MC2289

POOR DOCUMENT

Financial and Commercial.

HIGHER MONEY ABROAD

No Positive Apprehension, but a Disposition to Discourage Speculation and a Bull Movement in the Stock Market at Present.

(Bradstreet's, Saturday).

Current conditions give force to the belief that money will command higher rates of interest in all the great markets of the world. This week's action by the Bank of England certainly seems to serve notice to that effect. The advance in rates by that institution was expected, and no astonishment was created by last Thursday's announcement that the official quotation for discounts at the British capital had been raised from 3 to 4 per cent., which is the highest rate established for two years, while only five times in twenty years has it been marked up to a higher level. It was thought that the leading British financiers took a complacent view of the American demands for gold, and while there was no disposition to lower the price at which the Bank of England will supply gold bullion, no active steps were taken to limit the ability of New York institutions and bankers to procure supplies of the metal in the open market. It would, however, seem that the change in the Bank of England rate made on Thursday was taken largely, if not mainly, with the view to the prospect that the Russian government will soon make application to Berlin and Paris for a large loan with which to finance the return of its troops from Manchuria and in other ways repair the damages which the war has done to Russian interests. It would appear that Argentina and Egypt are bidding against the United States for the free gold which comes into the London open market from South Africa and India, but some amounts of Australian gold will, as has been the case for several years past, be shipped to San Francisco and thence transferred, in due time to London, the rapidity with transactions of the latter character are effected depending in a large measure upon the demand which exists in this country and the prices which the American market can afford to pay for additional supplies of the precious metal. As it was, announcements were made during the early part of the week to the effect that some $2,000,000 gold had been secured in London for shipment to the United States.

It is therefore not surprising that rates for money on call and time in New York have risen during the past week, reaching a 7 per cent. level on Friday. There continues to be an absence of pressure or positive apprehension in the money market, which has been its distinguishing feature for some weeks past. At the same time conservative banking interests recognize fully that the enlarged demands from the interior for crop-moving and general business purposes not only justify but necessitate higher rates for the accommodation which Wall street seeks. It would seem, indeed, that an influential element in the New York banking community has taken into consideration the likelihood that the foreign markets would interpose more positive obstacles to gold shipments, and has therefore been inclined to discourage the bullishness which has been so strongly asserted of late in speculative stock market circles. The action of the Bank of England and the attitude of the London and other foreign money markets would accordingly re-enforce such conclusions. Foreign exchange, moreover, has been relatively firm, and although a break in rates has been much talked of, the pressure coming from offerings of either commercial or financial bills has been rather limited, and it must be admitted that this week's gold-importing announcements create the impression that the transactions were effected with little or no profit.

RISE IN STOCK MARKET

Report of Cash Changes at Variance With All Known Facts ---Another Cut in Loans.

Until the bank statement reached Wall street's eyes, the stock market was only firm; after the increase in surplus and in actual reserves was announced, prices rose vigorously. Previous weekly bank statements, this month, have been utterly deceptive as to the movement of loans, but have given accurate measure of the change in actual cash holdings. Today's statement gave figures for this week's cash changes which all well-posted Wall street people know to be untrustworthy. There has been no chance for a million and a half gain in cash, even on the "averaging" plan. All of yesterday's compilations from the bank movements of the week agreed that at least $7,000,000 had gone out of the cash reserves. Last night a steamer arrived with $2,500,000 gold on board; but this sum was obviously not in the hands of the banks when today's statement was compiled; for a bank return's figures are carried down only to the close of Friday. If the $2,250,000 gold was counted as part of the reserve, then the $1,940,000 engaged last Monday in London could have with equal justice been included. The rule would have to hold, even for a shipload of gold just departed from Melbourne or Cape Town, on which a New York institution might happen to have an option. Is it possible that such a practice is being followed, in the case of gold engaged from London? The national bank law defines a bank's reserve as lawful money which the institution shall have on hand, with the single specified exception that country banks may keep with other national institutions three-fifths of the reserve required. There will be found no provision that gold in the Bank of England, or afloat on the ocean, may be thus included, and no bank has a right to include it.

Whether it was true or not that such gold had to do with the alleged $1,622,000 gain in cash reported by the weekly statement, the fact remains that the statement misrepresented the situation, and could not be relied on. Loans were reduced, according to the statement, by $4,810,000. It is less clear than usual how this was done. Everyone knows that the aggregate loan account has been heavily increased this week, by the syndicate operations and by preparation for Monday's settlements. Wall street has probably shifted to European markets more loans than in previous weeks, and, of course, something additional may have been piled on the back of the trust companies. The "official" loan contraction, since the closing week of August, now foots up $73,000,000. Actual loan contraction could hardly have been one-tenth of that amount.

No particular comment is needed on the stock market of the day; it responded to the bank return by an active general advance; ending close to the day's best prices, with business very active.

A 4 per cent. bank rate at London, a 7 per cent. call money rate in New York, and a rise in money at Paris to a price nearly double what it commanded three or four weeks ago, are in some respects a curious sequel to the hopes of markets not very long past. Circumstances develop such market phenomena so gradually that the mind is prepared for them by the time they arrive, and forgets what it had looked for, a little while before. It gives an odd touch to things, to be reminded of the predictions, at the time of the peace announcement, that European money markets would be easy, now that neither an existing war nor an impending indemnity loan gave reason for hoarding of their reserves by the English and continental banks. What would have happened, if the war had not been terminated, or if Witte had been constrained to yield to the half-billion-dollar tribute?

THE WORLD'S IRON SUPPLY

Canada Has Three Times as Much as Sweden.

CALUMET, Mich., Sept. 29.—Dr. Heroult, of Paris, France, is in Canada to superintend the experiments in the making of pig iron and steel at Sault Ste. Marie. He predicts that Canada will become the home of an iron industry greater than that of any other country. Dr. Heroult is technical director of the French Electro-Metallurgical Society, which has immense works at La Praz, France where aluminium and steel are produced, and is perhaps the best living authority on the smelting of iron ores and the manufacture of steel by the electric method.

"You will see an iron industry in the dominion larger than in any other country in the world," says Dr. Heroult. "Canada will yet furnish to the world its iron supply. In Sweden the quantity of iron ore in sight is sufficient to supply the markets of the world for one hundred years. If I were to compare the quantity of ore in Canada with that in Sweden I should say Canada has three times as much."

The experiments in electric smelting to be conducted at the "Soo" are the outcome of the visit of a commission to Europe. The commission represented the dominion government and was conducted by Dr. Hannel, superintendent of the mines. When the commission reported upon the feasibility of the electric smelting process and electric steel manufacture there was a universal demand from all parts of the world for the report, which received the highest commendation from scientific authorities. From that date public interest in electric smelting has become intensely keen, and plants for the utilization of the new method were started in various countries.

In Europe and the United States, where fuel is cheap, the ordinary process can be used and electricity need only be utilized for refining. In the extreme east and extreme west of Canada fuel does not cost much, but in the interior the price is prohibitive. This is especially true of Ontario and Quebec, where there are immense deposits of magnetite. These ore bodies have long remained undeveloped because they could not be economically treated. But in their vicinity is water power in abundance, and that means fuel. Dr. Heroult has smelted magnetite by electricity and it is a success. He is reasonably certain Canada can produce pig iron and a high-grade steel. But to make certain beyond peradventure, and to ascertain all the facts than can be learned in connection with electric smelting, experiments for six months will be conducted at Sault Ste. Marie in a plant of special design and construction.

Dr. Heroult thinks that under favorable conditions pig iron can be made for $10 per ton, while steel will cost only $4 per ton more. This means a saving of several dollars as compared with the cost of producing pig iron and steel elsewhere. But even if the cost were the same as in other countries it would mean the upbuilding of a great industry in Canada. At present the dominion expends $60,000,000 in buying steel abroad. If the steel can be made in Canada, out of Canadian material, by the aid of Canadian labor and water-power, this money could be kept at home. This would mean the retention of an immense sum of money in Canada, the supplying of the new demand for steel rails, structural steel and other classes of the product which has arisen in consequence of the country's development, the profitable sale of surplus product abroad, and the creation of numerous other industries more or less dependent upon iron and steel.

BANK AMALGAMATION

(F. B. McCurdy, Halifax).

A good deal of interest has been aroused by the announcement that the Bank of Mantreal had made arrangements to purchase the Bank of New Brunswick. As I have several times pointed out, the day of small banks in this country is over, and the movement for amalgamation with large institutions will doubtless continue until the small institutions have ceased to exist. It does not appear to the advantage of every person that there should be large banks, as the small borrower does not always receive the same consideration at the hands of large institutions. However, this is one of the drawbacks which will have to be endured. The shareholders in the Bank of New Brunswick have received excellent returns for their investment, and are doubtless wise in accepting the offer of the Bank of Montreal, provided it is along the lines which have been made public.

CANADIAN PACIFIC

Canadian Pacific Railway Company's statement of earnings and expenses:

	Aug. 1905.	July 1 to Aug. 31, '05.
Gross	$4,796,733	$9,425,908
Expenses	3,005,088	5,996,485
Net	$1,791,654	$3,429,423

In August, 1904, the net profits were $1,527,930, and from July 1 to August 31, 1904, there was a net profit of $2,977,582. The gain in net profits over the same period last year is, therefore, for August, $263,715, and from July 1 to August 31, $451,841.

LOOK OUT FOR BABY.

If you do not care about your own skin at least

Be Careful of Baby's,

and of the Soap you use for him.

The Standard Toilet and Nursery Soap,

Recommended by medical men for purity, is

BABY'S OWN SOAP.

ALBERT SOAPS LIMITED,

Mfrs., Montreal.

HUMORS OF HISTORY---160

Mammon, a Present Day Allegory.

The present day witnesses a great and growing activity in financial circles.

OBITUARY

Joseph L. McCafferty

Many old friends will learn with regret of the death of Joseph L. McCafferty, which occurred at the General Public Hospital this morning.

He was a son of the late Hugh McCafferty, and was born in Carleton 51 years ago. For some years he was in business with the late Hugh McCafferty in this city, and of late years has been employed in the I. C. R. freight department. He is survived by one son, Joseph, who lives in the states; one brother, Francis McCafferty; and one sister, Mrs. Ellen Murphy, widow of John Murphy, of Carleton.

When a young man Mr. McCafferty was identified with amateur theatricals, and was a member of the old St. John Dramatic Club, along with William and Patrick Nannary. He was connected with St. Joseph's and other Catholic organizations, and took an active part in their entertainments. He had quite a reputation as an elocutionist, especially in Irish character pieces. The many who have enjoyed his contributions to such entertainments in past years will mourn his death. He has been ill about eight weeks.

The funeral will take place on Thursday afternoon from his brother's residence, 27 Cliff street, at 2.30 o'clock.

Mrs. T. P. Thompson

SHEFFIELD, Oct. 2—The death occurred on Friday of Sarah, wife of Thomas P. Thompson. She had been ill for three months. Deceased is survived by one sister Mrs. Lizzie Churchill, Carleton Co., and one brother Howels Corbet also of Carleton Co, and one daughter Mrs. Wm. Burpee of Upper Sheffield.

James Atchison

The death of James Atchison, youngest son of the late Andrew Atchison, occurred last evening after an illness which developed acute symptoms of congestion of the lungs only during the last two days. Mr. Atchison, who was in his twenty-first year, had been ailing some nine months, but was able to be out as recently as last Saturday. He was employed for seven years as teamster with Macaulay Bros. & Co., and was much liked by all who knew him. He leaves his mother, two brothers —Robert, with C. E. Harding, and William, with Emerson & Fisher, and one sister, Maud, residing at home. Special sympathy is felt for his family in their bereavement, on account of the recent death of the deceased's brother George, who was one of the three young men drowned off Mispec in August last.

John Millar

TORONTO, Oct. 3 — (Special) — John Millar, deputy minister of education, died at his residence on Sherboane street this morning. The immediate cause of death was a paralytic stroke, but Mr. Millar had suffered from weakness of the heart for the past two years, consequent on a severe attack of rheumatic fever.

WINTER SAILINGS

How the C. P. R.'s St. John-Liverpool Service Will Be Run this Winter.

The Canadian Pacific Steamship Company's office in this city has been notified from the head office that the Liverpool winter port sailings for the season of 1905-1906 will be as follows:—

Steamers.	From Liverpool	From St. John
Lake Champlain	Nov. 21	Dec. 9
Lake Erie	Dec. 5	Dec. 23
Lake Manitoba	Dec. 19	Jan. 6
Lake Champlain	Jan. 12	Jan. 20
Lake Manitoba	Jan. 30	Feb. 17
Lake Champlain	Feb. 13	Mar. 3
Lake Erie	Feb. 27	Mar. 17

The common council have not as yet allotted the berths at the West End to the different steamship lines, but it is probable that the C. P. R. will have the same berth that they ocupied last year, No. 3.

The C. P. R. people say that this winter business will be larger than in previous years; larger shipments of grain and general products of the great Northwest will go forward through this port to the United Kingdom, also that it will be a banner year in the shipment of cattle and sheep. Canvassers for the C. P. R. line say that everything looks bright for a large amount of business.

The Yarmouth steamer LaTour Capt. A. L. McKinnon arrived today from Yarmouth, N. S. to take the place of the steamer Aurora on the Campobello route She went into commission today. The Aurora will go on the blocks here for general repairs.

NEW YORK STOCK MARKET

Tuesday, October 3.

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

	Yesterday's Closing.	Today's Opening.	Noon.
Amag Copper	85	84⅞	85⅝
Anaconda	126½	124	124
Am Sugar Rfrs	140⅝	140⅞	141¼
Am Smelt & Rfg	126½	126⅝	127⅝
Am Car Foundry	37¼	37	37½
Am Woolen	38⅝	38⅝	38⅝
Atchison	90⅝	90⅝	90
Atchison, pfd	102	104⅝	104⅝
Am Locomotive	53⅞	54	53½
Brook Rpd Trst	71⅝	71⅝	72½
Balt & Ohio	113¼	113	112⅞
Chesa & Ohio	53⅝	53⅝	53⅝
Canadian Pacific	175⅝	174⅞	174⅝
Chi & G West	21½	21½	21⅜
Colo F & Iron	64½	66⅝	66½
Consolidated Gas	139⅝	139	139
Colorado Southern	28⅝	28⅝	28⅝
Gen Electric Co	182¼		
Erie	50⅝	50¼	50¼
Erie, first pfd	82¼	82¼	82¼
Erie, second pfd	73⅝		
Illinois Central	182¼	181⅞	181⅞
Kansas & Texas	34⅝	34	34¼
Kan & Texas, pfd		69⅝	69½
Louis & Nashville	154⅞	154⅝	155⅝
Manhattan	165½	165½	165⅝
Met Street Ry	125⅝	126⅝	126⅝
Mexican Central	24¼	24⅛	24⅛
Missouri Pacific	105⅞	106¼	106¼
Nor & Western	86	85⅝	85⅞
N Y Central	150¼	150	150⅛
North West	217	216	216
Ont & Western	55⅝	55¼	55¼
Pacific Mail	45⅞		
Peo C & Gas Co	104¼	104⅝	104¼
Reading	124	123⅝	123⅝
Republic Steel	24⅝	24⅝	24⅝
Sloss Sheffield	71¼	71½	70⅝
Pennsylvania	144¼	144	144¼
Rock Island	34¼	34⅛	34½
St Paul	182¼	181¼	182
Southern Ry	27¼	26⅞	27¼
Southern Pacific	70¼	70⅛	70⅛
Northern Pacific	212		
National Lead	47	47¼	47
Twin City		118	119¼
Tenn C & Iron	88¼	88¼	88¼
Texas Pacific	37½	35¼	35½
Union Pacific	134	133⅝	133½
U S Rubber	54¼	56	55⅞
U S Steel	38⅝	38¼	38⅜
U S Steel, pfd	105¼	105¼	105¼
Wabash	23	23	23¼
Wabash, pfd	42¼		42¼
Western Union	93¼	93⅜	93⅜

Total sales in New York yesterday 689,800 shares.

CHICAGO MARKET REPORT.

Dec Corn	43¼	43⅜	43⅞
Dec Wheat	84⅝	84¼	84⅞
Dec Oats		29⅝	29⅝
Oct Pork	14.80		14.80
May Corn		42⅞	43¼
May Wheat	86	85⅞	86⅛
May Oats			30

MONTREAL QUOTATIONS.

Dom Coal	79¼		
Dom Iron & Steel	23¾	23½	23⅝
Dom I & S, pfd	75⅝	75	76
Nova Scotia Steel	65		
C P R	176⅝	175	175
Twin City	118	119¼	119½
Montreal Power	94½	93⅝	93⅝
Rich & Ont Nav	75⅝	75¼	75¼

NEW YORK COTTON MARKET.

October Cotton	10.25	10.19	10.00
December Cotton	10.53	10.46	10.24
January Cotton	10.59	10.52	10.20
March Cotton	10.74	10.66	10.42
May Cotton	10.83	10.78	10.47

THE WORLD OF SHIPPING.

MINIATURE ALMANAC.

1905 October	Sun Rises	Sun Sets	Tides High	Tides Low
2 Monday	6.23	6.03	1.47	8.01
3 Tuesday	6.24	6.01	2.40	8.53
4 Wednesday	6.26	5.59	3.36	9.48
5 Thursday	6.27	5.57	4.36	10.49
6 Friday	6.28	5.55	5.42	12.00
7 Saturday	6.29	5.53	6.52	0.32

In Atlantic Standard Time, counted from Midnight to Midnight.

PORT OF ST. JOHN.

Arrived.

Tuesday, October 3.

Schr Annie Bliss, 275, Huntley, from Belfast, Me.; F Tufts & Co, balast.

Schr Annie A Booth, 155, French, from New York; A W Adams, with 269 tons hard coal.

Schr H A Holder, 94, Dalzell, from Fall River, Mass; A W Adams, ballast.

Coastwise:—

Stmr La Tour, 98, McKinnon, Yarmouth.

Stmr Brunswick, 72, Potter, Canning, and cld.

Schr Ethel, 22, Trahan, Meteghan.

Schr Citizen, 46, Woodworth, Bear River.

Cleared.

Bktn Annie Smith, 247, Le Brun, for Liverpool, N S; J W Smith, ballast.

Schr Comrade, 77, Kerrigan, for Scituate, Mass; 985,590 cedar shingles, 2,500 feet spruce boards.

Schr Corinto, 98, Graham, for Lubec; 1980 sacks salt.

Schr W H Waters, 120, Belyea, for New Haven, Conn; 161,229 feet spruce deals.

Schr Alice Maud, 119, Haux, for Boston; 110,483 ft spruce plank, 36,556 ft spruce boards.

Schr Walter Miller, 118, Tower, for New Haven, Conn; 134,330 ft spruce plank, 27,610 ft spruce deals.

Coastwise:

Stmr La Tour, McKinnon, Campobello.

Schr Agnes May, Kerrigan, Musquash.

Schr C J Colwell, Alexander, Point Wolfe.

DOMINION PORTS.

HALIFAX, Oct 2—Ard, bktn Ich Dien, Porto Rico.

Sld—stmr Orinoco, Bermuda, Windward Island and Demerara; bktn Savoia, New York; sealing schr Enterprise, Antartic Ocean.

CHATHAM, N B, Oct 2—Ard, schr Flossie, Halifax.

DALHOUSIE, Sept 29—Ard, bark Senior, Mallo, London, to load at Campbellton.

Sld, Sept 30—Bark Carpasian, Hughes, Prollhili, Wales.

HILLSBORO, Sept 29—Cld, stmr Edda, Meldell, Newark.

BRITISH PORTS.

MANCHESTER, Oct 2—Sld, Stmr Manchester City, Montreal.

GLASGOW, Oct 1—Ard, stmr Sicilian, Fairful, Montreal via Liverpool.

INISHTRAHULL, Oct 2—Psd, stmr Dominion, Montreal for Liverpool.

LONDON, Oct 2—Ard, stmr Evangeline, St John via Halifax.

MALTA, Sept 21 — Ard, schr M J Taylor, Quebec via Sydney.

KINSALE, Oct 1—Psd, stmr Semantha, Chatham.

CARDIFF, Sept 30—Sld, stmr Basuta, Halifax.

BOOTHBAY HARBOR, Me, Oct 2 — Ard, schrs Willian Duren, Calais; Dean Gifford, Vinal Haven.

DELAWARE BREAKWATER, Del, Oct 2—Ard, schr Nicanor, Philadelphia for Sydney, C B.

GLASGOW, Oct. 2—Sld, stmr Almora, St. John.

FOREIGN PORTS.

ANTWERP, Oct 1 — Ard, stmr Mount Temple, Montreal via London.

PROVIDENCE, R I, Oct 2 — Ard, schr Ida M Barton, St John.

SAUNDERSTOWN, R I, Oct 2 — Psd, schr Nellie Eaton, Calais for Providence.

GLOUCESTER, Mass, Oct 2—Ard, schrs Jonathan Cone, Provincetown for Calais; Stephen J Watts, Beverley for do.

CITY ISLAND, Oct 2 — Bound south, schrs St Anthony, River Hebert; Ella M Mitchell, St John; Helen Montague, St John; Ophir, Sheet Harbor, N S; will discharge at New Rochelle.

Bound east—Stmr Hird, for Hillsboro.

BOSTON, Oct 2 — Ard, schrs Mercedes, Belleveau Cove.

PORTLAND, Me, Oct 2—Ard, schrs Onward, St John for Bridgeport; Frank and Ira, do for Salem; Evelyn and Klondyke, do for Boston; John G Walter, River Hebert for Bridgeport; Eva Stewart and Cressent, bound west; Aldine, St John for New York; Winnie Lawry, St Martins for New York; Eugene Borda, Pleasant River for New York.

CHATHAM, Mass, Oct 2—Psd north, fleet of twelve or fifteen schrs, name unknown.

Psd south—Tug Gypsum King, towing four barges; Windsor for New York.

VINEYARD HAVEN, Oct 2 — Ard and sld, schrs Hunter, Elizabethport for St John; Stella Maud, New Bedford for do (parted bobstay).

Ard—Schrs Companion, Elizabethport for Pictou; Georgia D Jenkins, Two Rivers for New York.

Sld—Schrs Therese Wolfe, St George for Bangor; Golden Rule, Port Johnson, Yarmouth; Ceto, do, Sunnyside, P E I; Helen Shafner, from Edgewater, Halifax.

Passed — Schrs Henry Knowlton, St John for New York; tug Gypsum King, towing barges Nos 19, 21, Newburg and Bristol, Windsor for New York.

NOTICE TO MARINERS.

Cape Elizabeth Light-Vessel, No. 74.

Notice is hereby given that on Oct. 3 Light-Vessel No 74 will be returned to her station, and Relief Light-Vessel No 56, temporarily marking the station will ithen be withdrawn. No change has been made in Light-Vessel No 74 as to the characteristics of her lights, fog-signal or general appearance.

REPORTS, DISASTERS, ETC..

CANSO, N S, Oct 1 — The stmr Colonia, which is laying the new Commercial Cable Co's cable from Canso to Ireland, reports today from lat 53.17, lon 27.38 that she had paid out 1,563 nautical miles.

RECENT CHARTERS.

British steamship Ely, 541 tons, from Miramichi to United Kingdom, deals, private terms.

British bark Lovisa, 880 tons, Boston to Montevidea, lumber, $7.75.

British bark Altona, 491 tons, from Lewisport to New York, laths, $1.25.

British schr Marconi, 199 tons, general cargo, New York to San Blas coast and back with cocoanuts, p. t.

An interesting charter reported on Saturda ywas that of a bark to load laths at Lewisport for New York at a rate of $1.25 per thousand, said to be the highest rate ever paid to a sailing vessel on that class of freight. No complaint is heard nowadays from the sailing vessel men in regard to freights being scarce, but there is the usual talk about getting better rates — this is particularly so in southern lumber cargoes, which are steady at $5.50 from good South Atlantic ports to North Hatteras. Coal freights from Virginia are in better supply and rates of late show slight advances.

VESSELS NOW IN PORT

Not Cleared To Date.

Showing their tonnage and consignees:—

STEAMERS.

Gulf of Ancud, 1686, Wm Thomson & Co.
Leuctra, 1949, WmT homson & Co.
Pontiac, 2072, J H Scammell & Co.

BARKS.

Annie Smith, 249, J W Smith.

SCHOONERS.

Abbie C Stubbs, 295, A W Adams.
Annie May, Captain Kerrigan.
Alice Maud, 119, N C Scott.
Aldine, 299, A W Adams.
Arthur M. Gibson, 296, J W. Smith.
Clayola, 135, J W Smith.
Clifford C, 96, Master.
Comrade, 77, Master.
Emily, 98, J W. Smith.
F & E Givan, 99, F Tufts.
Georgie, 291, J W Smith.
Golden Rule, 55, J E Moore.
I N Parker, 98, A W Adams.
Jennie C, 98, A W Adams.
Lois V Caples, 191; A W Adams.
Lucia Porter, 234, Peter McIntyre.
Malabar, 98, for repairs.
Pandora, A W Adams.
Rewa, 122, D J Purdy.
Romeo, 111, P McIntyre.
Sebago, 254, P. McIntyre.
Tay, 124, P McIntyre.
Temperance Bell, 77, F Tufts & Co.
Valetta, 99, F Tufts & Co.
Walter Miller, 118, N C Scott.
Wanola, 272, J W Smith.
Winnie Lawry, 215, D. J. Purdy.

COASTWISE.

Maudie, Port Lorne.
Packet, Bridgetown.
Silver Cloud, Digby.
R P S, Londonderry.
Shamrock, Londonderry.
Effort, Annapolis.
Dorothy, Meteghan.
L M Ellis, Westport.

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

VESSELS FOR ST. JOHN

STEAMERS.

Almora, from Glasgow, Sept 30.
Florence, from London, Sept 27.
Eretria from Liverpool, Oct. 3.

LATEST MARINE NOTES

The turbiners Victorian and Virginian will not run to Halifax for at least the first two months of the winter season.—Halifax Chronicle.

Among the vessels driven ashore at Manila during the recent typhoon were ships Erskine M. Phelps, which arrived Sept. 3 from Philadelphia; Hecla, which arrived Aug 30 from Portland, Ore.

SAN FRANCISCO, Sept. 28.—The steamship Korea, which has arrived from ports in the Orient, carried the richest consignment of raw silk ever brought here, 3,506 bales, valued at $2,450,000. The Korea also brought 14,170 rolls of matting, 441 bales of silk goods and 22,763 chests of tea.

Steamer Bridgewater, whilst turning at Law's wharf at Yarmouth, N. S., on Wednesday afternoon, fouled the steamer Marina, breaking six stanchions and injuring the rail of the latter. The Marina has only been out of dock a few weeks, where she had practically been rebuilt and fitted with new stanchions and rails.

An order for 180,000 barrels of flour, to be delivered immediately, has been placed with a Seattle flour mill by Vladivostok flour merchants. This is the largest single order ever placed on the Pacific coast. New orders for Hong Kong and Shanghai delivery are being received, and all orders placed before the boycott was proclaimed have been confirmed.

It is feared that the schooner My Beauty, Capt. Roberts, has foundered with all on board. She left North Sydney, C. B., on August 5th, with coal for Twillingate, Nfld., and has not been heard from since. She should have arived at her destination within ten days at the latest. It is feared that she was lost in the terrific gale of August 28th.

The Philadelphia bark Mantanzas, owned by the Union Petroleum Company, was sold this week through F. S. Pendleton to parties in Maine for $18,000, to be converted into a four-masted schooner. The Mantanzas was until recently fitted with tanks for the carrying of oil in bulk. She was built in Bath, Me., in 1889, and carried about 1,600 tons dead weight.

Prominent in the visitors to the water fron this week has been Captain Silas M. Masters, who commanded the big yacht Hildegrade, owned by Mr. Coleman, of Lebanon, Penn., in the late ocean race for the German Kaiser's cup. The yacht has been placed in winter quarters in New London where Captain Masters has taken up his residence. He was formerly a citizen of Nova Scotia.—Boston Post.

WAR ON DISEASE

Tuberculosis Congress Which Opened in Paris Yesterday.

PARIS, Oct. 2—The International Tuberculosis Congress was opened today at the Grand Palace in the presence of President Loubet, the cabinet ministers and the ambassadors. Over 3,500 delegates were present.

Dr. Herard, of the French Academy of Medicine, was chosen president of the congress. The congress will last five days. Three hundred papers will be presented.

On Thursday the foreign visitors will be given a gala dinner at the Elysee palace by the president.

Connected with the holding of the congress there is to be an exhibition of foods suitable for consumptives, a display of hygienic preparation and of all the apparatus so far invented for the cure of the disease. As a result of the congress a volume will be distributed containing the 46 reports read by prominent members. These will be edited in French, German and English.

CHICAGO IS "OPEN" NOW

Boxing Exhibitions to be Permitted in the Windy City This Winter.

CHICAGO, Oct. 3 — Boxing exhibitions are to be held in this city this winter, after being prohibited for longer than a year by the authorities. It was announced last night by the Chicago A.A., that it will give an exhibition next Saturday night, the feature of which will probably be a six-round contest between Dick Fitzpatrick of the city and Honey Mellody of Boston.

MONTREAL CLEARINGS

Montreal Clearing House statement:

Total for week ending Sept. 28, 1905	25,065,041
Corresponding week, 1904	21,118,961
Corresponding week, 1903	20,097,768

Yesterday morning Joseph Rogers, the thirteen-year-old son of Pilot Rogers, had his right hand so badly lacerated at the wrist that it was necessary to amputate the injured member. Young Rogers was working at a picking machine in the bedding manufactory of Hutchings & Co., Germain street, when his hand became caught. Drs. Skinner and Daniel were summoned.

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