

5%
Cape Breton Electric
Railway Bonds
Denomination \$1,000
At Lowest Market Price
D. B. DONALD
Bank of Montreal Building,
Phone, M 1963 St. John, N. B.

A. C. SMITH & CO.
WHOLESALE

Hay, Oats

—AND—
Millfeeds

Choice White Middlings and
Manitoba Oats now on hand

Telephones West 7-11 and West St.
WEST. ST. JOHN N. B.

COAL and WOOD

LANDING:

Springhill

House Coal

\$5.50 Per Ton

R. P. & W. F. STARR, Ltd.

49 Smythe St. 226 Union St.

Summer Wood

Heavy, Soft, Kindling.

Kings County Hardwood

BEST WOOD SOLD.

Broad Cove Soft and Scotch

Hard Coal always in stock.

PROMPT DELIVERY.

G. S. COSMAN & CO.

240 PARADISE ROW

Tel. Main 1227.

Soft Coals

For Cooking Stoves or Grates

Sydney and other good coals at

\$6.00 a ton up.

JAMES S. MCGIVERN.

Telephone 42 5 Mill Street

Scotch Hard Coal and

American Hard Coal

All sizes landing.

BROAD COVE COAL for kitchen use.

SAVED AND SPL. HARD WOOD for

light summer fires.

KINDLING by the load or in bundles.

J. S. GIBSON & CO.

6½ Charlotte St., No. 1 Union St.

Phone Main 675.

The Spirit

of Progress

Keeps the

Underwood

Standard

Typewriter

In the Lead

UNDERWOOD

"The Machine You Will Eventually

Buy."

THE NEW BRUNSWICK

UNITED TYPEWRITER CO. LTD.

80 Prince William Street,
St. John, N. B.

Bar Solder,

Babbitt Metal and

All Ingot Metals.

WE ARE HEADQUARTERS.

Write For Particulars.

THE CANADA METAL COMPANY LIMITED

GOOD RELIABLE GUNS

at Wholesale Prices. Send for free

page Catalogue of Guns, Rifles, and

Sporting Goods.

Z. W. BROWN & SON, 27 Notre Dame St. West,
Montreal.

PRODUCE PRICES
IN CANADIAN
CENTRES

Montreal, Sept. 8.—OATS—Canada

Western No. 2, 46c; extra No.

1 feed, 45c; No. 3 C. W., 45c.

FLOUR—Manitoba spring wheat

patents, firsts, \$5.40; seconds, \$4.90;

winter wheat patents, \$4.75; strong

bakers, \$4.70; straight rollers, \$4.25;

MILLFEED—Bran, Ontario, \$22 to

\$23; Manitoba, \$22; middlings, Ontario,

\$24 to \$25; moultie, \$26 to \$27.

HAY—Prices are strong under an

active demand. The export trade is

quieter, owing to the scarcity of ocean

freight space for hay. No. 3 extra

quality, \$12 to \$13; No. 2 ordinary,

\$9.50 to \$10.00; No. 3, \$8 to \$8.50;

clover, mixed, \$7.00.

HAVING AN INVESTMENT

FIELD AND KEEPING IT.

The Canadian Courier of Toronto

in its financial department has an

interesting review of the investment

fields of the Maritime Provinces,

showing to what great extent this

field has been kept by the old invest-

ment firms of the eastern section of

Canada. It says in part:

"An interesting feature in connection

with the marketing of large amounts

of securities throughout Canada,

is that large Montreal and Toronto

houses, when it comes to the Mar-

itime Provinces, always find it very

much more advantageous to make

arrangements as regards the eastern

provinces, with one of the older estab-

lished Maritime Province houses

than to try to invade that particular

section of the country themselves.

The principal reason for such a con-

dition is undoubtedly due to the large

connection established over a period

of years like those by J. C. Mackin-

tosh of Halifax, who is now suc-

ceeded by the firm of J. C. Mackin-

tosh & Co. For a great many years

dozens of towns throughout Nova

Scotia and New Brunswick, Mr.

Mackintosh was looked upon as a

general adviser on investment sec-

urities, and seems to have always

tried to stick to the class of invest-

ments that would justify the clients in

having such faith in him. The present

has continued in the way of the

funder, trying to adhere entirely

to the higher grade investments,

with the result that a number of houses

having found, on trying to invade the

Maritime Provinces, that a great

many investors, while admitting that

their securities might be all right,

would remark on-hand that they had

been doing business with J. C. Mac-

intosh for a number of years, and

were entirely confident of the char-

acter of the investments. It has been, as a result

of this condition, that most of the larger

Montreal and Toronto houses now ap-

portion a considerable block of every

issue to a house like that of J. C.

Mackintosh & Co., with a view of

having it placed throughout the en-

tire section of the country. The

amount always assumes quite large

proportions, because the particular

district is regarded by the brokers as

one of the very best of invest-

ment centres in the whole of

Canada.

Hard Cellulose Quickly Cured.

Soak the feet in hot water and then

apply Putnam's Painless Corn Extrac-

tor—It removes the callus and the

corn. It is the only remedy that

is sure you get "Putnam's" only.

CLOSING COTTON LETTER.

By direct private wires to J. C. Mac-

intosh & Co.

New York, Sept. 8.—The govern-

ment report of the amount of cotton

ginned to Sept. 1, indicating 771,000

bales, was published at the stroke of

ten this morning. These figures, how-

ever, are not the most sanguine

even higher than the most sanguine

the market was even more bewil-

dered. After temporary hesitation

the market advanced sharply and

the extreme advance attracted spec-

ulation in liberal volume, the gen-

eral level was sustained at the close

at about 11 points above last night's

close. The bull element bought con-

tinued freely, resulting that the large

bull element continued to continue

the bulls and a consequent heavy cur-

tailment of the total yield. The firm

firm Liverpool cables accompanied by

favorable trade reports and the advanc-

ing tendency of the Southern spot

markets were strong supplementary

influences. While admitting that the

large ginning figures far shadowed a

record breaking September move-

ment the leading bulls associated

the absorption of cotton at the south

was evidenced by the advancing

tendency of spots. The bull demon-

stration seemed to impress a

stamp of confidence on the market

that many large bears had covered

freely during the day. As a result

of support from the crop pro-

ducing centres would seem to indi-

cate a belief that the crop is still a

large one and that it would be dan-

gerous to follow the rise caused largely

by the evening up of short contracts.

JUDSON & CO.

NEW BRUNSWICK

Telephone Stock

Wanted

We will purchase a limited quan-

tity of New Brunswick Telephone

Stock. Persons wishing to sell may

obtain best price upon application to

ATLANTIC BOND CO. LTD.

Bank Montreal Building, Saint

John, N. B.

HOWARD P. ROBINSON, President.

Telephone Main 2424.

FINANCIAL WORLD

NEW YORK STOCK MARKET

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

Am. Copper	52 1/2	53 1/2	52 1/2	53 1/2
Am. Beet Sugar	49	49 1/2	48 1/2	49 1/2
Am. Car and Fdry.	51 1/2	51 1/2	51 1/2	51 1/2
Am. Cotton Oil	69 1/2	69 1/2	68 1/2	69 1/2
American Locomotive	69 1/2	69 1/2	65	65 1/2
Am. Sugar	110	110	110	110
Am. Tel. and Tele.	135 1/2	135 1/2	135 1/2	135 1/2
Am. Steel Fdys.	30 1/2	30	29	29
Am. Copper	34 1/2	102 1/2	102 1/2
Am. Beet Sugar	102 1/2	103 1/2	95 1/2	95 1/2
Am. Car and Fdry.	97	96 1/2	74 1/2	74 1/2
Am. Cotton Oil	227 1/2	228 1/2	224 1/2	224 1/2
American Locomotive	72 1/2	72 1/2	70	70
Am. Sugar	113 1/2	113 1/2	112 1/2	112 1/2
Am. Tel. and Tele.	140 1/2	140 1/2	140 1/2	140 1/2
Am. Steel Fdys.	28 1/2	28 1/2	28 1/2	28 1/2
Am. Copper	19	19	19	19
Am. Beet Sugar	22 1/2	22 1/2	22 1/2	22 1/2
Am. Car and Fdry.	29 1/2	29 1/2	29	29
Am. Cotton Oil	49 1/2	49 1/2	49 1/2	49 1/2
American Locomotive	123 1/2	123 1/2	121 1/2	121 1/2
Am. Sugar	137 1/2	138 1/2	136 1/2	136 1/2
Am. Tel. and Tele.	15 1/2	15 1/2	15 1/2	15 1/2
Am. Steel Fdys.	142 1/2	142 1/2	141 1/2	141 1/2
Am. Copper	157	158	155 1/2	155 1/2
Am. Beet Sugar	17 1/2	17 1/2	17 1/2	17 1/2
Am. Car and Fdry.	29 1/2	29 1/2	29 1/2	29 1/2
Am. Cotton Oil	29 1/2	29 1/2	29 1/2	29 1/2
American Locomotive	38 1/2	38 1/2	36 1/2	36 1/2
Am. Sugar	109 1/2	109 1/2	109 1/2	109 1/2
Am. Tel. and Tele.	130 1/2	130 1/2	129 1/2	129 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
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Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2
American Locomotive	107 1/2	107 1/2	107 1/2	107 1/2
Am. Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Tel. and Tele.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Steel Fdys.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Copper	107 1/2	107 1/2	107 1/2	107 1/2
Am. Beet Sugar	107 1/2	107 1/2	107 1/2	107 1/2
Am. Car and Fdry.	107 1/2	107 1/2	107 1/2	107 1/2
Am. Cotton Oil	107 1/2	107 1/2	107 1/2	107 1/2