T Sturdee; 119 ingots spliter, 300 casks cement 400 boxes tin, W H Thorne & Co.; 67 cases tea, Stead, Vim Tea Co.; 35 cases pepper, J H White.

For Newcastle, N B—24 cases bottled beer order T F.

For Moncton, N B—50 casks cement, S Co.

For Campbellton, N B.—20 pkgs order J & S.

For Bathurst, N B.—24 pkgs tea, Burns Adams & Co.

For Lands End, K Co.—1 box books E T Knowles.

For Nauwelgewauk—1 pkg clothing, Miss Dunn.

For St. Stephen, N B.—12 cases bottled beer, order 7783; 3 cases bottled beer, J W S; 30 cases bottled beer, order 7740; 5 cases bottled beer, W F N.

FORTY-THREE LOST

(Continued from page 1.)

THE CAPTAIN'S STORY.

"I got away from Smith's Cove a little before 7 o'clock and laid a course for Tacoma," said Captain Masgn. "I had no passengers aboard. I saw the Dix headed for Port Blakely and signalled to her. Soon she came up astern of me and started directly across my bows. I signalled to the engineer for full speed astern, but we could not get out of the way in time. The Jeannie was backing a little when we struck her well abaft of amidships. The shock did not seem enough to have injured an ordinary launch. The Dix listed heavily to starboard, righted herself and then sank stern first."

Capt. P. Lermon, master of the steamer Dix, told the story of the collision after arriving at Seattle. He was shaking with the cold, his eyes still dilated with the horror of his experience.

"I don't know how it happened," he said, Charles Dennison, mate of the boat, was at the wheel. We were just about two miles due north of Alki Point, and running at the usual speed. It was a fine, clear night, and the water was like a millpond. I had seen the lights of a steamer on our starboard quarter sometime before, but had not paid any attention to them. I went below to collect the fares. The boat was crowded. There were seventy passengers and it was quite a task to get al the fares. I had been on that run for thirteen years and knew almost everybody aboard."

"When I was in the ladies' cabin, I heard the bell signal to stop. I knew something must be wrong and hurried forward.

AN AWFUL SCENE.

"Just as I got on deck, I saw the bow of a vessel loom up on the starboard side and almost instantly she struck us. The jibboom crashed through the Dix just abaft of amidships and heeled her over like a top. She lay there for a minute or two with the water rushing in and all over. I was thrown against the deckhouse. For an instant the breath was knocked out of me and I was almost paralyzed. The steamer lay on her port beam for what seemed like two minutes, and then heeled back to starboard.

"There was another rush of water, cries and screams of men, women and children. From below came awful sounds. Many of the passengers were penned there and could not possibly escape. The Dix's bow began to lift and her stern went slowly down, until the bow was standing straight half out of the water. For an instant I clung to the railing.

"The sight filled me with horror. Lights were still burning and I could see people inside the cabin. The expressions on their faces were of indescribable despair. They fought desperately to gain the deck and their shouting and cries were awful.

"People on deck slid off into the water, went down shrieking and desperately clutching at the water or at the Jeannie, which still loomed only a few yards away.

"Some of the passengers who had been on deck at the time of the collision jumped to the rigging of the Jeannie's bowsprit, and in this way clambered up to safety. When the Dix began to go down I leaped into the water and managed to keep myself afloat. All around me were floating heads and we watched the Jeannie as she slowly came towards us and dropped boats which picked up men in every direction.

"Finally a boat came to me. I had been in the water about ten minutes. When we were taken on board the Jeannie I found that 36 of our 70 people, passengers and crew, had been saved. The rest were drowned.

"There was no sign of my little steamer. She was gone completely, and before we left there was not even a ripple on the surface to mark the place where the tragedy had occurred. I don't think she was very badly damaged by the collision. It was the heeling over on her port beam that caused her loss. She filled with water as soon as she went over and that took her down.

"As to the cause of the accident, I cannot say, I was not on deck and don't know or understand how it happened. This is the first accident that has happened to any ship of mine since I have been running on the Sound."

Captain Lermon is a well-known navigator and has the reputation of being one of the ablest Sound pilots leaving Seattle. The Dix sank in one hundred fathoms of water. The Jeannie, the government launch Scout, and several tugs have gone to the scene of the wreck to search for bodies.

SEATTLE, Nov. 19—The list of missing follows:—

Albert McDury, lumber surveyor, Piggot, filer; C. Boyler, manager of store; W. Boyler, his brother; Fred Boulet, filer; Peter Buzzat, barber; Ralph Clark, clerk; Mrs. Granger, Spokane; August Nelsen and wife, Port Blakely; James Smith, wife and boy, Port Blakely; Mrs. T. C. Ford, wife of superintendent of the Port Blakely Mill Company; father and mother of Leonard, master, who was saved; G. J. Kenny, hospital steward; John Keating, of St. Paul; Park, engineer of steamer Dix (at the wheel when collision occurred); Bazzinti Gazura, lately from Manila, a Filipino; A. Webster, lumber surveyor; Blair, filer; Martin Hansen, caulker; William Mayers, caulker; Albert McDonald, lumber surveyor; Swen Swensen, Wm. Brucfield, longshoremen; Peter Larsen, oiler; Roland Price, son of the post master of Port Blakely; Roland, from steamer Dix; one deck hand from steamer Dix, name unknown; three Chinese, five Japanese.

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Have you heard of our

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Suitable for any type of Boiler.

Perfect Combustion obtained with about 20 per cent. less fuel. And practically No Ashes.

QUEEN'S HOTEL. Montreal, 15th January, 1906.

Messrs. the Vulcan Smoke Consumer and Fuel Economiser Co.

Gentlemen:—

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Yours truly,
D. RAYMOND,
Manager.

WRITE FOR PARTICULARS.

The Vulcan Smoke Consumer and Fuel Economiser Co.
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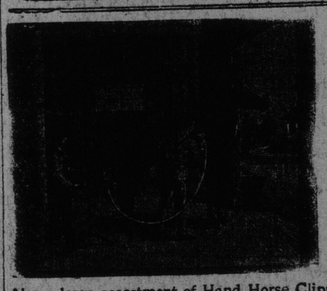

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Winner, $20
New Market, $15
Chicago, $13
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Also a large assortment of Hand Horse Clippers from $1.25 up.

H. HORTON & SON, Ltd., 9 and 11 MARKET SQ.

THE SITUATION ON WALL STREET

(New York Journal of Commerce.)

It is one of the interesting features of the situation that at the very time when the government has instituted suits against the Standard Oil interests under the Sherman anti-trust act to break the monopoly of the oil trade, that section of this party which speculates in the stock market calmly proceeds to advance issues in which they are interested. This course might suggest the inference that they are absolutely unconcerned regarding the action taken by the government and expect through their array of legal talent to come off victorious. It remains to be seen, however, whether Wall street will pass as serenely through a period of attacks on corporations as it did the investigation of the insurance scandals, while the proposed measures for the limitation of the accumulation of wealth may prove unsettling. For the time being the money situation is giving less concern, the trend both here and abroad being decidedly more favorable. Call money averaged only 5 per cent, though tim funds were still firm over the end of the year at 7 1-2 per cent. bid. There was a distinct improvement in the Bank of England position, the proportion of reserve to liabilities being once more above the traditional dead line, advanging almost two per cent to 40.26 per cent.

The superintendent of banking has made a call upon the trust companies and state banks for a report of their condition as of November 14, which, taken in conjunction with that requested of the national banks, will afford an idea of the exact monetary situation. Since these institutions were already expecting a call, however, last week, they have had ample time for window dressing. Were the truth known, both trust companies and national banks doubtless called loans Monday for this purpose, explaining, in part, the 20 per cent rate.

SACKVILLE

SACKVILLE, Nov. 17—Mrs. C. W Cahill gave a very pleasant at home last evening.

F. B. Black entertained the Camp Club of Silver Lake to a duck supper last evening.

Messrs Copp and Dixon are preparing to convert the old rink on Weldon street into a woodworking factory. An engine room will be constructed separate.

A meeting of the Hockey team took place Friday evening, Vice-President Gains Fawcett in the chair. A communication was read from President H. Wood, expressing his regret at being absent, and expressing a wish that the club should remain an amateur one. A vote to decide this matter was given in favor of an amateur club. The following officers were elected:—A. B. Copp, M. P. P., honorary president; Gains Fawcett, president; R. Trites, vice-president; Chas. Stuart, secretary; W. Wiliams, treasurer; committee of management, F. Siddall, R. Trites, A. C. Smith; Ginance committee, H. C. Raworth, Fred Copp and A. W. Dixon.

SACKVILLE, Nov. 17—Rev. Dr. and Mrs. Paisley entertained the juniors of the university very pleasantly last evening at their residence, York street.

Capt. Rupert Anderson, wife and child, of New York, have been the guests of Mrs. E. L. Anderson for some days. They left Sackville today for a visit at Yarmouth, N. S.

A very successful hot supper was held at Westmorland Point last evening. The net proceeds amounted to $150, which will aid in building a Baptist church at that place.

Capt. Stephen Atkinson left yesterday for Montreal, to take charge of a steamer plying between Montreal and New York.

George McCord, barrister, of Winchester, Mass., was the guest of his uncle, E. H. Bowser, yesterday. Mr. McCord is thinking seriously of locating in Sackville to practice his profession.

George Gourley left yesterday for Manitoba, with the intention of locating there.

F. L. Raworth, of Bayfield, and C. B. Raworth, of Cape Tormentine, were in town today en route from a trip to St. John.

N. Y. COTTON MARKET

NEW YORK, Nov. 19—Cotton futures opened firm; Nov. offered, 10.76; Dec. 10.32; Jan 10.39; Feb. offered, 10.51; March, 10.55; May, 10.65; June, offered 10.76; July, 10.75.

N. Y. STOCK MARKET

Monday, Nov. 19th.

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

Saturday's Closing.	Today's Opening.	Noon.
Amalg Copper	114	114½
Am Sugar Rfrs.	135⅝ 136¼	136⅝
Anaconda	278 280	282
Am Woollen	157½ 157	157½
Am Can Co.	44⅛ 45½	46
Am Grass T Co.	39⅞ 36⅞	36
Atchison	100⅝ 101⅝	102⅝
Am Locomotive	75 75⅛	75⅝
Brook Rpd Trst.	79 79½	80
Balt & Ohio	120½ 120⅝	120
Chesa & Ohio	54⅝ 55	55¼
Canadian Pacific	179⅛ 181	183¼
Hocking	20⅝	22¼
Chi & G West	17⅞	17⅞
Colo F & Iron	53½ 54⅞	54
Consolidated Gas	138½	139⅞
Colorado Southern	39¼ 39½	39
Distilleries	71⅝ 71⅝	71⅝
Erie	44⅝ 45½	45⅝
Illinois Central	172¼ 173¼	173⅝
Kansas & Texas	38⅞ 39⅞	39
Louis & Nashville	146⅝ 145½	147⅞
Inter-Boro Met.	37½ 37⅞	37⅞
Mexican Central	23½ 23⅝	23⅞
Missouri Pacific	94½ 95	95⅞
Nor & Western	95⅝ 95½	95⅞
N Y Central	150 150⅞	150⅞
Ont & Western	47¼ 48	48
Peo C & Gas	92⅝	92¼
Reading	148