MC2289

POOR DOCUMENT

Advertising Merchants

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Financial and Commercial

LUMBER SHIPMENTS FROM ST. JOHN SHOW INCREASE

The following is a comparative tabulated statement showing the amount and destination of lumber shipped from the Port of St. John, N. B., for the month of September, 1905-1906. Also the grand total from the 1st January to the 30th September, 1905-1906:

	1905. (Spruce.	Birch	1906. Spruce.	Birch.
Liverpool			1,290,143	
Manchester	453,017		3,316,269	35,052
Channel	1,029,581		12,377,478	613,321
Glasgow		50,000	222,171	17,641
London	479,561	83,815	342,574	336,046
Other Ports	886,138		2,116,648	
Ireland	3,332,964		3,058,908	
Total	5,981,249	133,815	22,723,191	1,002,060

TOTAL TO SEPTEMBER, 30TH.

	1905. Spruce.	Birch.	Birch.	Bch.	Tim.	1906. Spruce.	Bch.	Tim.
Liverpool	26,742,792	760,727	1,625	17,630,251	549,508	2,320		
Manchester	27,691,586	256,877		37,568,515	546,303	127		
Fleetwood	937,129			1,946,546				
Channel	24,252,501	578,381		33,256,363	2,249,397			
Glasgow	11,650,113	1,111,416	1,431	10,635,005	108,114	1,694		
London	4,742,925	3,450,431	149	6,774,324	3,618,257	242		
Other Ports	16,618,856	30,876		24,653,308				
Ireland	19,471,352			15,158,721				
Total	132,107,554	6,188,709	3,205	147,621,033	7,118,579	4,383		

The above statement shows a large increase for this year, viz., 15,513,479 feet of spruce, 929,870 feet birch, and 1,178 tons of birch timber.

N.-Y. STOCK MARKET

Thursday, November 1.

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	109½	109⅝	110¼
Anoconda	267	266	269
Am Smelt & Rfg	153⅝	153¼	154¼
Am Car Foundry	43	43	43
Am Woollen	34⅝		
AtAtchison	100⅝	100⅝	100⅝
Am Locomotive	74	74	74
Brook Rpd Trst	77⅝	77⅝	78¼
Balt & Ohio	118¼	118¼	118⅝
Chess & Ohio	67¼	56	55½
Canadian Pacific	175	174¼	174½
Chi G West		17¼	17¼
Colo F & Iron		50½	51
Consolidated Gas	138	133½	133¼
Colorado Southern	38⅝	38¼	38⅝
Erie	43⅛	43⅛	43½
Louis & Nashville		142¼	142⅝
Interboro	35⅝	35⅝	36
Mexican Central	23⅝	24	22½
Missuro Pacific	93⅝	93½	94
N Y Central	126⅝	126½	126⅝
Peo C & Gas Co		88½	88½
Reading	138⅝	138¼	140
Republic Steel	35	35¼	35¼
Pennsylvania	140⅞	141½	144
Rock Island	27⅛	27⅛	27⅝
St Paul	171	170	170
Southern Ry	33¼	34	33⅞
N Y Central pfd	5¼	5	4⅞
Soutrehn Pacific	90⅝	90½	91⅝
Northern Pacific	209	210	210
Texas Pacific	35⅝	36¼	36½
Union Pacific	180¼	180⅝	181⅝
U S Rubber	49¼	49½	49⅝
U S Steel	46⅛	46	46⅝
U S Steel pfd	106¼	106⅝	106⅝
Wabash	18⅞	19	19
Wabash, pfd	42½	42	42½

Sales yesterday 485,000 shares in New York.

CHICAGO MARKET REPORT.

December corn	43½	43¼	43½
December wheat	74⅛	73⅞	74¼
December oats	33½	33⅜	33⅝
May corn	44⅛	44	44⅛
May wheat	78⅝	78⅝	78⅞
May oats	35	34⅞	34⅞
January pork	13.85	13.90	14.05

MONTREAL QUOTATIONS.

Dom Iron & Steel	29⅞	29⅞	29⅞
Montreal Power	97¼	97¾	97⅞
Detroit United	90	91	90

N. Y. COTTON MARKET.

November cotton	10.11	10.14	10.14
December cotton	10.10	10.12	10.06
January cotton	10.17	10.17	10.17
March cotton	10.26	10.26	10.29
May cotton	10.45	10.45	10.40

THE CASE AGAINST CLOSE FALL PASTURING

Some of our Agricultural Experiment stations, says the Farmers' Advocate, might do a useful work by comparing in absolute terms the relative yield of hay from meadow that has been fall-pastured with other that has had a generous aftermath left to protect the roots during winter, and add a bit of much-needed fertility by its decay in spring. Year after year the spectacle is witnessed of scant pastures being eaten down to the crown by shivering animals, often dairy cows, whose owners seem to act on the assumption that every bite snatched is a morsel saved. It is false economy Our best farmers know it and avoid the practice. But many others do not think six months ahead, and their fields and stock show it. One of the surest ways to run down a farm is to stock it heavily, and then pasture it severely in late fall and early spring. It not only runs down the farm, but it results in unprofitable stock. If the real effect on subsequent crop production could be estimated, we believe it would be found that this late-fall and early-spring pasturage makes a more expensive daily ration, and is much more expensive in results secured than a full ration of hay and grain.

Especially on cows are the results bad. Sheep, and even steers, can stand the cold better. In fact, the sheep can stand it much too long for the good of the grass; but the delicate maternal organism of the milch cow demands protection from weather inclemencies to do its best. Through October the cows should be stabled at night, and given a feed of silage or roots and hay, with a little meal added. It will pay handsomely for the following reasons: The cows will respond with a sustained or even increased flow of milk, partially paying for the feed and care by the immediate returns. Better milk flow, better prolonged, meaning a great deal more milk before the lactation period is finished.

The cows will become gradually accustomed to winter feed, and will not suffer that unfortunate constipation which results from sudden change off the grass. Better quality of manure, saved in good condition for application to the land which most needs it. More vigorous condition of the stock, due to better nourishment—consequence, thriftier calves and heavier milk flow next summer.

Boon to the meadows, which will return next summer an extra growth two or three times greater than the top left for winter mulch. No man has any right to expect increasing fertility or heavy crops who grazes his grass to the roots in fall. It is penny-wise and pound-foolish to the last degree.

At present values of butter and cheese, there should be no need to counsel generous feeding, to enable dairymen to take full advantage of the tempting prices ruling this fall. Everything points to the wisdom of crowding production now, even though it means slackening the feed later on in the winter, when dairy prices may ease off. As a matter of fact, cows which go into winter quarters in strong condition can do with less heavy feed along in the winter than those run-down animals that require expensive building up before they can do good work.

Mother and Daughter

MRS. PATRICK CAMPBELL AND HER DAUGHTER STELLA
FROM THE SKETCH

Mrs. Patrick Campbell's daughter Stella, who will probably follow in her mother's footsteps, resembles Mrs. Pat not only in appearance but temperamentally. When dressed in the same costume as Greeba in "The Bondsman" the likeness is emphasized.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Almeriana, 1,834, Liverpool, Oct. 28.
Florence, 1696, London, Oct. 19.
Indrani, 2,339, Glasgow, sailed Oct. 17.
Orthia, 2694, Glasgow to sail Nov. 1.
St. John City, 1412, London Oct. 14.

MINIATURE ALMANAC.

1906 November		Sun Rises.	Sets	Tides High	Low.
1	Thurs	7.05	11.55	11.46	5.39
2	Fri	7.07	0.46	0.06	6.13
3	Sat.	7.08	1.39	0.42	6.49
4	Sun	7.10	2.05	1.19	7.27

The time used is 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.

November 1, 1906.

S. S. Olenda, 2005, Bridges, from Bermuda, windward Islands and Demerara; The Robert Reford Co.

Schr Oriole, 124, Fitzgerald, from Bridgeport, Conn., A. W. Adams, ballast.

Coastwise

Schr Pansy, 76, Pike, Port Wolfe, N. B.

Cleared.

Schr Onward, McLean, from New London, for Amherst, N. S., with oak, was in for harbor.

Coastwise

Schr Nelson A, fishing.

DOMINION PORTS.

Halifax, Oct 31—Ard, schrs Preference, from New York; Theta, from Newark; Laura, from do.

Cld—Stmr Vinland (Nor), for Jamaica and Cuba.

Sailed—Stmr Ulunda, Chambers, for Liverpool via St John's (Nfld).

Chatham, N B, Oct 31—Cld, stmrs Tauke, for Port Morien; Renwick, for Port Hastings.

Hillsboro, Oct 29—Ard, stmr Edda, Meidell, from Newark.

Chatham, Oct 26—Cld, bark Karlson, for Buenos Ayres.

Moncton, Oct 30—Ard, schr Ethyl B Sumner, Beattie, for New York.

BRITISH PORTS.

London, Oct. 30—Bark Oskar, Paspebiac.

Scilly, Oct 31—Passed, stmr Latonia, from Montreal for London.

Liverpool, Oct 30—Ard, stmr Concordia, from Chatham (N B), for Manchester.

Manchester, Oct 30—Ard, stmr Jumna, from St John.

Shields, Oct 30—Ard, stmr Roman, from Montreal via London.

London, Oct 31—Ard, stmr Eva, from Montreal, Three Rivers and Sydney (C B).

Queenstown, Oct 31—Ard, stmr Fos, from Campbellton via Sydney for Cork.

Prawle Point, Oct 31—Passed, stmr Puritan, from Montreal, Quebec and Sydney (C B), for London and Hamburg.

Silloth, Oct 29—Ard, bark Fredensborg, from Richibucto.

London, Oct 31—Ard, bark Alaska, from English Bay.

Scilly, Oct 31—Passed, stmr Ontarian, from Montreal and uebec for London.

Liverpool, Oct 30—Ard, stmr Carmania, from New York.

London, Oct. 31—Ard, stmr Montezuma, from Montreal and uebec for Antwerp.

Glasgow, Oct 30—Sld, stmr Corean, for St John's (Nfld), Halifax and Philadelphia.

Torr Head, Oct 31—Passed, stmr Montfort, from Montreal and uebec for Bristol.

Avonmouth, Oct 31—Sld, stmr Montcalm, for Montreal.

Queenstown, Oct 31—Ard, stmr Baltic, from New York for Liverpool (and proceeded).

FOREIGN PORTS.

Boston, Oct. 30—Ard, schr Three Sisters, Price, Hoboken.

Sld—Stmr Catoloni, Louisburg.

Havre, France, Oct. 29—Sld, schr Elise, Newcastle, N. B.

Yokohama, Oct. 29—Sld, stmr Tartar, Vancouver.

Boston, Oct. 31—Cld, bktn Sirdar, for Bridgewater, N. S.; schrs Gazelle, for Plympton; Persis A Colwell, for Tyne Cape.

New York, Oct 31—Ard, schr Zeetha, from Perth Amboy for Wolfville (N S).

Cld—Schrs Edyth, for Elizabethport; J L Nelson, for Elizabethport.

New York, Oct 31—Sld, stmr Majestic, for Liverpool.

Boothbay Harbor, Oct 31—Ard, schrs Forest Belle, from New York; Walter M Young, from Lubec; Rowena, from Sackville (N B).

City Island, Oct 31—Bound east, stmr Rosalind, from New York, for Halifax and St. John's (Nfld).

Bound south—Schrs E M Roberts, from Dillight River (N S); Laconia, from Campbellton (N B); Madagascar, from Calais (Me); M. Mitchell, from St John; Luther T Garretson, Hillsboro (N B), for New Bedford.

Vineyard Haven, Mass, Oct 31—Ard, schr Jennie A Stubbs, from St John for New York.

Machias, Me, Oct 31—Ard, schrs, Aldine, from St John for Boston; Emma Cock, from Boston; Emma R Harvey, from Boston for Apple River (N S).

Portland, Me, Oct 31—Ard, schr Ida B Gibson, from New York for St John.

Saunderstown, R I, Oct 31—Ard, schrs Francis A Rice, from Weymouth (N S), for Providence; Theresa, from New York for Halifax.

New Haven, Oct 31—Ard, schrs Crescent, from Nova Scotia; Clayola, from do.

New London, Oct 31—Ard, schrs Ida May, from St John; E Merriam, from New York for St John.

Portsmouth, N H, Oct 31—Ard, schrs Abbie Keast, from Port Johnson for St John; Alma, from Edgewater for Bangor.

City Island, Oct 31—Bound south: Schrs Earl Grey, from Windsor (N S); Rebecca W Huddell, from St John; Wm L Elkins, from St John; Annie A Booth, from St John; Ravola, from Harvey (N B); Silver Spray, from Apple River (N S); Terence C Lockwood, from Shelburne (N S); St Olaf, from Hantsport (N S); Laura C Bridgewater (N S); Ann Louisa Lockwood, from Sackville (N B) for Philadelphia; Almeda Willey, from St John for Philadelphia; Harold B Cousens, from St John for Philadelphia; brig Venturer, from St John.

NOTICE TO MARINERS.

Portland, Me., Oct. 30—Western Reef spar buoy No. 2, reported adrift Oct. 15 from Winter harbor, was replaced 25th.

Pond Island Point second class can buoy No. 1, reported in a sinking condition Oct, 13 in Eggemoggin Reach, was replaced by a perfect buoy Oct. 24.

SPOKEN.

October 10, lat 2, lon 40 bark Fulda, New York for Townsville.

REPORTS, DISASTERS, ETC.

Schooner W. E. & W. L. Tuck, 395 tons, from Philadelphia to Windsor, N. S., coal, $2.

Schooner W. N. Zwicker, 398 tons, from Ingramport, N. S., to New York, lumber, $4.50.

RECENT CHARTERS.

The following charters have been reported: Schrs. Advance, Philadelphia to Manzanillo, coal, $3.25; W. E. and W. L. Tuck, do to Windsor, coal, $2; barkeptines Shawmut, do, to Portland (Me.), coal, 75c.; Stranger, Boston to Buenos Ayres, lumber, p. t.; schrs. Henry H. Chamberlain, Bangor to New Rochelle, lumber, $3.75; L. A. Plummer, New York to Stockton, cement, 90c.

British steamer Teelin Head, 1,083 tons, from Miramichi to Cork, with deals, 55s, November.

British schooner Laura C, 249 tons, hence to Cayenne with general cargo, lump sum.

VESSELS IN PORT

(Not cleared.)

With their tonnage, and consignee.

Steamers.

Cunaxa, 2048, Wm Thomson & Co.
Lord Iveagh, 2,137, Wm Thomson & Co.

Barks.

Bonny Doon, 510, R C Elkin.
Ethel Clarke, 399, J A Likely.
Nora, 1,068, Wm Thomson & Co.

Schooners.

Albana, 97, master.
Calabria, 451, J Splane & Co.
Ellen M Mitchell, 538, J W Smith.
Elina, 209, A W Masters.
Freddie A Higgins, 99, J W Smith.
Genevieve, 124, A W Adams.
Georgie, 88, J W McAlary.
Harry Miller, 246, A W Adams.
H M Stanley, 97, J W McAlary.
Lizzie H Patrick, 412, master.
Moama, 384, P McIntyre.
Norman, 299, R C Elkin.
Roger Drury, 307, R C Elkin.
Rothesay, 270, J W Smith.
R Carson, 99, F Tufts & Co.
Romeo, 111, P McIntyre.
S S Hudson, 408, John A Williams.
Sallie E Ludlam, 198, D J Purdy.
Tay, 124, P McIntyre.

MARINE NOTES

Schooner Elise arrived at Havre, France, last Monday with a load of lumber from Newcastle, N. B.

The little schooner J. Arthur Lord, before reported, which grounded in Nantucket Sound Tuesday, signalled for assistance when the storm became severe today, but as she was only a few miles off a windward shore her crew, when hailed by a boat which put off from Hyannis, stated that they wanted a tug and would not leave their vessel. She was still riding out the gale at dark tonight.

Tug Maggie M., Capt. Gilchrist, left this afternoon for Southwest Harbor (Me.), to tow the schooner W. H. Waters to St. John. The Waters was in collision with another schooner and lost her mainmast. The other vessel had her bowsprit carried away, besides receiving some other damage. The Waters is bound from Stamford to St. John.

Yesterday's Boston Post says:—The British steel bark Belmont, of Yarmouth, N. S., which has made numerous quick passages to this port from South America, has just ended the longest voyage in her entire career for 70 days. Her commander, Captain Ladd, stated that the voyage was one of the most trying in his many years' experience. Northeasterly winds were encountered from the very outset. Captain Ladd wishes to express his heartfelt thanks through the columns of the Post to Captain Wier of the British steamship Clara MacIntyre, which arrived at Philadelphia from Cheribon, Java, recently, for his kindness in steaming off his course and running down close to the Belmont, while in the latitude of Delaware, and taking the trouble to display signals notifying him of a submerged wreck which was directly in his track and a very dangerous menace to navigation.

IMPORTS

From Demerara ex s s Olenda, 7,221 bags sugar, order.

From Trinidad, 459 bags cocoanuts, Brown Bros. & Co.

From Barbados, 1 pcl books, A H Bay.

From Rouinica, 27 brls oranges, 7 bags cocoanuts, St. John Mercantile Co., 89 brls lime fruit; J. W. Von Lear & Co.

MORAN KEEPING HARD AT WORK

BOSTON, Oct. 31—District Attorney John B. Moran, candidate for governor on the Democratic, Prohibition and Independence League tickets, addressed rallies this evening in Everett, Waltham, Somerville and Malden. He was received in each of his appearances with cheers and all the meeting places were crowded.

In Everett, where he spoke in Everett Hall, the attendance was the largest known at a Democratic rally in the city. Ex-Congressman George Fred Williams and E. Gerry Brown, Democratic candidate for Lieut-Governor, also spoke here. Mr. Moran devoted much attention to his challenge to Governor Guild for a platform debate. He also discussed the various planks in Democratic platform, as he has done in previous speeches. "The gambling fraternity and the corporations," he said, "are all with Guild, who pretends to have dignity, but stoops in this campaign to a level lower than Boston's lowest ward politician."

Referring to his charges against Mr. Fairbank, of the Lewis & Clark exposition commission, Mr. Moran declared that Governor Guild was protecting Fairbank from public condemnation. Mr. Moran said there should be a new state auditor who should go over the books of the state for ten years back and ascertain how many forged orders had been cashed, how many thousands of dollars stolen, as there was "no knowing how many cases similar to that of Fairbank existed."

In Waltham Mr. Moran again discussed the planks in the Democratic platform and also his charge regarding Mr. Fairbank of the Lewis & Clark exposition commission. "I say Governor Guild," he remarked, "you should remove this man from the Jamestown exposition commission. I say upon the testimony of the girl stenographer and of Mr. Perkins, the secretary of the Lewis & Clark exposition commission, he is a forger. I ask you Governor Guild, how long are you going to keep a criminal on the commission to represent this state in Virginia?"

There was a large and representative gathering of the congregation of St. John's (Stone) church, last night, at the annual reunion, which was held in the school house. Addresses were delivered by the rector, who reviewed the year's work, and by Rev. Canon O'Meara, principal of Wycliffe College Toronto. There was a short musical programme, after which refreshments were served.

Colton Maynard, an instructor in English at the Cheshire Academy, Cheshire, Connecticut, has been in the habit for some time of asking the boys in his Shakespeare class to give appropriate titles for the scenes in different plays. The other day, after reading The Merchant of Venice, he asked one of the boys to suggest a good title for the scene where Jessica steals away from her father's house with Lorenzo. The boy showed his familiarity with melodrama, if not with Shakespeare, by answering quickly, "No mother to guide her."—Harper's Weekly.

The smallpox patient at the isolation hospital is reported to be improving.

It's as difficult to find out a friend as it is to lose an enemy.

W. FRANK HATHAWAY MAKES OBJECTION

Says City Should Not Allow Street Cars to Run Across Queen Square, W. E., or On Smythe Street.

Shall it have a track across Queen Square, Carleton?

Shall it have a track along Smythe street?

To the Editor of The Evening Times:

Sir,—I would respectfully point out to the common council a few reasons why the above privileges should not be granted to the street railway.

This company wishes to have the right to lay its tracks along Smythe street for the purpose of hauling coal from the Dominion coal pockets, and ashes from the works to the I. C. R. station. The company is willing to agree to use the tracks only at night.

As against granting this privilege I urge:

1st. That within two or three years after getting the right by night, the company will demand the right by day.

2nd. That in the winter Dock street to the I. C. R. is not used by heavy teams. Drivers explain that snow is thrown to the right and left, causing a sliding toward the tracks, therefore they avoid Dock street and use Smythe street. If the company be allowed to lay this track it will cause more inconvenience there to teams than it does on Dock street, as Smythe street is narrower than Dock, and in winter more snow settles in Smythe street.

3rd. I cannot see why the only two streets by which heavy traffic from the I. C. R. to the main business portion of the city is carried on, should be rendered inconvenient to business men and to teamsters. The concession asked for will save to the company large sums in cartage, but will increase to the merchants the cost of cartage.

In 1899 the Street Railway Company contributed less than $8,000 to the revenue of the city. In 1898 Toronto, with only four times our population received $109,000 as its share of the street railway receipts. In 1905 St. John received $9,500 from its street railway. In the same year Toronto received about $200,000.

The franchise to the street railway, which does not expire until 1934, only gives them the right to use our streets for passenger traffic. Why then should the council even consider giving them the right to use Smythe street for freight traffic, when it will interfere with general trade by delaying traffic between the wharves and the railway, especially during the winter?

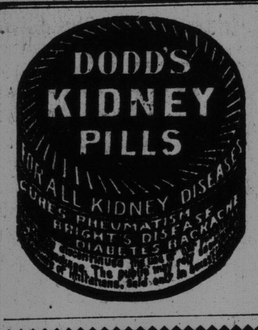
The company also asks to have the right to cross Queen Square in Carleton. This should not be granted on the general ground that no street railway should cross through our public squares. These places are for the citizens, and particularly for the young people. Today many may think that Queen Square in Carleton is not much used, but within ten years the citizens of Carleton, will regret the hour and the day when they allowed the street railway to put the tracks across the square. If it be considered so necessary to have a track through the square, to avoid the steep hill to the south-east, why not give the company the right to put their tracks down, with the written understanding that on a year's notice they would have to take up the rails and place the square in the condition it was before.

Finally let me say, Sir, that we have but very little for which to thank the Street Railway Company. They give us a low passenger rate from city points to the Seaside Park. On the other hand, they are charging us $1.75 per thousand feet for a poor quality of gas, which price is from 50 to 100 per cent. more than many other cities are paying. They also charge 5 cents higher per thousand watts of electric light, than it should be. The meter change on both electric lighting and gas lighting is obnoxious. They have not yet decided to give workingmen reduced fares during working hours, as is done in many cities. Why then should the council consider for a moment their application to crowd Smythe street with their tracks for the purpose of hauling ashes and coal?

St. John seems to be looking backward, rather than forward in this question of lighting and street railways. The city concluded last year a ten-year contract for street lamps at $10 per lamp higher than that paid by most cities of a similar size in Canada. The council has given this company the franchise of the streets in Carleton, and I am told that this franchise is to last until 1934. I cannot understand why civic bodies, in the light of events both in Europe and America, would tie down the streets of Carleton to any company for a period longer than ten years. I am very truly yours,

W. FRANK HATHEWAY.

Nov. 1, 1906.



Fruit Dealers, Attention!

We have left a few boxes of Bahama Grape Fruit, and would like them cleaned out before new lot arrives. We are going to create a demand for them.

Ripe and Full of Juice.

JONES & SCHOFIELD,
Sole Consignees,
"HARRY FRITH BAHAMA" FRUIT
Watch our space for future announcements.

HUGH H. McLEAN, Agent,
Fire Insurance and Real Estate
NORMAN L. McGLOAN,
Sub-Agent.
42 Princess Street.

October has Surpassed All Expectations

As a Money Taking Month.

And it is our desire to beat it in this month of November.

We know to do this means extraordinary efforts, and to do it we will sacrifice the greater part of our Profits by giving the Public unheard of Prices on Goods they must buy at once.

READ OUR AD. DAILY.

Many men will pay a tailor $18 for a Black English Melton Overcoat which we can supply them for $12.

Men's $12 Black Melton Overcoats, Long, Fashionable Cut, - - - $9.00
Men's $12 English Beaver Overcoats, Long Fashionable Cut, - - - 9.00
Men's $16 Tourist Coats, Fancy Tweed Mixtures, - - - - 12.00
Men's $16 Scotch Tweed Overcoats, - 12.00
Men's $12 Overcoats, Best Canadian Tweed, Fashionable Pattern - 9.98
Men's $8.50 Canadian Beaver Overcoats, 5.00
Men's $8-50 Canadian Frieze Overcoats, Black or Blue, - - - - 5.98
Men's $12 Fall Overcoats, Short, Fashionable Cut, - - - - 8.00
Men's $12 Showerproof Overcoats, - 8.00
Men's $5 Grey or Black Frieze Reefers, Storm Collar, - - - 2.98
Men's $10 Canadian Tweed Suits, - 7.50
Men's $13 Hewson Tweed Suits, - 9.98
Men's $15 Scotch Tweed Suits, - - 12.00
Men's Hewson Tweed Pants, - - 2.48
Men's English Hairline Pants, , - 2.25
Men's Natural Wool Shirts and Drawers .50
Men's Penman Unshrinkable Shirts and Drawers, - - - - .69
Men's Sanitary Wool-Fleece Shirts and Drawers, . - - - .45
Men's Double-Breasted Cardigans, Pure Wool, - - - - 1.48
Men's Double-Breasted Cardigans, All Wool, - - - - .98
Men's All Wool Sweaters, - - .98
Men's Five Pairs Arctic Socks, - - 1.00
Men's Black or Blue Overalls. with Bib, .48
Men's $1 Soft Front Shirts, - - .69
Men's $1 White Dress Shirts, - - .69
Ladies' $14 Scotch Tweed Coats, Large Plaids and Checks, - - - 9.98
Ladies' $12 Fancy Tweed Coats, Latest Fashionable Cut, - - - 7.98
Ladies' $6 Canadian Tweed Coats, - 3.98
Girls' Long, Fashionable Coats, Age 8 to 14, - - - $2.98 to 6.00
Little Girls' Coats, Age 3 to 6, 1.98 to 4.00
The Baby-Girl Coat, White Bear Cloth, $1.98 up
Ladies' Cloth Skirts, - $1.98 to $6.50
Misses' Cloth Skirts, - 1.50 to 2.98
Ladies' 90c. Sateen Underskirts, - .68
Ladies' $1.25 Sateen Underskirts, - .98
Ladies' 2.00 Sateen Underskirts, - 1.48
Ladies' 80c. Shaker Flannel Night Gowns, .58
Ladies' $1 Shaker Flannel Night Gowns, .78
Ladies' 2 Shaker Flannel Night Gowns, 1.48
Ladies' 2.48 All Wool Golf Vests. - 1.98
Misses' 1.75 All Wool Golf Vests, -. 1.38

Ladies' Costumes and Mantles Made to Order at short notice,

Ladies' Furs, Large Assortment, Prices $4.50 to $50.

Bargains in Millinery Room too numerous to mention. Money back if wanted.

WILCOX BROS.,

Lock St. and Market Square.