The Safest Form of Investment
Province Nova Scotia 4 p. c. Bonds
Particulars on Application.

Eastern Securities Co. Ltd.
INVESTMENT BANKERS.
W. F. MAHON, Managing Director.
92 Prince William Street.
'Phone 2058. St. John, N. B.

EASTERN S.S.CO.
Reliable and Popular Route
BETWEEN
ST. JOHN AND BOSTON

Fares:
St. John to Boston $3.50
St. John to Portland 3.00
State Rooms 1.00

Commencing December 1st.

Steel Steamship CALVIN AUSTIN. Complete Wireless Telegraph Equipment

Leave St. John Thursdays at 9.00 a. m., for Eastport, Lubec, Portland and Boston.

Returning, leave Union Wharf, Boston at 9.00 a. m., and Portland at 5.00 p. m. for Lubec, Eastport and St. John.

City Ticket Office: 47 King Street.

L. R. THOMPSON, T. F. and P. A.
WM. G LEE, Agent, St John, N.B.

PICKFORD & BLACK LINE
ST. JOHN, N. B., TO DEMERARA.

S. S. Oruro sails Jan. 28 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

S. S. Lurlstan sails Feb. 9 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.

S. S. Ocamo sails Feb. 21 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

S. S. Sobo sails Mar. 5 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.

For passage and freight apply
WILLIAM THOMSON & CO. Agents.
St. John. N. B.

MANCHESTER LINERS

From Manchester		From St. John
———	Man. Spinner	Jan. 28
Jan. 15	Man. Corporation	Feb. 11
Jan. 20	Man. Engineer	Feb. 25
Jan. 28	Man. Importer	———
Feb. 4	Man. Shipper	Mar. 11
———	Man. Corporation	Feb. 4
———	Man. Engineer	Feb. 18

And weekly from Manchester thereafter.

—Steamers take cargo for Philadelphia only.

WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

HAVANA DIRECT

Steamer February 15.
Steamer March 15.
And Monthly Thereafter.

WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

Furness Line

From London	Steamer	From St. John
Jan. 6	Shenandoah	Jan. 21
Jan. 17	Rappahannock	Feb. 4
Jan. 31	Kanawha	Feb. 18
Feb. 14	Shenandoah	Mar 4
Feb. 28	Rappahannock	Mar 18

and fortnightly thereafter, dates subject to change.

Steamers have accommodation for a limited number of saloon passengers.

WM. THOMSON & CO.

—THE—
International Railway
Now Open For Traffic

Uniting CAMPBELLTON, at head of navigation on Baie Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonards, connection is made with the CANADIAN PACIFIC RAILWAY for EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, ANDOVER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and RESTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMPBELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMPBELLTON and ST. LEONARDS, and, in addition to the ordinary freight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.

The International Railway Company of New Brunswick
January 3, 1911.

SHIPPING FINANCE

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Jan. 23.—HAY—The local hay trade is quiet, as local buyers are fairly well supplied. Advices from abroad and American centres are discouraging, and there is very little business doing for export account. No. 1 choice, $11.50 to $12; extra No. 2, $10.50 to $11; ordinary No. 2, $9 to $9.50; clover mixed, $7.50 to $8; clover, $6.50 to $7, car lots.

POTATOES—A fair trade is passing in potatoes and prices are steady. Sales of car lots of Green Mountain stock were made at 82 1-2 cents, and in a jobbing was at $1.00 per bag.

OATS—Canadian Western No. 2, 40 1-2 to 41 cents car lots ex store; extra No. 1 feed, 39 1-2 to 40 cents; No. 3, 39 to 39 1-2 cents; No. 2 local white, 38 1-4 to 38 1-2 cents; No. 3 local white, 37 1-4 to 37 1-2 cents; No. 4 local white, 36 1-4 to 36 1-2 cents.

FLOUR—Manitoba spring wheat patents firsts, $5.60; seconds, $5.10; winter wheat patents, $4.75 to $5.00; strong bakers, $4.90; straight roller, $4.35 to $4.50; in bags, $2 to $2.10.

FEED—Barley, car lots ex store 49 cents to 50 cents; corn American No. 3 yellow, 57 to 57 1-2 cents; bran, Ontario, $19 to $20; Manitoba, $18 to $19; middlings Ontario, $22 to $22.50; shorts, Manitoba, $21 to $22; mouille, $25 to $30.

EGGS—Selected, 30 cents; fresh, 35 cents; No. 1 stock, 27 cents; No. 2, 23 to 25 cents.

CHEESE—Westerns, 11 5-8 to 12 1-4 easterns, 11 1-4 to 11 5-8 cents.

BUTTER—Choicest, 25 1-4, to 25 1-2 cents; seconds, 23 1-2 to 25 cents.

DAVE RUSSELL ASKS $50,000 MORE

Montreal, Jan. 23.—At noon today a second writ was secured at the instance of David Russell upon the officials of the Pinkerton Detective Agency. The first writ was served by Mr. Russell's lawyers, Messrs Hickson & Campbell, Saturday morning, claiming $200,000 damages for alleged actions on the part of that detective agency. The suit entered today claims additional damages of $50,000 for breach of contract. The plaintiff claims in addition, the return of $2,000 paid by him to the Pinkertons.

The plaintiff's declaration, served with the suit, sets forth the claims of Mr. Russell in interesting detail. In effect it is much the same as his declaration in the $200,000 case. The suit is taken against William Pinkerton, of Chicago, Allan Pinkerton, of New York; John W. McNamara, who is made a party to the first suit, is not included in this one, though according to the plaintiff's declaration, the most of Mr. Russell's business with the agency was done through Mr. McNamara.

MONTREAL AND BOSTON CURB SALES.

By direct private wires to J. C. Mackintosh & Co.

	Bid.	Ask.
East Butte	12½	5/8
North Butte	28	28¼
Lake Copper	33½	34
Boston Ely	95	98
Chino	21⅜	5/8
U. S. Mining	35½	36
Davis	1½	5/8
Granby	35	36
Isle Royale	13¾	14¼
Nevada	18¼	19

Montreal Sales.

Morning—La Rose, 200 at 4.70, 300 at 4.71, 75 at 4.75; Hillcrest, 10 at 52 1-4, 65 at 52 1-2, 50 at 53; Can. Power Bonds, 500 at 79 1-2.

Afternoon—LaRose, 500 at 4.70, 50 at 4.72, 200 at 4.70; W. C. Power Bonds, 10,000 at 85 1-4.

Ideal Vacation
—AT—
Low Cost $70 - $95

by first class steamers "BORNU" and "SOKOTO" of Elder, Dempster Line, to NASSAU, HAVANA, MEXICO. Round trip about 40 days in Tropical Weather. Next sailings from Halifax about February 6th and from St. John February 4th.

For further information apply to
WM. THOMSON & CO., 22 King St.

Dominion Atlantic Ry.

S. S. Yarmouth leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West, returning arrives at 5.30 p. m., Sundays excepted.

A. C. CURRIE, Agent.

CANADIAN PACIFIC
St. John to Montreal
WEEK DAYS AND SUNDAYS

THE SHORT ROUTE FROM HALIFAX AND ALL POINTS IN THE Maritime Provinces TO MONTREAL AND WEST

W. B. HOWARD, D.P.A., C.P.R., ST. JOHN, N. B.

NEW YORK STOCK MARKET

(Quotations Furnished by Private, 111 Prince Wm. Street, St. John, N. B., (Chubb's Corner.) Members of Montreal Stock Exchange

	Shares sold	P'vious	High	Low	Close
Amalg Copper	2500	64⅜	64⅝	63½	63⅝
Am. Beet Sugar	1400	41½	41	40½	40¾
Am. Car and Fdry	1000	53	53⅜	53	53¼
Am. Steel Foundries	200	46½	46	46	46
Am. Cotton Oil	300	59	59	59	59
Am. Loco	....	40⅛	39¾	39¾	39¾
Am. Sm. and Ref.	5200	78¼	78¾	77½	77¾
Am. Copper	2600	39¼	39¾	39⅛	39¼
Am. Sugar	300	.....	116⅝	116	116
Am. Tel and Tele	900	143½	143¾	143⅜	143½
Atchison	5600	104	104¾	103⅞	104
Balt. and Ohio	800	.....	107⅜	106½	107¼
B. R. T.	4500	77⅛	77½	76½	76⅝
Can. Pac. Rail.	5200	207⅝	209	208	208
Ches. and Ohio	2600	83	84	82⅝	83¼
Chi. and St. Paul	9400	127¾	129	127	127½
Chic. and North West	600	.....	146½	146	146¼
Col. Fuel and Iron	1700	34¼	35¼	34¼	34⅝
Con. Gas	14900	143	143⅛	141⅞	141⅞
Del. and Hud	400	167	167⅛	167⅛	167⅛
Denver and Rio Grande	200	31	31	31	31
Erie	1300	28½	28⅞	28¼	28¼
General Electric	200	.....	151	151	151
Gr. Nor. Pfd	3100	126¼	126⅝	126	126
Gr. Nor. Ore	....	60	60⅛	59	59
Illinois Central	600	135¾	136⅝	135¾	135¾
Int. Met	800	.....	19⅛	18⅜	18½
Louis. and Nash	300	144½	144½	143⅜	143⅜
Nevada Con	....	.....	18⅞	18¾	18⅞
Kan. City South	200	33	33⅛	33⅛	33⅛
Miss. Kan. and Texas	900	35	35⅛	35⅛	35⅛
Miss. Pacific	2700	51¼	50¾	49¾	50
National Lead	700	57⅞	57⅞	57⅛	57⅛
Lehigh Valley	....	178⅜	178¾	176⅞	177
N. Y. Central	2200	111⅛	111¾	110¾	110¾
N. Y., Ont. and West	600	41¼	42⅛	41⅞	41⅞
Nor. Pac.	8000	119	120	118½	118¾
Nor. and West	4500	105⅝	106¼	105¼	105⅝
Pac. Mail	200	.....	26¾	26½	26½
Penn	4300	127	127⅝	126⅞	127
People's Gas	700	107¼	107	106¾	107
Pr. Steel Car	100	32⅜	32½	32½	32½
Pac. Tel. and Tele	3800	52	53½	51¾	53½
Reading	53200	157⅛	157⅞	155	155½
Rep. Ir. and Steel	400	32½	32½	32½	32½
Rock Island	5600	31¾	32¼	31½	31⅝
Southern Pac	9600	117¾	118⅞	117⅞	118
Soo	100	.....	137⅝	137⅝	137⅝
Southern Railway	500	27¾	28	27⅞	28
Utah Copper	2100	46	46¾	45¼	45¼
Union Pacific	50700	176⅛	177	174¾	175⅛
U. S. Rubber	100	37½	37½	37⅛	37⅛
U. S. Steel	44600	77⅛	78⅜	76⅞	77
U. S. Steel Pfd	600	118⅞	119¼	118⅞	119
Virginia Chem	1300	64½	64¾	64¼	64½
Western Union	700	75	74⅝	74½	74½

Total sales—579,200.

Mercantile Marine

DAILY ALMANAC.

Tuesday, Jan. 24, 1911.

Sun rises	7.59 a. m.
Sun sets	5.13 p. m.
High water	7.13 a. m
Low water	1.28 p. m

Atlantic standard time.

PORT OF ST. JOHN.

Arrived—Jan. 23.

Str Hesperian, 6124, Main, from Liverpool, via Halifax, Wm Thomson and Co, pass and mdse.

Str Bray Head, 1954, Campbell, from Sydney, NS, Wm Thomson and Co, bal.

Str Manchester Spinner, 2760, Payne from Philadelphia, Wm Thomson and Co, cotton, etc.

Schr Two Sisters, 85, Clark, from Cutler, Me, returned to this port for repairs having been ashore near Cutler, Me, while on the passage from this port for Quincy Mass, (See shipping note below.)

Coastwise—Strs Brunswick, 72, Estabrooks, Wilson's Beach; Granville 49, Collins, Annapolis; Schrs Walter C. 18, Belding, Musquash and cld; Margaret, Simmonds, St George.

Sailed—Jan. 23.

Str Shenandoah, 2492, Trinick, for London via Halifax.

Dominion Ports.

Parrsboro, N. S., Jan. 23.—Ard. Schrs. E. Mayfield, Merriam, St. John, with merchandise; Grace Darling, Faulkner, Calais, and will lay up.

Cleared—Tern schr. Lucille, Randall, Calais, with coal.

Halifax, Jan 22—Arrived—Str Dominion, from Liverpool.

British Ports.

Bermuda, Jan 21.—Sailed—Str Oruro, Bale, for St John.

Foreign Ports.

Portsmouth, NH, Jan 22.—Sailed—Schr Silver Leaf, for St John.

Las Palmas, Jan 21.—Sailed—Str Pandosia, Wright, from Cardiff for Rio Janeiro.

Rotterdam, Jan 23.—Arrived—Str Tribia, Starratt, from Rio Janeiro for Buenos Ayres.

Buenos Ayres, Jan 22.—Arrived—Str Sellasia, Chandler, from Antwerp.

Reports and Disasters.

Rockland, Me, Jan 20.—The British schooner Greta reported ashore at Cross island while on the voyage from St John NB to Pawtucket, was towed here this afternoon by the tug Betsy Ross which had pulled her off the rocks earlier in the day. The deck load of shingles which the Greta carried will be discharged and repairs made before the schooner continues to her destination—Pawtucket.

Halifax, Jan 21—In reference to the Nova Scotia schooner H J Logan from Port Hawkesbury for New York (previously reported as having been abandoned at sea) word has been received in the city from Belfast, Ire, that the steamer Lord Charlemont reported having at 5 pm on Dec 25 in lat 42.18 N, lon 48.21 W, passed the schr H J Logan; she had been abandoned with loss of rudder. At that time the str Kenley, of London was standing by to take her in tow for St John's Nfld.

Shipping Notes.

Str Manchester Spinner, Capt Payne arrived in port yesterday from Philadelphia with about 500 bales of raw cotton for the York and Cornwall cotton mills. The steamer will load a general cargo here for Manchester.

The amount of coasting schooners laid up at this port this winter is not as large as former years. Many of the three masted vessels have gone south and are doing well in the southern trade and a large number of those owned and managed here are still in commission.

Battle Line str Trebia, Capt Starratt, arrived at Rotterdam yesterday from Rio Janeiro and will load for Buenos Ayres.

Battle liner Sellasia, Capt Chandler, arrived at Buenos Ayres last Sunday from Antwerp.

Head Line str Bray Head, Capt Campbell, arrived in port yesterday morning from Sydney NS to take on board a cargo for Belfast.

Pickford and Black West India Line str Oruro, Capt Bale, left Bermuda last Saturday morning at 7 o'clock for St John and should be due here this afternoon. She has on board about 1,000 tons of raw sugar for the west which will be landed on the West Side.

Str Manchester Corporation is due at Halifax today from Manchester, G B, and will be here the last of the week with a gen cargo.

Furness Line str Shenandoah, Capt Trinick, left this port last night for London via Halifax with a gen cargo.

Annapolis, Jan. 24.—The tern schooner King Josiah, Captain Merriam, arived on Saturday the 14th, from Boston, with fertilizer for J. H. Edwards.

Schooner Eddie Theriault, Captain Theriault, sailed from this port Friday for Savannah.

Schooner Bluenose, Captain McNamara, arived on Saturday, the 14th inst., from Boston with fertilizer, and sailed Saturday, 21st, for Clementsport, to load for Boston.

Bark Nebo, Captain Christiansen, with lumber from this port for Buenos Ayres, which has been laying off port Wade at anchor for over a week, sailed on Saturday last.

Schooners C. W. Mills, for Cardenas and Albert D. Mills, for Cienfuegos, cleared from Pascagoula on the 16th inst.

The two schooners which have been laying at anchor off Port Wade lumber laden for the West Indies, were towed to sea on Saturday last.

Barkentine Ethel Clarke, Captain Morrell, arived at Gulfport from Tampa, January 8th.

The Br schr Two Sisters, 85 tons register in command of Capt Clark before reported ashore near Cutler, Maine, returned to this port from that place yesterday. The Sisters was bound to Quincy, Mass, from this port with a cargo of lumber when the accident happened. Her deck load was discharged before she could be floated when she was taken into Cutler, Me, where a survey was held on the vessel when it was recommended that the vessel proceed to St John for repairs. She is now in the Market Slip. After repairs are made here the vessel will proceed to Cutler, Me and reload deckload and sail for destination—Quincy, Mass.

VESSELS BOUND TO ST. JOHN.

Steamers.

Coaling, from Barry, Jan 7.
Mount Temple from Antwerp, Jan. 11.
Kastalia from Glasgow Jan. 14.
Manchester Corporation from Manchester, Jan. 14.
Rappahannock from London Jan. 18.
Montreal, from London, Jan. 19.
Sardinian from London Jan. 19.
Corsican, from Liverpool, Jan 20.
Saturnia from Glasgow, Jan. 21.
Oruro, from Bermuda, Jan 21.
Bornu from Newport News, Jan 23.

ADVANCE IN ALL LONDON MARKETS

New York, N. Y., Jan. 23.—Two well defined movements of diverse character today gave the stock market a nervous and unsteady tone. Following the general advance in London, the local market opened strong and buoyant, with gains which in some cases carried stocks to new high points for the year, but before midday this position was reversed. A selling movement, which gathered considerable volume, met with little resistance until all the morning's gains were marked off and prices in many instances stood at a figure below that of Saturday's close. Buying at the bottom steadied the market somewhat and during the remainder of the day, trading was dull at prices slightly above the lowest.

United States Steel was made the pivot of bull operations in the morning, on a revival of reports of trade improvements, especially in connection with the advance in steel and other products. This was accepted as proof that certain branches of steel and iron industry were in a much better technical position than had been generally supposed and the sympathetic influence of the advance was felt by the entire list. Later United States Steel was used effectively as the centre of operations in a bear movement, when word came from Washington that a resolution contemplating an inquiry into the Steel corporation's affairs was receiving consideration in the House. Word that no action had been taken on the resolution helped to steady prices in the late trading.

Interborough-Metropolitan was weak throughout the trading because of the latest competitive offer for the construction of subways and Consolidated Gas was affected adversely by its annual report, showing earnings somewhat below expectations. While little doubt is expressed that tomorrow's offerings of city bonds will be successful, traders showed some inclination to keep down their commitments until the outcome is known. December reports of the Lehigh Valley and the Pittsburg, Cincinnati, Chicago and St. Louis railroads, showing further substantial decreases in net earnings, also exercised a depressing influence, while reports of an impending decision in the Union Pacific-Southern Pacific merger case were used to sell these shares.

Much shifting of loans occurred in the money markets today, incidental to the city bond issues, but these operations found little reflection in local monetary conditions, which remained extremely easy. A better inquiry for 60 and 90 day loans was reported, with no change in rates. Foreign exchange was firm demand sterling advance 10 to 15 points. London sold stocks here at the opening, but bought moderately on the later decline. The Bank of England acquired $1,500,000 of the $2,500,000 South African gold received in London, India taking the remainder. Contrary to expectation, Germany made no bid for the metal.

Grain receipts at Chicago showed a considerable increase over the previous week, and the movement of other foodstuffs was well diversified. The government's report of cotton ginned from the growth this season to Jan. 16, placed the amount at 11,254,000 bales, compared with 9,792,000 bales to the corresponding period last year.

Bonds were steady. Total sales, par values, $3,316,000. United States government threes advanced ¼ on call.

CHICAGO GRAIN AND PRODUCE MARKETS.

By Direct Private Wires to J. C. Mackintosh and Co.

Range Of Prices.

Wheat.			
May	99⅝	98¼	98¼
July	95⅝	94¾	95½
Sept	94	93	93¾
Corn.			
May	50	49⅝	50
July	51	50¾	51
Sept.	51⅞	51⅜	51⅞
Oats.			
May	34⅝	34½	34⅝
July	34½	34⅜	34½
Sept	33½	33¼	33⅜
Pork			
Jan	20.67	20.12	20.62
May	18.50	18.30	18.45
July	18.00	17.90	18.05

Cash Corn—45¾.

NEW YORK COTTON MARKET.

By direct private wires ot J. C. Mackintosh & Co.

Jan	14.70	50 53	54
March	14.85	67 69	70
May	15.05	14.86 88	89
June	14.98	90 88	90
July	15.01	14.88 90	91
Aug	14.65	56 57	59
Oct	13.39	30 34	35

Spot—14.75.

LIST OF VESSELS IN PORT.

Steamers.

Bray Head, 1954, Wm Thomson and Co.
Bengore Head, 1619, Wm. Thomson & Co.
Hesperian, 6124, Wm Thomson and Co.
Lenctra, 1949, Wm Thomson and Co.
Manchester Spinner, 2760, Wm Thomson and Co.

Barks.

Hector, 491, A W Adams.

Schooners.

Eva C., 250, A. W. Adams.
Harry Miller, 246, A. W. Adams.
Harold J. McCarthy, 251, J. W. Smith.
Ida M Barton, 102, J W McAlary.
Nettie Shipman, 287, A W Adams.
Orozimbo, 121, A. W. Adams.
Peter C. Schultz, 373, A. W. Adams.
Peerless, 278, R. C. Elkin.
R Bowers, 373, R C Elkin.
Tay, 124, P. McIntyre.
T. W Cooper, 150, A W Adams.
W E and W L Tuck, 395, J A Gregory.
W. S. M. Bentley, 364, J. W. Smith.

THE MARITIME FINANCIAL CALENDAR

Has been compiled for the benefit of those who are interested in the Banking, Financial, and large Commercial Institutions of the Dominion of Canada, as well as Foreign Enterprises in which Canadian Capital is invested.

Giving a Summary of Information

regarding Banks and Joint Stock Companies, names of directors, dates of annual meeting—authorized and subscribed capital—Bond Issues—dates of payment of Dividends; as well as interesting data concerning the Maritime Provinces in relation to Canadian Finance—Trustee Bonds—Government Bonds and Stocks—Revenue Tables of Dividends from 2 p. c. to 10 p. c. The "Maritime Financial Calendar" will be mailed on request.

J. C. MACKINTOSH & CO.
ESTABLISHED 1873. H. H. SMITH, Mgr.
Members Montreal Stock Exchange. Direct Private Wires.
Telephone, Main 2329.
111 Prince Wm. Street, - (Chubb's Corner)
HALIFAX, MONTREAL, ST. JOHN.

Over $2,000,000 in Profits
HAS BEEN ALLOTTED IN 1910 TO POLICYHOLDERS BY THE
CANADA LIFE

The increase in SURPLUS for 1909 amounted to $1,200,000, the greatest gain in the Company's history.

The large increase in Surplus each year is the best evidence that Canada Life Policies will continue to be profitable.

J. M. QUEEN, Manager for New Brunswick, St. John, N. B.

Fire, Motor Car and Motor Boat
INSURANCE
JARVIS & WHITTAKER, General Agents, 74 Prince Wm. St

MONTREAL

Morning Sales.

Canadian Pacific Railway, 125 @ 208 3-4, 75 @ 208 1-2,, 10 @ 208 7-8, 100 @ 208 1-2.
Cement Pfd., 130 @ 87 1-2, 50 @ 87 1-4, 1 @ 87, 45 @ 87 1-2.
Crown Reserve, 1200 @ 242, 500 @ 244, 200 @ 245.
Dominion Steel Corporation, 310 @ 56.
Dominion Iron Pfd., 25 @ 101 1-2.
Detroit United, 250 @ 71, 50@71 1-4 75 @ 71 1-8, 60 @ 71 1-4, 60 @ 71, 10 @ 71 1-4, 125 @ 71.
Mexican Power, 25 @ 85 7-8.
Montreal Street Bonds, 100 @ 100.
Nova Scotia Steel, 45 @ 88.
Ogilvie Com., 40 @ 131.
Ogilvie Pfd., 1 @ 125.
Quebec Bonds, 4000 @ 85 1-2, 2000 @ 85 5-8, 10,000 @ 85 1-2.
Rich. and Ontario, 10 @ 96 1-2, 25 @ 96.
Rio, 25 @ 103 1-2, 3 @ 103 1-2, 43 @ 103 3-4.
Rubber, 10 @ 96.
Soo, 10 @ 137 3-8, 50 @ 137.
Textile Bonds "A" 2500 @ 96, "B" 2500 @ 100, "C" 3000 @ 99 1-4.
Toronto Railway, 98 @ 126 1-2, 3 @ 127, 180 @ 126 1-2, 25 @ 126 1-4, 75 @ 126.
Twin City, 25 @ 110, 18 @ 110 1-4.
Winnipeg Electric, 25 @ 190.
Bank of Montreal, 6 @ 250 1-2, 30 @ 250.
Bank of Nova Scotia, 5 @ 277.

Afternoon Sales.

Bell Telephone, 8 @ 144.
Canadian Pacific Railway, 18 @ 208 1-2.
Cement, 60 @ 22 1-2, 10 @ 22.
Cement Pfd., 5 @ 87 1-2, 25 @ 87 3-8 95 @ 87 1-4, 25 @ 87.
Crown Reserve, 200 @ 245.
Dominion Steel Corporation, 50 @ 56, 5 @ 56 1-4, 25 @ 56, 50 @ 56 1-8, 1 @ 56 1-2.
Detroit United, 130 @ 71, 50 @ 70 3-4, 10 @ 71, 8 @ 70 3-4, 25 @ 70 7-8, 10 @ 71, 25 @ 70 3-4.
Illinois Pdf., 28 @ 95.
Montreal Power, 25 @ 148 1-8.
Nova Scotia Steel, Pfd., 5 @ 122 1-2
Ogilvie, 50 @ 130 1-2, 20 @ 130.
Quebec Bonds, 6000 @ 85 5-8.
Rich and Ontario, 75 @ 96 1-2.
Rio, 25 @ 104.
Rubber, 25 @ 99.
Toronto Railway, 50 @ 126 1-4, 25 @ 126.
Bank of Nova Scotia, 2 @ 277.
Royal Bank of Canada, 7 @ 229.

MONTREAL STOCK EXCHANGE

By direct private wires to J. C. Mackintosh & Co.

Asbestos Com.	14	10
Bell Telephone	.....	144
Can. Pac. Rail.	208¼	208
Can. Converters	40	39½
Cement Com.	22½	22
Cement Pfd.	87¼	87
Can. Rub. Com.	.....	99
Crown Reserve	245	242
Detroit United	71	70¾
Dom. Tex. Com.	63	62
Dom. Steel Corp.	56¼	56
Dom. I. and S. Pfd.	102	101½
Duluth Superior	83	81½
Hal. Elec. Tram.	140	135
Illinois Trac. Pfd.	93½	93
Lake Woods Com.	142	141
St. Paul SS Marie	137½	137¼
Mexican	86	85½
Rio Com.	103¾	103¾
Mont. St. Rail.	224	222
Mont. H. and P.	148⅛	148
Mackay Com.	93	92
N. S. S. and C. Com.	88½	88
New Que. Com.	61½	60¾
Ogilvie Com.	130	129½
Penman	60¾	60½
Rich. and Ont. Nav.	96½	96⅜
Shawinigan	110	109½
Tor. St. Rail.	126¼	125⅞
Twin City Rpd. Trst.	109¾	109½

Banks.

Commerce	214	.....
Eastern Townships	180	175
Molson's	210	205
Merchants	.....	185½
Nova Scotia	.....	277
Royal	239	238
Union of Canada	.....	150

CLOSING STOCK LETTER.

By direct private wires to J. C. Mackintosh & Co.

New York, Jan. 23.—After a very strong opening and unwonted activity during the first hours trading, which showed advances of from one to two points in the active issues, today's stock market developed a greater degree of weakness than had been observed for some weeks past. The primary cause of the reaction, perhaps was a decline in the Interboro Met. issues, presumably because of the new offer submitted to the city to build and operate the projected subways by a local contracting firm. While it was the opinion of many people that this new proposition would not be accepted the sentimental effect on the Interboro issues was nevertheless very adverse. The reaction also started a number of other unfavorable rumors, one to the effect that a decision would be handed down by the Supreme Court against the present control of the Harriman roads.

Other factors of influence were small stock exchange failure and a resolution introduced in the house at Washington providing for a sweeping investigation of the so-called Steel Trust, accompanied by a scathing attack on the validity of the corporations absorption of the Tenn. Coal and Iron Co. Under the weight of these influences prices declined from one to two points and showed little rallying power. While such a reaction usually, is logical and in large degree desirable, it has nevertheless tended to shake the faith of some of the weak-kneed bulls and the general inclination was to await the result of tomorrow's N. Y. City bond sale before taking any decided stand. All things considered, however, there seems to be no reason to expect anything worse than a temporary setback at this time.

LAIDLAW & CO.

CLOSING COTTON LETTER.

By direct private wires to J. C. J. C. Mackintosh & Co.

New York, Jan. 23.—The census bureau this morning estimated the amount of cotton ginned to Jan. 16th as 11,254,115 bales, or 169,600 for the period. In the minds of a majority of the members of the exchange the estimates of a crop of 11½ million bales which were popular a month ago, must, upon the basis of this morning's figures, be definitely abandoned. Heavy commission house liquidation was in evidence through the day, and while these offerings were absorbed in a rather impressive manner there has been undoubtedly a considerable falling away from the bull ranks by people who predicted their belief in higher prices upon a maximum crop of 11½ million bales. The chances are that later estimates will further increase the figures of the indicated crop, because there has been no shrinkage of the movement of the staple to the primary markets in anything like the degree predicted by the bull leaders. This interest professed to be little impressed by today's exhibit and asserted that difference of 200,000 or 300,000 bales would cut little figure in the final price adjustment which would be governed by trade conditions. The curtailment by the mills in conjunction with small mercantile stocks of cotton goods through the country will merely hasten a revival of the demand for the manufactured material. As to the market the further elimination of speculative accounts conducted to a greater dullness and narrowness, and the prospect for speculative profits on either side appears to have become further minimized.

JUDSON & CO.

UNION PACIFIC.

By direct private wires to J. C. Mackintosh & Co.

Paris, Jan. 23.—Union Pacific will be listed on the Bourse here next month. The negotiations for the listing of Amal. Copper are making good progress.

DOW JONES & CO.