MC2289

POOR DOCUMENT

WITH MORE THAN

$25,000,000.00

of carefully invested funds we are giving our depositors a security from which the element of risk is eliminated. That this is appreciated is evidenced by the fact that during 1905 the funds placed with the Corporation for investment increased from

$15,892,546.22 to $16,799,212.68.

Interest at 4% Paid or Compounded Half-Yearly

CANADA PERMANENT MORTGAGE CORPORATION, Prince Wm. St. St. John, N. B.

Financial and Commercial

CAN UNION PACIFIC MAINTAIN THE DIVIDEND?

Wall Street Journal says Yes, So Long as Present Rate Situation and Business Conditions Continue---A Great Railway System.

(Wall Street Journal.)

The question of the hour is: "How long will the Union Pacific be able to maintain a 10 per cent dividend on its common stock?"

The payment of this dividend calls for $19,602,790 per annum. Of this amount $7,840,000 is to be provided out of "other income," and the remainder, about $11,760,000, must be earned in net by the Union Pacific R. R. Co's lines.

There is here a very subtle distinction. Under the prevailing policy in American railways, the Union Pacific R. R. would not be justified in paying out the whole, or nearly the whole, of its net surplus after fixed charges in dividends. There is nothing, however, deserving of much criticism in the distribution of "other income" to the stock holders.

The "other income" of the Union Pacific in 1905 amounted to $7,767,491, or almost exactly 4 per cent on the stock outstanding at the end of the year. There is not the least doubt that in 1907 this will increase to $8,000,000. Everyone knows that the Union Pacific investments during 1906 have been in a transition state. There is no doubt, for instance, that if the Union Pacific sold its Great Northern at $300, it can make more money out of that cash than the 7 per cent paid by Great Northern. This is particularly true, inasmuch as the income account of Union Pacific does not contain a single trace of the "rights," worth $35 per share, on Great Northern stock in 1906.

This, of course, ignores the fact that in 1907 Union Pacific will receive an additional $4,500,000 in dividends on its $90,000,000 of Southern Pacific common. The "other income" in that year may total $13,000,000, or over 6 per cent on the Union Pacific common.

If it be granted that the Union Pacific can conservatively distribute $8,000,000 a year of "other income," the 10 per cent dividend does not look so extravagant. If this "other income" is eliminated from the 1906 report, the surplus after preferred dividends would be $17,452,000. Including the betterments charge it would be about $19,700,000.

The 6 per cent dividend would call for $11,706,000. It therefore appears that the surplus from operations, after the common dividend, would be about $8,000,000.

If the net earnings of the Union Pacific should shrink $8,000,000, the company would be practically forced to cut its dividend. This would be a shrinkage of about 27 per cent. That looks very big, but it is almost exactly the difference between the net earnings in 1903 and 1906. In the light of this fact it cannot be considered by any means an impossible contingency.

The Union Pacific is a magnificent railway. In physical condition, in command of traffic centers, in growth of tributary territory, in traffic-producing affiliations by land and sea it is second to no railway in the west. It has a wider scope than any other transcontinental. Consequently, its business must have a greater stability and continuity under all circumstances than the traffic of any purely granger railway, or any transcontinental without similar affiliations.

Mr. Harriman has undoubtedly created the most magnificent system of the west. His belief that it can maintain 10 per cent dividends is entitled to respect. At any rate the company can certainly continue to pay 10 per cent so long as the rate situation and business conditions continue as they are.

RAILWAY EXPANSION

Showing of Sixteen Roads in Five Years---The Union Pacific and Others.

"Sixteen railway companies in the United States earned over $40,000,000 each in 1905," writes the Railway Age. "Of these ten earned over $50,000,000 each; one the Pennsylvania Railroad, lines east of Pittsburg, nearly reaching the enormous amount of $135,000,000. Five years ago only nine of the sixteen companies earned as much as $40,000,000 each, and only three reached $50,000,000 or more. The Pennsylvania Railroad in that year earned $88,500,000, or $46,000,000 less than the magnificent results for the last year reported. From the latest sources we have compiled the following table showing mileage operated and gross earnings for 1905 and 1900 of companies in the $40,000,000 class:—

	Mileage.		Gross earn		Increase per
	1905.	1900.	*1905.	*1900.	cent
Pennsylvania.	3,899	3,647	$134,875	$88,529	52
So. Pacific. .	5,284	5,706	99,648	63,920	57
N. Y. Cent. .	3,774	2,828	86,096	54,562	57
Atchison . . .	8,318	7,425	72,361	46,232	56
Balt & Ohio. .	4,025	3,200	71,755	42,117	70
Burlington . . .	8,271	7,661	65,573	47,535	38
Un. Pacific. . .	5,354	2,975	63,608	23,046	176
Northwestern	7,408	5,303	59,068	42,960	37
North Pac. .	5,314	4,714	56,530	30,021	88
Mil. & St. P. .	6,911	6,461	52,309	41,884	25
New Haven. . .	2,075	2,037	49,981	40,325	23
South. Ry. . . .	7,196	6,431	49,819	31,200	60
Ill. Cent. . . .	4,374	3,945	48,957	32,611	50
Erie	2,150	2,271	47,832	38,293	22
Rock Island . .	7,231	3,818	44,051	25,364	73
Great North. .	6,110	5,417	43,526	21,953	98
T'ls 16 cos	92,334	76,239	$1046,393	$670,560	56

*000 omitted.

"It appears that while the companies named made a total increase in mileage operated of 16,095 miles, or 21 per cent., their gross earnings were increased by the prodigious amount of $376,000,000, or 56 per cent., in the five years.

"In the two most notable cases of increase in mileage, by consolidation more than by new construction, the results relative to earnings were different. The Rock Island system, with an increase of 89 per cent. in lines operated, gained 73 per cent. in earnings; while the Union Pacific, which made a mileage growth of 80 per cent., showed the phenomenal increase of 176 per cent. in earnings. Other notable examples of great increase in earnings, with moderate increases of mileage, are Baltimore and Ohio, 70 per cent.; Northern Pacific 88 per cent.; Great Northern 98 per cent."

BANK CLEARINGS.

The following are the weekly bank clearing as compiled by Bradstreet for the week ending August 16, showing percentage of increase and decrease as compared with the corresponding week last year:

Montreal	26,697,432	Inc.	15.2
Toronto	31,540,718	Inc.	21.0
Winnipeg.	8,730,779	Inc.	33.9
Ottawa.	2,784,016	Inc.	15.2
Halifax	1,659,155	Inc.	8.0
Vancouver	3,730,486	Inc.	55.7
Quebec	1,700,933	Inc.	6.8
Hamilton	1,506,138	Inc.	3.0
St. John	1,195,942	Inc.	.9
London, Ont.	1,155,077	Inc.	.8
Victoria, B. C.	881,869	Inc.	34.9
Calgary, Alta.	925,212		
Edmonton, Alta.	710,022		

MONTREAL STREET RAILWAY.

Montreal Street Railway earnings for June were $300,884 gross, and $139,723 net, an increase of $43,056 and $18,214, respectively. The ten months showed gross of $2,494,669, an increase of $312,849. Ten months' surplus is $581,505, an increase of $36,445, or 6.56 per cent.

Put not your trust in riches,
No; but if you have the dust,
And your hand for more dust itches,
Put your riches in a trust.

THE DISAPPOINTMENT OF MOTHER HUBBARD

Old Mother Hubbard, went to the cupboard,
An IRVING to getfor her Pa.
But when she got there the big box was bare,
So he went without his cigar.

There is a moral attached to this tale,
"Get the Habit" in the right way;
Keep a reserve box of IRVINGS always on hand,
And you can smoke night and day.

FOUND MANY VICTIMS

(Continued from page 1.)

in a newspaper calling for a stenographer to a man of wealth. She answered it and in a few days was on very good terms with a Wall street man who has a large family.

Beauty Goes Broke

Mrs. Brown did not waste her spare moments, but became acquainted with a number of other prominent men of finance. The Wall street man's wife died, and he wanted Mrs. Brown to marry him, but she preferred being fancy free. To win her heart her admirer sent her to Atlantic City for the summer, and indulged her every whim, but he failed to win her for a wife.

Returning from the seaside in 1902, Mrs. Brown installed herself in the mansion at No. 114 West Seventy-third street.

She worked the "personal" columns of newspapers to great advantage from the very start. A Broad street stock broker was one of the first to call. He fell violently in love with Mrs. Brown and wanted to elope with her. She got much money out of him, but did not run away, because there were other advertisements being put in the papers and other candidates were calling.

A Partnership Formed

When the love business got too heavy for Mrs. Brown to handle alone, she went for Mrs. Verrault, and that accommodating young woman promptly left her husband, then in Baltimore, and went to the Seventy-third street house. Then began a rush of business for the "personal" columns and a steady procession of love-lorn men and fortune hunters to the brown stone front on Seventy-third street. The answers to the advertisements were read in cabinet conclave, at which Mrs. Brown presided. Mrs. Verrault would generally read them aloud, and a critical discussion would follow. In many instances photographs were inclosed in the letters, and these would be carefully scrutinized.

Mrs. Brown did not rely entirely upon the advice of Mrs. Verrault in the selection of the victims, but had around her several younger women and a few men, most of whom have figured in the developments of the last few days. One of these men was an actor connected with a Broadway stock company. When the love project began to bring in substantial returns he quit the stage and took a job as butler in the household.

Mrs. Brown's pretty daughter, Helen, donned a maid's outfit and waited on the table. This young woman is now married.

The Bait for Suckers

Whenever an accepted applicant for love honors would appear at the mansion he would be wined and dined until he was dizzy. The invariable impression would strike him that the "widow" had nothing but money. His delusion would be shaken somewhat when he would be told that Mrs. Brown was very suddenly hard pressed for funds for the Kentucky Coal and Fuel company. This concern which in reality existed only on paper, was conducted by the galaxy of "widows" from an office in Wall street, and its principal work was to float a few thousand shares of stock that weren't worth a cent.. The visitor never failed to respond to Mrs. Brown's urgent suggestion for money to help lift the company out of a hole. The concern lasted long enough to take in about $50,000.

One feature of the Seventy-third street love-plant was a spiritualistic show conducted by Mrs. Brown's bad brother, George Mason, and Mrs. Verrault. They used to tell the millionaires all kinds of queer stories that spirits were telling. All of them had to do with handing out wads of money.

"Your grandmother says to invest $10,000 in the Kentucky Fuel company," was a favorite message.

A Brooklyn brewer gave $10,000 immediately after getting the word, and later came back with several encores. The spiritualistic exhibition was a tremendous success. McClelland, Count Zolinoff, Leo Kiesler, the Mutual Life Insurance man, and others of what were regarded as the "small fry," did not see this feature of it because they were only out for love-making. Nobody could interest them in ghosts.

Gambling as a Side Line

The establishment maintained a gambling layout and the clink of chips was heard at the roulette wheel or poker table all night long.

After leaving the Seventy-third street house the Brown-Verrault outfit went to Eighty-second street, and the thing was conducted on even a more elaborate scale.

To keep their beauty from fading Mrs. Brown and Mrs. Verrault used to call in a face specialist. No lines of care on their faces were ever visible.

Among the most devoted suitors Mrs. Brown has had during her stay in New York was a Missouri Pacific official. He was about the most liberal patron of the place, and wine would flow like a Niagara whenever he came to town.

Mrs. Verrault and Mrs. Brown, richly attired, went to the Essex Market police court yesterday. They sat patiently until a motley crowd of prisoners was disposed of. Then they approached the magistrate's bench and Mrs. Verrault told Magistrate Sweetser that she wanted a warrant for the arrest of her husband on a charge of abandonment. Verrault left her just before the horse-whipping incident a year ago. Magistrate Sweetser said that she would have to go to the West Side court.

HOW WEAK IS MAN

(Toronto Globe).

There seems now no doubt that the Chilean city of Valparaiso has suffered a disaster similar in character and equal in extent to that which occurred but a few months ago to San Francisco. Fire has again followed in the wake of the earthquake, and added to the horrors of the situation. We stand helpless in the presence of calamities so overwhelming and springing from causes so uncontrollable. We may build cities, but we know not what will be their end. The secret forces of nature destroy in a moment man's work through centuries. Truly, we may look for the time when

"The great globe itself,
Yea, all which it inherit, shall dissolve
And like this insubstantial pageant faded,
Leave not a wrack behind."

WALL STREET

NEW YORK, Aug. 22—Opening prices showed great irregularity and there was a return of yesterday's late selling in certain stocks. After the first five minutes, however, the market began to rise vigorously under the influence of a demand for the Hill stocks, Penna and Amalgamated Copper. Penna. rose a point, Amalgamated Copper 1¼, Great Northern pfd. 4½ and Nortrer Pacific 6.

NEW YORK, Aug. 22—Futures opened steady. Sept 8.91 to 8.96; Oct. 9.10; Nov. 9.17; Dec. 9.18; Jan 9.27; Feb. 9.32; March 9.39; April, 9.38 to 9.40; May 9.43.

SHIPPING

PORT OF ST. JOHN.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Annapolis, Liverpool, Aug 18.
Evangeline, 1417, London, Aug. 10.
London City, 1569, London, Aug. 15.
Manchester Corporation from Manchester, Aug. 25.
Sellasia, 2263, Manchester. August 9.
Pruth, Liverpool, Aug. 18.

Barks.

Augustus from Rhyl, Aug. 6.
Aureola, 251, from Barbados, July 5.
Umberto, 1. 706, at Genoa. May 27.

MINIATURE ALMANAC.

1906 August		Sun Rises	Sun Sets	Tide High	Tide Low
20	Mon	5.27	7.27	11.59	5.42
21	Tues	5.28	7.25	0.17	6.20
22	Wed	5.29	7.23	0.55	7.00
23	Thurs	5.30	7.21	1.35	7.43
24	Fri	5.32	7.20	2.18	8.29
25	Sat	5.3	7.18	3.05	9.18

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.

August, 22, 1906

Arrived.

S. S. Teelin Head, 1083, Cotter from Belfast, Wm. Thomson & Co, ballast.

S. S. Mantinea, 1737, McKinnon, from Liverpool, Wm. Thomson & Co. general cargo.

Schr Domain, 91, Stewart from River Hebert, N. S. for Vineyard Haven, for orders. in for harbor with lumber and cleared.

Schr J L Colwell, 98, Branscombe, from Stonington, Conn N. C. Scatt, ballast.

Schr G. H. Perry, 99, Wood from Boston, F. Tufts & Co., ballast.

Coastwise:—

Stmr Brunswick, 72. Potter, Canning, N. S. and cld.

Cleared.

S. S. Roda, 1557, Bennett for Brow Head for orders, W. M. Mackay. deals.

Bark Dronning Sophie (Nor.) 727, Olsen for Carnarvon, G. B. 587,932 fet spruce deals, 19181 feet spruce deal ends, George McKean.

Schr Sea Bird, 80, Holder, for Rockland, Me. 282980 staves, John E Moore.

Schr Morancy (Am.) 160, Finley for New York, 174,386 feet spruce deals, 33,548 feet spruce plank, 4996 feet spruce timper, N H Murchie.

Schr Roger Drury, (Am.) 307, Cook for Philadelphia, 1853,000 laths, J. H. Scammell & Co.

Coastwise:—

Schr Dora, Canning, Parrsboro.
Schr Harry Morris, Longbery, St. Martins.
Schr Selina, Neves, Apple River.
Schr Friendship, Wilbur, Alma.
Schr Lula Price, Seeley, Point Wolfe.

Sailed.

Stmr St. Croix, 1064, Mitchell for Boston, via Eastport.

DOMINION PORTS.

LIVERPOOL, N. S. Aug. 17—Ard. bark White Wings, New York.

HALIFAX, Aug. 21—Ard stmr A. W. Perry Sydney and sld for Boston; steam yacht Emrose, Charlottetown for Bar Harbour.

Sld—German gunboat Panther, Country Harbor, N. S.; stmrs Silvia, Farrell, St. John's, Nfld; Rosalind, Clark, New York; Beta, Hopkins, Bermuda, Turk's Island, Santiago and Jamaica; Bird, Jenson, Parrsboro.

CHATHAM, Aug. 17—Cld stmr Romsdalen, Witten, Brow Head. f. o.

BRITISH PORTS.

WHITEHAVEN, Aug. 19—Sailed, bark Gler, (Nor), Larsen, Shediac, N B.

NASSAU, Aug. 9—Stmr Yola, (Br) Sholdrake, Halifax (and sailed for Havana); 14th. schr Lady Shea (Br) Mullro, Jamaica.

Sld—schr Hattie Darling (Br) Thompson, Miami.

SAVANNAH, Aug. 21—Sld, schr Lady of Avon, Halifax.

BOSTON, Aug. 21—Ard. Stmr Canadian, Liverpool; schr Unique, Le Have.

Sld—Stmr Boston, Yarmouth; schr B B Harwick, Clementsport; Racehorse, and Lydia M. Wester, eastern ports.

VINEYARD HAVEN, Mass. Aug. 21—Ard, schrs Golden Rule, Tusket for New York; Clara Jane, Calais for do; E. Waterman, Calais to discharge here.

Sld—Schr Ruth Robinson, Port Reading for Calais.

CHATHAM, Mass. Aug. 21—Passed south, stmr Prince Arthur, Yarmouth for New York.

NEW YORK, Aug. 21—Cld. schrs Preference, St. John; Noble H. Halifax.

CITY ISLAND, Aug. 21—Bound south, schr Maritana, Bridgewater.

HYANNIS, Mass. Aug. 21—Ard. schr S. A. Fownes, Dorchester for western port.

FOREIGN PORTS.

SWANSEA, Aug. 18—Sld, stmr Bengore Head, Montreal.

NEWPORT, Aug. 19—Sld, stmr Inishowen Head, Montreal.

BRISTOL, Aug. 21—Sld, stmr Montfort, Montreal.

SWANSEA, Aug. 19—Ard, bark Miguel Solen, Halifax.

BROW HEAD, Aug. 21—Stmr Oceanis, from New York for Queenstown and Liverpool, 200 miles run at 1.15 p. m. Will probably reach Queenstown 2 a m Wednesday.

QUEENSTOWN, Aug. 21—8.20— a. m.—Ard stmr Caronia, New York for Liverpool and proceeded.

INISHTRAHULL, Aug. 21—Passed, stmr Manchester Commerce, Montreal and Quebec for Manchester.

TORY ISLAND, Aug. 21—Passed, stmr Nyassa, Montreal, Three Rivers and Quebec for Manchester.

NEWPORT, Aug. 19—Ard. stmr Atlanten, St. John.

WEST HARTLEPOOL, Aug. 19—Ard, stmr Ruth, Three Rivers via London.

REPORTS, DISASTERS, ETC.

PORT CLYDE, Aug. 17—Schr Julia Baker, from Bangor for Providence. with lumber, is here leaking and unseaworthy. She will have to discharge and repair before she can proceed.

BOSTON, Aug. 21—Captain Rasmussen, of the Norwegian steamer Avalon reported on his arrival as passing a derelict at 2 o'clock Sunday afternoon off Nantucket South Shoal lightship. It was apparently a wreck of recent occurrence, and a description could not be ascertained, as the rails of th vessel only showed above the water. She was entirely dismasted and is a very dangerous menace to navigation, especially at night.

NOTICE TO MARINERS.

The British steamer Queen Adelaide, McKay, from Cardenas and Havana, passed in lat 39 lon 74, Aug. 13, a spar standing upright, about 10 feet showing above water, apparently a ship's mast attached to a submerged wreck. Very dangerous to navigation.

VESSELS IN PORT

Not Cleared to Date—Showing the Tonnage and Consignee:—

STEAMERS.

Gladiator, 2168, Wm Thomson & Co.
Himera, 2253, Wm Thomson & Co.
Orinoco, 1550, The Robt. Reford Co.
Roda, 1,557, Wm Thomson & Co.
Teelin Head, 1083, Wm. Thomson & Co.
Trebia, 2543, Wm. Thomson & Co

BARKS

Bonny Doon, 510, R C Elkin.
Bonadza, 598, Wm Thomson & Co.
Enterprise, 499, A Wilson.
Johanne, 208, W M MacKay.
Maria, 818, J H Scammell & Co

BRIGS.

Sceptre, 120, J W Smith.
Venturer, 318; J W McAlary.

SCHOONERS.

Abbie Keast, 95, A Watson.
Alice Mans, 118, N C Scott.
Annie M Parker, 397, R C Elkin.
Agnes May, 92 master.
Almeda Willey, 493, J E Moore.
Bessie Parker, 227, R C Elkin.
Clayola, 123, J W Smith.
Cora May, 117, N C Scott.
Edna V Pickles, 309, J A Likely.
Effie May, 67, D J Purdy
Eric, 119, N C Scott.
Fanny, 91, F Tufts & Co.
Frank & Ira, 38, N C Scott.
G. H. Perry, 99, F. Tufts.
H M Stanley, 97, J W McAlary.
Hunter, 187, D J Purdy.
Harry Knowlton, 277, J A Gregory.
Georgia E, 88, J W McAlary.
Lotus, 98, A W Adams.
Lois V Caples, 191, J P McBay.
Lucia Porter, 285, P McIntyre.
Lena Maud, 98, J E Moore.
Lavonia, 66, J W Smith
Mineola, 270, J W Smith.
Mineola, 69, J W Smith.
Norman, 288, R C Elkin.
Norombega, 266, R C Elkin.
Onward, 92, N C Scott.
Prescella, 101, A W Adams.
S A Fownes, 125, F Tufts.
R. D. Spear, 299, J A Gregory
Ravola, 120, J W Smith.
Rewa, 12, D J Purdy.
Temperance Bell, 98, N C Scott.
Valetta, 99, Tufts & Co.
Winnie Lawry, 215, D J Purdy.
W H Waters, 120, A W Adams.

MARINE NOTES

Battle line stmr Ereteria passed Cape Race at 8.30 a. m. yesterday and the Nemea at 3 p. m.

Steamship Teelin Head, Capt. Cotter arrived last night from Belfast, Ireland in ballast to load deal.

Schooner Delta, Capt. Baxter, from Pascagoula and schooner Helen E. Kenny, Capt. McLean from Gulfport were both in port at Kingston, Jamaica, Aug. 7.

The battleship Dominion touched a reef passing up Baie des Chaleur, on the way to Quebec. The ship s now at Quebec and has a little water in her. She will go to Bermuda, where she will go into the dry dock.

Yesterday's Boston Post says: Captain Lewis of the British bark J. E. Graham of Windsor, N. S., took out his clearance papers at the custom house yesterday for a voyage to Buenos Ayres. She is laden with 1,185,268 fet of pine lumber and will probably get away today.

ANNAPOLIS, Aug. 20—The bark Carrie L. Smith, Capt. Reid, which grounded on the ferry slip on Saturday morning while being towed to her wharf, and was pulled off by tugs on Saturday night at high tide, and docked at Corbitt's wharf is badly strained. A survey will be held.

The St. John schooner Sirocco is now on her way here from Halifax. At this port she will undergo repairs, having been damaged in a hurricane in the West Indies. After effecting repairs the Sirocco will load lumber for Buenos Ayres.

Night Watchman McFarlane, of the Plant liner Pretoria, which arrived from Boston yesterday morning, had a narrow escape from drowning while on the passage. While attending to the sidelight about 11.30 o'clock Saturday night he overbalanced and fell over the side into the sea, a distance of about 30 feet. As soon as he was missed the captain stopped the steamer and then sent her full speed astern for some distance, when a boat was launched and soon after McFarlane was found. He was pretty well exhausted and was treading water in a last effort to keep himself afloat. Twenty minutes after the accident he was on board again, and yesterday appeared none the worse for his mishap.—Halifax Chronicle.

EXPORTS

For Brow Head for orders per S. S. Nemea:—2,603,838 feet spruce deals, 180,956 feet scantling, 150,117 feet spruce deal ends, 265,156 feet spruce boards. The Gibson Railway & Mfg Co.

For Brow Head for orders per S. S. Leuctra.—2,357,330 feet spruce deals, 55,366 feet spruce deal ends.

Board of Trade Saskatoon Writes Interesting Letters to St. John Investor.

A St. John investor has received from the Board of Trade, Saskatoon, a letter mentioning that the property held in that city was a splendid investment and increasing in value almost daily.

The letter further stated to hold onto the lots owned, and to be in no hurry disposing of same, as undoubtedly in a very short time they would be worth several times the cost price, as Saskatoon is going ahead at a very rapid rate, and will ere long rank with the largest and most prosperous cities of the Northwest.

It will be interesting reading for local investors, who have bought Saskatoon property to know that the property above spoken of was sold recently by The Northwestern Land and Investment Co., Canada Life Building, and confirms their advice to buy Saskatoon Lots, and make money. There are but a few left and the opportunity of purchasing will probably only be open for a very few days.—Advt.

CROP ESTIMATE

The Northwestern Grain Dealers' Association issued the following estimate of the crop of 1906, under date of Aug. 15:

	Bushels.
Wheat — 4,495,000 acres at 19.4 bushels per acre	87,203,000
Oats—1,838,000 acres at 41.2 bushels per acre	75,725,600
Barley—546,000 acres at 31.1 bushels per acre	16,980,600
Flax—55,660 acres at 12.4 bushels per acre	690,184
Wheat of old crop in farmers' hands to market	510,000

Weather condition for harvesting have been perfect with the exception that perhaps it has been too hot. Fifty per cent. of the wheat is cut and will practically be all completed the end of this week if this weather continues.

There has been considerable shrinkage in the average yield of wheat through the hot winds and extreme hot weather during the last two weeks but there is still a splendid crop in all provinces.

Philip Legere, a Moncton carpenter, while working at Irishtown yesterday fell from the cupola of a barn to the road, forty feet, alighting on his back. His lower limbs are paralyzed and at present it is impossible to tell the extent of his injuries.

MONOLINE MACHINES

FOR SALE

We have three Monoline machines for sale. All up-to-date and in good working order. Linotype machines having replaced them in this office they are now offered at a bargain. Address

TELEGRAPH PUBLISHING CO.
St. John, N. B.

GILBERT LANE DYE WORKS.

LACE CURTAINS cleaned and done up EQUAL TO NEW. Carpets cleaned and beaten. Dyeing and scouring.

Bedding Plants

IN OUR USUAL ASSORTMENT.

P. E. CAMPBELL, Seedsman and Grower, 47 Germain Street, 'Phone 832

N. Y. STOCK MARKET

August, 22, 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.	107½	108½	108¼
Anaconda	269	268	270
Am Sugar Rfrs.	140⅝	140¾	141½
Am Smelt & Rfg. . . .	160¾	160½	161⅛
Am Car Foundry	40¼	40¼	40½
Atchison	102¼	101¾	101⅞
Atchison pfd.	101	100¾	101
Am Locomotive	69¾	70⅝	71
Brook Rpd Trst.	78	77¾	78
Balt & Ohio.	118½	118⅜	118⅞
Chesa & Ohio.	62	61⅞	62
Canadian Pacific. . . .	168¾	168¼	169
Chi & G West.	19	19	18¾
Colo F & Iron	58¾	59⅜	60¼
Erie.	45⅞	45⅝	45¾
Illinois Central	179¾	176	176
Kansas & Texas.	36¾	36	36
Louis & Nashville . . .	150⅝	150	150⅛
Missouri Pacific. . . .	96½	97	97
Nor & Western	92½	92½	92⅝
N Y Central	143¼	143	143
North West.	207½	209½	208⅞
Ont & Western	48½	48⅜	48⅜
Reading	141¼	141	140¾
Re public Steel	29½	29⅝	29⅞
Glos Sheffield	70¼	73½	70¾
Pennsylvania.	143⅛	142¾	142½
Rock Island	27⅝	27⅞	27⅝
St. Paul	190⅞	191	191¼
Southern Ry.	38⅛	38⅛	38⅛
St. Paul R J S	16⅝	16⅞	16½
Southern Pacific. . . .	89¾	90¼	89⅞
Northern Pacific. . . .	216½	215¼	216¼
National Lead.	83	80	80
Texas Pacific.	35	34¾	34¾
Union Pacific.	181⅞	181½	183
U S Rubber.	47¾	47¾	47¾
U S Steel	44⅝	44¼	44⅞
U S Steel pfd.	107¼	106⅞	107½
Wabash pfd.	48⅝	48½	48½

Tuesday's sales in N Y. 2,281,900. shares.

CHICAGO MARKET REPORT.

Sept Corn.	48⅝	48½	48½
Sept Wheat.	71⅛	71⅞	71¾
Sept Oats.	29¾	29⅞	29⅞
December Corn.	41⅛	41⅝	41⅝
December Wheat.	74⅝	74⅞	74¾
December Oats.	30⅝	31⅛	31⅛
May Wheat.	78⅝	78⅞	78⅞

MONTREAL QUOTATIONS.

Dom Iron & Steel. . .	29	29	29
C P R	170½	169½	169½
Montreal Power	96¾	96¼	96½
Illinois Electric	94¾		
Havana Electric.	47		
Northern Ohio Traction	30	30	

NEW YORK COTTON MARKET.

October Cotton.	9.08	.10	9.06
December Cotton. . . .	9.17	.18	9.17
January. Cotton	9.25	9.27	9.25

WEDDINGS

DOIG-McKECHNIE.

A quiet house wedding took place this morning at 6.30 o'clock at 177 City Road, when Miss Jennie McKechnie, formerly in the employ of N. A. Scely, was united in marriage to Frederick Doig. Only the immediate relatives of the contracting parties were present. Rev. Dr. Macrae was the officiating clergyman. Mr. and Mrs. Doig left on the steamer St. Croix for a trip to Boston and other American cities, and on return will reside at 172 Carmarthen street. The young couple have very many friends who will wish them every happiness.

BAILLIE-PENDER.

A very quiet wedding took place this morning at ten o'clock at the residence of James Pender, when his daughter, Miss Ethel, was united in marriage to Charles W. Baillie, son of Charles Baillie, tobacconist. Rev. A. A. Graham performed the ceremony in the presence of only the immediate friends and relatives of the contracting parties.

Mr. and Mrs. Baillie left on the Point du Chene express at 11 o'clock for a honeymoon trip through the provinces.

WATSON-PAISLEY.

SACKVILLE, N. B., Aug. 22.—(Special).—At eleven o'clock this morning the marriage took place at the residence of the bride's parents, of Grace Allison Paisley, of Mount Allison, 1897, daughter of Rev. Dr. Paisley, dean of Mount Allison University, and William Gladstone Watson, professor of systematic theology and Old Testament exegesis in Mount Allison University. The ceremony was performed in the presence of the faculty of Mount Allison by Rev. Drs. Stewart and Paisley.

The bride was prettily gowned in cream crepe de chene over silk, with trimmings of applique and silk ruching. She carried a handsome bridal bouquet.

After luncheon Prof. and Mrs. Watson left for a trip to Prince Edward Island and Cape Breton.

ANOTHER POSITION

Miss Agnes McGloin, of north end, has been selected by the employment bureau of the Currie Business University, Ltd., for the position of stenographer with D. K. McLaren.

MARRIAGES

BAILLIE—PENDER—On August 22nd at the residence of the bride's father, James Pender, 22 Queen Square, by the Rev. A. A. Graham, Ethel M. Pender to Charles W. Baillie, both of this city.

CONDENSED ADVERTISEMENTS

WANTED — EXPERIENCED STENOgrapher—some knowledge of book-keeping preferred. Good salary and permanent position for competent person. "LAWYER" care of Times. 8-21-3 t.

WANTED—FOUR GIRLS, PERMANENT situation. Apply AMERICAN STEAM LAUNDRY. 8-22-1 t.

WANTED—GIRL FOR PASTRY ROOM. Apply VICTORIA HOTEL, King St. 8-22-6t.

WANTED—BY COUPLE. LARGE FURnished room with board. Centrally located. "A. L." care of Times Office. 8-22-3t.

BOARDERS WANTED—5 OR 6 GENTLEmen boarders can be accommodated with suitable rooms in good locality. Terms moderate. Apply 10-12 CHARLES STREET. 8-22-2 wks.

WANTED IMMEDIATELY GIRL FOR general housework. Apply MRS. OUTRAM, Park St. Mt. Pleasant. 8-22-6 t.

GUNS, LOADED SHELLS, POWDER AND Shot. Call and see the new style Dust Pan. J. LeLACHEUR, JR., 44 Germain St. 'Phone 1074.

NILSSON & WARREN, FELT HATS blocked and cleaned. Silk hats dressed and made to style. Furs altered and repaired. 85 GERMAIN STREET, First Floor.

WANTED—TWO BOYS ABOUT 15 OR 16 years of age to learn the Wholesale Dry Goods Business. THE LONDON HOUSE WHOLESALE, L'TD. 8-21- t. f.

BOY WANTED. APPLY D. MAGEE'S SONS'. 8-21-t f.

WANTED—A SERVANT GIRL WITH good references. Apply MRS. F. H. TINGLEY, 203 Charlotte St. 8-21- 6t.

CHAS. E. CHENEY—PIANO AND ORGAN Tuner, Orders left at Cheney House, 41 KING SQUARE., will receive prompt attention.

TO RENT.—Flat, 7 rooms, in central situation; modern improvements. Rent, $200. Apply "F," Times Office.

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