

Bonds are Our Specialty

If you are BUYING or SELLING it is always advisable to see us. Many ATTRACTIVE ISSUES in our NEW YEAR OFFERINGS.

Eastern Securities Co., Ltd.
INVESTMENT BANKERS.
W. F. MAHON, Managing Director.
92 Prince William Street.
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.

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WM. G. LEE, Agent, St. John, N. B.

FICKFORD & BLACK LINE

ST. JOHN, N. B., TO DEMERARA.

S. S. Ocamo sails Jan. 4 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

S. S. Sobo sails Jan. 16 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.

S. S. Ororo sails Jan. 23 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

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

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

MANCHESTER LINERS

From St. John Dec. 11—Man. Importer . . . Jan. 7

Dec. 18—Man. Exchange . . . Jan. 14

Dec. 23—Man. Spinner . . . Jan. 19

Dec. 31—Man. Trader . . . Jan. 27

Jan. 6—Man. Commerce . . . Feb. 4

Jan. 20—Man. Corporation . . . Feb. 11

and weekly from Manchester thereafter.

Steamers * call at Philadelphia on passage to Manchester.

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

HAVANA DIRECT

Steamer January 15.

Steamer February 15.

And Monthly Thereafter.

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

N. B. Southern Railway

On and after SUNDAY, October 9, 1910, trains will run daily, Sunday excepted, as follows:

Lv. St. John, East Ferry . . . 7.30 a. m.

Lv. West St. John . . . 7.45 a. m.

Arr. St. Stephen . . . 12.30 p. m.

Lv. St. Stephen . . . 1.45 p. m.

Arr. St. John . . . 6.25 p. m.

M. H. McLEAN, President.

Atlantic Standard Time.

—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.

CANADIAN PACIFIC

St. John to Montreal

WEEK DAYS AND SUNDAYS

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

SHIPPING FINANCE

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Jan. 9.—The grain markets appear to be easing off a little in their quotations on wheat futures, but the difference so far is not sufficiently great to make any notable change in the value of the local breadstuffs prices, all of which are steady.

WHEAT—Ontario No. 2 winter wheat, 81 to 86 cents according to location; Manitoba No. 1 northern, 81 to 82; No. 2 northern, 81 to 82; No. 3 northern, 80 to 81; winter storage, 80 to 81; extra, 81 to 82.

OATS—Canada western No. 2, 38 to 39; No. 3 Canada western, 37 to 38; cents at lake ports for immediate shipment; Ontario No. 2 white, 32 to 33; cents outside; No. 3 white, 31 to 32; cents outside; No. 4 white, 30 to 31; cents outside.

FLOUR—Manitoba first patents, 50 to 52; second patents, 49 to 50; strong bakers, 48 to 49; Ontario winter flour, 90 per cent, patent, 83 to 84; seaboard, 82 to 83.

MILFEED—Manitoba bran, \$19 per ton; shorts, \$21 per ton on track.

CHEESE—Receipts of cheese for the week were 171 boxes against 28 a year ago. The local market is firmer with westerns quoted at 12 to 13 cents and easterns at 11 to 12 cents.

BUTTER—Receipts of butter for the week were 1506 packages against 1632 a year ago. The local market is steady with choice quoted at 25 to 26 cents and seconds at 23 to 24 cents.

EGGS—Receipts of eggs for the week were 254 cases compared with 670 for the previous week and 426 for the corresponding week of last year. Local stocks are decreasing rapidly and dealers are now talking of importing American eggs. New laid are very scarce and are quoted at 55 to 56 cents per dozen; select, 52 and No. 1, 27 cents dozen.

POTATOES—A steady jobbing trade is passing in potatoes, with local lots of Green Mountain "tuck" at 82 to 83 cents and in a jobbing way at \$1 per bag.

HAY—A fair volume of business continues to be done in baled hay for local account, but the shipments are small. No. 1 hay, \$11 to \$11.50; extra No. 2, \$9 to \$10; clover, \$7 to \$7.50; clover mixed, \$7.50 to \$8; No. 2 hay, \$9 to \$9.50.

NEW YORK STOCK MARKET

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

| Shares | Previous | High | Low | Close |
|---|----------|---------|---------|---------|
| Amalg. Copper | 65 1/4 | 65 3/4 | 64 1/4 | 64 3/4 |
| Am. West Sugar | 42 1/2 | 42 3/4 | 42 1/4 | 42 1/2 |
| Am. Tel. and Tele. | 141 1/4 | 142 1/4 | 141 1/4 | 141 1/2 |
| Am. Steel Foundries | 43 1/2 | 44 1/4 | 43 1/4 | 43 1/2 |
| Am. Car and Ferry | 52 1/2 | 53 1/4 | 52 1/4 | 52 1/2 |
| Am. Cotton Oil | 58 1/2 | 59 1/4 | 58 1/4 | 58 1/2 |
| Am. Sugar | 76 1/4 | 76 3/4 | 75 1/4 | 75 1/2 |
| Am. Lumber | 39 1/2 | 40 1/4 | 39 1/4 | 39 1/2 |
| Am. Copper | 114 1/2 | 115 1/4 | 114 1/4 | 114 1/2 |
| Am. Electric | 103 1/4 | 103 3/4 | 102 1/4 | 102 1/2 |
| Balt. and Ohio | 106 1/2 | 107 1/4 | 106 1/4 | 106 1/2 |
| B. R. P. | 40 1/2 | 41 1/4 | 40 1/4 | 40 1/2 |
| Can. Pac. Rail | 198 1/2 | 199 1/4 | 198 1/4 | 198 1/2 |
| Ches. and Ohio | 82 1/2 | 83 1/4 | 82 1/4 | 82 1/2 |
| Cille. and St. Paul | 125 1/2 | 126 1/4 | 125 1/4 | 125 1/2 |
| Chic. and North West | 143 1/2 | 144 1/4 | 143 1/4 | 143 1/2 |
| Col. Fuel and Iron | 32 1/2 | 33 1/4 | 32 1/4 | 32 1/2 |
| Lehigh Valley | 176 1/2 | 177 1/4 | 176 1/4 | 176 1/2 |
| Con. Gas | 141 1/2 | 142 1/4 | 141 1/4 | 141 1/2 |
| Con. and Hud. | 167 1/2 | 168 1/4 | 167 1/4 | 167 1/2 |
| Denver and Rio Grande | 28 1/2 | 29 1/4 | 28 1/4 | 28 1/2 |
| Gen. City South | 33 1/2 | 34 1/4 | 33 1/4 | 33 1/2 |
| Gen. Electric | 152 1/2 | 153 1/4 | 152 1/4 | 152 1/2 |
| Ill. Central | 194 1/2 | 195 1/4 | 194 1/4 | 194 1/2 |
| Gr. Nor. Pac. | 126 1/2 | 127 1/4 | 126 1/4 | 126 1/2 |
| Illinois Central | 133 1/2 | 134 1/4 | 133 1/4 | 133 1/2 |
| Int. Met. | 20 1/2 | 21 1/4 | 20 1/4 | 20 1/2 |
| Louis. and Nash. | 145 1/2 | 146 1/4 | 145 1/4 | 145 1/2 |
| Miss. Kan. and Tex. | 33 1/2 | 34 1/4 | 33 1/4 | 33 1/2 |
| Miss. Pacific | 48 1/2 | 49 1/4 | 48 1/4 | 48 1/2 |
| National Lead | 56 1/2 | 57 1/4 | 56 1/4 | 56 1/2 |
| N. Y. Central | 112 1/2 | 113 1/4 | 112 1/4 | 112 1/2 |
| N. Y. and West. | 42 1/2 | 43 1/4 | 42 1/4 | 42 1/2 |
| Nor. Pac. | 118 1/2 | 119 1/4 | 118 1/4 | 118 1/2 |
| Nor. and West. | 102 1/2 | 103 1/4 | 102 1/4 | 102 1/2 |
| Pac. Mail | 28 1/2 | 29 1/4 | 28 1/4 | 28 1/2 |
| Penn. | 129 1/2 | 130 1/4 | 129 1/4 | 129 1/2 |
| People's Gas | 32 1/2 | 33 1/4 | 32 1/4 | 32 1/2 |
| Ry. Steel Sp. | 155 1/2 | 156 1/4 | 155 1/4 | 155 1/2 |
| Reading | 157 1/2 | 158 1/4 | 157 1/4 | 157 1/2 |
| Rep. Ir. and Steel | 32 1/2 | 33 1/4 | 32 1/4 | 32 1/2 |
| Rock Island | 30 1/2 | 31 1/4 | 30 1/4 | 30 1/2 |
| Southern Pac. | 116 1/2 | 117 1/4 | 116 1/4 | 116 1/2 |
| Soo. | 133 1/2 | 134 1/4 | 133 1/4 | 133 1/2 |
| Southern Railway | 27 1/2 | 28 1/4 | 27 1/4 | 27 1/2 |
| Union Pacific | 144 1/2 | 145 1/4 | 144 1/4 | 144 1/2 |
| U. S. Steel | 74 1/2 | 75 1/4 | 74 1/4 | 74 1/2 |
| U. S. Steel Pfd. | 118 1/2 | 119 1/4 | 118 1/4 | 118 1/2 |
| Western Union | 75 1/2 | 76 1/4 | 75 1/4 | 75 1/2 |
| Virginia Chem. | 62 1/2 | 63 1/4 | 62 1/4 | 62 1/2 |
| U. S. Rubber | 37 1/2 | 38 1/4 | 37 1/4 | 37 1/2 |
| Utch Copper | 47 1/2 | 48 1/4 | 47 1/4 | 47 1/2 |
| Sales—11 a. m., 196,900; Noon, 301,400; 1 p. m., 269,500; 2 p. m., 430,000; 3 p. m., 527,200. | | | | |

Mercantile Marine

DAILY ALMANAC.

Tuesday, Jan. 10, 1911.

Sun rises . . . 8.08 a. m.

Sun sets . . . 4.54 p. m.

High water . . . 7.02 a. m.

Low water . . . 1.17 p. m.

Atlantic Standard Time.

PORT OF SAINT JOHN.

Arrived Monday Jan. 9.

Schr. Ex. 4, 650 tons from New York, A. W. Adams with 45 tons hard coal for R. P. and W. F. Starr.

Coastwise—Stmr Brunswick, 72, J. Ingerson, of the Beach; Schr. Iolanthe, 18, L. Leighton, Grand Harbor.

Arrived Sunday, Jan. 8.

Schr. Fannie and Fay, (Am.), Kent from Riverside, N. B. lumber for New York, in for a harbor, in distress.

M. Kerrison. (See reports and disasters below.)

Trg Springfield, 96, Cook, from Parrsboro, N. S., with empty barge No. 6 and barge No. 7 in tow for repairs.

Domestic Ports.

Halifax, N. S., Jan. 9.—Ard. Stmr. Uranium, Rotterdam; Stmr. Floriz, New York; Pretorian, Glasgow.

Halifax, Jan. 8.—Ard. Stmr. Manchester, New York; Stmr. Oromo, St. John; Stmr. Uranium, Rotterdam.

Philadelphia, Jan. 9.—Sld. Stmr. Manchester, Importer for St. John.

Recent Charted.

British schooner E. A. Sabean, 29 tons, from Jacksonville to Havana, with lumber at private terms.

Reports and Disasters.

The Jonesport, Maine, schooner Fannie and Fay, in command of Captain Kent, which arrived in port from Riverside, N. B. early Sunday morning with a cargo of lumber for New York, met with severe weather coming down the bay on Saturday, when she anchored off Partridge Island where she was taken in tow and brought into this port with loss of an anchor, fore gaff, kedge and 60 fathoms hawser. Yesterday she was repaired and proceeded to destination.

Halifax, N. S., Jan. 9.—Stmr. Uranium, which arrived this morning from Rotterdam, experienced great difficulty in docking owing to the gale. She came in contact with the Oromo, but no damage resulted.

Shipping Notes.

Steamship Manchester Importer left Philadelphia last Sunday at 4 p. m. for St. John to finish loading for Manchester.

Steamship Manchester Spinner arrived at Halifax last Sunday from Manchester and will be due here Wednesday with a general cargo.

Allan Line steamship Corsican now on her way to Liverpool from this port having taken away 8,884 bags of flour and other general cargo, valued at \$251,872.

C. P. R. steamship Montfort, which left this port last week for London and Liverpool, took away 6,700 bags flour, 1,327 boxes cheese and 135,359 bushels of wheat. Her outward cargo was valued at \$307,683.

Manifests for 14 cars of United States poultry, etc., were received at the Custom House yesterday for shipment in the winter port steamers.

Donaldson Line steamship Salacia, now on the direct trip to Glasgow from this port, took away 8,884 bags of flour and 104,693 bushels of wheat. Total value of her outward cargo is \$160,500.

Allan Line S. S. Pretorian, now en route to Halifax from Glasgow, has on board 44 cabin and 53 third class passengers to land at that place.

Halifax Echo.—A postal message was received yesterday from Capt. LeBlanc of the sloop Agnes Donohue,

FALLING OFF IN EXPORTS OF GRAIN

New York, Jan. 9.—Absence of any further complications in the local banking situation was of material assistance to today's stock market. The concerted and effectual methods employed by powerful interests to confine the trouble to its source were received with lively satisfaction in stock exchange circles. The stand taken by these bankers was accepted as proof of the intrinsic strength of underlying conditions and on this theory perhaps as much as any other, prices were again advanced. The short interest, however, proportioned to the market, was the largest of any day of much debate joined in the movement by the better known securities touched the highest level some weeks, with concurrent gains in the more obscure issues.

Another favorable factor was the continuation of the heavy scale of the inquiry for bonds. The greater part of this business was by direct or over-the-counter sales and total transactions of this character were probably the largest of the previous month. It was announced shortly before the close that the city had completed arrangements for the flotation of \$600,000 new bonds, but the interstate and other details were not then disclosed.

Prices receded and the stock market languished during the early afternoon, chiefly on further realizing for profits, but the early activity was resumed in the last hour, the closing showing general gains, though below the day's best prices.

Yet another contributing factor was the greater ease in money, which opened at 4 per cent., and soon declined fractionally on offerings in excess of demand. Local banks made large cash gains from the sub-lease over the week-end, and surface conditions point to steady gains from that quarter with resultant strengthening of reserves. Foreign exchange was slightly lower on offerings of cotton bills. Discounts abroad held firm and advances from London, where the markets were dull and heavy, suggest a renewal of the recent inquiry for gold from Indian and Continental centers.

Large volumes of traffic are being handled at the important railway centers, according to reports from the West and Southwest, but some falling off is shown compared with the heavy business of the previous month. Grain receipts decreased over 1,375,000 bushels, at Chicago last week, a decrease of over 800,000 bushels in corn. Traffic seems to be well diversified, however, and the demand for cars of a certain type emphasize a better movement of general merchandise. Railroads east of Chicago showed an increase of 12 per cent. in traffic.

This week's meeting of the steel manufacturers seemed to excite little interest, but the strength of the steel shares in the market was maintained. The December report of the Copper Producers' Association showed a decrease in supplies on hand of over 8,000,000 pounds compared with the previous month. The production was about 4,000,000 pounds greater. The domestic demand fell over 17,000,000 pounds, but this movement was reversed in exports which increased almost 21,000,000 pounds. The increased production was a matter of surprise in trade circles and copper shares were under pressure throughout.

CLOSING STOCK LETTER.

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

New York, Jan. 9.—About half a dozen stocks claimed the major part of trading today. The market showed a disposition to firmness throughout the session and prices were well maintained. Of course it was only natural that there should be some realizing in view of the advance that has taken place, but stocks were well taken up. It was only the closing hour that the list showed signs of reaction and some of the active stocks closed below their highest level. There was nothing new or startling in the way of news outside of the adjustment of the banking affairs in this city. A slight run on the institutions concerned dwindled to nothing and the time being there is more calmness on the financial horizon. The progress of the hearing before the Interstate Commerce Commission is being watched with some interest but sufficiently to warrant any influence on prices. The report of the committee is not due before Feb. 1st, probably later, and the opinion of the outcome is diversified. Earnings as given out today show continued decreases which is nothing new. The copper producers monthly report also passed unnoticed. The market appears at the close as if the buying had subsided for the present and that the good traders took profits.

LADLAW & CO.

CLOSING COTTON LETTER.

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

New York, Jan. 9.—Our market opened on a three points lower from Saturday's close and has been the subject of an evening up market today before the closing report. Cotton stock 27,770 last year 141,713. The census report will be published at the opening tomorrow and will show the amount of cotton picked in January before the spinning season. The first. The National Spinners' Association estimates spinning for the period at over 450,000 bales and if true there would be a heavy demand. Consequently the professional talent is endeavoring to create further bearish sentiment and with the absence of any foreign buying the operators met with little or no resistance. On the whole the trading was quiet, mostly a waiting market until the appearance of the spinners report.

OSON & CO.

OPENING IN MONTREAL

We wish to announce to our friends and customers throughout the Maritime Provinces that we have opened an office at 23 St. John street, Montreal. The Montreal business from our local offices will hereafter be handled through our own Montreal office. By the opening of our own office in Canada's financial headquarters we are placed in close touch with all matters relating to our customers' interests and are put in a better position to execute orders entrusted to us.

J. C. MACKINTOSH & CO.

ESTABLISHED 1873. Telephone, Maine—2329.

Members Of Montreal Stock Exchange. Direct Private Wires.

111 Prince Wm. Street, St. John, N. B.

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