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Absolutely Safe Investment.
$9000
CITY OF OTTAWA
4 Per cent. BONDS due 1st May 1915.
$1000 each interest half yearly.
Price to yield over 4 per cent.

J. M. Robinson & Sons
BANKERS, - - - ST. JOHN, N. B.
MEMBERS MONTREAL STO CK EXCHANGE

FINANCIAL AND COMMERCIAL

N. Y. STOCK MARKET

Thursday, Sept. 24.

(Direct private wires of J. M. Robinson & Sons, bankers.)

	Yesterday's Closing	Today's Opening	Noon.
Amalgamated	83	83¼	82⅞
Am Car & Foundry	68¼	68⅝	68¼
Am Sugar	135	135	135⅝
Atchison	118⅝	118⅝	118½
Am Smelters	99⅝	99⅝	99⅝
Anaconda	49⅝	49⅝	49
Brook Rapid Transit	80	80½	80⅝
Baltimore & Ohio	117¼	117	116⅞
Can Pacific Railway	182¼	182½	183
New York Central	134⅝	134¼	134½
Chesapeake & Ohio	83	82⅞	83
Colorado F & I	45½	45½	45
Delaware & H O	191⅝	191½	191
Erie	34⅝	34⅝	34½
Consolidated Gas	147⅝	147⅝	148
Great Northern Pref	153	153¼	152⅝
Kansas & Texas	41¼	40⅞	41¼
Louisville & Nashville	152	151¼	
National Lead	89⅝	89½	
Mackay Cos	92¼	91½	93½
Missouri Pacific	70½	71	
Northern Pacific	155⅝	155¼	155⅝
Pennsylvania	146½	147	147¼
Reading	166½	166⅝	166⅝
Rep I & Steel	45¼	45⅝	45
Rock Island	38¼	37⅞	37⅞
U S Rubber	54	53½	54
Soo Railway	144	143½	143
Southern Pacific	131⅝	130⅝	130⅞
St Paul	160⅝	160	159⅞
Southern Railway	30⅝	30⅝	30¼
Union Pacific	202½	202½	202⅞
U S Steel	83⅞	84	84½
U S Steel Pref	128⅝	128⅝	128½
Western Union	79½	79⅝	79½
Wabash Ry	19¼	19⅝	
Wabash Ry Pref	....	50	49⅝

Sales—11 o'clock, 240,000; 12 o'clock, 376,000

NEW YORK COTTON MARKET.

January	13.36	13.31	13.34
March	13.45	13.40	13.40
May	13.45	13.44	13.46
July	13.50	13.45	13.44
October	13.36	13.43	13.27
December	13.39	13.48	13.36

CHICAGO MARKET.

Wheat—			
December	98⅞	98⅝	98⅞
May	102¼	102⅛	102½
Corn—			
September	65⅝	65½	65¼
December	59½	58⅞	59
May	61½	61⅝	60⅝
Oats—			
September	39½	39⅝	39⅝
December	38⅝	38⅝	38⅝

NEW YORK FINANCIAL BUREAU.

New York, Sept. 24—Irregularity and evening up seem likely in the stock market today on account of the holidays. We think further hammering by the professionals may disclose a highly over-sold condition and there may be a strong closing in consequence of such activity. Professional tendencies are all bearish and general sentiment seems to be swinging toward the short side in a majority of cases.

We believe protected purchases of a conservative and discriminating character on heaviness after recessions with preference for the industrials will give the most satisfactory results to those who are satisfied with reasonable returns. The Hudson-Fulton celebration is undoubtedly diverting some attention from the stock market and the holiday voted for tomorrow will accentuate this, according to our calculations so that curtailed activity is not unlikely, until next week.

The latest reports as to the corn crop indicate that the government report next month should make for a better final showing. Market literature seems to us to be more bearish, while press comment is bullish in most important cases.

WALL STREET NOTES.

New York, Sept. 23—American stocks in London irregular, with some changes.

Public service commission rejects Third avenue financing plan.

U. S. Steel now operating 96 per cent. of capacity.

London settlement begins on Monday.

President Taft opens the Gunnison irrigating tunnel in Colorado.

Pittsburg reports buyers of pig iron plentiful in spite of advance in prices.

Lee McClung of Yale, appointed U. S. treasurer to succeed Treat.

Copper stock in London firm.

Forty-three roads for first week September show average gross increase 11.42.

Stock Exchange seat sells for $85,000, and Cotton Exchange seat for $21,000.

Twelve industrials declined .05.

Twenty active railroads decline .19.

London, Sept. 24, 2 p. m.—Anc. 49 1-8, Acp. 83 1-8; Atch 118 5-8, Bo 117 1-4, Co. 82 7-8, Ca 182 1-4, D 47 3-8, Dx 85 5-8, Erie 34 1-2, Ef 52, Ez 42 1-4, Ills 152 1-8, Kt 41 1-8, Ln 152 1-8, Np 155 1-8, Cen 136 1-8, Ow 48 7-8, Rg 166 3-4, Ri 38 5-8, Sr 31, Sj 70, Sp 130 5-8, St 160, Up 202 3-8, Uk 105 1-2, US 83 3-4, Ux 123 1-4, Wa Pfd 50.

WINNIPEG WHEAT QUOTATIONS.

The Ogilvie Flour Mills Co., Limited, supply the following quotations of the Winnipeg wheat market, Sept. 23:—October, 95 7-8; December, 93 1-4; May, 98.

Fashion Fads for Fall

One of the latest new fall suits is of cheviot, with an extra long coat. The gown beneath is trimmed about the hips with a short tunic of cheviot, and it is cut on the panier lines or circular, being only evident when the coat is removed.

It is quite plain that there will be no simple skirts this fall and winter, and yet the trimmed skirts will not be so much in evidence, but pleats will be used in nearly all models. There will evidently be no hard and fast rule as to how the pleats are to be arranged as long as they are a part of the skirt design itself. The new models clear the ground, and the gored patterns are much preferred to the circular styles. Some skirts are pleated all around the waist from a narrow and plain front gore, and others display the pleats in groups, yet there is no fixed rule for this.

The long coats will be worn, but the length is merely a matter of taste and becomingness, and the fit is to be a least bit closer than the models of last year. There will be more attempts to define the waist line, a little hint that the hips are to be fashionable again. The coats are cut with the same number of seams as before and at the same points. One of the newest effects is to trim with a Tuxedo collar in a contrasting color from the material and then add a collar made from the same cloth as the coat, Browns, navy blue and grays will prevail.

PINA CLOTH.

One of the latest fabrics to find favor with well-dressed women is pina cloth, which is produced in certain parts of the Philippine Islands. The dainty material has a delicate texture not unlike a spider web, with very intricate weaving. The fibres are secured from the leaf of the pineapple plant and in this way the name is derived.

The process of taking the fibre from the plant is very difficult and requires great skill and experience, being done mostly by the natives. The fibres are then woven by hand looms and the industry is carried on cheifly in the homes. The patterns are always geometrical and the colors are often varied, from the most delicate tones to a dash here and there of bright color.

A NOVEL HAT.

One of the distinct novelties of the fall and late summer is the hat made almost entirely of wings; not a toque or [illegible] trimmed with wings, but literally made up of the wings. The brim is formed from them and is arranged to overlap with the tips pointing upward and the crown encircled with a wreath of tiny pinions. The crown is covered with breast feathers in loose bent style and is dyed blue.

K—Travelling sugegstions.

D&A TRADE MARK DE LUXE CANADIAN CORSET

Sheathes the body in lines of exquisite shapeliness and natural slimness.

The new D & A designs conform absolutely to present day requirements. While producing the long willowy outlines, the graceful back slope and snug hip of youthfulness they are strictly hygienic models.

They give great freedom of movement and the maximum amount of real physical comfort.

D & A Models are indeed a triumph of the Corsetiere's Art.

$1.00 to $5.00.

Style 646, $3.00 Style 464, $2.25
" 265, 2.00 " 492, 1.00

Artistic Booklet of other Elites Styles mailed free.

DOMINION CORSET CO. 4-6
Quebec, Montreal, Toronto.

D&A DE LUXE CORSET

A SNUG COTTAGE FOR $2,500.

Designed by Chas. S. Sedgwick, Architect.

This "snug cottage" contains all the conveniences and comforts of many larger and more expensive houses; it fills a want where people require more rooms and can only afford a small outlay. The size on the ground is 26 feet in width by 30 feet in depth, exclusive of front and rear piazzas, that are each 8 feet wide. These piazzas extend across the front and rear; the roof of the front piazza is shingled like the main roof and the rear piazza is carried up two stories, with a screened sleeping balcony on the second floor. The posts are 14 feet in height. The roof is high pitched, with wide projected cornices brought out on a sweep, and the timber rafters showing on the under side. This cottage has a light and jaunty appearance! it is simple in outline and in detail. There are no expensive baywindows or projections, everything being kept on plain lines. The first story is 9 feet high and the second story 8 feet high. The rooms being full square in height, the low spaces at the sides being cut off for closets. There is but one chimney, accommodating the kitchen and heating apparatus in the basement. A small hot-air furnace warms the entire house. The stairway to the second story leads up at the rear between the diningroom and kitchen, and is cut off from the living room with a sliding door. The piazzas, front and rear, are screened in and a portion of the rear piazza is inclosed with siding, making a good space for refrigerator and storeroom in connection with the kitchen. On the second floor are three bedrooms, each provided with ample clothes closet and a bathroom. The stairs are continued up to the attic space, that may be used for storage purposes. The first floor is finished in Washington fir and stained, with the same wood for floor; also fir floor in the second story, the casings and finish being in soft wood and painted. The house is sided with narrow siding, and all of the upper portiton of the house painted white, and the roof shingles stained either a red brown or red. It is estimated that this house can be built, including heating and plumbing, for $2,500.

UNIQUE CITY CHARTER IS ADOPTED BY ST. JOSEPH, MO.

St. Joseph, Mo., Sept. 21—St. Joseph did not adopt the commission form of government. It did, however, hold an election Sept. 7th and voted to adopt a new charter which has so many good features in it that it aroused the vigorous opposition of the public service corporations and every ward healer and professional politician in the city.

Here are some of the important provisions of the charter:

It abolishes the old council composed of ward representatives and establishes a council of five members elected at large.

Increases the power of the mayor and places the burden of responsibility for the public service directly upon him.

Makes the mayor the executive head of the city and limints the council entirely to legislative duties.

Limits the granting of franchises to twenty-five year terms.

Provides for the referendum of franchises on petition of 25 per cent of the voters; also provides for the recall and the initintive.

Establishes a public utilities commission under a section drafted from the Hughes Law in New York.

Adopts the Kansas City park and boulevard plan.

Adopts the Omaha viaduct law.

The may appoints the heads of departments and specific responsibility is established in each department. The council may, however, refuse to confirm the mayor's appointees, but the council's objection to any appointee must be made in writing and go to the fitness and qualifications of the nominee.

The St. Joseph charter was drafted by a commission of citizens selected by a committee composed of one member from each commercial organization in the city.

The draft of the charter was submitted to the legislature and adopted last winter. Even there it met the strenuous opposition of the lobbyists of the St. Joseph Street Railway Company.

No sooner had the Enabling Act passed the legislature than the opposition to it became actively engaged to defeat it. The street railway company, of course, denied that it was fighting the new charter.

Every man whose political affiliations had been with the corporations was harmoniously united in the declaration that the proposed charter is a menace to the "life, liberty and pursuit of happiness" of almost every citizen of St. Joseph.

The corporation politicians kept the interests of the employes fairly well concealed until the Citizen's Charter Club began a campaign of information and publicity which routed the opposition, horse, foot and dragoons. The News-Press threw itself into the fight with a series of cartoons, editorials, and display "ads" and the billboards were placarded with the slogan "Boost! Don't Knock!" In all parts of the city meetings were held by the friends of the charter who had secured the ablest speakers and experienced legislators to advocate the truth. Ex-Mayor Wm. E. Spratt and City Counselor W. B. Norris, who were the pioneers in the movement four wears ago to break the Street Car Company's hold on the city hall, were aggressive in the fight for the new charter. Mayor A. P. Clayton, State Senator Chas. H. Mayer, Ex-Senator M. G. Moran and Attorney J. W. Mytton stumped the town every night for a week before the election and succeeded, by their whirlwind campaign, in carrying victory for the Citizen's Charter Club.

All the factories and wholesalers hung signs over the time-clocks.

"We believe the adoption of the New Charter is of great importance to every citizen of St. Joseph. In order that every one may have an opportunity to vote, this store will close at 5 o'clock on Tuesday, Sept. 7."

Workers at the booths distributed cards

BOOST! ! MAKE ST. JOSEPH A CITY OF THE FIRST CLASS	VOTE FOR THE NEW CHARTER HELP ST. JOSEPH GROW

16 sheet posters on all bill boards

BOOST! !
Don't Knock
Charter Election

VOTE FOR IT SEPT. 7	New Hotel New Auditorium New Skyscrapers New Charter	VOTE FOR IT SEPT. 7.

On election day, Sept. 7th, a tallyho with brass band paraded the streets with banners inscribed "Popular Subscription pay this band to BOOST THE NEW CHARTER."

That the people believe the new charter will give St. Joseph a better municipal government than it has under the present ward council plan and that the spirit of civic pride was awakened is evidenced by the largest vote cast at a special election in the city. The majority in favor of the new plan was a substantial one and it becomes effective next April.

PLAYGROUND REGULATION

Following are the regulations for the new playgrounds as contained in a by-law passed by the Toronto city council:—

The playgrounds will be open to the public each day, except Sunday, between the hours of 9 a. m. and 8.30 p. m., or at such hours as may from time to time be appointed by the council, and no person shall enter or remain therein except during such hours.

During the hours at which attendance is required at the public schools, no child shall be permitted in said grounds who should be at school, and any such child may be ejected or given in charge of a truant officer.

It shall be the duty and power of the persons placed in charge of the said grounds to enforce order and to insist on rotation in the use of the apparatus.

No liability shall be incurred by the corporation of the city of Toronto on account of injury to any person caused by the use of the apparatus by themselves or otherwise in the said grounds.

The general provisions of this by-law, respecting public squares and parks or grounds, shall, so far as they are applicable, applp to the said playgrounds.

CLOCK RUNS THREE YEARS

Five wheels and a small battery virtually constitute the mechanism of a wonderful clock just invented in England. It will run three years without attention, and at the end of that time all that is required is to attach a new battery, according to the Cleveland Leader.

Another new English clock enables the possessor to ascertain at a glance the mean time the meridian and relative position of every part of the empire, besides being able to witness the actual speed and direction of the earth"s rotation. The motive power is a clock in the base of the stand, and the apparatus requires winding only once a week.

THE RULING PASION.

The editor was dying, says an exchange, but when the doctor bent over, placed his ear on his breast, and said, "Poor man! circulation almost gone!" the dying editor sat up and shouted: "You're a liar; we have the largest circulation in the country."—Atlanta Constitution.

FOUND OUT.

"Would you like to hear a secret involving Mrs. Next door in a dreadful scandal?"

"Yes, oh yes.! Tell it to me!"

"I don't know any such secret. You have certainly got a mean disposition." — Houston Post.

BACK, WAY BACK TO THE FARM

(New York Sun.)

Unto the ears of Thomas Knowles, a copper on his beat, there came a truly rural sound, most strange on Water street. It sounded like the good old farm where Thomas used to roam; it was the cry of chickens small, a long way from their home. Now Thomas was a kindly man, as most policemen go, so he started to investigate and found that down below in the cellar of a vacant house beneath some coals and sticks were three bags full of misery and also full of chicks. He took them to the station house that frowns on Madison street—you have to hustle here a bit to get in all the feet—and there this very kindly man let loose these chickens small, but some of them could scarcely move and others not at all. But there were those who fled in fright, who ran with many a peep and hid beneath those sacred beds whereon the coppers sleep. Last night was spent in catching them and also cursing Knowles, a fate, alas, which often comes unto the kindliest souls. But really there was some excuse; though chickens are so sweet you do not care to go to bed and find one at your feet.

ONE JUDGE AT FAIRS

In Missouri, this plan of the "one man judge" an expert in his line, is being tried with much success, says an exchange.

Men from the agricultural college who have been widely and broadly trained on the judging of all kinds of live stock from an unbiased and unprejudiced teaching force, are being selected to do the judging, lasting from one to three days. These men are not breeders of certain breeds of live stock, thus being liable to subtle prejudices toward certain other breeds, but are men who have been fundamentally trained concerning the character, form, style, traits, etc., of each breed, from the breed as well as the market standpoint. They keep up-to-date on all rules of regulation, qualification, disqualification, etc., and are thus able to give the best of reasons for their judgments and placings. When time is allowed, this judge gives his reasons for certain placings in a clear, logical manner.

Today's game between the Worcester team and the Marathons had been called off and a double header will be played tomorrow at 2 o'clock.

ALL EUROPE MAD OVER AIRSHIPS

Every Auto Factory In France Has Added Aeroplane Plant England Buys Dirigible—Big English Flyer

New York, Sept. 24—"All Europe is airship mad! Every automobile factory in France has added an aeroplane department to its equipment and is building either complete machines or engines for aerial propulsion. It's amazing.

Jefferson De Mont Thompson, who went to Rheims to represent the Aeroplane Club of America during the recent aviation week, thus summarized the foreign aerial situation yesterday when he arrived on the Oceanic.

Sidney B. Bowman, who arrived with him, added to Mr. Thompson's enthusiastic comments by describing a marvellous aerial craft which England, most conservative of nations, is having built in Paris.

H. Hayden Sands, a young society sportsman, of this city, who was the third of the party, had caught the flying fever so badly while at Rheims, that he bought a $15,000 Bleriot monoplane, in which he expects to be flying over New York before many days. The three were chock-full of interesting up-in-the-air news.

England to Have Great One

"The sensation of the moment," said Mr. Bowman, "is the big airship which the British government has ordered from the Clement-Bayard Co. Understand, it's a dirigible, a lighter-than-air machine. But it represents one of the longest steps the new science has taken.

"It can be used for commercial purposes," Mr. Bowman asserted. "It will be an absolutely practical automobile of the air. The dirigible will be 300 feet long and will carry twenty passengers at fifty miles an hour. Two engines of 220 horsepower each, will drive the propellers."

Mr. Bowman described another marvellous machine, this one a heavier-than-air monoplane, invented by a man named Nau. It has planes which move forward and backward precisely like the wings of a bird, and has already been successfully operated. Nau, he said, intends to drive from Paris to London before the first of the year.

Mr. Thompson said: "The Frenchmen are wild over the international aviation meet which will be held in America next summer, because of Glenn Curtiss's victory over there. I believe there will be no less than fifty foreign aeroplanes sent here to compete."

Mr. Sands, whose Bleriot monoplane is expected to arrive here within a few days, possibly today, is all eagerness to begin flying.

"After looking over all the machines at Rheims, I settled upon Bleriot's monoplane as the best," he said. "But Curtiss's engine is undoubtedly the best for speed, so I am going to equip my 'plane with one of his."

TRY SUGAR WHEN TIRED.

The role and importance of sugar as a rapid reliever of fatigue is one which we are only just beginning to appreciate, and which goes surprisingly far already. It has been incorporated into the most hard-headed, cold-blooded, matter-of-fact diet on earth, the German army rations, especially the "forced-march" emergency ration. No other food of the bulk can take its place. It is the belief of careful observers of men, particularly in the tropics, that the larger the amount of sugar, and sugar-containing foods they are supplied with, the less alcohol and other stimulants they will crave.

For instance, the United States government now buys the best and purest of candy by the ton, and ships it to the Philippines, to be supplied to the canteens and messes finding that its use diminishes the craving for native brandy; and it has long been a matter of comment from thoughtful observers that the amount of drunkenness of a race or class is in inverse ratio to the amount of sugar it consumes.

John Hendry, of Vancouver, the new president of the Canadian Manufacturers' Association, who is now in Montreal, intends to visit St. John before returning to the coast.

DEATHS

RANKINE—In Boston, Sept. 21, Thomas Rankine, aged 73 years.

Funeral was held Thursday, from his late residence, 2933 Washington street, Roxbury, district.

Have You Tried
B.D.V.
"The King of Tobaccos."
A pipe will suffice to show the cause of the great popularity the world over of
Britain's Best Brand
SOLD IN PACKETS and TINS.

NEWS OF THE SHIPPING WORLD

MINIATURE ALMANAC.

1909 September	Sun Rises	Sun Sets	Tides. High	Tides. Low
24 Fri	6.18	6.14	6.37	0.44
25 Sat	6.19	6.11	7.40	1.50

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

STEAMERS.

Dart, sld Fleetwood, Sept 9.
Indrani, sld Glasgow, Sept 22.

BARKS.

Abeona, sld Perth Amboy, Sept 16.
Robert Grafton, sld Galway, July 21.

PORT OF ST. JOHN, N. B.

ARRIVED TODAY.

Stmr Calvin Austin, 2863, Pike, from Boston, W G Lee, pass and mdse, and sailed for Eastport to return tomorrow.

Schr Moama, 384, Williams, from New York, P McIntyre, 669 tons hard coal, R P & W F Starr.

Schr Harry Miller, 246, Barton, from New York, A W Adams, 460 tons hard coal, R P & W F Starr.

Schr E Merriam, 331 Reicker, from Newark NJ, A W Adams, 510 tons hard coal, R P & W F Starr.

Coastwise—Stmr Westport III, Coggins, Westport, and cleared; schrs Ethel May, 16, Young, Annapolis, and cleared; Mary M Lord, 21, Poland, fishing, and cleared; Cornelia, 28, McNeill, Annapolis, and cleared; Gladstone, 19, Shaw, Westport; Dreadnaught, 15, Ingalls, Grand Harbor.

CLEARED TODAY.

Coastwise—Schr Rolfe, Rowe, Sackville.

SAILED TODAY.

Stmr Ransom B Fuller, Mitchell, for Boston via Maine ports.

ARRIVED YESTERDAY.

Str Kanawha, 2,483, Kellman, from London via Halifax, Wm Thomson & Co, general cargo.

Str Ransom B Fuller, 1,023, Mitchell, from Boston via Maine ports, W G Lee, pass and mdse.

CLEARED YESTERDAY.

Str Manchester Commerce, 3,444, Couch, for Manchester via Philadelphia, Wm Thomson & Co, general cargo.

Sch Hunter (Am), 187, Finley, for City Island for orders, Stetson, Cutler & Co, 230,960 feet spruce boards.

Sch Bobs, 97, Buck, for Danversport (Mass), Stetson, Cutler & Co, 121,754 feet spruce boards.

DOMINION PORTS.

Montreal, Sept 22—Sld, stmrs Cairtorr, Gibson, Newcastle, Nordhavel, Jansen, Hull.

Hantsport, NS, Sept 20—Cld, schr E M Roberts, Grundmark, Havana; Fannie Prescot, Cogswell, do.

Halifax, Sept 23—Ard, str Siberian, Glasgow, Liverpool and St John's (Nfld.)

Cld Sept 15—Sch Maud B Krunz, New York; ship Vellore, Port Adelaide.

Chatham, Sept 20—Cld, str Appenine, Lawlan, Brow Head via Dalhousie.

BRTISH PORTS.

Swansea, Sept 20—Sld, stmr Nordkap, (Nor), West Bay.

Inishtrahull, Sept 21—Passed, stmr Manchester Trader, Montreal for Manchester.

Lizard, Sept 22—Passed, stmr Hurona, Montreal for Liverpool.

Portishead, Sept 23—Sld, str Leuctra, St John.

Malin Head, Sept 22—Passed, str Bjorgvin, Bathurst for Londonderry.

Middlesbrough, Sept 21—Sld, str Kristinia, Halifax.

Glasgow, Sept 22—Sld, str Indrani, St John.

Glasgow, Sept 22—Sld, str Mongolian, St John's (Nfld), Halifax and Philadelphia.

Bristol, Sept 22—Sld, str Leuctra, Hilton, for St John.

FOREIGN PORTS.

Bangor, Sept 22—Sld, schr Lizzie D Small, New York.

Bath, Sept 22—Sld, tug Pejebscot, towing barges Nos. 1 and 2, Great Salmon River, NB.

Calais, Me, Sept 22—Ard, schr Rebecca G Whilden, Nantucket; J Kennedy, Boston; William Thomas, do.

Sld, schrs William Cobb, Richmond, Va; E T Lee, Newark; Virginian, Noel, NS.

City Island, Sept 22—Passed, schrs Karmoe, Jordan Bay, NS; Basilo, Annapolis, NS; Adonis, St John, NB; Wanola, Chatham, NB; Lucille, Five Islands, NS; Dean E Brown, Cheverie, NS, via New Haven.

Boston, Sept. 22—Ard, stmr Michigan, Eynon, Liverpool; schr Yolanda, Durant, Apple River; Domain, Stewart, Shulee.

Cld, schrs Leo, Durant, Parsboro, NS, Seaman & Co; Buelah, Pritchard, St John, NB.

Eastport, Me, Sept 22—Sld, schr Ida M, St John.

Portland, Me, Sept 22—Cld, stmr Mills, for Chatham, NB.

Salme, Sept 22—Ard, schr John Bracewell, Liverpool, NS, for orders.

Vineyard Haven, Sept 23—Ard and sld, schs Garfield White, New York for Windsor; Elm City, St John for New York; Rebecca M Walls, do for do.

Sld—Schs Orozimbo, from New Bedford for Calais; Abbie Keast, from Greenwich for Waterville; Calabria, from New York for St John; Lizzie H Patrick, from New York for do; Aldine, do for do; Helen Shafner, Elizabethport for Halifax; Ca si Barton, Fall River for Dorchester (N B); Stella Maud, from Stamford for do; Eva C, from New York for Moose River (N S); Ladysmith, from do for Windsor; William L Elkins, from New York for St John; Georgie Pearl, from Perth Amboy for do; Bluenose, from New London for Amherst; Archie Crowell, from New York for Nova Scotia; Silver Star, from New Bedford for Maitland; Minnie E Moody, from do for Isaac's Harbor (N S.)

City Island, Sept 23—Bound south, str Florizel, St John's (Nfld) and Halifax; schs Nellie Eaton, Calais via New Haven; Emma McAdam, Calais via New Bedford.

Bound east—Str Hird, New York for Hilleboro; bark Abeona, Port Reading for St John.

Rockland, Me, Sept 23—Sld, sch Henry May, St John.

Stonington, Sept 23—Sld, schs Bertha, Port Johnson; S A Fownes, from New York for Dorchester (N B); Waplid, from New York for Bridgewater.

New York, Sept 23—Ard, str Lusitania, Liverpool.

Salem, Sept 23—Ard, schs Grace Darling, Plympton for orders; R Carson, Dorchester for New Haven; St Anthony, Boston for Great Village (N S.)

SPOKEN BY WIRELESS YESTERDAY.

1.10 p m—Stmr Campania, southwest Cape Sable, bound east.

4.45 p m—Stmr Amerika, southeast Cape Sable, bound west.

CHARTERS.

Danish steamship Nordkap, 2,294 tons, from Parrsboro to Bristol Channel, deals, 33s 9d.

SPOKEN.

British ship Norwood, Howe, from Yarmouth, NS, for Buenos Ayres, Sept 1, lat 52, lon 6.

REPORTS AND DISASTERS.

Bangor, Me, Sept 23—The four-masted schooner Alicia B. Crosby, Captain Petersen, from Newport News for Bangor with two thousand tons of coal for the Maine Central Railroad Company, struck on Fort Point ledge, at the mouth of the Penobscot river, at three o'clock this afternoon, and remains hard and fast.

The weather was clear at the time, and the schooner's grounding was the result of a slight miscalculation in shaping her course. She is resting easily on the eastern side of the ledge, slightly heeled to starboard.

The Bangor tugs, Bismarck and Ralph Ross, will attempt to haul her off at high water Thursday morning, and it is thought that she will be floated without much damage.

The Crosby is a vessel of 1012 tons and is owned by J. S. Winslow & Co. of Portland.

NOTICE TO MARINERS.

Portland, Sept. 22.
Kennebec River, Me.

Stetson Rocks East Side Buoy, 17, a spar, reported missing, will be replaced as soon as practicable.

VESSELS IN PORT

STEAMERS.

Almora, 2,835, R Reford Co.
Kanawha, 2,483, Wm Thomson & Co.
Manchester Commerce, 3,444, Wm Thomson & Co.

BARK.

Fido, 1,346, W M Mackay.

SCHOONERS.

Arthur J Parker, 118, J W McAlary.
Jennie C, 98, A W Adams.
Lambit, 285, W M Mackay.
Tay, 124, N C Scott.

MARINE NEWS

Battle line steamer Leuctra, Captain Hilton, sailed from Bristol last Wednesday for St. John to load deals for Cardiff.

Steamship Manchester Commerce, Captain Couch, sails today from this port for Philadelphia and Manchester with a general cargo.

The schooner E. M. Roberts, Capt. Grandmark, with 408,000 feet of lumber, for Havana, and the schooner Fannie Prescot, Capt. Cogswell, with 375,000 feet of lumber, cleared at Hantsport on Monday.

The steamer Mahone which has been running between Halifax and South Shore ports and which has been sold to parties in Quebec, left Halifax Wednesday for Riviere de Loup. The Mahone will run between Rimouski and Reiverie de Loup.

The British bark Sirdar, which arrived at New York from Loggieville, N. B., after discharging cargo there, will go to Portland, having been chartered by the Marrett Lumber Company to load lumber for Conception and (or) Paysandu, South America. She is expected to arrive there in about a fortnight.

INTERESTING ITEMS

The exceptional facilities in Ungar's Laundry make it the more popular with busy people. Tel. 58.

Just received a large stock of men and boys' suits and overcoats, the latest styles, best trimmings and workmanship, these goods were bought last week and will be sold cheap at the Globe 7 and 9 foot of King street. 9-3[illegible]

Good materials and good tailoring make the best clothes. C. B. Pidgeon's fabric selections the choicest known to the trade. The construction of a Pidgeon suit is most thorough because the work is done by the best hands, and along with this Pidgeon's prices undersell all competition. Why then wear ordinary clothes at any price.

The Currie Business University systematically compiles the results of each student's honest efforts and places same before the merchant or professional man, which secures a position in accordance with attainments.

This is the only school with regular public service offices, whereby each student is enabled to earn money and secure public experience while taking the regular courses, thus raising their ability value fifty to one hundred per cent over the ordinary business college graduate.

It is a good plan to always save tumblers which have contained sliced bacon or dried beef. They take up very little space in the refrigerator, and are good to keep left-overs in

THE LATE MOSES C. HARRISON

The body of Moses C. Harrison, a former resident of Sunbury county, and more recently of Fredericton, who died here yesterday was taken up river on the steamer Victoria this morning to Sheffield Academy for interment. Services will be conducted by Rev. Mr. Wass.

Mr. Harrison was a son of the late Thos. Harrison of Sheffield and a brother of the late Chancellor Harrison of the U. N. B., and the late William Harrison of Sheffield. Mrs. McKeown, mother of His Honor Mr. Justice McKeown, was a sister. Surviving are two sons—Rev. Harry Harrison of Millerton and Prof. Frank C. Harrison, organist, of Fredericton, and one daughter Miss Mary C. Harrison. One sister, Mrs. McKnight of Seattle, also survives.

All that goes up must come down—so stand from under.

CONDENSED ADVERTISMENTS.

(Too late for Classification.)

WANTED—GIRL FOR GENERAL HOUSE work. Apply 26 Queen square. 1830-tf

GIRLS WANTED — APPLY GENERAL PUBLIC HOSPITAL. 1831-tf

COAT AND PANT MAKERS WANTED. Two good coat makers; steady work at city prices. Pant makers also wanted. J. R. McLEAN, Sussex, N. B. 1830-10-1

THE YOUNG LADY WHO PICKED UP the pocketbook belonging to Mrs. O'Brien, on the ferryboat, had better return same and save further trouble, as her identity is known. 1832-9-25