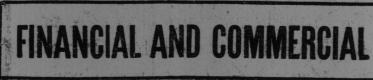
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POOR DOCUMENT

THE EVENING TIMES, ST. JOHN, N. B., TUESDAY, DECEMBER 7, 1909

New Brunswick Telephone Co. Shares \$10 par value each FOR SALE Price \$10.50 per share 300 Pays 6 per cent. per annum Shares and is Tax Exempt in New Brunswick

J. M. ROBINSON & SONS, Bankers



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HE HAS TAKEN

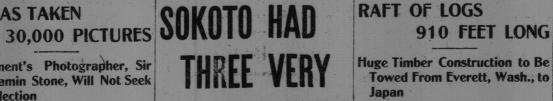
Re-Election

crease although December is usually a low month. Sloss-Sheffield now operating about 86 Managers of Hill

London, Dec. 6-Sir Benjamin Stone, M. P. for East Birmingham since 1895, has announced that he does not intend to seek re-election after this parliament. It is proposed to present to him an address ex-pressive of the appreciation in which his iellow members regard his services for Steamer Has Largo From Pac-

Parliament's Photographer, Sir Benjamin Stone, Will Not Seek

AMHERST INDUSTRIES Amherst, N. S., Dec. 7-(Special)-Earl Grey, governor general, arrived yesterday



RAFT OF LOGS

Built
The second s Seattle, Dec. 6-The world's largest log eet of timber, is nearly completed at Everett. Wash., after which an attempt will be made to tow the big cigar-shaped boom

Ou Yon Mah, Jung Sho May, is a cook a for Toronto, and as his head money is y paid, he is free to leaverthe ship if he de-sires. This is the Sokoto's first trip to this port. Her afficers are: Captain, J. B. Pierce; first officer, W. B. Bethel; second officer, C. McKay; third officer, P. Gra-ham; first engineer, J. Daniel; second en-gineer. T. H. Nichols; third engineer, J. Brith; purser, E. A. Hodgson. Her cargo is principally made up of fruit, such as grape fruit and oranges. Among the cargo is a car of more of canned salmon from Var-couver. It has been found cheaper to ship to this port and over the I. C. R. to Tor-onto than direct overland. The solution of the solution are from Mexi-

WORLD OF SHIPPING MINIATURE ALMANAC

> Tides 1.14 2.06 2.56 3,44 4.26

5.04 The time used is Atlantic Standard. PORT OF ST. JOHN

ARRIVED TODAY. Stmr Dominian, 2581, Norcott, from Syd-ney, C. B. R. P. & W F Starr, coal. Schr Georgie Pearl, 118, Lipsett, from Hoboken, N. J. A. W. Adams, 1650 bags potash, 500 bags nitarte, order. Schr Ravola, 123, Smith, from Boston, J. W. Smith, ballast.

Coastwise:--Schr Beulah Benton, 36, Guthrie, Sandy Cove and eld; Lena, 50, Faulkener, Noel; Stmr Granville, 49, Col-

Coastwise:--Stmr Aurora, Ingersoll, Campobello; schr Blanche, Stevens, Free-

Stmr Sokoto, 1,969, Pierce, from Vera rpz. Mexico, via Newport News, J H. cammell & Co. pass and mdse.

Annapolis, N. S. Dec. 5-Ard schr Earl Bray, Salter, from New York, to load for

FOREIGN PORTS

Boston, Dec. 5-Ard. schr Valdare, Johnson, Bear River, N. S.; Mercedes, Henshaw, Clementsport; Caroline Gray, Hinckley, St. John, N. B. Sld-Ship Brynhilda for Buenos Ayres.

REPORTS AND DISASTERS

the United States Weather I om Tatoosh Island, Wash., sta ritish four-masted hark Materhor vall. British four-masted bark Materhorn found-ered at sea November 27, seventy miles off Umatilla Reef. The first mate, steward and four sailors were drowned. Twenty-seven of the crew were saved. Vineyard Haven, Dec. 5-The schooner L. A. Plummer, from Newark for Portland which arrived here today, reports that rip-when 10 miles off Watch Hill, R. I. last when 10 miles off Watch Hill, R. T. last

sold today to J H Weldon, of Dighton Mass. The purpose of her new owner is regard to the vessel is not known. On her last sailing from Boston this win ter the Plant line steamer Halifax, Capt Ellis will leave tomorrow. She will go to be a surplus of tour Havana, carrying a large

New England. For the remain winter the steamer will be of tween Havana and Key West. Perry will also enter the West I ice for the winter. She will ply ing an enitrely new service. No anno ment has been made regarding the s er which will maintain the Halifax-B service during the winter.

Taking advantage of the fair wind the British ship Brynhilda, Capt. Schmeisser, left Boston, last Sunday for Buenos Ayres Argentina. Just before 8 a. m. she came down from her loading berth at Mystic wharf and in tow of the tug Neponset pro-ceeded down the harbor. The sailors were shaking out the sails and when the tug left her below Boston light she squared away with most of her canvas set. The Brynhilda carried out a cargo of 1,400,000 feet of white pine and ash lumber. British ship, Avon, Capt. Rafuse, is completing her lumber cargo and will leave Boston before the end of the week, bound to the same South American port. She will take out about 1,300,000 feet.

ake out about 1.300.000 feet

During a sudden squall off Digby Gut Monday morning, the sloop Britannia, Captain Cossaboom, broke her mast close to the deck. Fortunately the sloop was load tide. Captain Casey in a gap boat from Granville went to the cap boat from Granville went to the captain's assistance after he got inside the basin and towed the Britannia up the harbor and docked her. The sloop has on board a quantity of fresh fish and bait which found a quick market. The Britannia was built at Grand Manau, N. B. She is an able sloop of 22 tons register, and is a good sea boat. The owners Messrs. Cossa-boem and Daley carried no insurance on the vessel.

The following is taken from Saturday's Portland Argus. "Apple shipments from the Atlantic ports this week have been very heavy, the total for all European ports footing up 138,000 barrels. Of this ing up 138,000 barrels. Of this int only 6000 barrels were ship

CLEARED TODAY. Stmr Almeriana, 1824, Hanks, for Hali-fax and West Indies. Wm. Thomson & Co.

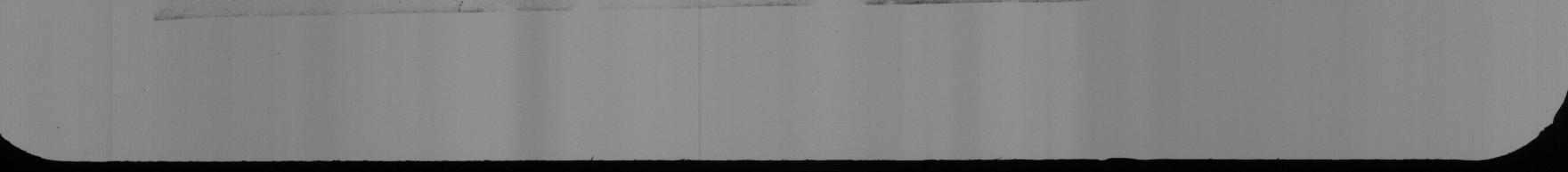
ARRIVED YESTERDAY

DOMINION PORTS

Southern Railway 7. 31 31 312 Union Pacifie ... 1244 1244 1248 ... 1246 2076 ... 1246



A quartette of schooners arrived in Bos-fon last Sunday from the provinces after provinces after british schooner Valdare, Capt. Johnson, from Bear River, N. S.; Mercedes. Capt. Henshaw, from Clementsport: Havana, Capt. Conrad, from Bridgewater, and the American achooner Catoline Gray, Capt. Henshaw, from St. John. The Valdare and Mercedes were stalled in Digby Gut for nearly two weeks and hey left together Friday afternoon. Neck and neck they came tearing down and across the Bay of Fundy, it was only dur-ing the last part of the race that the Mer-edes forged ahead. She arrived in just 36 hours from Digby, while the Valdare was only an hour behind. The Havana and the caroline Gray were 48 hours on the pas-sage. All four yessels were loaded with lumber.



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