MC2289

POOR DOCUMENT

Financial and Commercial

WINTER AND THE MARKETS

The Effect of the Weather on Railway Earnings - - - Much Produce to be Moved.

(Montreal Witness).

Just what effect a normal Canadian winter will have on the security market is a problem not easy of solution. It is certain, however, that market sentiment will be unfavorably influenced when the inevitable decreases—if the winter is at all severe—in the earnings of steam and electric railways are recorded. The clemency of last winter admitted of a heavy gross business in both electric and steam systems, and the increases in gross over the previous year were augmented by a remarkable average decrease in cost of operations, which, as a matter of course, gave an even more remarkable record of net returns. There are a few conditions, however, which may neutralize the deadening effect upon earnings caused by unfavorable weather. Perhaps the most important consideration in that respect is the great excess of merchandise to be moved this year over the same period twelve months ago, although the gross traffic receipts of practically every road showed marked development at that time. Still the agricultural returns, manufactured goods, the steel, iron and coal business, mineral and forest production and what not of the past few months have been on a scale unexampled in the history of the United States or Canada. Then there is the fact that a great volume of the agricultural product has been held in farmers' hands, owing to the comparatively small prices received for cereals of this year's growth. A large proportion of this reserve will be marketed before the end of the winter, which will, of course, bring business to the railways. How the earnings will fare depends entirely on climatic conditions. Some of the Canadian roads pay out in operations, during the winter months, when eighty to over ninety per cent. of total gross receipts, and at these adverse periods the earnings are frequently not sufficient to meet fixed charges, no matter how heavy the volume of gross traffic receipts may be. Passenger traffic on the traction or street railway systems is often greater or less, according to the weather, and is influenced in much the same way as the steam roads, although not to nearly the same extent. It cost the Canadian Pacific Railway Company in February of 1906, 71.45 per cent. of gross receipts to operate the road, while in the corresponding months of 1905 the company paid ninety per cent. of gross receipts. In February of 1904 the expenses were 96.75 per cent. of gross. The decrease in the cost of operations amounted to 18.55 per cent. in February, 1906, when compared with the figures of February, 1905. This would represent in gross receipts of, say, $4,200 000, a total saving of about $770,000—a pretty considerable sum, but even that is dwarfed by the difference between February of 1906 and the same month of 1904, there being a reduction of 25.30 per cent. on the costs, and on the same amount of gross would effect a saving of over a million dollars in the single month's business. It is thus clearly shown how railway earnings are greatly affected by the conditions of the weather.

CANADA AND NEW ZEALAND

New Line Contemplated With 6000 Ton Steamers From British Columbia.

(Victoria Colonist).

A direct mail steamship service between Victoria, Vancouver and New Zealand ports, with fast passenger steamers of 6,000 tons or more, making the voyage in eight days, is contemplated, according to advices received by the steamer Miowera from the Antipodes yesterday morning. Sir Joseph Ward, premier, has moved a resolution empowering the government of New Zealand to establish a tri-weekly service for three years, with a maximum payment of $100,000 per annum. The steamers are to be not less than 6,000 tons with refrigerating chambers and chilled chambers for the carriage of fruit and dairy produce, fast passenger carriers, well fitted for modern passenger travel, and the time between Vancouver and New Zealand is not to exceed eighteen days. The proposal, together with the resolution for the betterment of the New Zealand-San Francisco mail service was being debated when the Miowera left Sydney. The motion for renewal of the San Francisco mail service proposes an extension of three years on condition of payment of not less than $75,000 or more than $100,000 a year, and a clause is to be inserted in the contract to the effect that a larger and better class of steamers must be placed on the service within two years, otherwise the contract may be cancelled by giving six months' notice.

The proposed British Columbia-New Zealand line would be a much better service than is given between this port, Vancouver and Australia by the Canadian-Australian line, which makes monthly trips and has smaller steamers than those required for the contemplated line. At present there is a freight service between British Columbia and the New Zealand ports given by the steamers Bucentaur and Pendo of the Bucknall Bros. Steamship Company, established a few months ago and already securing considerable trade. A subsidy of $100,000 a year is jointly by Canada and New Zealand for this service. The Pendo on her last voyage to New Zealand ports was filled to her capacity, and was obliged to leave freight behind, and the Bucentaur, which sailed about a week ago, also had a large cargo. At the present time an exhibition is being held at Christchurch, New Zealand, and Canada has placed a large exhibit there, the same being carried freight free from the Dominion by the Bucknall steamers. These exhibits are attracting the attention of New Zealand importers to Canada.

THE FLURRY IN NIPISSING

TORONTO, Dec. 4—(Special)—So far as the Ontario government know, no attack is being made on the title of property held by the Nipissing Mines Company. This is the effect of a written statement handed by Hon. Mr. Foy, attorney general, yesterday afternoon after a consultation with Premier Whitney and Hon. Mr. Cochrane, minister of lands, forests and mines.

The most active effect on the market here, occasioned by the refusal of the Guggenheims to go through with their purchase of 400,000 shares of Nipissing mine, was that heavy buying orders were sent to New York from here; so that, whatever is back of the Guggenheim drop, Toronto people grasped at the chance to get in at lower than twenty points.

The brokerage firms of Ussher, Pay-fair and Martens received a wire from New York yesterday morning to buy all they could under 20 and stick to it.

There were no transactions on the Toronto market yesterday. Most of the other Cobalts came down fractionally or a few points here.

N. Y. STOCK MARKET

Tuesday, December 4, 1906.

Chicago Market Report and New York Cotton Market, Furnished by D. C. Clinch, Banker and Broker.

	Yesterday's Closing	Today's Opening.	Noon.
Amalg Copper	114¼	114½	114¾
Anaconda	28⅞	28⅝	28⅞
Am Sugar Rfrs	134	135½	135½
Am Smelt & Rfg	154¼	154⅞	154
Am Car Foundry	45	45	45⅝
Atchison	105¼	104⅞	104⅝
Am Locomotive	76¼	75⅞	75⅞
Brook Rpd Trst	80½	80⅝	80⅝
Balt & Ohio	119⅝	119⅞	119⅞
Chesa & Ohio	59⅞	59¼	59⅝
Canadian Pacific	186	186⅝	186⅝
Hocking Coal	28¼	28½	28¼
Colo F & Iron	55⅝	55⅝	55⅝
Consolidated Gas	137½	137¼	140¼
Erie	45	45⅞	45⅞
Illinois Central	175½	175½	175½
Kansas & Texas	42½	42	42½
Louis & Nashville	147¾	147¼	147
Interboro		37⅝	37⅝
Mexican Pacific	95½	95¼	95
Mexican Central	25¼	25½	
Nor and Western	94¼	95½	
N. Y. Central	133½	134⅛	135⅝
Ont and Western	49⅝	49⅝	50⅛
Pacific Mail	44	44	43
Peo C & Gas C	92½	93¼	93¼
Reading	146⅝	148⅞	148¼
Republic Steel	38⅝	38¼	38⅝
Pennsylvania	139¼	139⅝	139⅞
Rock Island	32⅝	32½	32¼
St. Paul	183¼	184	183⅝
Southern Ry	34⅝	34⅝	35
Southern Pacific	95½	95⅞	95¾
Texas Pacific	37⅝	37⅞	37⅞
Union Pacific	188⅝	188⅝	188½
U S Steel	48⅝	48½	48¼

Sales yesterday 721,100 shares.

CHICAGO MARKET REPORT.

December corn	42⅝	42½	42⅝
December wheat	73⅛	72⅞	74
December oats	33¼	33	33
May corn	43⅝	43⅝	43⅝
May wheat	78	78	78½
May oats	35	35¼	35½

MONTREAL QUOTATIONS.

Dom. Iron and Steel	27¾	27⅝	27¾
Dom I and S pfgd	72	72½	72½
C P R	185¼	186¼	186¾
Montreal Power	93	94	92¾
Rich and Ont Nav		81	81
Detroit United		81⅝	82
Toronto Rails	115	116	115

NEW YORK COTTON MARKET.

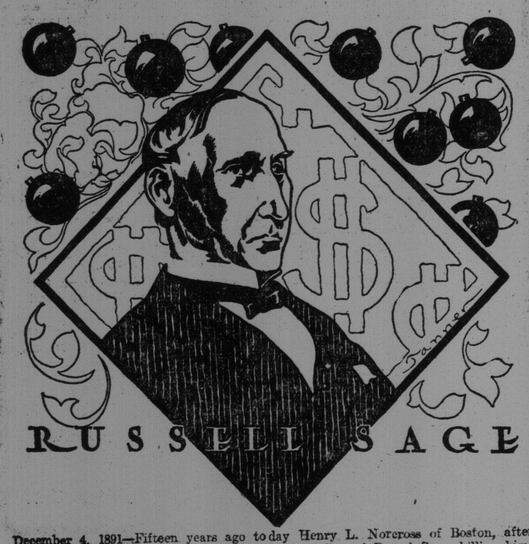
December cotton	9.97	10.01	10.05
January cotton	10.07	10.12	10.15
March cotton	10.25	10.28	10.32
May cotton	10.39	10.43	1047
July cotton	10.47		

SHOT DOWN BY AN ASSASSIN

New York has Another Murder Mystery - - - Italian Saloon Keeper the Victim.

NEW YORK, Dec. 4.—Julian Salvatore, 35 years old, a saloon keeper, was shot and killed in his home in an east side tenement early today by an unknown assassin. Salvatore, who had closed his saloon late, was about to retire with his wife and two children, when the murderer, shooting through a window inflicted a death wound. The agonizing cries of the wife and children roused the neighborhood, but search for the assassin was fruitless. No explanation of the crime could be given by Salvatore's relations, except that he might have made an enemy in his business who was unknown to them.

TIMES DAILY PUZZLE PICTURE



December 4, 1891—Fifteen years ago today Henry L. Norcross of Boston, after demanding $1,200,000, exploded a bomb in the office of Russel Sage, killing himself and B. F. Norton.

Find the crank.

ANSWER TO YESTERDAY'S PUZZLE

Right side down, at soldier's feet.

PRESIDENT ROOSEVELT SENDS HIS MESSAGE

(Continued from Page 1.)

the other hand, should understand that this lynching represents by just so much a loosening of the bonds of civilization, the spirit of lynching inevitably throws into prominence in the community all the foul and evil creatures who dwell therein."

Capital and Labor

In dealing with both labor and capital, with the questions affecting both corporations and trades unions, there is one matter more important to remember than aught else, and that is the infinite harm done by preachers of mere discontent. These are the men who seek to excite a violent class hatred against all men of wealth. They seek to turn wise and proper movements for the better control of corporations and for doing away with the abuses connected with wealth, into a campaign of hysterical excitement and falsehood in which the aim is to inflame to madness the brutal passions of mankind. The sinister demagogues and foolish visionaries who are always eager to undertake such a campaign of destruction sometimes seek to associate themselves with those working for a genuine reform in governmental and social methods, and sometimes masquerade as such reformers. In reality they are the worst enemies of the cause they profess to advocate, just as the purveyors of sensational slander in newspaper or magazine are the worst enemies of all men who are engaged in an honest effort to better what is bad in our social and governmental conditions. To preach hatred of the rich man, as such, to carry on a campaign of slander and invective against him, to seek to mislead and inflame to madness honest men whose lives are hard and who have not the kind of mental training which will permit them to appreciate the danger in the doctrines preached—all this is to commit a crime against the body politic and to be false to every worthy principle and tradition of American National life. The one hope for success for our people lies in a resolute and fearless, but sane and cool-headed, advance along the path marked out last year by this very congress. There must be a stern refusal to be misled into following either that base creature who appeals and panders to the lowest instincts and passions in order to arouse one set of Americans against their fellows, or that other creature, equally base but no baser, who in a spirit of greed, or to accumulate or add to an already huge fortune, seeks to exploit his fellow-Americans with cautious disregard to their welfare of soul and body.

Corporations

"The present congress has taken long strides in the direction of securing proper supervision and control by the national government over corporations engaged in interstate business—and the enormous majority of corporations of any size are engaged in interstate business. The passage of the Railway Rate Bill is only to a less degree the passage of the Pure Food Bill, and the provision for increasing and rendering more effective national control over the beef-packing industry, mark an important advance in the proper direction. In the short session it will perhaps be difficult to do much further along this line, and it may be best to wait until the laws have been in operation for a number of months before endeavoring to increase their scope, because only operation will show with exactness their merits and their shortcomings and thus give an opportunity to define what further remedial legislation is needed. Yet in my judgment it will in the end be advisable in connection with the packing house inspection law to provide for putting a date on the labels and for charging the cost of inspection to the packers. All these laws have already justified their enactment.

"It can not too often be repeated that experience has conclusively shown the impossibility of securing by the actions of nearly half a hundred different state legislatures anything but ineffective chaos in the way of dealing with the great corporations which do not operate exclusively within the limits of any one state. In some method, whether by a national license law or in other fashion, we must exercise, and that at an early date, a far more complete control than at present over these great corporations — a control that will among other things prevent the evils of excessive over-capitalization, and that will compel the disclosure by each big corporation of its stockholders and of its properties and business, whether owned directly or through subsidiary or affiliated corporations. This will tend to put a stop to the securing of inordinate profits by favored individuals at the expense whether of the general public, the stockholders, or the wage-workers. Our effort should be not so much to prevent consolidation as such, but so to supervise and control it as to see that it results in no harm to the people. Reactionary or ultra conservative apologists for the misuse of wealth assail the effort to secure such control as a step toward socialism. As a matter of fact it is these reactionaries and ultra conservatives who are themselves most potent in increasing socialistic feeling. One of the most efficient methods of averting the consequences of a dangerous agitation, which is 80 per cent. wrong, is to remedy the 20 per cent. of evil as to which the agitation is well founded. The best way to avert the very undesirable movement for the governmental ownership of railways is to secure by government on behalf of the people as a whole as adequate control of the great interstate common carriers as will do away with the evils which give rise to the agitation against them."

Other Matters

The message announces that coal lands have been withdrawn from settlement, and urges legislation providing for government control of all new mines under a royalty system. Touching marriage and divorce, it declares that the whole question should be relegated to the authority of the national congress. It is urged that aid be granted to American shipping, and that at least better steamship communication with South America be provided. Legislation for reform of the currency is strongly advocated, without pressing any special plan. A lower tariff or free trade with the Philippines is advocated. A strong plea is made for better treatment of Japanese in the United States, and an act for the naturalization of Japanese is urged. The president declares that where the federal government has power it will deal summarily with those who unlawfully treat the Japanese. With regard to Cuba, it is announced that with the new elections the provisional government will cease, and the Cubans are warned that continuance of insurrectionary movements will result in loss of independence. It is again repeated that the Monroe doctrine does not imply any protectorate over South American republics. Better protection of fur seals from Canadian, Japanese and other fishing vessels is urged. It is urged that the strength of the navy be maintained, and the volunteer movement in the army encouraged by public target ranges and the formation of rifle clubs in all parts of the country.

SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers	Tons	From	Date
Sarmatian	2431	Havre	Nov. 18
Lake Champlain	4085	Liverpool	Nov. 21
Halifax City	1562	London	Nov. 23
Marina	3322	Glasgow	Nov. 24
Mount Temple	6661	Antwerp	Nov. 28
Laurentian	2338	Liverpool	Nov. 29
Empress Britain	8024	Liverpool	Nov. 30
Cassandra	4726	Glasgow	Dec. 1
Inishowen Head	1988	Belfast	Dec. 1
Monmouth	2589	Bristol	Dec. 2
Lake Erie	4814	Liverpool	Dec. 5
Ionian	5324	Liverpool	Dec. 9
Man. Importer	2538	Manchester	Dec. 8
Lakonia	3046	Glasgow	Dec. 8
Lake Michigan	5340	Antwerp	Dec. 12
Sicilian	3561	Liverpool	Dec. 13
Empress Ireland	8023	Liverpool	Dec. 14
Lake Manitoba	3275	Liverpool	Dec. 19
Parisian	5385	Liverpool	Dec. 21
Man. Trader	2136	Manchester	Dec. 22
Montreal	5552	Antwerp	Dec. 26
Empress Britain	8024	Liverpool	Dec. 28

The above list is subject to change by the agents of vessels.

MINIATURE ALMANAC.

1906 December	Sun Rises	Sun Sets	Tides High	Tides Low
3 Mon.	7.51	4.37	0.51	6.59
4 Tues.	7.52	4.36	1.29	7.33
5 Wed.	7.53	4.36	2.10	8.13
6 Thurs.	7.54	4.36	2.54	8.54
7 Fri.	7.55	4.36	3.41	9.40
8 Sat.	7.56	4.35	4.31	10.33

The time used it Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich mean time. It is counted from midnight to midnight.

PORT OF ST. JOHN.

Arrived.

Tuesday, December 4, 1906.

Schr H A Holder, 94, Rolfe, from St. Stephen, N B, F Tufts & Co, ballast.

Coastwise:—

Stmr Aurora, 182, Ingersoll, Campobello.

Cleared

Schr E Merriam, 331, Reicker, for Bridgeport; Stetson, Cutler & Co.

Schr Fauna, 120, McDonald, from Windsor, N S, for Elizabethport, N J, with 144,000 ft hemlock plank, was in for harbor.

Coastwise:—

Schr Free Trader, Tufts, Port Williams.
Schr Ruby, McDonnell, Musquash.

DOMINION PORTS.

Halifax, N. S., Dec. 3—Ard stmrs Silvia, New York, and sailed for St. Johns (Nfld); A. W. Perry, Boston.

Sld—1st, stmr Evangeline, Heeley, London.

Cld—Schr Maritana, Ingramport (N S.)

BRITISH PORTS.

Port Natal, Nov. 19—Ard, stmr Canada Cape (Br), Symons, Montreal via Cape Town.

Avonmouth, Dec. 1—Ard, stmr Englishman, Montreal, via Liverpool.

Bangor, Ire., Dec. 1—Ard, bark Norma (Dan.), Nielsen, River du Loup.

London, Nov. 30—Ard, bark Benj Bangs, for Paspebiac.

Bristol, Dec. 2—Stmr Monmouth, for St. John, N. B.

Falmouth, Dec. 1—Sld, stmr Halifax City, Allcrofe (from London), Halifax and St. John, N B.

Glasgow, Dec. 1—Sld, stmr Cassandra, Mitchell, St John, N CB; Hestia, Ferguson, Norfolk; Hibernian, Imrie, Portland.

Belfast, Dec 1.—Ard stmr Cunaxa, St John, (NB); 2nd, Bray Head, Montreal and Quebec.

Liverpool, Dec. 2—Ard stmr Salacia, Montreal.

Manchester, Dec. 2—Ard stmr Coronet, Chatham, (NB), via Bathurst.

Greenock, Dec. 2—Ard bark Arabia, Dalhousie.

Bristol, Dec. 2—Ard bark Rolf, Gaspe.

Liverpool, Dec. 2—Ard stmr Dahome, Halifax and S. Johns, (Nfld.)

Pastnet, Dec. 3—Passed stmr Teelin Head, Chatham, (NB), for Belfast.

Cape Town, Dec. 2—Ard stmr Melville, Montreal via Sydney and Halifax.

FOREIGN PORTS.

New York, Dec. 1—Cld, Schr Melba, Hennebery, South Amboy; Schr Empress, Buchanan, St. Johns, Nfld; barge Daniel M. Munro, Clark, Windsor.

Brunswick, Dec. 2—Sld, stmr Sellasia, Purdy, for Liverpool and Manchester.

Baltimore, Dec. 3—Ard, stmr H J Logan (Br), Howard, New York.

Pascagoula, Miss., Dec. 1—Ard, schr Lewanika (Br), Williams, Porto Rico.

Cld—Bark Nora Williams, (Br), Ellis, Port Spain; Schr Walter K. Merritt (Br), Kingston.

Gloucester, Mass., Dec. 3—Ard schr John Walter, Windsor (N S), for Vineyard Haven, for orders.

Portland, Me., Dec. 3—Ard stmr Canada, Jones, Liverpool.

Sld—stmr Cape Breton, Sydney (N S).

New York, Dec. 3—Cld schr Gypsum Queen, Port Greenville (N S.)

City Island, Dec. 3—Bound South, stmr Nanna, Hillsboro (N B); schr Sylia, Musquodoboit, (N S.)

Boston, Dec 3—Cld bark Puritan, Buenos Ayres; schr Neva, Bear River (N S).

Baltimore, Dec. 3—Ard schr Harry Messer, Hillsboro via New York.

Delaware Breakwater, Dec. 3—Passed out, brig Marconi, Philadelphia, for Liverpool (N S).

Boothbay Harbor, Me., Dec. 3—Ard schrs J. L. Colwell, New York; Emma McAdams, do; Frank and Ira, do; Prudent, do, (lost jib); Adelene, Boston; Hazel Dell, Bangor;

REPORTS, DISASTERS, ETC.

Vineyard Haven, Mass, Dec. 3—The schooner Miles M. Merry, Norfolk, for Portland, was stripped of her headsails while off Absecon, N. J., by the heavy westerly gale yesterday. Her crew worked her here today without the aid of a single piece of canvas forward of the foremast. She will be obliged to wait hre until other headsails can be sent down from Boston.

Vineyard Haven, Mass, Dec. 1—Schr Laura (Br), from Halifax for New York, reports Nov. 29, between Cross Rip and Handkerchief Shoal, lost port anchor and 75 fathoms of chain; also lost port hawse pipe. Will make temporary repairs and proceed.

Halifax, Dec. 3—The schooner Ralph, Captain Bourinot, from Halifax for Eastern Harbor, C. B., is ashore and a total wreck at Port Barron on the Cape Breton coast. The schooner has a full general cargo. The Ralph, registered 5 tons, was built in 1885 at Petite River and is owned at Margaree.

RECENT CHARTERS.

Bark Luarca, 692, Buenos Ayres, to New York, hides, $3,200; stmr Leuctra, 1,950 tons, Savanah to Liverpool or Manchester, 28s. 9d., or Bremen, 28s. 6d., prompt, before incomplete; stmr Mantinea, 1,757, West India trade six months, p t.; Nor. stmr Nordpol, 2,42- tons, provincial coal trade, one month, at o. about £1700; Nor stmr Parran, 1,245 tons, same, £650; Nor stmr Flora, 630 tons, same, £475; Nor stmr Gwent, 397 tons, Brunswick to Sydney (C B), lumber, p. t.; Nor stmr Laupar, 893 tons, Savanah to Halifax, lumber, at or about $8; schr Isaiah K. Stetson, 271 tons, St. John (N B), to Philadelphia, p. t.; schr Hartney W., 271 tons, Wilmington, (N C), to Macoris, lumber, $6 and port charges and back from a second port to New York, sugar, $3.

VESSELS IN PORT

(Not cleared).

With their tonnage and consignee.

Steamers.

London City, 1508, Wm Thomson & Co.
Montezuma, 5,358, C P R Co.
Montfort, 3555, C P R Co.
Parthenia, 3310, Robert Reford Co.
Tunisian, 6,802, Wm Thomson & Co.

Schooners.

E. Merriah, 331, F C Beatteay.
Fauna, 120, A W Adams.
H M Stanley, 97, J W McAlary.
Horace G Morse, 388, R C Elkin.
Isaiah K Stetson, 217, J W Smith.
Lavonia, 266, J W Smith.
Lady of Avon, 249, D C Elkin.
Manuel R Cuza, 258, P McIntyre.
Oriental, 284, P McIntyre.
Moranoy, 160, J W Smith.
Pardon G Thomson, 162, A Cushing & Co
Perry C, 287, Tufts & Co.
Phoenix, 396, master.
Ravola, 130, J W Smith
Reporter, 121, J V Lantalum.
Rewa, 122, D J Purdy.
Ronald, 268, J. W. Smith.
S A Fownes, 123, F Tufts & Co.
Three Sisters, 275, John E Moore.
Venturer, 318, J McAlary

MARINE NOTES

Battle Line steamer Trebia, Capt. Hilton, sailed Dec. 1 from Tyble roads, bound from St. Lucia for Norfolk (V A), and Sydney, C. B.

Battle Line steamer Cunaxa, Capt Starratt, arrived Dec. 1 at Belfast from St. John.

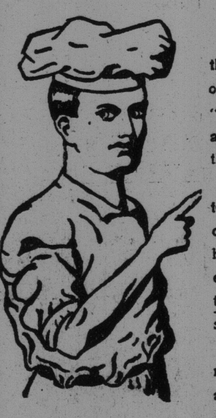
Battle line steamer Sellasia, Capt. Purdy, sailed from Brunswick (Ga), Dec. 2, for Manchester and Liverpool.

Bark Australia (Nor), Pedersen, from Glasgow for Port Arthur, returned to Lamlash, December 1, with sails torn.

A London despatch dated Dec. 1, states that the Furness steamer Halifax City, (Br.), Aldridge, outward bound from London for St. John, N B, has put into Falmouth E., with defective machinery, and sailed again same day.

Bermuda, Nov. 27—Schr Drusie (Br), Loye, from Barbados for Paspebiac, before reported put in here leaking and with loss of sails, has come off the marine slip, after having bottom calked and painted; will reload portion of cargo discharged and proceed.

Vineyard Haven, Mass., Dec. 2—Schr Henry S Little, Pierce, Philadelphia, for Portland, arrived here today and reports Nov 30, off Barnegat, Seaman Emil Olsen, a native of Finland, fell from the rigging and was drowned. Seaman John Rosperson, native of Norway, in trying to save Olsen, was also drowned. Extra men will be shipped here and vessel will proceed to destination.



IF YOU READ

the series of advertisements which will appear in this paper every other week, pointing out the many points in which our brands, "FIVE ROSES" and "HARVEST QUEEN," are superior to any ordinary bakers' flour, you will see that it will pay you to use these brands.

All we ask you to do is to read the series carefully from first to last—weigh the statements made—compare the advantages you can obtain by using our brands with the worry and anxiety you must have with ordinary flour—consider the reputation we have already established for uniformity and purity in flour, and then send us a trial order—and you will be pleased, and will realize that the time spent in considering the matter has been by no means wasted.

We want your trade. You want our brands—though you may not know it. Can't we get together through the medium of these advertisements and do business to our mutual benefit?

Lake of the Woods Milling Co., Limited.

Montreal. St. John. Winnipeg.

CIRCULATION AND ADVERTISING

The circulation of The Daily Telegraph for the week ending Dec. 1, was 49.741, making a daily average of 8,291

The circulation of The Semi-Weekly Telegraph Saturday, Dec. 1, was . 5,310

The circulation of The Daily Telegraph Monday, Dec. 3, was . . . 8,250

The circulation of The Daily Telegraph Tuesday, Dec. 4, was . . . 8,100

The following statement shows the number of columns of advertising published by St. John newspapers for the week ending Saturday, Dec. 1:

	Columns
Telegraph	206¼
Times	186¾
Globe	182¾
Star	146¼
Sun	123½

Advertising published by St. John papers Monday, Dec. 3rd was as follows:

	Columns
Telegraph	29½
Times	28
Globe	26¾
Sun	23
Star	21¾

Telegraph advertising pays, and every Telegraph advertiser knows and admits that it pays by remaining in its column.

The paper that carries the most advertising and reaches the most people, would seem to be a first class medium for Christmas announcements.

Think it over.

AMHERST FAIR IN FULL SWING

Winter Exhibition Was Successfully Opened Yesterday---Prominent Men Present.

Amherst, N. S., Dec. 3—The sixth Maritime Winter Fair and fat stock show was opened today under most favorable weather conditions and bids fair to surpass any previous fairs. In all classes both the number and quality of exhibits exceed previous years with the one exception of beef breeds, which in point of numbers are not so large as last season, but are equal in quality.

The dairy department is far ahead of last season, there being thirty-two entries in this class. The sheep and swine exhibits are equal to if not better than previous years.

The poultry department far exceeds any previous shows in Eastern Canada, and gentlemen from Ontario state that both in numbers, variety and quality the poultry repartment surpasses the Upper Canadian fairs. Barred and White Rocks, Wyandottes, Orpingtons and Rhode Island Reds seem to predominate, but nearly every known variety from the smallest bantams to large Brahmas and Cochins are represented.

The turkeys, geese and ducks are exceptionally fine and in larger number than usual. The dressed poultry shows improvement both in quality and manner of dressing.

The fruit exhibit is not quite as good as last season, no doubt owing to the very dry season.

The seed and root department, added last year, is this season taking a prominent place.

At 8.30 o'clock this evening about 1,000 ladies and gentlemen were present in the large auditorium of the fair building to attend the formal opening of the fair. President Elderkin presided. On the platform were Lieut. Governor Fraser, Hon. Geo. H. Murray, Hon. W. T. Pipes, A. B. Copp, M. P. P.; Dr. Borden, Mt. Allison; Colonel Campbell, Sussex; Mayor Silliker, Father Burke, and others. The president, on behalf of the association, bid all present a hearty welcome, and stated that this fair bid fair to be ahead of any previous year. He was glad to see the deep interest manifested by the different provinces in what was really a maritime institution of the practical farmer. He was glad to state that the Maritime Winter Fair had now become fixed and successful. He read telegrams of regret from Hon. Dr. Borden, minister of militia; Hon. H. R. Emmerson, minister of railways and canals; Hon. L. J. Tweedie, premier of New Brunswick; H. J. Logan, M. P., and others who were unable to be present.

Mayor Silliker, on behalf of the town, and Hon. W. T. Pipes, on behalf of the county, gave addresses of welcome, responded to by A. B. Copp, M. P. P. for Westmorland; Governor Fraser, Hon. L. P. Farris, of New Brunswick; Hon. Geo. H. Murray, and Justice Longley. The speakers all spoke in the highest terms of the exhibit of this year, and of the great benefit the country had already received and would yet receive through this medium of education. Governor Fraser received hearty applause. This was really the first opportunity since his appointment that he had really met a truly maritime audience. The other speakers were each accorded a splendid reception.

The judging of cattle commenced this afternoon and will be continued until completed.

EXPORTS

FOR LIVERPOOL, per S. S. Empress of Ireland, 8028 tons:

DOMINION GOODS.

1313 boxes cheese, 45 boxes bacon, 393 cases eggs, 65 cases poultry, 91 boxes salmon, 510 boxes herring, 3 bbls cod roe, 28236 ft deals, 2932 pieces pine dal, 1456 brls, 751 boxes apples, 900 bdls staves, 1430 bags flour, 1 brl oysters, 68 casks 92 cases dry fish, 40,259 bushels wheat, 37 pkgs mdse. Value $87,405.

AMERICAN GOODS.

544 bags flour, 649 boxes meats, 715 tres beef, 500 cases sardines. Value $80,750. Total value of cargo $168,155.

For Bridgeport, Conn., per schr E Merriam, 16865 ft spruce deals, 205,100 ft spruce planks, 47,435 ft scantling, 1,000,000 cedar shingles; Stetson, Cutler & Co.

APPLE SHIPMENTS

BOSTON, Dec. 3—Apple shipments for the week ending Dec. 1, from all ports, aggregated 119,792 bbls, as compared with 95,058 bbls in the corresponding week last year.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED—GIRL FOR GENERAL HOUSEWORK. Small family. One can go home nights preferred. Apply 114 Duke street. 12-4-6t.

THE MISSES COLEMAN AND MANSFIELD, representing the Corticelli Silk Co., are holding Art Needlework Classes FREE in the Foresters' Hall, Charlotte Street. 12-4-6t.

WANTED—KITCHEN GIRL AT CARVILL HALL. Apply at once. 12-4-tf.

WANTED—LAD FOR OFFICE. BRIGHT intelligent lad for Manufacturers' Agent's office. Apply in own handwriting to P. O. Box 314. 12-4-3t.

LOST—BETWEEN PORTLAND STREET and Ferry, west end, via Suspension Bridge, bunch of keys. Finder please leave at Times Office. 12-4-2t.

Christmas Suggestions

GIFTS FOR MEN.

Now is the Christmas shoppers' time, the time when you are happy in gift choosing. What to give men? Things that men themselves overlook are proper things to give for Christmas. Sort of half luxuries, things they hesitate over and put off buying until they have the price to spare; sensible things they love and wish for, but cannot always reach, just yet. Here are gifts that are sure to be appreciated:

HOUSE COATS OR SMOKING JACKETS, $2.50 to $7.50; a good assortment at the popular prices, $4.50, 5.00, 5.25, 5.50 and $6.00.

DRESS VESTS, in black and colored silk, $5.50; white pique and mercerized, $2.00 to $4.50.

WASHABLE VESTS, white and colored, $1.10 to $3.50.

FANCY PATTERN VESTS, $2.00 to $5.00.

OVERCOATS, RAINCOATS, SUITS—of 20th Century Brand's irreproachable ready-to-wear, $10.00 to $25.00.

If you desire a made-to-order garment you should book your order at once, so as to have it finished in time.

A. GILMOUR

68 King Street.
Fine Tailoring and Clothing.

BARGAINS.

Here are some of the Bargains I am giving in my December sale:

Men's Lace Boots,	$2,75
Women's Overshoes,	1,50
Girls' Overshoes,	1.00
Women's Skating Bals,	1.25
Men's Fancy Slippers,	.75
Women's Strap Slippers,	1.15
Women's Blucher Bals,	2.00
Men's Fine Overshoes,	1.75
Women's House Slippers,	.35
Boys' Rubber Boots,	3.00
Boys' Strong Boots, Sizes 3, 4,	1.00
Little Gents' Box Calf Bluchers,	1.25
Youths' " "	1.40
Boys' " "	1.75

N. B.—Any of above makes a sensible Christmas gift.

REVERDY STEEVES,

44 Brussels Street.