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James MacMurray,

Managing Director

92 Prince William Street,

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### MONTREAL SALES.

(McDougall and Cowans.)

Morning.

Montreal, Tuesday, March 11—

100 Vic Bonds 1922-5,000 @ 100 1/2

100 Vic Bonds 1927-1,500 @ 103, 100 @ 103 1/2

100 Vic Bonds 1937-100 @ 105 1/2, 1,000 @ 105 1/2

100 Vic Bonds 1947-3,500 @ 100 1/2, 4,500 @ 100 1/2, 10,000 @ 100 1/2, 3,000 @ 100 1/2

1923 Vic Bonds-150 @ 104 1/2, 50,000 @ 104 1/2, 350 @ 104, 1,000 @ 104 1/2, 1,200 @ 104 1/2

Can Cen Pfd-55 @ 100

Can Cen Com-175 @ 66 1/2, 110 @ 67

Steel Can Com-180 @ 61 1/2, 25 @ 61 1/2

Dom Iron Com-50 @ 60, 10 @ 60 1/2, 50 @ 60 1/2, 115 1/2 @ 115 1/2, 345 @ 115 1/2, 115 1/2 @ 115 1/2, 5 @ 117 1/2

Montreal Power-167 @ 91 1/2

1931 War Loan-500 @ 98 1/2

Can Car Pfd-20 @ 86 1/2

1937 War Loan-800 @ 99 1/2, 55,000 @ 99 1/2

Ogilvie-25 @ 194

Lake Woods-50 @ 158

McDonalds-25 @ 24 1/2

Wayne Bonds-25,000 @ 87 1/2, 2,000 @ 87 1/2

Quebec Railway-20 @ 21 1/2, 50 @ 21 1/2

Asbestos Com-25 @ 52

St. Lawrence Power-50 @ 69

Asbestos Pfd-10 @ 79

Glass-25 @ 46 1/2

Brompton-15 @ 58 1/2, 15 @ 58 1/2, 25 @ 59

Bank Commerce-5 @ 204

Nor Amer Pulp-5 @ 44

Royal Bank-13 @ 208 1/2

Can Cot-25 @ 71 1/2

Pennans Ltd-35 @ 89 1/2

Can Converters-5 @ 51, 50 @ 50 1/2

Afternoon.

1922 Vic Bonds-2,050 @ 100 1/2, 100 @ 100 1/2

1927 Vic Bonds-350 @ 102, 1,500 @ 102 1/2

1937 Vic Bonds-1,400 @ 105 1/2, 1,000 @ 105 1/2

Steamships Pfd-20 @ 79

Brazilian-30 @ 53 1/2, 200 @ 54

Dom Tex-25 @ 107 1/2, 100 @ 108

Can Cen Pfd-10 @ 100

Glass-25 @ 46 1/2

Can Cen Com-220 @ 67 1/2

Steel Can Com-110 @ 61 1/2, 10 @ 61 1/2

Dom Iron Com-35 @ 60 1/2, 105 @ 60 1/2

Montreal Power-50 @ 91 1/2, 50 @ 91 1/2, 87 @ 91

1925 War Loan-800 @ 98

H M P-100 @ 59

1931 War Loan-700 @ 98, 2,000 @ 98 1/2

1937 War Loan-1,000 @ 99 1/2

Can Car Pfd-15 @ 81 1/2

Can Car Com-50 @ 31

Maple Milling Co-50 @ 157 1/2, 50 @ 157, 10 @ 158 1/2

Ogilvie-25 @ 194

McDonalds-25 @ 24 1/2

Quebec Railway-20 @ 21 1/2, 50 @ 21 1/2

Asbestos Com-25 @ 52

St. Lawrence Power-50 @ 69

Span River Com-125 @ 19 1/2

Span Riv Pfd-260 @ 70

(McDougall and Cowans.)

Bid. Ask.

Ames Holden Com... 28 29

Ames Holden Pfd... 78 78

Brazilian L. H. and P... 54 1/2 54 1/2

Canada Car... 31 31

Canada Car Pfd... 86 1/2 87

Can. Cotton... 39 39

Canada Cement... 67 67 1/2

Dom. Cannons... 39 39

Dom. Iron Com... 60 1/2 60 1/2

Dom. Text Com... 108 108 1/2

Laurentide Paper Co... 207 207

Lake of Woods... 150 150

MacDonald Com... 24 1/2 24 1/2

Mt. L. H. and Power... 91 1/2 91 1/2

Ottawa L. and P... 84 84

Ogilvie... 194 194

Quebec Railway... 21 1/2 21 1/2

Ames's Limited... 108 108 1/2

Saw W. and P. Co... 118 118 1/2

Smith River Com... 29 29

Smith River Pfd... 20 20

Smith River Com... 61 1/2 62

N. Y. COTTON MARKET

(McDougall and Cowans.)

High. Low. Close.

May... 22.40 22.75 22.80

July... 22.40 21.98 22.80

Oct... 21.00 20.70 20.80

Dec... 21.00 20.50 20.60

### UPWARD TENDENCY OF STOCK MARKET

Any Uncertainties Prevailing Were Due to the Heaviness of Shipping and Several of the Industrial Specialties.

New York, March 11.—Trading on the stock exchange, today, lacked the sustained activity and enthusiasm of yesterday's record session, but the tendency was unmistakably upward after an irregular opening with many substantial gains at the close.

Such uncertainty as prevailed at the outset, was due chiefly to the heaviness of shippings, and several of the industrial specialties, and the restricted movement of United States Steel and Rails, which encouraged renewed selling for the short account. Both rails and shippings became decidedly strong later, however, the former advancing briskly on Washington advices which pointed to a satisfactory outcome of the conference between the director-general and the executives of the transportation companies.

Disappointment was expressed at the postponement of the meeting between steel manufacturers and the department of commerce, but the cut in the Kennecott Copper division had little effect, metals figuring unimportantly in the day's operations.

Dealings were broadest and most active in the final hour. United States rising almost two points to 88 and affiliated industrial equipments, oils, tobaccos and distilling issues advancing 3 to 10 points.

Foremost features were among tobacco, industrial alcohol, General Electric, New York Air Brake, Mexican Petroleum, United Cigars, American International, United Fruit and St. Paul preferred.

Sales amounted to 1,000,000 shares. Bonds again failed to reflect the strength and activity of the stock list, the tone in the main being somewhat mixed, Liberty issues easing.

Total sales, par value, aggregated \$9,375,000. Old United States coupon and registered fours advanced 1/4 per cent. on call.

### TORONTO BOARD OF TRADE REPORT

Toronto, Ont., March 11.—Board of Trade quotations today were as follows:

Manitoba wheat, in store Fort William, No. 1 Northern 2.24 1/2; No. 2 Northern 2.21 1/2; No. 3 Northern 2.17 1/2; No. 4 wheat 2.13 1/2.

Manitoba oats—No. 2 C. W. 73 1/2; in store Fort William; No. 3, 66 1/2; extra No. 1 feed 68 1/2; o. 1 feed 64 1/2; No. 2 feed 61 1/2.

Manitoba flour—No. 2, 1.82; No. 4, 1.59; prompt shipment track Toronto; Manitoba barley—in store Fort William, No. 3 C. W. 90 3/4; No. 4 C. W. 88 1/2; rejected 79 1/2; feed 78 1/2.

Ontario wheat—No. 1 winter 2.14 to 2.22; No. 2 winter 2.11 to 2.19; No. 3 winter 2.07 to 2.15; No. 1 spring 2.09 to 2.17; No. 2 spring 2.06 to 2.14; No. 3 spring 2.02 to 2.10; Co. shipping points, according to freight.

Ontario oats—No. 2 white 60 to 62; No. 3 58 to 60, according to freight outside.

Barley—Maltling, 85 to 90; Peas—No. 2, 1.75, according to freight outside.

Wheat—No. 2, 85, nominal.

Rye—No. 2, 1.37 to 1.40, nominal.

Manitoba flour, government standard, 10.75 to 11.00, Toronto.

Ontario flour—Government standard, 9.35 to 9.75. Toronto-Montreal, 8.55 to 9.75, new toros.

Millfeed—Car lots, delivered Montreal, shorts 42.25.

Bran—40-25.

Middlings—Not quoted.

### N. Y. QUOTATIONS.

(McDougall and Cowans.)

Open. High. Low. Close.

Am Beet Sug 9 1/2 9 1/2 9 1/2 9 1/2

Am Car Fdy 9 1/2 9 1/2 9 1/2 9 1/2

Am Loco 67 1/2 68 67 1/2 67 1/2

Am Sug 118 1/2 119 118 1/2 118 1/2

Am Steel 70 1/2 70 1/2 70 1/2 70 1/2

Am Steel Pfy 86 87 1/2 86 87 1/2

Am Woolen 65 1/2 65 1/2 65 1/2 65 1/2

Am Tele 107 1/2 107 1/2 107 1/2 107 1/2

Anacosta 62 1/2 62 1/2 62 1/2 62 1/2

A H and L Pfd 100 101 99 100 1/2

Am Can 48 48 1/2 47 1/2 47 1/2

Atchafalaya 24 1/2 24 1/2 24 1/2 24 1/2

Balt and Ohio 48 1/2 48 1/2 48 1/2 48 1/2

Bald Loco 87 1/2 88 1/2 87 1/2 87 1/2

Beth Steel 70 1/2 71 1/2 70 1/2 70 1/2

Brook Rap Tr 24 1/2 24 1/2 24 1/2 24 1/2

Butte and Sap 19 1/2 19 1/2 19 1/2 19 1/2

C P I 41 42 40 1/2 42

Ches and Ohio 39 40 39 40

Chino 34 1/2 35 34 1/2 34 1/2

Cent Leath 67 1/2 68 67 1/2 68

### STOCK LARGELY HELD IN CANADA

City of Detroit to Take Plebiscite on Purchase of Detroit United Railway Properties.

Detroit, March 11.—Following the reaching of a tentative agreement by the city railway commission and officials of the Detroit United Railway for the purchase by the city, at a cost of \$31,500,000 of the company's properties in Detroit, the City Council, this afternoon, decided to submit the proposition to the voters at the April seventh elections. If the plan carries, and the purchase is made, the city will assume ownership and control of the lines July 1, 1919, city officials state. The agreement calls for an initial payment by the city of \$16,000,000. Detroit United Railway stock is largely held in Canada.

### FORD'S PLANS FOR MAKING \$250 CAR

A Universal Service Los Angeles despatch to the Boston News Bureau states that Ford's \$250 car plans are well advanced. It is stated that the present court decision requiring him to distribute \$19,000,000 accumulated profits was widely caused him to turn his attention to the new enterprise. He is quoted:

"As to the \$19,000,000 decision, it caused me to make this move because of my principle to have plenty of ready cash to do business. Of that \$19,000,000 I have to distribute to myself about \$12,000,000 but cannot do justice to myself put that back in the business, because I have no way to oblige those who own the other proportion to so employ me. As I do not believe in subsidiary companies, I cannot resort to that method, which many financiers employ.

"My only course is to get out and design a new car, which can be sold cheaply, and which will be in all details up to date. The only venture I have gone into is our tractor company and this will be the method of handling the new car. That is called Henry Ford & Son Incorporated. Our company all the stock will be owned by my family. For our new project we already are looking about for water power sites. The tractor company advanced, for I have been working on it while 'resting' here in California.

"We shall have a plant on the Pacific coast and stations all over the country. In fact, we propose to dot the world with our factories, because I believe every family should have a car and it can be done. Our company has already established our tractor and it is paying at the rate of \$500,000 and has accumulated \$12,000,000 assets.

"The old company? Why I don't know exactly what will become of it. The portion of it that does not belong to me cannot be sold to me, that I do know. I must do business on that basis I think right. I cannot do so on any other. I do not intend to sell companies. I do not think the principal is the best that can be devised, but it is the best system there is at present and we must use it.

"I hope eventually that some system of common partnership wherein those who work as a result of investing their money and those who work otherwise will be the partners."

### MARKET PACE MODERATED

(McDougall and Cowans.)

New York, March 11.—The pace of the market as a whole moderated considerably today without interfering with movements in wheat and specialties. Bullishness centered upon stocks directly or indirectly connected with the food situation. The theory is that food producers and distributors have a long period of prosperity ahead, with a large part of the work dependent upon this country's exports.

The chemical companies are included because of the demand of farmers for fertilizer and farmers are ready buyers of autos and tractors. The enormous increase in these machines planned for the near future is counted a bullish argument on the oil stocks. The annual report of the Corn Products Co. with thirteen per cent. earned on the common gives point to this theory. The tobacco stocks are strong, partly on the belief that each increase in taxes on tobacco, causing an increase in retail selling prices, will carry a small addition to the margin of profit.

Stocks of these groups made advances of one to two points today while more important sections of the list were marking time. Nevertheless the general list was strong at the close with a revival of strength in the steel issues.

E. and C. Randolph.

### Fighting For a Peace League

Republicans, Democrats, and President Wilson all want some kind of a League of Nations which will insure world peace. What kind of League can they agree upon and make successful? No question will be more earnestly discussed in the months just ahead. The beginnings of this discussion are gathered from all directions into The Literary Digest this week for the convenient study of American citizens at large whose opinions, after all, must prevail before the question can be settled. A parallel comparison of Senator Knox's plan and the Paris plan is one of the features of this article.

### REAL ESTATE FOR SALE

Two dwellings, centrally located in this City can be purchased for cash, or a part of the Purchase Price left on mortgage. Good building lots in Lancaster Heights. Land is free soil, and no difficulty in exporting for cellars.

### The Canada Permanent Trust Company

Advisory Board for the Province of New Brunswick:

W. Malcolm MacKay, Rothesay. Hon. W. E. Foster, St. John.

Branch Office, corner Prince William Street and Market Square, Saint John, N. B.

H. N. M. STANBURY, Manager.

# Eat more Candy

"CANDIES are among the attractive and useful forms in which sugar is used as a food."—Canada Lancet.

Have you eaten your share of candy to-day?

There is a certain amount due to you, you know—for your system requires it to supply bodily needs.

Eminent authorities on food state that about 4 ounces of sugar are required by an adult every twenty-four hours.

Besides sugar, candy contains nuts, fruits, corn syrup, chocolate, some fats such as butter, and flavoring. All these ingredients are recognized as useful foods and essential to the maintenance of good health.

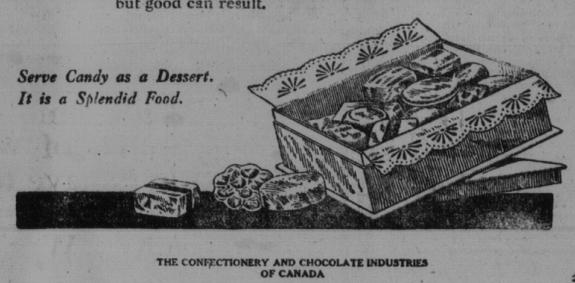
Candy has established itself as a wonderful food product. It is no longer considered a luxury. Men and women everywhere have found it to be an excellent food.

Because of its food value, candy was classified as a necessity for both soldiers and sailors.

While at the Front, General Pershing cabled: "Send candy if you have to omit oatmeal."

There are times each day when you feel the need for something to tone you up and restore your vigor—try candy.

Eat candy in rational quantities and nothing but good can result.



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### CUNARD ANCHOR ANCHOR-DONALDSON

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## ANCHOR-DONALDSON

TO GLASGOW

From St. John, N. B. Casandra March 13

St. John, N. B. Saturnia April 16

## ANCHOR LINE

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THE ROYAL MAIL STEAM PACKET CO. HALIFAX, N. S.

### The Maritime Steamship Co. Limited.

#### TIME TABLE

On and after June 1st, 1919, a steamer of this company leaves St. John every Saturday, 1.30 a. m., for Black-Harbor, calling at Diggor Harbor and Beaver Harbor.

Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, L'Etete or Back Bay.

Leaves St. Andrews Monday evening 8 a. m., Thursday, 10.30 a. m., for the tide, for St. George, Back Bay and Black's Harbor.

Leaves Black's Harbor Wednesday on the tide for Diggor Harbor, calling at Beaver Harbor.

Leaves Diggor Harbor for St. John 8 a. m., Thursday, 10.30 a. m., for St. John, calling at Diggor Harbor, Richardson, L'Etete or Back Bay.

Agent—Thomas Wharf and Warehousing Co., Ltd., Phone 2581. Manager Lewis Connor.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

### GRAND MANAN S.S. CO.

#### CHANGE OF TIME.

Commencing October 1st and until further notice, steamer will sail as follows:

Grand Manan Mondays, 7.30 a. m., for St. John via Eastport, Campobello and Wilson's Beach.

Returning, leave Turnball's Wharf, St. John, Wednesdays, 7.30 a. m., for Grand Manan via Wilson's Beach, Campobello and Eastport.

Leave Grand Manan Thursdays at 7.30 a. m., for St. Stephen, via Campobello, Eastport, Cumming's Cove and St. Andrews.

Returning leave St. Stephen Fridays at 7.00 a. m. (tide and ice permitting) for Grand Manan, via St. Andrews, Cumming's Cove, Eastport and Campobello.

Leave Grand Manan Saturdays 7.30 a. m., for St. Andrews, via Campobello, Eastport and Cumming's Cove, returning same day at 1.00 p. m., for Grand Manan via same ports.

SCOTT D. GUPTILL, Manager.

### DOMINION COAL COMPANY

DOMINION 'SPRINGMILL' BITUMINOUS STEAM and GAS COALS

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