

# COBALT---Hargraves Advances Expected to Lead Market---COBALT

## SOME STOCKS ARE STRONG NEW ISSUES IN DEMAND

Hargrave Silver Limited and Otisse Are Prominent—Silver Queen Still Weak.

World Office, Tuesday Evening, Feb. 9.  
Over seven hundred tons of ore from ten mines were shipped out of Cobalt last week. The statement was acceptable to traders in the mining securities, but the languid state of the market prevented the ore statement from having any perceptible influence upon prices.

Price changes at both the Toronto Exchange and at the New York Curb were narrow and in the absence of aggressive support floor traders here were inclined to hold the short side of all the active shares.

Runners in regard to the Silver Queen property have undoubtedly had a detrimental influence on public sentiment, and such will require a certain length of time to dissipate.

The new issues are attracting more interest than the older propositions. Hargrave was one of the most active securities again, the demand for the shares carrying the price more than a point beyond yesterday.

"Silver Limited," the new Gowganda company, attracted considerable attention and the shares were in heavy demand at 50, many orders being on the market at that price. Quotations were made on four exchanges for the stock, to-day, viz., the two Torontos, Montreal and New York. At New York 45, 50 and 55 were offered.

The strongest issue in the listed department to-day was Otisse, which advanced to 48 on large purchases. Temiskaming has strong support higher on the afternoon board and Little Nip and Watts were quoted higher on reported new finds.

"La Rose and Nip" were not buoyant and to some extent these issues still have an influence on the balance of the market.

### BUYING OF HARGRAVE

Has a Stimulating Effect Upon the Other Good Cobalts.

Many brokers are now more or less certain that some important development on the Hargrave, not yet disclosed, has taken place. In no other way can they explain the enormous and persistent demand after the stock. Blocks of 5000 or 10,000 shares were dealt in, it closed yesterday at 57 1/2 to 58 1/2 and it is predicted that it will go to 60 on this movement. The strength in Hargrave is having a stimulating effect on the whole market, which seems now, to be gaining strength. Otisse was one of the conspicuously strong issues and several others showed from one to three points advance.

### SAVILLE WITH DOG TEAMS

Intends Opening Up Another North Country Camp.

R. J. Tretlow, who returned to the city yesterday from a ten day trip to the Gowganda country, reports having met Tommy Saville at the Ingles Camp on Duncan Lake. Tommy, according to Mr. Tretlow, is the proud possessor of the most complete and compact outfit ever taken by a prospector into the north country. With two Indians and a dog team he was en route to the territory west of Duncan Lake, which he said he would extensively prospect and develop. Mr. Tretlow, who is confident of returning with such evidences of mineral wealth as to cause another stamped and open up a new camp.

**Nova Scotia Cobalt.**  
A despatch from Montreal says: Nova Scotia Cobalt Mining Company has struck a two-inch vein, almost pure silver. Magnificent samples are shown at Jacob A. Jacobs' office.

### TWO STRIKES REPORTED.

Reports over Messrs. Wallace and Eastwood's wire to-day announced a good strike on the leased lot belonging to Little Nipissing, and a find of a good-looking 5-inch vein on the Watts.

**Advertising of Mining Stocks.**  
NEW YORK, Feb. 9.—The legislative committee investigating the changes in the financial district again took up the examination into the conduct of the mining department of the New York Produce Exchange. The committee gave special attention to the advertising of mining stocks by certain firms connected with the exchange.

**Charles L. C. York Corp.**  
The Charles L. C. York Corp. reported the following quotations and trading at New York yesterday:  
Nipissing, 94 to 95, high 95, low 94, 100 at 94.

### COBALT ORE SHIPMENTS.

Following are the weekly shipments 1909, to date:			
	Week end.	Since Jan. 1.	Since Jan. 1.
	Feb. 6.	Feb. 6.	Feb. 6.
	Ore in lbs.	Ore in lbs.	Ore in lbs.
Buffalo	44,250	88,250	44,250
Cobalt Lake	123,500	247,000	123,500
Crown Reserve	563,240	1,126,480	563,240
Cobalt Central	81,238	162,476	81,238
Chambers-Perland	142,900	285,800	142,900
Drummond	218,900	437,800	218,900
Posters	205,067	410,134	205,067
King Edward	53,520	107,040	53,520
La Rose	20,620	41,240	20,620
McKinley-Dar	41,000	82,000	41,000
Nipissing	1,179,135	2,358,270	1,179,135

One shipment to February 6, 1909, of 6,081.20 pounds or 304 tons.  
February 9 were 1,441.37 pounds or 720 tons.  
The total shipments for 1908 were 25,463 tons, valued at \$10,000,000. In 1907 the total shipments were 24,000 tons, valued at \$9,000,000. In 1906 the total shipments were 22,400 tons, valued at \$8,000,000. In 1905 the total shipments were 21,000 tons, valued at \$7,000,000. In 1904 the total shipments were 19,000 tons, valued at \$6,000,000. In 1903 the total shipments were 17,000 tons, valued at \$5,000,000. In 1902 the total shipments were 15,000 tons, valued at \$4,000,000. In 1901 the total shipments were 13,000 tons, valued at \$3,000,000. In 1900 the total shipments were 11,000 tons, valued at \$2,000,000. In 1899 the total shipments were 9,000 tons, valued at \$1,000,000. In 1898 the total shipments were 7,000 tons, valued at \$800,000. In 1897 the total shipments were 5,000 tons, valued at \$600,000. In 1896 the total shipments were 3,000 tons, valued at \$400,000. In 1895 the total shipments were 1,000 tons, valued at \$100,000. In 1894 the total shipments were 500 tons, valued at \$50,000. In 1893 the total shipments were 200 tons, valued at \$20,000. In 1892 the total shipments were 100 tons, valued at \$10,000. In 1891 the total shipments were 50 tons, valued at \$5,000. In 1890 the total shipments were 25 tons, valued at \$2,000. In 1889 the total shipments were 10 tons, valued at \$800. In 1888 the total shipments were 5 tons, valued at \$400. In 1887 the total shipments were 2 tons, valued at \$160. In 1886 the total shipments were 1 ton, valued at \$80. In 1885 the total shipments were 500 tons, valued at \$40,000. In 1884 the total shipments were 250 tons, valued at \$20,000. In 1883 the total shipments were 125 tons, valued at \$10,000. In 1882 the total shipments were 62 tons, valued at \$5,000. In 1881 the total shipments were 31 tons, valued at \$2,000. In 1880 the total shipments were 15 tons, valued at \$1,000. In 1879 the total shipments were 7 tons, valued at \$500. In 1878 the total shipments were 3 tons, valued at \$200. In 1877 the total shipments were 1 ton, valued at \$80. In 1876 the total shipments were 500 tons, valued at \$40,000. In 1875 the total shipments were 250 tons, valued at \$20,000. In 1874 the total shipments were 125 tons, valued at \$10,000. In 1873 the total shipments were 62 tons, valued at \$5,000. In 1872 the total shipments were 31 tons, valued at \$2,000. In 1871 the total shipments were 15 tons, valued at \$1,000. In 1870 the total shipments were 7 tons, valued at \$500. In 1869 the total shipments were 3 tons, valued at \$200. In 1868 the total shipments were 1 ton, valued at \$80. In 1867 the total shipments were 500 tons, valued at \$40,000. In 1866 the total shipments were 250 tons, valued at \$20,000. In 1865 the total shipments were 125 tons, valued at \$10,000. In 1864 the total shipments were 62 tons, valued at \$5,000. In 1863 the total shipments were 31 tons, valued at \$2,000. In 1862 the total shipments were 15 tons, valued at \$1,000. In 1861 the total shipments were 7 tons, valued at \$500. In 1860 the total shipments were 3 tons, valued at \$200. In 1859 the total shipments were 1 ton, valued at \$80. In 1858 the total shipments were 500 tons, valued at \$40,000. In 1857 the total shipments were 250 tons, valued at \$20,000. In 1856 the total shipments were 125 tons, valued at \$10,000. In 1855 the total shipments were 62 tons, valued at \$5,000. In 1854 the total shipments were 31 tons, valued at \$2,000. In 1853 the total shipments were 15 tons, valued at \$1,000. In 1852 the total shipments were 7 tons, valued at \$500. In 1851 the total shipments were 3 tons, valued at \$200. In 1850 the total shipments were 1 ton, valued at \$80. In 1849 the total shipments were 500 tons, valued at \$40,000. In 1848 the total shipments were 250 tons, valued at \$20,000. In 1847 the total shipments were 125 tons, valued at \$10,000. In 1846 the total shipments were 62 tons, valued at \$5,000. In 1845 the total shipments were 31 tons, valued at \$2,000. In 1844 the total shipments were 15 tons, valued at \$1,000. In 1843 the total shipments were 7 tons, valued at \$500. In 1842 the total shipments were 3 tons, valued at \$200. In 1841 the total shipments were 1 ton, valued at \$80. In 1840 the total shipments were 500 tons, valued at \$40,000. In 1839 the total shipments were 250 tons, valued at \$20,000. In 1838 the total shipments were 125 tons, valued at \$10,000. In 1837 the total shipments were 62 tons, valued at \$5,000. In 1836 the total shipments were 31 tons, valued at \$2,000. In 1835 the total shipments were 15 tons, valued at \$1,000. In 1834 the total shipments were 7 tons, valued at \$500. In 1833 the total shipments were 3 tons, valued at \$200. In 1832 the total shipments were 1 ton, valued at \$80. In 1831 the total shipments were 500 tons, valued at \$40,000. In 1830 the total shipments were 250 tons, valued at \$20,000. In 1829 the total shipments were 125 tons, valued at \$10,000. In 1828 the total shipments were 62 tons, valued at \$5,000. In 1827 the total shipments were 31 tons, valued at \$2,000. In 1826 the total shipments were 15 tons, valued at \$1,000. In 1825 the total shipments were 7 tons, valued at \$500. In 1824 the total shipments were 3 tons, valued at \$200. In 1823 the total shipments were 1 ton, valued at \$80. In 1822 the total shipments were 500 tons, valued at \$40,000. In 1821 the total shipments were 250 tons, valued at \$20,000. In 1820 the total shipments were 125 tons, valued at \$10,000. In 1819 the total shipments were 62 tons, valued at \$5,000. In 1818 the total shipments were 31 tons, valued at \$2,000. In 1817 the total shipments were 15 tons, valued at \$1,000. In 1816 the total shipments were 7 tons, valued at \$500. In 1815 the total shipments were 3 tons, valued at \$200. In 1814 the total shipments were 1 ton, valued at \$80. In 1813 the total shipments were 500 tons, valued at \$40,000. In 1812 the total shipments were 250 tons, valued at \$20,000. In 1811 the total shipments were 125 tons, valued at \$10,000. In 1810 the total shipments were 62 tons, valued at \$5,000. In 1809 the total shipments were 31 tons, valued at \$2,000. In 1808 the total shipments were 15 tons, valued at \$1,000. In 1807 the total shipments were 7 tons, valued at \$500. In 1806 the total shipments were 3 tons, valued at \$200. In 1805 the total shipments were 1 ton, valued at \$80. In 1804 the total shipments were 500 tons, valued at \$40,000. In 1803 the total shipments were 250 tons, valued at \$20,000. In 1802 the total shipments were 125 tons, valued at \$10,000. In 1801 the total shipments were 62 tons, valued at \$5,000. In 1800 the total shipments were 31 tons, valued at \$2,000. In 1799 the total shipments were 15 tons, valued at \$1,000. In 1798 the total shipments were 7 tons, valued at \$500. In 1797 the total shipments were 3 tons, valued at \$200. In 1796 the total shipments were 1 ton, valued at \$80. In 1795 the total shipments were 500 tons, valued at \$40,000. In 1794 the total shipments were 250 tons, valued at \$20,000. In 1793 the total shipments were 125 tons, valued at \$10,000. In 1792 the total shipments were 62 tons, valued at \$5,000. In 1791 the total shipments were 31 tons, valued at \$2,000. In 1790 the total shipments were 15 tons, valued at \$1,000. In 1789 the total shipments were 7 tons, valued at \$500. In 1788 the total shipments were 3 tons, valued at \$200. In 1787 the total shipments were 1 ton, valued at \$80. In 1786 the total shipments were 500 tons, valued at \$40,000. In 1785 the total shipments were 250 tons, valued at \$20,000. In 1784 the total shipments were 125 tons, valued at \$10,000. In 1783 the total shipments were 62 tons, valued at \$5,000. In 1782 the total shipments were 31 tons, valued at \$2,000. In 1781 the total shipments were 15 tons, valued at \$1,000. In 1780 the total shipments were 7 tons, valued at \$500. In 1779 the total shipments were 3 tons, valued at \$200. In 1778 the total shipments were 1 ton, valued at \$80. In 1777 the total shipments were 500 tons, valued at \$40,000. In 1776 the total shipments were 250 tons, valued at \$20,000. In 1775 the total shipments were 125 tons, valued at \$10,000. In 1774 the total shipments were 62 tons, valued at \$5,000. In 1773 the total shipments were 31 tons, valued at \$2,000. In 1772 the total shipments were 15 tons, valued at \$1,000. In 1771 the total shipments were 7 tons, valued at \$500. In 1770 the total shipments were 3 tons, valued at \$200. In 1769 the total shipments were 1 ton, valued at \$80. In 1768 the total shipments were 500 tons, valued at \$40,000. In 1767 the total shipments were 250 tons, valued at \$20,000. In 1766 the total shipments were 125 tons, valued at \$10,000. In 1765 the total shipments were 62 tons, valued at \$5,000. In 1764 the total shipments were 31 tons, valued at \$2,000. In 1763 the total shipments were 15 tons, valued at \$1,000. In 1762 the total shipments were 7 tons, valued at \$500. In 1761 the total shipments were 3 tons, valued at \$200. In 1760 the total shipments were 1 ton, valued at \$80. In 1759 the total shipments were 500 tons, valued at \$40,000. In 1758 the total shipments were 250 tons, valued at \$20,000. In 1757 the total shipments were 125 tons, valued at \$10,000. In 1756 the total shipments were 62 tons, valued at \$5,000. In 1755 the total shipments were 31 tons, valued at \$2,000. In 1754 the total shipments were 15 tons, valued at \$1,000. In 1753 the total shipments were 7 tons, valued at \$500. In 1752 the total shipments were 3 tons, valued at \$200. In 1751 the total shipments were 1 ton, valued at \$80. 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In 1718 the total shipments were 15 tons, valued at \$1,000. In 1717 the total shipments were 7 tons, valued at \$500. In 1716 the total shipments were 3 tons, valued at \$200. In 1715 the total shipments were 1 ton, valued at \$80. In 1714 the total shipments were 500 tons, valued at \$40,000. In 1713 the total shipments were 250 tons, valued at \$20,000. In 1712 the total shipments were 125 tons, valued at \$10,000. In 1711 the total shipments were 62 tons, valued at \$5,000. In 1710 the total shipments were 31 tons, valued at \$2,000. In 1709 the total shipments were 15 tons, valued at \$1,000. In 1708 the total shipments were 7 tons, valued at \$500. In 1707 the total shipments were 3 tons, valued at \$200. In 1706 the total shipments were 1 ton, valued at \$80. In 1705 the total shipments were 500 tons, valued at \$40,000. In 1704 the total shipments were 250 tons, valued at \$20,000. In 1703 the total shipments were 125 tons, valued at \$10,000. In 1702 the total shipments were 62 tons, valued at \$5,000. In 1701 the total shipments were 31 tons, valued at \$2,000. In 1700 the total shipments were 15 tons, valued at \$1,000. In 1699 the total shipments were 7 tons, valued at \$500. In 1698 the total shipments were 3 tons, valued at \$200. In 1697 the total shipments were 1 ton, valued at \$80. In 1696 the total shipments were 500 tons, valued at \$40,000. In 1695 the total shipments were 250 tons, valued at \$20,000. In 1694 the total shipments were 125 tons, valued at \$10,000. In 1693 the total shipments were 62 tons, valued at \$5,000. In 1692 the total shipments were 31 tons, valued at \$2,000. In 1691 the total shipments were 15 tons, valued at \$1,000. In 1690 the total shipments were 7 tons, valued at \$500. In 1689 the total shipments were 3 tons, valued at \$200. In 1688 the total shipments were 1 ton, valued at \$80. In 1687 the total shipments were 500 tons, valued at \$40,000. 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In 1606 the total shipments were 500 tons, valued at \$40,000. In 1605 the total shipments were 250 tons, valued at \$20,000. In 1604 the total shipments were 125 tons, valued at \$10,000. In 1603 the total shipments were 62 tons, valued at \$5,000. In 1602 the total shipments were 31 tons, valued at \$2,000. In 1601 the total shipments were 15 tons, valued at \$1,000. In 1600 the total shipments were 7 tons, valued at \$500. In 1599 the total shipments were 3 tons, valued at \$200. In 1598 the total shipments were 1 ton, valued at \$80. In 1597 the total shipments were 500 tons, valued at \$40,000. In 1596 the total shipments were 250 tons, valued at \$20,000. In 1595 the total shipments were 125 tons, valued at \$10,000. In 1594 the total shipments were 62 tons, valued at \$5,000. In 1593 the total shipments were 31 tons, valued at \$2,000. In 1592 the total shipments were 15 tons, valued at \$1,000. In 1591 the total shipments were 7 tons, valued at \$500. 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In 1558 the total shipments were 62 tons, valued at \$5,000. In 1557 the total shipments were 31 tons, valued at \$2,000. In 1556 the total shipments were 15 tons, valued at \$1,000. In 1555 the total shipments were 7 tons, valued at \$500. In 1554 the total shipments were 3 tons, valued at \$200. In 1553 the total shipments were 1 ton, valued at \$80. In 1552 the total shipments were 500 tons, valued at \$40,000. In 1551 the total shipments were 250 tons, valued at \$20,000. In 1550 the total shipments were 125 tons, valued at \$10,000. In 1549 the total shipments were 62 tons, valued at \$5,000. In 1548 the total shipments were 31 tons, valued at \$2,000. In 1547 the total shipments were 15 tons, valued at \$1,000. In 1546 the total shipments were 7 tons, valued at \$500. In 1545 the total shipments were 3 tons, valued at \$200. In 1544 the total shipments were 1 ton, valued at \$80. In 1543 the total shipments were 500 tons, valued at \$40,000. In 1542 the total shipments were 250 tons, valued at \$20,000. In 1541 the total shipments were 125 tons, valued at \$10,000. In 1540 the total shipments were 62 tons, valued at \$5,000. In 1539 the total shipments were 31 tons, valued at \$2,000. In 1538 the total shipments were 15 tons, valued at \$1,000. In 1537 the total shipments were 7 tons, valued at \$500. In 1536 the total shipments were 3 tons, valued at \$200. In 1535 the total shipments were 1 ton, valued at \$80. In 1534 the total shipments were 500 tons, valued at \$40,000. In 1533 the total shipments were 250 tons, valued at \$20,000. In 1532 the total shipments were 125 tons, valued at \$10,000. In 1531 the total shipments were 62 tons, valued at \$5,000. In 1530 the total shipments were 31 tons, valued at \$2,000. In 1529 the total shipments were 15 tons, valued at \$1,000. In 1528 the total shipments were 7 tons, valued at \$500. In 1527 the total shipments were 3 tons, valued at \$200. 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In 1510 the total shipments were 7 tons, valued at \$500. In 1509 the total shipments were 3 tons, valued at \$200. In 1508 the total shipments were 1 ton, valued at \$80. In 1507 the total shipments were 500 tons, valued at \$40,000. In 1506 the total shipments were 250 tons, valued at \$20,000. In 1505 the total shipments were 125 tons, valued at \$10,000. In 1504 the total shipments were 62 tons, valued at \$5,000. In 1503 the total shipments were 31 tons, valued at \$2,000. In 1502 the total shipments were 15 tons, valued at \$1,000. In 1501 the total shipments were 7 tons, valued at \$500. In 1500 the total shipments were 3 tons, valued at \$200. In 1499 the total shipments were 1 ton, valued at \$80. In 1498 the total shipments were 500 tons, valued at \$40,000. In