

WORLD OF FINANCE

BANKS CALL ON BROKERS TO ADD TO COLLATERAL

Disturbed conditions responsible for request that loans should generally be strengthened.

New York, Oct. 26.—Many of the banks have recently called upon brokers to strengthen their loans by depositing increased collateral, and in some cases this has been a condition precedent to a reduction of the interest rate. Brokers at exchanges in this city are responding to the banks' proposals, but in a few cases it has been difficult to supply additional securities, and the borrowers in such instances have contended that the demand for more collateral is practically equivalent to recognition of the decline in prices of stocks on the curb. The banks deny this, and intimate that what they are doing is a necessary preliminary to the opening of the exchange, as the sooner accounts are put in strong condition the earlier will be the date at which business can be resumed.

CARE AND USE OF FARM MACHINERY

Interesting facts brought to light by Conservation Commission as result of Western investigation.

Recent investigations by the Conservation Commission reveal some very interesting facts regarding the effect of care, or neglect, as the case may be, upon the life of machinery on the farm. Between 50 and 95 farms divided into three districts, were visited in each of the provinces of Manitoba, Saskatchewan and Alberta. In Saskatchewan, out of 94 farms visited by the commission representatives, 76 have all of their implements out of doors. On 73 of the farms, there were no implement sheds of any description. On 21 of the farms sheds large enough to contain a part of the implements were found, in most cases this being only a buggy or a democrat, but not one single farm was found with a complete shed. In Manitoba only 14 out of 84 keep their machinery under cover during winter, while 44 claim to keep a part of it inside. On 34 of the Manitoba farms no provision whatever is made for protecting implements. In the three districts visited in Alberta, mixed farming is carried on extensively, making more barn room available, so that implements are more likely to be protected, but even here, 37 out of the 92 visited leave all machinery out of doors.

In one district in Ontario where 40 farms were visited, every man housed his implements during winter, although none of these men do any painting. In the Ontario district visited where the implements are housed, the average life of the binder was found to be between 16 and 17 years. Many binders were seen which were in good running order after cutting 20 seasons' crops.

In Saskatchewan and Manitoba, where so much of the machinery is left out of doors, the average life of the binder is given by the farmers as about 7 years, which is less than half that of the binder protected from the weather. Many binders do not last as long as seven years. One farmer near Moosomin, Sask., who, after 12 years, was retiring from the farm, held an auction sale. His binder after cutting 12 crops sold for \$80, or 50 per cent. of the original cost, and his other machinery at proportionately high prices. It had all been well housed and the necessary painting and repairing had been done to keep it in good order. On a neighboring farm a binder which had cut only three crops, but which had been neglected and had stood out of doors, was being relegated to the scrap heap and a new one was being purchased.

An implement shed costs money, but if its use will double or triple the length of time the machinery will last, it is a good investment. Farmers often say that they cannot afford to build a shed. The truth is, they really can not afford to be without one. Apart from the additional power necessary for operation, the depreciation on unhusbed machinery on the average sized farm is so great as to amount to much more than cost and upkeep of an implement shed. The binder works for only a short time during the year, while machinery in a shop works the whole year through and lasts proportionately many times longer. It is simply a matter of care. The life of a machine extends in direct ratio to the care it receives, and above and beyond will shorten the life of any machine. The manufacturer is not responsible for the care of the machinery after it is sold. This rests entirely with the farmer, and as

WHEAT OUTGO MAY RESULT IN HIGHER PRICE

Remarkable records being made in New York for export shipments of wheat—Upward turn looked for

New York, Oct. 26.—Remarkable records are being made in the outgoing wheat movement. Sales on an average of 2,000,000 bushels a day, in all positions, during the first half of the current week, are expected to strengthen the views of those who look for recovery from the decline of the earlier upward swing. It is not believed that the large traders are carrying much long wheat. They are expected to return to the market sooner or later, and the advice which many brokers are giving their customers is to take advantage of declines. Back of the whole situation is the necessity of Europe's coming to the American market, and that means largely the United States.

Reports from the winter wheat belt show there is still some seeding to be done, but that wherever the wheat is up it presents the appearance of having a good start. There are no large dry areas in the Southwest, where the winds might blow the seed, as was the case two years ago. By Nov. 1 the United States will have not far from 40,000,000 acres in winter wheat.

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Oct. 26.—CORN—American No. 2 yellow, 81¢ @ 82¢.
OATS—Canadian western, No. 2, 58¢; No. 3, 57¢ @ 58¢; extra No. 1 feed, 56¢ @ 57¢.

CHICAGO PRODUCE

Chicago, Oct. 26.—WHEAT—No. 2 red, 1.14-1.3 @ 1.15; No. 2 hard, 1.14-1.8 @ 1.15.
CORN—No. 2 yellow, 74¢ @ 74½¢; No. 3 yellow, 73¢ @ 74¢.
OATS—No. 3, white, 47½¢; standard, 49¢ @ 50¢.
RYE—No. 2, 94¢ @ 95¢.
BARLEY—59¢ @ 78¢.
TIMOTHY—40¢ @ 5.00.
CLOVER—11.00 @ 14.00.
POPKORN—16.70.
LARD—10.62.
RIBS—10.25 @ 11.25.

WINNIPEG WHEAT

Dec. wheat—115¢.
Oct. wheat—115¢.
May wheat—121¢.
Oct. Oats—54 7-8.

Clifton, Oct. 26.—Mr. and Mrs. Wm. E. Flewelling and son Master Alton Flewelling, of Rothesay, were the guests of Mrs. Gilbert Wetmore for the past week.

TRADING ON THE TORONTO EXCHANGE

Toronto, Oct. 26.—Today saw the inauguration of cash trading at a minimum price in practically the entire list of the Toronto Stock Exchange. Up to today trading had been confined to inter-listed stocks. It was stated officially today that the result of the innovation was satisfactory, and that a number of trades had been put through.

CLIFTON NEWS

Clifton, Oct. 24.—Mr. and Mrs. Wm. E. Flewelling and son Master Alton Flewelling, of Rothesay, were the guests of Mrs. Gilbert Wetmore for the past week.

The people of this vicinity were very fortunate this season in getting their grain thrashed, there being three machines around, that of C. B. Macfarland of Glenn, Maryland; George Kingsley of Walton, Lake, and Edgar Shampier of Kingston.

The farmers have about all their crops gathered in, all being an excellent crop. Oats and potatoes especially.

LONDON TRADING LIGHT AND TONE MORE CHEERFUL

Possibility of big military order for heavy boots strengthens rubber price on market.

London, Oct. 24.—The attendance of brokers in the street today was small and trading came to an end at noon. Sentiment, however, was cheerful. Home railway securities were dull. A firm note was noted in Canadian Pacific which were quoted at 155½. There was a fresh drop in Argentine rails on fears of suspension of dividends.

Rubber shares were firmer on expectations that a large supply of boots made partly of rubber would be manufactured for the troops for winter campaigning.

QUOTATIONS ON CHICAGO MARKET

	Wheat	Corn	Oats	Pork	Lard
May	122	70-74	53-58	1897	1002
Dec.	117-12	68-73	50-58	1897	992

Dr. and Mrs. Macfarland of St. John moved to their residence at this place on Wednesday, where the doctor will practice.

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Mrs. E. H. Merritt, who has been spending some time at Queenstown, the guest of her sister, Mrs. S. L. Peters, returned to St. John on Monday.

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World's Shipping News

MINIATURE ALMANAC

October Phases of the Moon.
Full moon . . . 4th 1h 59m a.m.
Last quarter . . 12th 5h 33m p.m.
New moon . . . 19th 2h 33m a.m.
First quarter . . 25th 9h 44m p.m.

TOTAL WRECK

Schooner Lady of Avon, Capt. Steele, before reported ashore at Turk's Island, is a total loss. The wreck will be sold.

PILOT SCHOONER DISMASTED

Chatham World: On Thursday morning, the pilot schooner Senator Snowball, Capt. George Sutton, was reaching up over the Horseshoe, with a northerly gale blowing, instead of anchor at Burnt Church for shelter, she was dismasted. The mainmast head snapped off and the foremast went overboard. It was near the upper Horseshoe buoy, the schooner anchored, and the crew saved the sails and gear. A gasoline boat towed the wrecked schooner in next day.

PORTLAND SHIPPING

Portland, Me., Oct. 26.—In spite of the depression in the trans-Atlantic steamer business caused by the war the White Star-Dominion Line will maintain an excellent service the coming winter at least, as will be seen from the schedule of sailings for the opening month of the season. Two in the list are strangers at this port, the Celtic and Georgic, both having been running for years in the White Star service between New York and Liverpool.

NOTICE TO MARINERS

Portland, Oct. 26.—Grand Manan Channel, Me.—Pope's Folly Ledge Buoy, 2nd class, class, reported drifted out of position October 25, will be replaced as soon as practicable. Seacoast of Maine—Witch Rock Gas Buoy, 2, relighted October 23, having been found extinguished. Old Anthony Gas and Whistling Buoy, 2, reported extinguished October 23, will be relighted as soon as practicable.

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McCurdy Building, Halifax

PORT OF ST. JOHN, N. B.

Sailed Monday, Oct. 25.
Stmr. Calvin Austin, Mitchell, Boston via Maine ports, A. E. Fleming.

DOMESTIC PORTS

Hawkebury, Oct. 23.—Passed south four-master Bertha L. Downs, Bathurst for New York.

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BRITISH PORTS

Botwood, Oct. 21.—Sld stmr Oritha, Lizard Head for orders.
Queensdown, Oct. 22.—Sld stmr Franconia, New York.
Manchester, Oct. 22.—Ard stmr Nancy Lee, Walle, Chatham.
London, Oct. 22.—Ard stmr Corinthian, Bamber, Quebec.
Brow Head, Oct. 22.—Passed stmr Montrose, Reid, New York for Queensdown.

FOREIGN PORTS

Perth Amboy, N. J., Oct. 25.—Ard schr Margaret May Riley, New York for Portmouth, N. H., Oct. 25.—Ard schr Helen G King, Perth Amboy for St. John, N. B.; William L. Elkins, New York for St. John, N. B.; Minnie Slauson, Port Reading for St. John, N. B.

Philadelphia, Oct. 24.—Ard schr A. & M. Carlisle, Hillsboro, N. B.; Charles A. Campbell, Bangor.
Oct. 24, schr Bluenose Tower, Amherst, N. S.; Arthur M. Gibson, Longville, St. John, N. B.; Wilfred M. Burke, Newark; Empress, Anderson, Perth Amboy, stmr Hartney, W. Watson, Baltimore.
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Portsmouth, Oct. 23.—Ard schr Helen G King, Perth Amboy for St. John, N. B.; Minnie Slauson, Port Reading for St. John, N. B.

New York, Oct. 25.—Ard schr Samuel B Hubbard, St. John, N. B.; Calvin P. Harris, Windsor, N. S., for Ellizabethport.

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STEAMSHIPS.

Memory will cherish no more delightful impression than your trip down the St. Lawrence by the Royal Line. Stop-over at Old Quebec—views of historical points—the pleasant 3 days' river sail is crowded with bright-colored pictures full of movement, interest and charm. Booklets—write 123 Hollis street, Halifax, N. S.

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RAILWAYS.

CANADIAN PACIFIC

DIRECT ROUTE MARITIME PROVINCES TO MONTREAL
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Only One Night on the Road.
"Imperial Limited"
Famous Transcontinental Express.
COAST TO COAST
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Unexcelled Dining Car Service.
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EASTERN STEAMSHIP CORPORATION

INTERNATIONAL LINE
Leaves St. John Mondays, Wednesdays and Fridays at nine a. m. for Lunenburg, Eastport, Portland and Boston. Returning leaves Central Wharf, Boston, nine a. m. Mondays, Wednesdays and Fridays for Portland, Eastport, Lunenburg and St. John.
MAINE STEAMSHIP LINE
\$3.00 Reduced Fare to New York Oct. 1st to April 30th.
Direct service between Portland and New York. Leaves Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays at 6.00 p. m. on and after Oct. 1st.
City Ticket Office, 47 King street
L. R. THOMPSON, T. F. and P. A.
B. E. PLEMMING, Agent, St. John, N. B.
C. B. KINGSTON, Com. Agt., Eastport, Me.

CRYSTAL STREAM S. S. CO.

(LTD.)
ST. JOHN-FREDERICTON ROUTE.
STMR. D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday, at 8.30 a. m., returning alternate days, leaving Fredericton at 7.50 a. m. The D. J. Purdy or Majestic can be chartered at any time for excursions or picnics.
ST. JOHN-WASHADEMOAK ROUTE.
STMR. MAJESTIC will sail from North End from Cole's Island and intermediate points every Tuesday, Thursday and Saturday at 10 a. m., returning alternate days, leaving Cole's Island at 6 a. m.
D. J. PURDY, Manager.

THE MARITIME STEAMSHIP CO.

(LIMITED)
Until further notice the E. S. Connors Bros. will run as follows:—
Leave St. John, N. B., Thorne Wharf and Warehouse Co., on Saturday, 7.30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews, Thursday at 8 a. m., Black Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.
AGENTS—Thorne Wharf and Warehouse Co., St. John, N. B.
Phone 77; manager, Lewis Connors, Black Harbor, N. B.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

STEAMER ELAINE

Leaves Indiantown, Old May Queen wharf, foot of Hammond street, every Wednesday and Saturday morning at 10 o'clock for Chipman and intermediate points. Returning leaves Chipman every Monday and Thursday at 8 a. m.
CAPT. R. H. WESTON, Manager.

MAJESTIC STEAMSHIP CO.

(FOR BELLEVILLE)
On and after Tuesday, October 20 steamship Champlin will leave St. John on Tuesday, Thursday and Saturday at 10 o'clock for Hatfield's Point and intermediate landings, returning will leave Hatfield's Point on alternate days, due in St. John at 1 p. m.
R. S. ORCHARD, Mgr.

PEA COAL

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OLD MINE SYDNEY SPRINGHILL RESERVE,
SCOTCH AND AMERICAN ANTHRACITE at Lowest Rates.

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Your Winter's Coal at Summer Prices. Scotch and American Anthracite, All Sizes.
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The Gold Dust Twins' Philosophy

WHEN young Miss Housewife first aspired, to build the home her mate desired, she dreamed of castles in the air, with never toil nor woe nor care. She half imagined, in a way, that keeping house was only "play."

Too soon the sordid side of life—the dust and grime and soot and strife—each one, in turn, reminded her, that little problems must occur. A part of thrif is in the knack of fighting dirt around you, back; of keeping constantly at work where dust and germs of illness lurk.

This housewife had her little cry, gave up—and scarcely knowing why. Then, from the sombre clouds of doubt, two rays of golden hope crept out. The Gold Dust Twins threw wide the door and entered, eager for a chore. They polished all the silverware, they scrubbed the bathroom and the stair. Each mirror soon was shining bright, the kettles shone with gleaming light, and all around, from pit to dome, they garrisoned up that little home.

Ah! Ye who feel that, once begun, a housewife's work is NEVER done, have cheer! The Gold Dust Twins make play of any task that comes their way. A mop—a cloth—a busy brush, and honestly it makes us blush, to think we ever played the drone by working in the house alone.

The Gold Dust Twins